

**Southwest Washington Regional Transportation Council
Board of Directors
September 1, 2020, Meeting Minutes**

In accordance with Governor Inslee's Proclamation 20-28, the September 1, 2020, RTC Board of Directors meeting was convened in a remote meeting format. Directors and RTC staff present at the meeting included: Scott Hughes, RTC Board Chair; Ted Gathe, RTC General Counsel; Matt Ransom, Executive Director; Diane Workman, RTC Staff Assistant; Shann Westrand, Administrative Assistant; and Mark Harrington, RTC Senior Transportation Planner. The meeting was broadcast live via webinar and telephone formats which provided for full participation by all members of the Board of Directors. The meeting was also broadcast live granting public access on CTV (Comcast channel 23), online at www.cvtv.org, and by telephone.

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, September 1, 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 CTV. Attendance follows.

Voting Board Members Present:

Scott Hughes, Port of Ridgefield Commissioner

Voting Members Present by Phone or Webinar:

Shirley Craddick, Metro Councilor
Shawn Donaghy, C-TRAN Chief Executive Officer
Carley Francis, WSDOT Regional Administrator
Paul Greenlee, Washougal Councilmember
Temple Lentz, Clark County Councilor
Anne McEnery-Ogle, Vancouver Mayor
Gary Medvigy, Clark County Councilor
Eileen Quiring, Clark County Councilor
Melissa Smith, Camas Councilmember, Alt.
Ty Stober, Vancouver Councilmember
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner
Bill Iyall, Cowlitz Indian Tribe Delegate
Tom Lannen, Skamania County Commissioner
Ron Onslow, Ridgefield Councilmember

Nonvoting Members Present by Phone or Webinar:

Vicki Kraft, Representative 17th District

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
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 by Phone or Webinar:

Ron Arp, Identity Clark County
Lucinda Broussard, ODOT Toll Program Director
Mat Dolata, WSP Alternatives Analysis Lead
Larry Keister, Port of Camas Washougal Commissioner
Jennifer Rabby, WSP Team I-205 Corridor Lead

Staff by Phone or Webinar:

Lynda David, Senior Transportation Planner
Bob Hart, Transportation Section Supervisor
Dale Robins, Senior Transportation Planner

II. Approval of the Board Agenda

SHAWN DONAGHY MOVED FOR APPROVAL OF THE SEPTEMBER 1, 2020, MEETING AGENDA. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Chair Hughes announced that if any public wishing to comment by phone to press * 9 to be placed in the queue to speak. Ron Arp requested to speak.

Ron Arp with Identity Clark County said he wanted to thank the Council for their participation and support of the Business Leaders Regional Transportation Summit that was held last week. Mr. Arp provided some updates regarding a survey compiled during the Summit. Mr. Arp thanked the Board for their continued effort. They will look forward to working with the Regional Transportation Council in the weeks ahead.

Representative Vicki Kraft phoned in to say that she was logging into the Zoom meeting now.

Chair Hughes said they would wait for her arrival. He also requested that Board Members give a wave if they wanted to make a comment or had a question. It makes it easier for him to be able to recognize them on the screen.

Action Items

IV. Consent Agenda

- A. August 4, 2020, Minutes**
- B. September Claims**
- C. Retirement of Diane Workman, Resolution 09-20-21**

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE CONSENT AGENDA AND NOTED THAT SHE ALSO HAD A COMMENT. THE MOTION WAS SECONDED BY GARY MEDVIGY.

Mayor McEnerny-Ogle said she noticed that item C. is the retirement of their long serving Diane Workman. She said after reading the Resolution, she knows more about Diane now than she did eight years ago. She said she wanted her to know how deeply they appreciate all of her steadfast service and the fact that she has kept her sense of humor with all of them for so many years. She gave her best wishes for Diane's retirement.

Diane said thank you.

Matt Ransom offered some additional points of observation. He said he gave Diane a congratulatory card and flowers that morning thanking her for her service to the Board and recognizing that they can't do this in person. In that card, the headline was "One person can make a difference." It's such an appropriate commentary about Diane and her tenure here at RTC. He said he was doing the numbers this morning, and over the course of 30 years and 12 meetings +/- a year, he suspects she has attended over 340ish maybe a few more or a few less

