

**Southwest Washington Regional Transportation Council
Board of Directors
March 4, 2014, 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 Jack Burkman on Tuesday, March 4, 2014, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was recorded by CVTV. Attendance follows.

Voting Board Members Present:

Nancy Baker, Port of Vancouver Commissioner
Jack Burkman, Vancouver Council Member
Bill Ganley, Battle Ground Council Member
Bart Gernhart, WSDOT Alternate
Jeff Hamm, C-TRAN Executive Director
David Madore, Clark County Commissioner
Doug McKenzie, Skamania Co. Commissioner
Tom Mielke, Clark County Commissioner
Larry Smith, Vancouver Council Member
Melissa Smith, Camas Council Member
Steve Stuart, Clark County Commissioner

Voting Board Members Absent:

Shirley Craddick, Metro Councilor
David Poucher, White Salmon Mayor
Jason Tell, ODOT Region One Manager
Don Wagner, WSDOT Regional Administrator

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Charles Ross, Representative 14th District
Don Benton, Senator 17th District
Paul Harris, Representative 17th District
Monica Stonier, Representative 17th District
Ann Rivers, Senator 18th District
Liz Pike, Representative 18th District
Brandon Vick, Representative 18th District
John Braun, Senator 20th District
Richard DeBolt, Representative 20th District
Ed Orcutt, Representative 20th District
Annette Cleveland, Senator 49th District
Jim Moeller, Representative 49th District
Sharon Wylie, Representative 49th District

Guests Present:

Ed Barnes, Citizen
Mark Brown, Connections Public Affairs
Eric Florip, The Columbian
Paul Greenlee, Washougal Council Member
Heath Henderson, Clark County
Chris Horne, Clark County
Jim Karlock, Citizen
Anne McEnery-Ogle, Vancouver Council
Philip Parker, WA Transportation Commissioner
Scott Sawyer, City of Battle Ground
Bill Wright, Clark County

Staff Present:

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

II. Citizen Communications

Philip Parker from Battle Ground is a Washington State Transportation Commissioner. Mr. Parker provided two informational items. FMSIB is doing an inventory of at-grade railroad crossings and has a survey at www.fmsib.wa.gov. Also, the Washington State Transportation

Commission is working on the 2035 Washington Transportation Plan, and input or more information on that can be directed to Paul Parker at ParkerP@wstc.wa.gov.

Ed Barnes a Vancouver citizen voiced his disapproval of recent legislative actions taken by two SW Washington Senators and the negative impact upon our region financially and economically.

Jim Karlock a Portland citizen referred to bridge tolls and a gas tax and said he was against both.

Jeff Hamm arrived to the meeting.

III. Approval of the Board Agenda

STEVE STUART MOVED FOR APPROVAL OF THE MARCH 4, 2014, MEETING AGENDA. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

IV. Approval of February 4, 2014, Minutes

LARRY SMITH MOVED FOR APPROVAL OF THE FEBRUARY 4, 2014, MINUTES. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. March Claims

B. 2014-2017 TIP Amendment: Washougal Jemtegaard Trail, Resolution 03-14-03

C. 2014-2017 TIP Amendment: La Center Aspen at 18th Crosswalk, Resolution 03-14-04

LARRY SMITH MOVED FOR APPROVAL OF THE CONSENT AGENDA MARCH CLAIMS AND RESOLUTIONS 03-14-03 AND 03-14-04. THE MOTION WAS SECONDED BY STEVE STUART AND UNANIMOUSLY APPROVED.

Bill Ganley arrived to the meeting.

VI. 10-Year Transportation Project Priorities Report

Matt Ransom said at the February Board meeting there was a discussion of the Clark County Transportation Alliance Statement. In that statement, it was identified that there were a few projects that were listed as priorities and not listed in the 10-Year Report. The discussion recognized that the report was prepared in 2012. The request to the RTC Director and staff was to review the projects that were not included in the 10-Year Report but on the CCTA Statement. Lynda David would present the results of that review and entertain any discussion.

Lynda David referred to the memo included in the meeting packet along with the project evaluation tables. Also distributed was the description of the criteria data used to evaluate the 10-year projects.

Ms. David said in 2012 the Regional Transportation Advisory Committee and the RTC Board conducted an iterative process to determine the top project priorities within the Clark County region. Since that time, the three additional priority projects have emerged that were included in the Clark County Transportation Alliance's 2013-2014 Washington State Legislative Policy Statement. The three projects are: Mill Plain Corridor, Port of Vancouver to I-5, removal of road crown and overhang signal and sign obstructions to allow large freight haulage along Mill Plain;

I-5 at Mill Plain, interchange capacity improvements; and I-5 at 179th Street, interchange capacity improvements and urban arterial improvements.

Since the February RTC Board meeting, RTC Staff has evaluated these projects in the same way the projects were back in 2012 that were included in the 10-Year Priority Report. The results of the analysis were presented to the RTAC Committee in February. RTAC did not take a position related to the potential interim update to amend the list of projects in the report, but did concur with the scoring and recommended forwarding the results to the RTC Board.

Ms. David noted the results of the evaluation of the three projects included with the memorandum. More detail relating to the evaluation was distributed at the table. Criteria used included safety, mobility, multimodal, and economic development. Projects were evaluated using quantitative and qualitative means. In 2012, projects were evaluated consistently against each other, having to retroactively evaluate these three additional projects may not have resulted in such a consistent evaluation. In 2012, the projects were brought before the Technical Advisory Committee and the RTC Board several times for discussions. This time is a first round for evaluation of the projects.