Board meetings. She described to him this morning that when RTC was formed in 1992 and the predecessor organization, the Board was quite different. It wasn't as formal as it is today. It wasn't broadcast on cable television or Zoom for that matter. It was more of a committee. A committee of leaders which is the design of MPOs and obviously over time has taken on more formality. Mr. Ransom said if you can imagine shifting from a more casual show up at 4:00 and have a few cookies, and now a major production. The steady hand of her, I guess leadership, guidance, support throughout the office, to him personally, and to RTC staff. He said as you see the organization, you see the tenure of RTC staff. There must be some good formula, because people seem to want to work here for some 30+ years, and Diane has been a part of that, really from inception to now. The character, the tenor of the office, and the spirit of the office much of it runs through her. That steady, maybe not the most boisterous one, and that's why they hired him, but you need someone behind the scenes to keep it all together, as others like himself go here and there. In recognition of her retirement, much deserved, he wished her from him personally and for the organization a fond farewell. She will be here through the 30th and will be in the office occasionally. Mr. Ransom said they look forward to the adventures that lie ahead for her and offered personally his congratulations in that achievement.

Shirley Craddick said thank you to Diane. She said she has always enjoyed the presentations; it's articulate, it's clear and concise. It is sharp and always to the point. She said she really appreciates that. She thanked Diane for all the hard work and the attention to detail and clarity.

THE MOTION WAS UNANIMOUSLY APPROVED.

Paul Greenlee said that he needed to leave the meeting and would be turning his seat over to his alternate Melissa Smith who was in the wings waiting. He asked Diane to enable Melissa into the meeting.

V. 2020 Regional Grant Solicitation – Project Evaluation and Prioritization

Dale Robins said they are seeking acceptance of the 2020 evaluation and prioritization for the regional set of grants as recommended by RTAC. This becomes the basis for the awarding of regional grants, which will occur at next month's meeting.

Federal transportation dollars are allocated to the state, which are further divided with a portion allocated to RTC as the Metropolitan Planning Organization for Clark County. RTC receives approximately \$11 million in federal funds each year. The funds are divided in different programs with different eligibility. The goal is to assist local agencies in implementing the Regional Transportation Plan, and federal regulations require the process to be competitive with no direct allocation to an agency. RTC's process is clearly outlined in the adopted Transportation Programming Guidebook, including adopted regional selection criteria.

Mr. Robins provided a chart that displayed the overall grant and TIP process. The process begins with local agencies deciding on their priority projects. They complete the grant application and submit it to RTC. RTC completes a project screening for eligibility, and they

then evaluate and rank by needs criteria. Then the projects are selected and programmed in the TIP. The process includes a public involvement component, and it concludes with RTC Board adoption.

They received only 18 grant applications this year, with 15 Urban and 3 Rural. This is approximately a 25% reduction in grant requests from previous years. All projects were screened, and considered eligible for regional federal grants. Projects were evaluated against adopted criteria with air quality points tripled for CMAQ projects. In addition, this was the first year that they included a project delivery score, which awards points based on previous project delivery performance. All agencies were provided an opportunity to review their accuracy of the score prior to any action.

Page 2 and 3 of the memo provide a brief description of each of the projects that were submitted. Mr. Robins said the next few slides would display the results of the evaluation process by grant program. The projects were listed in rank order. These tables were also listed in the memo. The shaded projects at the bottom of the list are below the funding cut line.

The first list in rank order was projects competing for the Urban Service Transportation Block Grant Program and the Highway Improvement Program (Urban STBG / HIP). This list includes planning projects and other applications from Camas, Clark County, and Vancouver. All but the last project are recommended for funding.

The second list displayed the rank order for the projects competing for Congestion Mitigation Air Quality (CMAQ) funding. C-TRAN, Clark County, Vancouver, and WSDOT are competing for funding in that program. All but the last project are recommended for funding.

The third list showed the rank order for projects competing for STBG Rural funding. Clark County and La Center are the agencies competing for funding. The bottom project will not make funding. Mr. Robins said a vast majority of the projects will probably receive funding when they come back next month.

The next steps include they take the project ranking to RTAC in September and have them recommend award of grants and adoption of the Transportation Improvement Program. They will return next month for action by the RTC Board on the same two items.

Action on this item today includes acceptance of the 2020 evaluation and prioritization of grant submittals as recommended by RTAC.

Gary Medvigy asked a question about the rank order and how the cut off line works. He wanted to focus on the rural projects, the one that did not make the cut off, NE 182nd Ave. / SR-500. Councilor Medvigy said he knows that intersection well, and it is in his district. He said it is a dangerous and problematic intersection. He asked why it was excluded; was it lack of funds or a ranking cut off.