Ms. David noted that all three of the projects are already included in the Metropolitan Transportation Plan for the region that was adopted in 2011. If funding were to become available for any of the projects, nothing would preclude them from moving forward and being programmed in the Transportation Improvement Program.

Commissioner Madore said the first Modal project listed in the 10-Year report was the Fourth Plain Bus Rapid Transit Project, and for the record he wanted to submit to be included with the minutes the resolution that was adopted by the County that opposes Bus Rapid Transit projects. Chair Burkman said it would be added as an attachment to the meeting minutes. (See Attachment 1)

Chair Burkman said the three projects can 1) be added to the document that was created in 2012 by modifying the document, 2) add in as a supplemental sheet to the document, or 3) wait until all the projects are reviewed at once and look at adding the three at that time. He asked the Board for their thoughts.

Commissioner Stuart asked when the list of projects would be reviewed again. Matt Ransom said it is staff's intention that as part of the RTP update this year, they would do a similar prioritization. With that said, it may not be in the same form, because they will be looking at projects in total. They would try and identify a short list out of the 20-year project list. If the Board chose to defer, and no action was taken today, they would be looking at these projects as part of the prioritization discussion.

Commissioner Stuart asked the total cost of the 10-year plan. That amount was several hundred million dollars. Commissioner Stuart said that given the fact that the latest Senate proposal for a transportation package that is also likely not to go anywhere only has \$46 million for projects for Clark County in it, and we already have \$300 million on the list. They are not even getting close to a short list for us. Adding projects at this time really isn't a priority for him. He said it is getting some semblance of respect in and from the Legislature for Clark County's needs.

Chair Burkman said there is the question that this review is completed and created another list by the time the next session begins. He recommended that the three projects be appended as a

supplemental memo to the report. This would keep the original report clean while still documenting it, but not changing the original report and making confusion. He agreed that it would probably not be used, but it would document the conversation.

Commissioner Mielke said the report should match up with the Alliance list of projects. Chair Burkman said the projects on the Alliance list were taken from the report. What started the conversation last month was that the 179th project was on the Alliance list and was not listed in the 10-Year report and was requested to be added. The discussion further noted two other projects on the Alliance list that were not listed in the report as well.

Matt Ransom said the earlier question of total cost for the 10-Year list of projects is actually \$1.1 billion. Mr. Ransom said in looking at these lists of projects, a way to look at it is a form of nesting dolls. There is the 20-year list; the 10-year list, which is a subset of that; and the Transportation Alliance list was an even further subset of the 10-year list. If the Board were to choose to append the three projects to the 10-Year Report as a supplement, the 10-Year Report would wholly include and reference the three projects that were on the Alliance statement. The Alliance statement is still a subset of the 10-Year Report. The 10-Year Report included state highway system improvements, local improvements, and Port multi-modal improvements. The Transportation Alliance statement list is primarily concentrated on State highway system improvements and Port multi-modal. It doesn't get into some of the local projects.

David Madore said the 179th Street project listed on the Alliance statement is a high priority for Clark County for their economic development. He would like to see at least that project listed as item W added to the list.

Chair Burkman said the process for ranking the projects is on the supplemental list that was distributed. That is the agreed upon criteria for the points awarded to each of the segments of the criteria. Item W scored 29 points, predominantly from economic development. That score places the project at the bottom of the list of interstate/state/expressway projects as number 9.

Commissioner Madore said at this point he was not arguing what order to place it, just to put it on the list. Commissioner Mielke said it needs to be consistent so it is less confusing.

Commissioner Stuart said he thought it made sense to make the list consistent. The Alliance statement that is going to our Legislators, whether they pass a package this year or not or whether we are getting very little or not, it should be consistent. If these three projects are on the Alliance list and not the 10-year list, they should be added to the 10-year list so it is clear that there is consistency.

STEVE STUART MOTIONED TO AMEND THE 10-YEAR PRIORITY LIST TO INCLUDE THE THREE PROJECTS LISTED AS U, V, AND W AS A SUPPLEMENTAL. LARRY SMITH SECONDED THE MOTION.

Jeff Hamm asked if a supplemental was a separate sheet added. Chair Burkman said that was correct. Jeff Hamm said the projects in the report are listed in two time frames, 0 to 6 years and 7 to 10 years. It was noted that the added projects are listed as evaluated for the 0 to 6 years.

Chair Burkman clarified that the motion is to take the evaluated three projects and create a supplemental sheet to describe that this was added to the 10-Year report on this date by RTC Board action.

Commissioner Madore said to be consistent with our message we need to have only one list, not a list and a supplemental and proposed an amendment to the motion.

DAVID MADORE MOTIONED TO HAVE THE THREE PROJECTS ADDED TO THE ORIGINAL 0-6 YEAR LIST RATHER THAN HAVE A SUPPLEMENTAL LIST. TOM MIELKE SECONDED THE MOTION.

Steve Stuart clarified that the supplemental list he was requesting would retain the U, V, and W references to the projects which signify the continuation of the original list.

Matt Ransom said in referencing the existing tables in the report, every project was given an ID (A through W). The original motion would be a separate sheet with projects U, V, and W listed for the 0-6 year timeframe. The cover of the report would be amended to reflect that the report was amended on March 4, 2014 indicating this is a new report issued with these additional projects.