Mr. Robins said this is a competitive process. The Board has adopted criteria. They award points based on that criteria, such as safety, mobility, road condition. All three of the rural projects were very competitive; they were very close. It just happened to have a slightly lower

score than the other two projects. The way that they recommend funding is they go down the list until they run out of money. It is not that the lowest project is not a good project, it is that they ran out of money before they got to that one.

Councilor Medvigy said so it is a funding cut off and that is done by category. It did not make the rural project cut off because of funding limitations. Mr. Robins said that was correct.

Anne McEnerny-Ogle said in years past, they have had some projects that were slow to move on or couldn't move on. She asked what happened with those funds? If funds were not used for a project did it go to the next project that was cut off.

Mr. Robins said generally what they do is fund down the list. If a project returns funds, doesn't use all of the funds, or they are not able to move forward, depending on where the project is, they can either select the next project and fund it. Generally, what happens is they are really into the next grant cycle, and they add that money back in to the pot as they allocate it out. In the last five years, there is only one project that did not go forward.

Representative Vicki Kraft said it looked like there were several projects that were prioritized that are more ramp metering projects. She said in looking at the overall flow of traffic for the region, how those kinds of projects might better utilize like SR-500 and Fourth Plain where there is significant rework and redesign having go into a heavily congested area, versus ramp metering. She said she is concerned that they are putting more money in something that is supposed to reduce congestion, but seems to do the opposite. She said money in ramp metering versus actual flow of traffic on infrastructure.

Mr. Robins said as he said as the start, this is determined based on what applications local agencies submit to RTC. RTC doesn't control what applications WSDOT submits, although what they have done in the past, is they competed under the CMAQ. It has congestion in the title, but the reality is that in the grant program, you have to prove an air quality benefit to what ever project is done. Ramp meters actually show significant air quality benefits as you meter traffic, the flow on the freeway is improved, it has a significant air quality benefit because of the number of vehicles that you are impacting. It scores okay in the criteria, and they make the funding cut line. It goes back to what projects WSDOT submits to them.

Carley Francis said part of that decision-making process for them is considering generally what funds they have, what programs they think are coming forward, and how to navigate as best they can within funding constraints to help promote good flow. She said she will concede to Representative Kraft's point that back up does occur in those routes connecting to I-205, and part of the decision making for meters is considering the flow in the hierarchy of the system. Trying to meter those folks getting on from lower hierarchy routes so the non-interstates, helps promote the flow of traffic on I-205. Ms. Francis said she knows people see that differently, and that it hits different people's experience differently. The other thing it does in that location is help encourage folks to be on a system that's best for their route. They did see a lot of folks at that interchange really start to take the local streets instead of just getting on at the SR-500 interchange and getting off at the next interchange up the road. They do like to prioritize

longer travel for those routes. These things are doing their best to respond to the increasing congestion and challenges they see, and try and promote as best they can with limited resources good flow on the Interstates; also helping folks make choices where they sort to the most appropriate facility to their travel.

ANNE MCENERNY-OGLE MOVED FOR ACCEPTANCE OF THE 2020 EVALUATION AND PRIORITIZATION OF GRANT SUBMITTALS AS RECOMMENDED BY RTAC. THE MOTION WAS SECONDED BY SHAWN DONAGHY, AND UNANIMOUSLY APPROVED.

Discussion / Information Items

VI. I-205 Toll Project Environmental Assessment (Oregon)

Guest presentation by Oregon Department of Transportation

Mr. Ransom said this Board of Directors going back to late 2017 and then in 2018 has been watching and monitoring this proposal to toll interstate freeways in the State of Oregon, specifically for discussion this evening is a segment of I-205. As a part of RTC's engagement and interest in this topic, the Board of Directors did authorize some comments as part of a Preliminary Feasibility Study. In June of 2018, the Board authorized him to transmit those to the department. Since that time, they have had a few instances where they have invited the Oregon Department of Transportation to provide topical updates and status updates. This evening they have the Director of Tolling Operations, Lucinda Broussard, who is leading that program for ODOT and here with some of her advisors to present the current status of the formal Environmental Assessment process that is now underway. After that briefing, Bob Hart will provide a few comments to the Board about the status of RTC as it relates to the Environmental Assessment process, how we develop our comments in relation to our technical expertise, and what the Board has already communicated going back to 2018. Mr. Ransom thanked Lucinda and her team for their time this evening.

Lucinda Broussard, Toll Program Director, said she also had Jennifer Rabby and Mat Dolata along with her. She would introduce them when their topic came up. Ms. Broussard said she would provide some background, give some history, and talk about equity, and then provide the update of what they are currently doing. House Bill 2017 Keep Oregon Moving, had in it a few items to work on. Those included: roadway projects, transit, additional pedestrian and bike paths, safe routes to school, and also toll implementation. Toll implementation didn't say where it was, or what it looked like. It was just something to go talk about. The last item was accountability and transparency.

The Value Pricing Feasibility Analysis is what came out of the tolling implementation piece. The toll implementation was a big ideal. She said they had to consider how to take those concepts into something that you could actually implement. In October 2017 through December 2018, there was a Feasibility Analysis done and there was a Committee that worked on that. Some of the things that they heard back then, they still hear now. They heard the need to: avoid negatively affecting low-income communities; improve transit and other transportation choices; and address the potential of tolls to divert traffic to local streets.

The recommendations included: Do not implement priced lanes, which are managed lanes; Implementation of Concept E, tolling on the Abernethy Bridge and Concept B, tolling on the I-5 Bridge. As to what they are going to do, they have pulled out Concept E, and that is what they are going to talk about today. They are going to talk about the five alternatives that came out of that Concept E. Taking Concept E and breaking it down further and further. That will go through what the alternatives are based on Concept E for I-205.

When talking of the Oregon Toll Program, it is all electronic. There are no toll booths, no coins, no slowing down or stopping. Most toll roads across the country have gone to electronic, especially since the COVID pandemic. The Oregon Toll Program has a transponder tag that goes on the inside of the windshield behind the rearview mirror. It connects to your account and the toll is taken from your account. If you do not have a transponder, they capture your license plate, and they send you an invoice.

Ms. Broussard highlighted the I-5 and I-205 Projects schedule. She said they are currently working through the National Environmental Policy Act (NEPA) on the I-205 toll project. They are currently in the 45-day Public Comment Period, on week three, so they're half-way in. They are out getting comments and doing presentations, making sure that what they are going to talk about today, and Mat will be doing, and Jennifer will talk about is all in draft. The comments are regarding those drafts; it is not final; it is a draft. They are asking folks how they would like them to design the toll. They have the recommendations, but that is why they are asking for the comments. Nothing is written in stone. They are asking because they want to know. I-205 widening is actually funded; the design and bid portion, but not the four-year construction period. The I-5 Alternatives Refinement, they plan to start this fall, and it will take about a year. They will then go into what they are doing now in the I-205, the NEPA process. The last schedule listed is Equity. Equity is throughout both of those projects, basically laying something on top of this and asking what is equitable for tolls.

Equity is one of their core principles. They are saying they are not just doing tolls; they are doing tolls with equity. It is like quality assurance. When you build something, you want to put quality in it, not a quality check afterwards, so that's what they are doing with tolls. First in the nation. Nobody does this, and they're saying what does it look like when you're designing, what does equity look like, and how do you put equity into a program. Ms. Broussard said it is exciting to her; they have 15 members on their committee. They have an Equity and Mobility Advisory Committee. There are 15 members who live here and have professional experience so you're getting both looks at it. They do have three members who live in Southwest Washington; so, it is inclusive of not only the Portland Metro area, but also Southwest Washington. They have provided them with a draft framework that they have equity strategists who wrote it. It is in draft. They are looking at that now and put their own fingerprint on it. They will then adopt it, and consider it theirs and lay it over the toll program. They are also working with community partners. Equity exists somewhere, but they have to define it in this program or in any program. There's probably no equity that is the same. There isn't even a base to start with. Looking at what equity would mean for this project like the I-205 and also

the I-5 will not be the same, what the measures are for equity for both programs. But, they are looking, and that is what they will put into it.

Ms. Broussard had a slide of the Equity Team. She said in June they had a listening session on what was going on, not only in the area, but what is going on in the nation. They talked about equity, and they had a conversation about what was on their mind and if they thought this could work. Some said no it could never be equitable, and the majority of the members said yes, they could be, and they are still together and still working on it. Ms. Broussard said during that time, there was a lot going on. It was at the height of the beginning, and they came together and talked about what was going on and the impact of tolls. The impact to not only your income, but what the impact is if you're African American, and what that means to them, and how does that play into the transportation system. She said it was a great conversation, and that is the kind of hard work that the committee is going to be doing, and they've already gotten started on it. A list of the committee members and where they are from was provided.

A map of the I-205 project area was provided: OR 213 to SW Stafford Road with the Abernethy Bridge. They are active with outreach to community organizations. They have a monthly e-news letter and news releases. Their Equity and Mobility Advisory Committee is meeting regularly. They had a data share in July with the Regional Modeling Group.