Chair Burkman said that was a good clarification. He said the ID is a map ID. It is a symbol associated with the project so it could be identified on the map. The report lists the projects in their ranking order, not by their ID. If the projects were to be added directly to the list, they would be placed in the order of their ranking.

Commissioner Stuart said with that clarification, it seems to be more confusing with a separate supplemental list. He said he would support the amendment.

Chair Burkman clarified that the amendment would modify the original document to incorporate the three projects under the 0-6 years, under the correct category, and in the order of what their total score placed them relative to the other projects.

Jeff Hamm asked if the projects were listed as 0-6 years and 7-10 years because of their project readiness and these three fit into the 0-6 year project readiness category. Lynda David said these three projects were placed in the 0-6 year category because they were on the Transportation Alliance Statement as being high priority for the community. Mr. Hamm clarified that it was not because of project readiness for the three projects. Ms. David said that was correct.

Chair Burkman called for a vote on the amendment to the motion which would add the projects as part of the original list not a supplemental.

THE MOTION FOR THE AMENDMENT WAS APPROVED.

THE MOTION TO AMEND THE 10-YEAR TRANSPORTATION PROJECT PRIORITIES REPORT WAS APPROVED.

VII. FY 2015 Unified Planning Work Program (UPWP) - Draft

Lynda David referred to the memo and Draft UPWP document provided in the meeting packet. The UPWP provides the transportation planning activity anticipated in this region for the next fiscal year. The draft document is provided to Board members with an opportunity to review and provide input and comment prior to asking for Board adoption in May. The May adoption will meet the WSDOT, Federal Highway Administration, and Federal Transit Administration timelines for adoption of the document.

The UPWP is prepared annually by RTC to meet the requirements specified for Metropolitan Planning Organizations in federal regulations, USC Titles 23 and 49. It is one of the core Metropolitan Planning requirements for the receipt of federal and state transportation funds to the region. The FY 2015 UPWP covers the year from July 1, 2014 to June 30, 2015. It completes the grant cycle which began with the Board's adoption of RTC 2014 calendar year budget in December 2013.

Each year RTC as the MPO for the region is granted Federal Highway Administration PL dollars as well as Federal Transit Administration Planning funds to carry out the required metropolitan transportation planning responsibilities. The UPWP outlines how these federal dollars, as well as state and local dollars will be used for planning. The UPWP needs to reflect transportation planning emphasis areas identified by the US Department of Transportation and the State of Washington. These emphasis areas are described on page xi in the Draft document. Key transportation issues facing the region are also described beginning on page xiv.

Ms. David said after the introduction information, the document has four major sections. The first three sections include the description of individual RTC work elements, and the fourth section describes transportation planning activities of State and Local Agencies of the region including WSDOT SW Region, the County, the Cities, and C-TRAN. The final page of the document is a revenue summary spreadsheet showing the revenues/expenditures by funding source for each of the elements.

The Draft UPWP has been reviewed by the Regional Transportation Advisory Committee (RTAC) and by officials of Federal Highway Administration, Federal Transit Administration, and WSDOT Headquarters staff at a meeting here on February 20. After the March RTC Board packets were sent out, they did receive some minor comments and suggestions editing the Draft document from the Federal and State staff. The changes are fairly minor, some relating to make sure that transportation funds cannot be used for lobbying purposes and another recommendation revolved around possible statewide standardization of financial information. After the Board's review and the minor changes made as suggested, the Draft UPWP will be posted on RTC's Website to allow for public review. Ms. David emphasized that there is consistency between RTC's work plan budget 2014 and a continuation into the calendar year 2015 with the draft FY 2015 UPWP. This is an informational item and provides an opportunity for RTC Board members to review and offer any comments, and it will be brought back in May asking for adoption of the UPWP.

Chair Burkman said this is one of the requirements for the receipt of funds to our region. He noted the Federal Review was two weeks ago.

Commissioner Madore asked where the document could be accessed. Ms. David said it is currently on line with the March RTC Board Meeting materials. Following this Board meeting, the Draft UPWP Document will be posted on RTC's Website home page.

VIII. Regional Transportation Plan – Vision and Goals

Matt Ransom said the Regional Transportation Plan work effort this year is one of the primary efforts of the staff. Metropolitan planning is the primary work responsibility of the RTC under the federal rules and regulations. Part of the UPWP is defining how the money will be spent to accomplish this goal. The RTP discussion today is primarily about our vision and policy and

goals. Mr. Ransom said there is a lot of consistency and consensus about the vision and goals and strategy; however, there is always opportunity for improvements and enhancements. In discussions with technical staff at RTAC, they've looked at emphasis on economic development as a regional strategy and goal and the issues of funding or lack thereof in terms of all the investments that are needed to make this a prosperous community. Mr. Ransom said a lot of this discussion is a representation to stay the course, but they want to elicit some discussion around those two priorities of economic development and finance.

Lynda David referred to the memo included in the meeting packet along with the two attachments. Attachment 1 is an outline of Federal, State, and Existing Regional Transportation Policies, and Attachment 2 is County-Wide Transportation Planning Policies for the Comprehensive Growth Management Plan.

Ms. David said she would introduce transportation policies as a framework for the 2014 Regional Transportation Plan update as well as review opportunities for public participation and consultation process.

The RTP update is a Federal Mandate. All state and regional transportation planning organizations, such as RTC, must maintain a Regional Transportation Plan and cover at least a 20-year horizon. Failing to maintain a current RTP results in a "lapse" and stops the flow of regional Federal transportation grant funds. The RTP is also a mandate under State law. Washington State must maintain a statewide Transportation Plan, and RTC is responsible for the Regional Plan element. The Growth Management Act mandates coordinated transportation plans at the local, regional, and state levels. Failing to maintain a valid RTP results in a "lapse" and stops the flow of State transportation funds as well.

The long range regional transportation plan must cover a 20-year period. The State requires review for concurrency every two years and the Federal requirement is for an update every four years. The Plan must be multi-modal: auto, freight, bicycle, pedestrian, transit, demand management, system management, and freight and goods movement. Federal requirements are for a fiscally constrained Plan. Forecast revenues must match the estimated cost for the projects and strategies. This is inked to the air quality conformity determination that must be made. As said earlier, there must be consistency between federal, state, and local plans.

Ms. David said it is important to understand the Regional Transportation Plan is the result of a process that requires collaboration, coordination, and consultation among the county, cities, transit agency, WSDOT, and Ports. Projects and transportation strategies included in the RTP are compiled from local Capital Facilities Plans, the Washington Transportation Plan and related state modal plans. It also includes strategies from Commute Trip Reduction Plans and System Operation Plans. The focus of the RTP is the regional transportation system. They must also ensure that they address all transportation needs to some extent in the Plan. This is particularly important when they determine revenue forecasts, because they cannot determine that all revenues coming to the region will be used for regional transportation projects. There is a local transportation need as well.

Regular RTP updates are needed to keep in touch with policy directives, trends, updated forecasts, updated state and local transportation plans, corridor plan updates, and also updated Capital Facilities Plans. Regular RTP updates can help to avoid RTP amendments for individual

projects. It is important to understand that there is a close relationship between the Regional Transportation Plan and the shorter term Transportation Improvement Program (TIP). The TIP draws projects, programs, and transportation strategies from the RTP to program for funding.

Ms. David turned attention to the RTP Vision and Policies as the foundational basis to guide the RTP's development and provided a slide listing the RTP Vision Statement. The Vision articulates general themes that guide the RTP goals which in turn set the framework for development of the region's transportation plan and attainment of this Vision. The Vision Statement allows us to take a concise look forward to the important outcomes of the Plan, and its implementation should lead us toward the vision.

RTAC members reviewed the Vision Statement and did not recommend any changes at this time. They thought it was sufficient for this 2014 update. Ms. David asked members to review the Vision statement and offer any comments.

Commissioner Madore offered a contrast of where we are at today compared to where we were in 2008. He said in 2008, we had a Corridor Visioning Study that looked at the big picture for our whole region and identified possible corridors and crossings looking at congestion. Even though in 2008-2009 the recession hit us, he asked if we would never get back to the big vision to look at new corridors and new crossings and congestion relief. Commissioner Madore said congestion relief is not mentioned in the Vision Statement. He said he did not want to lose the inspiration of the big picture.

Chair Burkman said the Vision Statement refers to a "vibrant community," which is talking about vitality. He referred to the piece stating "balances modal needs while providing mobility and access to support the region's growing prosperity." Chair Burkman said this refers to the piece that Commissioner Madore is referring to, and asked if it captures the essence of what he is talking about.

Commissioner Madore said it captures a lot of good things but is not a problem solving statement to guide us to actually address one of our problems which is congestion relief. He said he doesn't want us to forget about relieving congestion.

Steve Stuart said in looking at the Vision and the Goals, the goals are broad. The Vision statement is a very neutral statement identifying the lay of the land. It is not a direction oriented statement and asked if that was the expectation of the Vision Statement.

Ms. David said when it was drafted in 2011, it was not a time of great hope that we would be able to fund everything that we wanted to on the transportation system. She said that is probably why it was deliberately left as broad and open stressing that transportation is an important part of the livability of this region. Promoting the livability of a region would help to draw and attract new jobs.

Steve Stuart said the statement says "the Clark County region is a vibrant community....the region is served by..." He questioned why it is in the present tense.

Ms. David said the statement assumes the year 2035, and this is what we wanted our community to be. The statement begins with "In 2035, the Clark County region is a vibrant community with...."

Commissioner Stuart said that is what he was looking for and understood the Vision concept.

Commissioner Madore said he hoped the Vision Statement is not a statement of the status quo. He said if that is the case, we assume we have already solved our problems. He suggested redoing the Vision to reflect where we want to go and what we need to do to get there along with motivation.

Commissioner Stuart said he would not change the Vision based on his understanding now. The reason is because the Vision is a picture of where you think you will be. It is visionary and gives something to provide inspiration. It says in 2035 we will be these things, and he said he liked it. The Vision doesn't have actions or directions; that is found in the goals and strategies. The Vision is the picture of what it will be if we are successful. The goals and strategies are what get us the success, and that is what will need a lot of work.

Larry Smith said he is fine with the Vision statement. He cautioned that verbiage means a lot of different things to a lot of people. Mr. Smith noted that the Commissioner spoke about congestion. He said that if he read about congestion and lived in Los Angeles, he might have a different definition than what it is here. When reading the Vision Statement, it needs to be words that are meaningful and understandable to the broad target of parties that are going to read it. Mr. Smith said the words in the statement fit, and it is a good Vision.