What they have heard about tolls over the last three years is a lot, including the following items. Tolls must be implemented equitably, including where and how revenue is used. The revenue that is collected in a corridor will stay in that corridor. Tolls are not equitable across all income levels, and it is not just income, or race, it is ADA. They are looking for equity across all groups. It is encompassing more than just low income; mostly groups that have been currently and historically under represented and underserved in the community. Transit service along the I-205 corridor is not robust enough. Tolls will create additional diversion into communities along the I-205 corridor.

Ms. Broussard spoke about what happens to the input they receive. They assess the comments and figure out who's answering them and they will be put out on their website. It will show the comment and how it was addressed.

Jennifer Rabby with WSP said as Lucinda mentioned, they are starting the Environmental Review process for I-205. Ms. Rabby would touch on the I-5 toll project. It is on a different time line. They will be going out later this year for public and stakeholder engagement. They will be engaging the Equity and Mobility Advisory Committee as well as making sure their outreach reaches those harder to reach communities, and those who haven't been historically represented or served. Some of the big questions they are hoping to talk about during this pre-NEPA process are how far are we tolling? What are those end points to the north and the south? What would the tolling alternatives look like that they move in the official environmental review process?

In a look at the NEPA milestones for I-5, they will be doing some planning work, and later this year they will be looking for input as they develop the project's Purpose and Need and identify

what alternatives they might want to consider. They will formally initiate the Environmental Review process about a year from now, near the end of 2021.

For I-205, they have officially started the NEPA process. They're out talking to folks and in the comment period. The goal with that is to publish the final Environmental Assessment by the end of 2022. After the comment period, they will be working to finalize the alternatives they are looking at, and Mat's going to talk about what is on the table right now. They will be looking to formalize the Purpose and Need statement, and then they will start preparing all the technical analysis that will go into the Draft Environmental Assessment to be published at the end of 2021 and the Final Environmental Assessment towards the end of 2022. They are planning to keep engaging the public and their stakeholders throughout the process. They have identified some public open houses. They hope to be able to do them in person in the future, but they have been doing a lot virtually making the best of the current situation. They have talked about having continuous engagement even between the open houses so they are not disappearing for a long period of time, but continuing to provide project information and updates.

As mentioned earlier, they are in a 45-day public comment period starting on August 3 to September 16, 2020 for the I-205 Toll Project. Specifically, the things they are asking input on right now are the alternatives, which Mat will be talking about, and the Purpose and Need that they have identified for I-205.

Ms. Rabby would provide an overview of the Purpose and Need. The full statement is available on the project website. The draft has been developed with input going back to the Value Pricing Feasibility Analysis, and they have been asking stakeholders that they have met with in the spring and summer, asking their working groups, the project Equity Team, and trying to get a lot of input from folks as they put this together. Now they are asking the public and agency partners to give them more input before they nail it down. The project Purpose is to both manage congestion on I-205 between Stafford Road and OR 213 and to raise revenue for congestion relief projects. Toll rates would try to achieve both of these objectives. The toll rates would not be set until after the NEPA process. They will be established by the Oregon Transportation Commission later, before tolling goes live.

The Project Need is pre-COVID, growing congestion in the region, as well as this particular segment of I-205, it is a recurring bottleneck, and there is more than six hours of congestion daily there. In addition, they know that the Portland metro / Vancouver region is going to continue to grow into the future, and that congestion is not going to take care of itself. The other part of the need is for funding. The gas tax is not keeping pace with the need.

Ms. Rabby provided a summary of the goals and objectives. These are the things that they hope to accomplish beyond what's in the Purpose and Need. The goals are centered around equity, around diversion, around safe travel for different modes, as well as air quality, multimodal transportation choices, supporting the region's economic growth, and trying to support travel demand management in the region, and then thinking about logistics, in terms of

integrating where future toll systems are located. They don't want to develop one segment of a toll system that doesn't operate well with other segments that may be developed in the future. Also thinking about interoperability with other parts of the transportation system, like parking, trying to make things easy for the user. Ms. Rabby said Mat Dolata would give an overview of the alternatives they're looking at.