Jeff Hamm asked if staff could summarize the public process that went into the creation of the RTP Vision Statement, how broad it was and who participated. He said if there was a change to the statement, it would merit the same level of participation and involvement.

Ms. David said in 2011, the Vision Statement development was part of the Technical Advisory Committee meetings and the RTC Board meetings over a three month period. There was a public open house and materials were available on RTC's Website at that time. The public had access to weigh in on any changes.

Chair Burkman said in order to keep moving ahead, he recommended a motion to accept the Vision Statement.

STEVE STUART MOVED TO ACCEPT THE VISION STATEMENT AS LISTED. LARRY SMITH SECONDED THE MOTION. THE MOTION WAS APPROVED WITH ONE OPPOSED.

Ms. David moved on to consider the existing policy themes. There needs to be consistency between federal, state, regional, and local transportation plans so they are not at odds, and this consistency requirement also applies to the goals and policies. Ms. David said there is currently consistency in the basic transportation policy framework at all four levels of governance with consistent themes: Economy, Safety and Security, Accessibility and Mobility, Management and Operations, Efficiencies, Environment, Vision/Values, Finance, and Preservation. Ms. David noted that Attachment 1 listed the Policy Themes, the required Federal Planning Factors, the required State Policy Goals, and the current RTP policies. It was clarified that RTC's RTP policies can be modified as long as the required Federal and State policy and goals are met. Ms. David highlighted each of the Policies/Goals listed in the RTP asking RTC Board members for comments.

Jeff Hamm said MAP-21 has provisions for creation of performance measures into the local transportation planning process. He asked if when those come out that we would then incorporate them and modify our planning process accordingly. Ms. David said yes, that they

may have to realign the policies once the regulations relating to MAP-21 performance measures come out. Unfortunately, they are being delayed further and further, and it is unclear when they will be released.

Commissioner Madore asked where congestion relief could be included. Commissioner Stuart said that congestion is related to mobility, which is moving people and goods; it would be a goal under accessibility and mobility.

Lynda David said it might be clearer to the public at large if we used the term congestion relief when appropriate over the term mobility. Chair Burkman confirmed that members were in agreement to make that change appropriately.

Commissioner Stuart spoke to what Council Member Smith's point about congestion and what it means in different areas. He said congestion in a downtown hub could also be seen as vitality. The more cars and people you have downtown means the more vital and vibrant your downtown community is. In some areas they allow for more congestion in the downtown corridors, because that means more shoppers, more workers, more people living there. He cautioned that when using the word congestion, make it clear what we mean.

Commissioner Madore referred to the Management and Operations Theme and said when the term demand management is used, he thinks it means to discourage people from driving to keep them off the road. Commissioner Madore said he thought it needed to have a positive statement such as "when cars become nonpolluting" or other advantages that are not negative.

Bart Gernhart said whereas they support the concept that you are saying, demand management from WSDOT's point of view, is to allow folks to possibly work 10-hour days four days a week or work from home, do a number of things so they are not out there creating the need to add more lanes to the highway or create more congestion around the hot spots. There are a lot of tools to allow them to do that; the biggest being flexible work shifts and telecommuting. They are not opposed to completely support the idea of electric cars and computerized cars that can travel 60 mph close together in a safe manner. To have fewer cars and have other opportunities to get to work or shop is part of the management of demand.

Commissioner Madore said when the vehicles are already on the road or the land use says we want to develop an area, we need to be able to build responsible infrastructure to add lanes and provide new corridors. Something needs to be there that gives direction to say it is appropriate at times to add capacity.

Bart Gernhart said he was not arguing with that. He said that demand management is not just about getting cars off the road. That is not the only way to address the operations. It is one way, one of the tools in the tool box.

Chair Burkman noted that it does state "Provide reliable mobility for personal travel..." Along with "...accomplished through development of an efficient, balanced, multi-modal regional transportation system."

Ms. David said for finance, the goal is to provide a financially-viable sustainable transportation system. For preservation, the goal is to maintain and preserve the regional transportation system to ensure system investments are protected.

Commissioner Stuart said the maintenance and preservation is taking up an ever-increasing portion of every agency's budget for roads. The sustainability and financial viability is directly tied to the maintenance and preservation and the increase. It continues to grow, and the more that we build, the more that we must maintain.

On that same thought, Ms. David said the goals were taken to the Regional Transportation Advisory Committee members at the last meeting. They didn't recommend any changes to the current goals, but they did offer some interesting discussion. They felt that core to provision of transportation system and services were safety and security as well as accessibility and mobility. That was their core function, but when asked what goals resonated most with them, they discussed two major issues relating to finance and economy. They thought those might be the two goals that the RTC Board might want to weigh in on. On the topic of finance and how to deal with financing the transportation system into the future: Public works representatives at RTAC were highly concerned with how to meet with transportation system maintenance and preservation as well as how to fund capital needs into the future. Ms. David said they felt that efficiencies and transportation system management and operations were key goals related to finance.

Chair Burkman asked if RTAC had recommendations for how those concerns might be reflected back into the goals. Ms. David said they did not.

The other key issue that RTAC discussed was economy. In this region, we are keenly interested in sustaining the current range of businesses and industry we currently have as well as attracting new jobs to the region. There was discussion of how quality of life in a healthy community can contribute to attracting jobs.

Ms. David focused on the economy goal which is to support economic development and community vitality. She asked the Board how transportation policies can guide investments to best support economic vitality.

Commissioner Stuart said we operate in a system that is primarily reactive. Our Ports have tools that have allowed them to get a little further ahead to be able to develop infrastructure ahead of the jobs. Our system has been built based on prioritization of crisis, so the funding comes to those projects that are already needed. We fund those projects that need is already there. We don't have a system that is very good at supporting. He said legally, we have very strict restrictions that don't allow us to proactively plan and build infrastructure to lay the foundation for jobs. Commissioner Stuart said we are constantly just trying to catch up with the problems we already have. If there were a way for us to be more proactive than reactive, he said we would be much better at supporting economic vitality.

Chair Burkman said they had reached their time limit for this agenda item. He suggested that staff distribute the remaining policy questions to Board members to think about prior to the April meeting when RTP policy discussion is to conclude.

Commissioner Madore said in regard to what Commissioner Stuart said, with his understanding of the Growth Management Act, the intention is that as we release development in areas, along with that is a commitment to build in advance. He said we are authorized to be proactive.

IX. 2014 Legislative Session Update – Transportation

Chair Burkman noted a series of handouts were distributed, and introduced Mark Brown, Connections Public Affairs, to provide a Legislative update. Mr. Brown said he would start with his bottom line, which had four pieces. The first is that he thinks it is still possible but highly unlikely that there will be action this 60-session on a comprehensive Transportation Revenue Package. Mr. Brown said that is probably in our best interest. If they were to act in the short term, he said he feared that we might not be included, so no action may be to our advantage. Mr. Brown said what they have is a flurry of activity, but primarily from one-half of one chamber, which is the Majority Coalition Caucus in the Senate. The good news is that they are putting their proposals on the table. Mr. Brown said he believed that everyone in the room would agree as it relates to the project list that is associated with all of the MCC proposals today, the distribution to Clark County is unacceptable.

Mr. Brown noted the three handouts: New-Law Transportation Proposal Balance Sheet; WSDOT's Clark, Skamania, and Klickitat County Project Lists, and a LEAP Transportation Document. Mr. Brown referred to the New-Law Balance Sheet. This is the proposal that Senator King put on the table on the 21st of February. An earlier version was put out on the 13th of February along with an original proposal at the end of last year. He said it is still about a \$12 billion package. A primary source of revenue is a 3 step increase in the gas tax. There is also a significant increase in the weight fee. It proposes to spend about \$12 billion, which he said is a little misleading because it includes \$1.6 billion debt service on a bond. The major differences from when Mr. Brown presented in January, is a reduced amount of diversion of the state sales tax on construction from the General Fund to transportation projects, from a high of \$640 million down to \$365 million. In addition to that, there has been a substantial change in Senator King's approach on MTCA. He wanted to put over \$200 million of MTCA money into dedicated Storm Water work associated with the state transportation system. That number now is down to \$40 million. He maintains about the same value, although the number is a lot less than seen before. That ended up going into transit and multi-modal projects and grant programs for the Puget Sound, but taking the distribution away from Puget Sound's cities and counties. For Clark County, the direct distribution numbers are about the same.

The distributed LEAP document is how the \$12 billion is spent, program by program and project by project. This is provided for members to review at their leisure. Mr. Brown noted that some of the dollars listed for projects are actually beyond the 12-year funding window, so that is a dream. That means there is not revenue in this current 12-year cycle for those projects.

The WSDOT Clark County Projects and Skamania and Klickitat County Projects document was put together by RTC staff at Mr. Brown's request. Mr. Brown said the request was the result of a meeting that he had last week with Senator King's principal transportation advisor. He said he was arguing for some measure of fair share distribution in any project list for Clark County and Southwest Washington. Mr. Brown said in the discussion he mentioned to him that Clark County did much better with the Nickel Package and Partnership (TPA) Package than we are proposed to do in any of Senator King's project lists, especially this last one. Mr. Brown said he asked Matt if he had anything that would add further definition to that, so he could provide that to Senator King's advisor. Mr. Brown noted that with the Nickel Package Clark County received 6.4% of the package and had 6.1% share of the state population. The TPA Package provided

3.4% of the package to Clark County and had 6.3% of the state population. The 2014 Senate proposal shows Clark County receiving 0.7% of the package with 6.3% of the state population. Mr. Brown said he told Senator King and his staff that all we were asking for was a fair share for our region, and this did not even come close.

Mr. Brown said there is still no specific plan from the Governor. Mr. Brown said the Governor is in the advance of urging action on a revenue package. He is in all of the negotiations. Mr. Brown said the Governor and his staff feel that he is better positioned to move the ball forward by not having a specific proposal. Mr. Brown said he was on the phone today with the Governor's principal transportation advisor, and once again he affirmed that the Governor is fully committed to ensuring that if there is a package and there is a project list that he will insist that there be some measure of fair share distribution for Clark County.

Chair Burkman said this is about a \$45 million package for SW Washington, he asked what that would look like to be a fair share. Mr. Brown said he could not answer that question that it comes down to every jurisdiction at the table. Mr. Burkman said if we were to receive the same percentage that we received from the Nickel and TPA packages, what would that be. Mr. Brown said that would average to about 5% so it could 5 times more.