Mat Dolata with WSP said he would go through the technical analysis they have gone through so far to support the screening analysis. Mr. Dolata said before he got into the results, he wanted to talk about the overall process for the Alternatives Analysis. They are building off the feasibility analysis work that was done that Lucinda talked about that recommended one alternative for I-205 that was called Concept E. The finding from the feasibility analysis was that process can achieve those primary Purpose and Need that Jennifer talked about, so, managing congestion on the corridor and generating revenue on I-205. Taking a step back from that core concept and looking at different toll configurations to really see if they could have better outcomes by altering how that toll is structured around that concept. At this point, the high-level look, they are leaning on the Metro Regional Travel Demand Model and looking at each of the alternatives compared to each other in 2027. They are not going to answer all the questions about impacts and mitigation and equity that pop up; that will happen in the Environmental Review. There is going to be more detailed study, and they will refine their analysis tools and look at 2040. What they are really trying to do at this stage is go from the five alternatives down to two or three that they can take in for more detailed study and eventually get to a preferred alternative where you know what the impacts are and have identified any mitigations and the complimentary strategies as needed.

Mr. Dolata displayed the five strategies and provided highlights of each alternative including potential toll locations. They evaluated each of the five alternatives. They have a more detailed technical analysis report available online. They compared them against each other. In the Environmental Assessment, there will be a no-toll scenario to compare against, but for these purposes it's a filtering down from five to two or three for further study, they are taking this high-level look. They are looking at transportation system demand. For them that was pulling the vehicle miles traveled, how many cars are on the road, and how much time they spend driving. They are looking at the traffic volume on I-205, and how volume changes across the different scenarios. They are looking at the diversion effects. That is still preliminary; They know people want more detail of what is going to happen at a specific intersection, and they will handle that in the Environmental Assessment. At this point, they are looking at the high-level, what the scale is of potential changes at different times of the day. In addition to that, what shifts over to ride sharing or transit. They also have the cost and revenue piece across the different alternatives, and then some qualitative assessment of how easy these concepts are to implement on the corridor; how they work in the long-range system; and how flexible they are to manage traffic congestion in the long run over time. All of this exercise is leading to the recommendations for which alternatives they've advanced for the study and the Environmental Assessment.

The Project Team has come up with these recommendations. One is to bring forward alternative 3 that splits the tolls between the two bridges. Compared to alternative 1, they are seeing better performance overall in alternative 3. One of the issues with alternative 1 while it was kind of simple and easy to understand, it created a potential for concentrated rerouting effect through Oregon City, across the Oregon City Arch Bridge there and into their downtown. So, alternative 3 helps with that. Alternative 4 has the best overall flexibility for the long-term to manage congestion, and good performance overall. Alternative 5 had some potential for concentrated rerouting effects on the outside edges of the toll zone. Alternative 4 smoothed it out and had less concentrated effects at any one place. These are the alternatives that the technical team have come up with, initially, for further study. They are going around asking for feedback and guidance if they are on the right track with these alternatives. Mr. Dolota said there was a lot more technical information available online and on the screening alternatives, technical report, and other documents.

Mr. Dolota said he believed that Ms. Broussard had lost her remote connection, so he would provide the final words. He said they have done a lot of open houses and have done the Webinars, with everything virtual and online right now. The email address and voicemail were provided on the screen to submit comments to, and contact information for the three speakers was also provided.

Mayor McEnery-Ogle referred back to slide 24. She said there is a deadline for comments by September 16. She wondered if RTC needs to send a letter. They are looking to provide equitable benefits for all users concerning this project. She thanked Matt for providing the June 2018 letter in the packet that was sent from RTC signed by Chair Ron Onslow concerning this particular topic. She said they always disapproved the work on this, and they're very excited that this could be a tremendous opportunity for regional growth and travel demand management, but they have always had a concern about the bi-state mitigation program. As they look at equitable benefits for all users, they found in previous conversations that the mighty Columbia River draws a barrier between that bi-state mitigation piece. Certain pieces are not allowed to cross into Washington. C-TRAN, for example, is not allowed any benefit even though they're the only mass transit on the freeways into Oregon from Washington. Mayor McEnery-Ogle said it is important that she is not seeing the bi-state issue on the Goals and Objectives page at all. She said the Goals and Objectives look wonderful, but it is important that they drive that home that the bi-state piece needs to be discussed thoroughly, and she said if she remembers before, it would take a constitutional change in Oregon's law before any of that could happen. She said she is concerned, and she addressed Chair Hughes saying that maybe it is just a simple re-issuance of that 2018 letter. She said she did think with a deadline of September 16 for comments on some of this, they probably need to send a letter and make themselves known.

Representative Kraft said she wanted to clarify that it looked like part of the alternatives currently being discussed, that the corridor that would have value pricing is not as far north as the Oregon/Washington bridge on I-5. She said it looks like it is going as far north as the Rose

Quarter. She asked if that was correct. She asked if that would stay the same even through the comment and evaluation period. Would it remain the same and not go up to the Oregon – Washington border.