Commissioner Mielke asked if we would be able to hang on to the TPA money. Mr. Brown said yes, that he thought that most of those projects are complete. Bart Gernhart said the last TPA project is scheduled to go this spring, the 18th Street Interchange on I-205. All other projects are already funded, under construction, or completed.

Mr. Brown said that in addition to the Governor not having a proposal to share, neither do the Senate Democrats. Mr. Brown said if the proposal does go through with the \$12 billion in 12 years, and we are not part of it in a meaningful way, it is going to be a long dry stretch for this region.

Mr. Brown said having worked on the Nickel and Partnership Packages, and many at the RTC table worked on them as well, we don't have the bipartisan platform of local legislators working together identifying projects and arguing for those projects and funding those projects in exchange for their votes as we have had in the previous times in the past. It is not there. Mr. Brown said this process is unlike any others that he has been involved with relative to how a transportation package is crafted. On the Senate side, there are two co-chairs of transportation, and they have equal status. It is obvious that they are not working together in developing a joint proposal. Historically, the Chair working with a ranking member will start working on a project list as a way to get to 25 votes in the Senate and 50 votes in the House. He said it is not of the equation, but it is a big part of it, and it is not happening in this process.

Commissioner Mielke asked if any of the packages had reforms. Mr. Brown said yes, in fact Senator King's package looks very much like what was discussed in January. Those reforms include project delivery, congestion relief, environmental permitting, and some labor reform in terms of prevailing wage.

Mr. Brown said it is not just Clark County who is not getting affair share, but all of SW Washington, with well over 10% of the population is looking at getting not much more than 1% of the total. He said he had one of his city managers ask what they should do. Mr. Brown said it is hard for him to figure this one out and said he is concerned. Mr. Brown said if there is no

action this session, we all need to regroup and figure out how we go forward to protect our interests. Mr. Brown said in talks with a Senator about getting funding for a project, he said he was a no vote. Mr. Brown said we don't want no votes. That means we don't get project funding. No votes are not the answer.

Steve Stuart asked if for this session, the recommendation is to talk with elected officials and contact them. A no vote gets you out of the package; it doesn't necessarily make the package not happen. If for us the best case scenario is no package, what message can we send to get that? The mega projects on the list have been developed over a longer series of years. We are late in the game to add projects to the list at this point. If there is going to be a package, what message can we send to our Legislators?

Mark Brown said if he were giving the Commissioner talking points, he would emphasize just what he said that you are not interested in no votes. If there is going to be a package, we want fair share. The only way we get fair share is if you fight for funding for our projects, and that probably means you're on the hook to vote yes on the package and if you do, I've got your back. That is another aspect that cannot be ignored. Mr. Brown said we need a unified message from a diverse bipartisan private sector/public sector team and approach the Governor. Mr. Brown said that no one has ever lost an election to the Legislature because they voted for a gas tax increase. He said the last time there was an increase, there was an election, because it was put on the ballot by referendum and the voters of Clark County affirmed what the Legislature did. That is our history in Clark County. Legislators have not been unelected, and the voters recognizing the value of projects, affirmed what the Legislature did. These are important parts of the message. March 13 is the last day of the session. Mr. Brown said he did not think they would extend the session.

Commissioner Madore said it really comes down to fair share or nothing. He asked if the SW delegation is sending that message. Mr. Brown said most of our SW Washington Legislators, but not all, have put something in writing either individually or as a group, and sent it to Chairs that represent them (Democrat and Republican) and said this is what I want out of the package. The only letter that was made public was the letter from Representative Moeller for the 17th, 18th, 49th, and 19th Legislative Districts. Only members of one party signed on to that.

Larry Smith asked Mr. Brown after reporting for 40 years, if he was really optimistic for next year. Mr. Brown said he is optimistic that if not this year, next year there will be action on a package. He said as Commissioner Stuart mentioned there is this years-long pressure building around a number of mega projects. Those projects are ready to go; they just need money. Mr. Brown said that Senator Rivers met with the Transportation Alliance and she was talking about the week after the election, there would be a special session.

Chair Burkman said in discussions with the Executive Director, he asked with the gas tax based on historical information, the amount of gas tax that Clark County provides, how much of that would be used in that package. The answer was for every dollar of gas tax consumed, we would get 10 cents back.

X. Other Business

From the Board

Chair Burkman said that given the time, the election of Vice Chair would be moved to next month's meeting.

From the Director

Matt Ransom noted that he had sent an e-mail the previous day that RTC's State Audit is underway. He said he has worked with Chair Burkman, and he will be attending the conferences pertaining to the audit. Mr. Ransom will report back to the Board once that has concluded.

Mr. Ransom said that Washington Transportation Commissioner Parker noted the Washington Transportation Plan Update. RTC has been asked to develop and host a listening session for our region. This is an opportunity for us to express some of our needs and issues in the state plan.

Mr. Ransom noted JPACT meets Thursday, March 13 at Metro at 7:30 a.m. and C-TRAN Board of Directors meets Tuesday, March 18 at 5:30 p.m. at Vancouver Library.

The next RTC Board meeting will be held on Tuesday, April 1, 2014, at 4 p.m.

LARRY SMITH MOTIONED TO ADJOURN THE MEETING. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:45 p.m.

Jack Burkman, Board of Directors Chair

Attachment 1

Submitted by David Madore

March 4, 2014

PROPOSED BUS RAPID TRANSIT RESOLUTION 2013-07-19

1
2
3
4 A resolution to create a policy of the Board of Commissioners to oppose every Bus
5 Rapid Transit project in Clark County unless it is not first supported by a majority of the
6 voters in a county-wide advisory vote of the people.

7
8 **Because** the Clark County Board of Commissioners, as representatives of the Citizens
9 of Clark County, serve as members of various governing boards that may consider High
10 Capacity Transit Bus Rapid Transit transportation projects; and

11
12 **Because** the 20-year Transit Development Plan adopted by C-Tran was based on the
13 Columbia River Crossing High Capacity Transit project with Light Rail and Bus Rapid
14 Transit that was closed down as directed by Governors Kitzhaber and Inslee; and

15
16 **Because** that plan to connect Bus Rapid Transit to Portland Light Rail at a High
17 Capacity Terminus in Clark County is now obsolete; and

18
19 **Because** the 20-year C-Tran plan includes spending up to \$407 million on Bus Rapid
20 Transit projects that will require additional tax increases; and

21
22 **Because** the 20-year C-Tran Plan states that High Capacity Transit shall not be funded
23 by diverting existing C-Tran revenues from current operating and capital costs; and

24
25 **Because** the C-Tran Adopted Policy states that "any means chosen to finance
26 operations of the HCT component of the CRC project shall be submitted to the impacted
27 C-TRAN voters for approval"; and

28
29 **Because** a sales tax increase to fund Bus Rapid Transit and Light Rail operation and
30 maintenance was submitted to the voters and rejected in the November 2012 General
31 Election when voters defeated C-Tran Proposition One; and

32
33 **Because** a new 20-year C-Tran plan must be defined based on clear policies that are
34 supported by the affected citizens; and

35
36 **Because** the Board of Commissioners wish to seek and respect voter input in a county-
37 wide advisory vote in advance of any board vote on any Bus Rapid Transit project
38 before millions of dollars are spent on it; and
39



40 **Because** this matter was considered at a duly advertised public hearing, where the
41 Board of County Commissioners concluded that adoption of this policy would be in the
42 best interests of the public health, safety and welfare of the Citizens, now therefore:

43
44 **BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY**
45 **COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON AS FOLLOWS:**
46

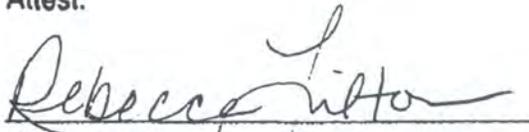
47 It should be the policy of the Clark County Board of Commissioners to clearly oppose
48 every Bus Rapid Transit project in Clark County unless it is first supported by a majority
49 of the voters in a county-wide advisory vote of the people; and

50
51 To uphold this policy as board members of C-Tran, the Southwest Washington Regional
52 Transportation Council, the Metropolitan Policy Advisory Committee (MPAC), and the
53 Joint Policy Advisory Committee on Transportation (JPACT).

54
55 **ADOPTED** this 21st day of January, 2014.
56

Attest:

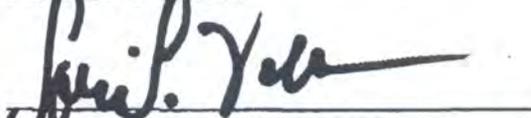
Board of Clark County Commissioners:

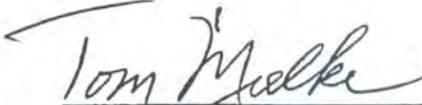

Rebecca Tilton,
Clerk to the Board

Steve Stuart, COMMISSIONER

Approved as to Form Only:

ANTHONY GOLIK


Clark Co. Prosecuting Attorney
By his Deputy, Lori L. Volkman

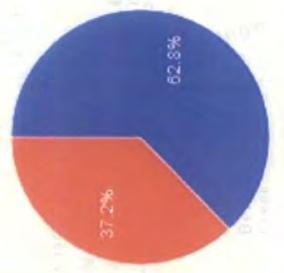
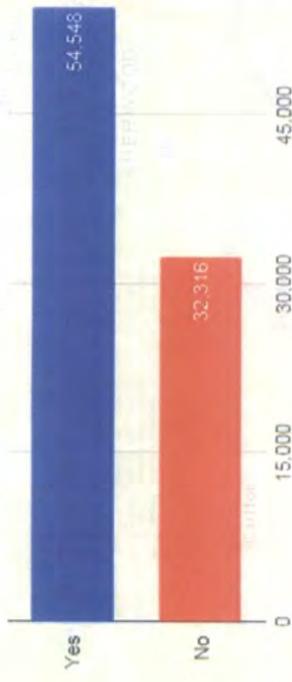

Tom Mielke, CHAIR

David Madore, Commissioner



- Vote No. 1**
Light Rail Advisory Vote
- Vote No. 2**
Bus Rapid Transit Advisory Vote
- Vote No. 3**
East County Toll-Free Bridge Advisory Vote
- Vote No. 4**
Interstate-5 Toll-Free Bridge Replacement
- Vote No. 5**
New West County Toll-Free Bridge
- Vote No. 6**
Fireworks Use and Sale

All Precincts Unincorporated



Should the Clark County Board of Commissioners approve proposed Resolution 2013-07-19 which opposes every Bus Rapid Transit project in Clark County unless it is first supported by a majority of the voters in a county-wide advisory vote of the people?