Ms. Broussard said she regained her connection. She said right now, they are doing the I-205. In talking about the I-5, they don't have that set yet. That is what they will be working on for the next year starting later this year. So, they don't have an answer for her right now.

Representative Kraft said that means it could change potentially and could possibly end up going up to Washington.

Ms. Broussard said right now it goes to Going Street which is what the value pricing feasibility analysis came out. It would go from Multnomah Blvd. to Going Street; it is past the Rose Quarter project off the I-5 is what it is right now.

Representative Kraft said it sounds like that could change.

Ms. Broussard said House Bill 2017 was for the complete corridor. These were the projects pulled out to look at first. Technically, the whole corridor eventually, so yes.

Mr. Ransom said he would summarize the next steps for RTC. He said the Board's 2018 letter offers staff guidance to craft comments provided you understand where we're starting from. RTC has received an invitation from the Federal Highway Administration to engage as a Participating Agency in the projects' Environmental Assessment and that RTC will respond to Federal Highways by Friday indicating that RTC would like to receive the status as a participating agency. He provided in the memo a description of what that means. Effectively, what it means is that we now have a formal consultation role with the Federal Highway Administration. Federal Highways is the agency that's overseeing and ultimately, the decision maker in the Environmental Review document. ODOT does the work, and petitions or applies to Federal Highways through their Environmental documentation process. Mr. Ransom said he will be communicating that by letter. That will put us in the queue for reviewing documents. He said he believes several other agencies in Southwest Washington have received the same, and he suspects that they may be responding in accordance, as well. Mr. Ransom also indicated that by the 16th of September, RTC will submit comments on the documents released for agency and public review. Mr. Ransom said he has staff on the team here pouring through the documents mentioned today, the screening of alternatives. They do have a couple of comments or questions. It could be at this level of discussion, that the comments are more of is this what you mean, what is your intent, more open ended, because they do need to allow ODOT a further process to work through the questions that come forward. They will do that for the Alternatives and then also for the Purpose and Need. They will transmit those by the comment cut-off date. As the schedule lays out, ODOT and the tech teams and advisors that ODOT has hired will be pouring through and preparing the necessary documentation and analysis. The next critical milestone for RTC would be review of the Draft Environmental Assessment, which according to the schedule is published in quarter 4 2021. That document is the actual proposal. The question is how we are going to react to the proposal. We need to

see the proposal first. Mr. Ransom said as he noted in previous meetings, RTC's technical modeler, Mark Harrington, is actively involved in the Modelling Working Group. This is a group of technicians that were gathered to provide advise to ODOT and their advisors in terms of the traffic data. While we are advising on the project at that level, that committee is more making sure that they're doing the analysis in ways that we think it makes sense. In summary, Mr. Ransom said that is how we are involved and what we'll be doing in the next couple of weeks. He will keep the Board apprised, and if members have specific questions about analysis or concepts, certainly, contact him, and he will give you our consulting input at this point.

Other Business

VII. Other Business

From the Board

Carley Francis provided her public service announcement for the I-5 Trunion Replacement Program which will shut the northbound bridge over the Columbia River September 12th through the 20th on I-5. Following that, there will be a southbound lane that will be closed for an additional week. Taking away the way in which they'll handle traffic while the northbound bridge is closed means two lanes in the peak travel direction and one lane in off-peak. That means to have traffic looking like it typically would, they would want to see 33% reduction, because they'll have two of three lanes, so a third of reduction in the capacity they have. At the peak of the pandemic, they didn't reach that level of reduction in traffic, so just a public service announcement to recognize it's going to be challenging and people need to make choices about travel and try to, if possible, make alternative accommodations. Also, to note, their Active Traffic Management System is complete and undergoing testing right now. Their Bus on Shoulder project is also undergoing testing on I-5 southbound. Both of those will be with them in the long run, but also help to address the concerns that they have around traffic during the Trunion Replacement.

From the Director

Mr. Ransom introduced the new staff assistant at RTC, Shann Westrand. Members will soon see her at the next Board meeting. She is the new staff assistant replacing Diane. By way of background, Shann has been with RTC since December 2013. She came to RTC through Clark County, and has been managing and advising a similar role to Diane, but to the Technical Advisory Committee and supporting staff and also RTC's finance team. Mr. Ransom said he's very pleased that she was willing to advance her career and seek a promotion through RTC. He said maybe a testament to the culture here, she thought it was a good idea to continue on and seek promotion. She'll be the person emailing members for future meetings asking if they'll be attending. They look forward to this new partnership with Shann and members in months and years ahead.

Related to staffing transitions, there is always opportunity to change a few things. Mr. Ransom said he talked with the Executive Committee, and there is agreement they proceed. The monthly email, which is the advertisement of RTC's agenda, is pretty in depth with many links

and opportunities for potential error. He said they are going to simplify that, possibly starting with the October email to members and partners who are a part of RTC's email list. They are going to mimic much of what C-TRAN and other agencies do here, which is a notice of the meeting advertisement will come, possibly a pdf attachment of the agenda and a hyperlink to RTC's website. That's the host to all of RTC's data. All the archived meeting materials are posted there. Today's presentations and handouts will be posted tomorrow. It's a great archive of data for members and their staffs. He said there is no reason for them to publish this agenda email. It's sort of a legacy thing going back to before pdfs. Now we don't need to do this and will hyperlink to the website. That's one change. The meeting minutes will probably be condensed quite a bit. Diane has done a phenomenal job and yeoman's work in preparing the meeting minutes monthly, and they'll simplify. So, if you notice changes, hopefully, they're acceptable to you.

Federal authorization of the Surface Transportation Program still has not occurred. It is doubtful Congress does it before the end of the month. Congress typically offers continuous resolution, so there shouldn't be any interruption to the Surface Transportation Programs that RTC operates on and that local agencies do projects on. He will keep them updated if anything changes to that affect. On the State front, Mr. Ransom watched the first meeting of the Phase 2 of the Joint Transportation Committee Statewide Transportation Needs Assessment. Julianna Marler, CEO to the Port of Vancouver is representing Ports and Southwest Washington by proxy. Mr. Ransom plans to meet with her and get the lay of the landscape. It looks like that Needs Assessment clearly, as it was defined in the first meeting, intends to put forward a proposal to the Legislature for a Transportation Bill in the 2021 Legislature. That was explicitly stated as part of their Phase 2 work. That committee work is more designed around values and emphasis. A clear value of increased maintenance needs across the state and for major infrastructure preservation. The others you heard about in terms of fish passage issues. It seems the committee is fairly tuned in to the key values former State Representative Judy Clibborn is one of the Co-Chairs as well as a fellow who is CEO of the Spokane Airport. Very articulate, they understand how the political process works. He said he fully expects in the months ahead a quick schedule. They intend to wrap up their work by October. Probably at the November meeting they will see what they're proposing. That lines up nicely with the Clark County Transportation Alliance Statement that will probably be publishing in Draft form some time around November. Mr. Ransom said he also understands that Representative Jake Fey is out in listening sessions. The House has not yet put forth a proposal, and his intent is to craft his proposal. Transportation is clearly going to be a focal point in 2021 among other things.

Mr. Ransom provided a Project Showcase: The Urban Freeway Corridor Operations Study. He hopes to be able to bring it to the Board at the October meeting. This project was funded in part by RTC and WSDOT. WSDOT put in about half the funds of the total cost. The study was an assessment of lower cost freeway system enhancements within Clark County. They looked at I-5, I-205, SR-500, and SR-14. The report is posted on RTC's website. If the question comes forward as to what is being planned now absent new corridors or major expansions, this study narrows down and provides a roadmap for the department and partners about what the more

operational, low-cost capital improvements that could be done on a freeway system to buy more capacity, more throughput, and maybe some time savings. He said it is a great piece of work. All the regional partners in Clark County spent a lot of time. He said they will be using this as well as the Department of Transportation to really guide their focus on what investments are critically needed and helps them prioritize where the resource opportunities and needs are.

Council Member Stober noted in the I-205 graphic referring to the bridge congestion, he assumes that it should be the I-205 bridge not the I-5 Bridge as listed. Mr. Ransom said it is both bridges, but yes, the I-205 should state the I-205 bridge. He thanked Council Member Stober and said they would make that correction.

RTC Business Operations Plan: Safe Start Washington: Mr. Ransom said last month they talked about meeting in this format. The Governor petitioned the four leaders of the State legislature for continuation of the Open Public Meetings Act waiver. That request was granted by the four members of the Legislature, which puts us in the remote format through October 1. He said they are still planning to meet in this format for the months ahead. The Governor and State Legislature continue to extend the waivers and encourage people to safely distance, and they are operating RTC offices the same way they have for the past several months, attendance on an as needed basis, and telework otherwise. They are doing pretty well.

The next RTC Board meeting will use this same format and held on Tuesday, October 6, 2020, at 4 p.m.

VIII. Adjourn

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

Scott Hughes, Board of Directors Chair