

**Southwest Washington Regional Transportation Council
Board of Directors
December 4, 2012, 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 Marc Boldt on Tuesday, December 4, 2012, at 4 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Attendance follows.

Board Members Present:

Nancy Baker, Port of Vancouver Commissioner
Marc Boldt, Clark County Commissioner
Rex Burkholder, Metro Councilor
Jack Burkman, Vancouver Council Member
Bill Ganley, Battle Ground Council Member
Jeff Hamm, C-TRAN Executive Director
Tom Mielke, Clark County Commissioner
Larry J. Smith, Vancouver (Alternate)
Melissa Smith, Camas Council Member
Steve Stuart, Clark County Commissioner
Don Wagner, WSDOT Regional Administrator
Liz Pike, Representative 18th District

Board Members Absent:

Paul Pearce, Skamania County Commissioner
David Poucher, White Salmon Mayor
Jason Tell, ODOT Region One Manager
Jim Honeyford, Senator 15th District
Bruce Chandler, Representative 15th District
David Taylor, Representative 15th District
Don Benton, Senator 17th District
Tim Probst, Representative 17th District
Paul Harris, Representative 17th District
Ann Rivers, Senator 18th District
Ed Orcutt, Representative 18th District
Craig Pridemore, Senator 49th District
Jim Moeller, Representative 49th District
Sharon Wylie, Representative 49th District

Guests Present:

Ed Barnes, Labor Council
Katy Brooks, Port of Vancouver
Shirley Craddick, Metro Councilor
Jim Karlock, Citizen
Anne McEnery-Ogle, Vancouver Neighborhood Assoc.
Paul Montague, Identity Clark County
Sharon Nasset, Citizen
Jerry Oliver, Port of Vancouver Commissioner
Ron Onslow, Ridgefield Mayor
Philip A. Parker, WA Transportation Commissioner
Scott Patterson, C-TRAN
Pam Peiper, Rep. Herrera Beutler's Office
Matt Ransom, City of Vancouver
Jeanne E. Stewart, Vancouver Council Member
Axel Swanson, Clark County
Bill Turlay, Vancouver Council Member
Stephanie Turlay, Citizen
Bill Wright, Clark County
Andrew Young, MacKay Sposito

Staff Present:

Lynda David, Senior Transportation Planner
Bob Hart, Transportation Section Supervisor
Dean Lookingbill, Transportation Director
Dale Robins, Senior Transportation Planner
Diane Workman, Administrative Assistant

Chair Boldt welcomed Representative Liz Pike.

II. Approval of November 6, 2012, Meeting Minutes

STEVE STUART MOVED FOR APPROVAL OF THE NOVEMBER 6, 2012, MEETING MINUTES. THE MOTION WAS SECONDED BY JACK BURKMAN AND UNANIMOUSLY APPROVED.

III. Citizen Communications

Ed Barnes, Vancouver, thanked Rex Burkholder and Paul Pearce for their service on the RTC Board for all these years. Also, he thanked Marc Boldt for his service as a member and Chair for the Board. Mr. Barnes said he hoped their replacements will do as good of job serving on the RTC Board.

Sharon Nasset, Portland, said she wanted to thank Bart Hanson for straightening out at the Labor Roundtable Breakfast Meeting that light rail is not required for federal funding. Ms. Nasset said she has been attending the RTC for about 12 years. She said the reason for this is to help the government, and it is her civil right to tell them. She said she wants to connect the Ports and bring jobs and she has done her part. She said she will continue to keep coming, because it is for everyone's benefit.

Stephanie Turlay, Vancouver, said the local government agencies are proceeding to make the LRT part of the locally preferred alternative for the Columbia River Crossing even in the defeat of the C-TRAN vote. She said the people have spoken more than once on this issue. She said they are saying they don't want light rail, can't afford it, and can't support it. Ms. Turlay said if the projected boardings don't meet, they are in even deeper financial trouble. She said there is a small group of business people and individuals that have pushed this issue. Ms. Turlay felt they were making a mistake in not listening, and felt they need a citizen's effort to get an initiative on the ballot for people to vote either yes or no on light rail.

IV. Consent Agenda

A. December Claims

B. Disposition of Depreciated RTC Equipment, Resolution 12-12-20

C. Human Services Transportation Plan, 2013-2015 WSDOT Public Transportation Consolidated Grant Applications: RTC Project Ranking, Resolution 12-12-21

STEVE STUART MOVED FOR APPROVAL OF THE CONSENT AGENDA DECEMBER CLAIMS AND RESOLUTIONS 12-12-20 12-12-21. THE MOTION WAS SECONDED BY NANCY BAKER AND UNANIMOUSLY APPROVED.

V. 2013-2016 Metropolitan Transportation Improvement Program Amendment: Clark County Timmen Road-STP Rural, Resolution 12-12-22

Dale Robins referred to the resolution included in the meeting packet. He said the RTC Board is being asked to take action to amend the 2013-2016 MTIP to replace \$600,000 in local funds with federal Rural Surface Transportation Program funds on the Timmen Road project. The rural STP partners recommended the programming of the Timmen Road project for STP-Rural funding this past summer. With the passage of a new federal transportation act (MAP-21), the Timmen Road project was not programmed for additional STP-Rural funds until STP-rural funds allocated. RTC now has preliminary STP-Rural funds and can program funds. The \$600,000 STP-Rural funds would replace local dollars for the construction of the Timmen Road project. This is a collaborative project among Clark County, City of La Center, and City of Ridgefield. This project is an important linkage between Ridgefield and La Center. The Regional Transportation Advisory Committee (RTAC) has recommended RTC Board adoption.

STEVE STUART MOVED FOR APPROVAL OF THE 2013-2016 MTIP AMENDMENT: CLARK COUNTY TIMMEN ROAD-STP RURAL, RESOLUTION 12-12-22. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

VI. RTC Bylaw Amendment: Change in RTC State Legislative District Representation, Resolution 12-12-23

Chair Boldt said as discussed last month as a result of 2012 statewide legislative redistricting, this resolution proposes a bylaw amendment that removes the 15th District and adds the 14th and 20th Legislative Districts to the RTC Board of Directors.

JACK BURKMAN MOVED FOR APPROVAL OF RTC BYLAW AMENDMENT: CHANGE IN RTC STATE LEGISLATIVE DISTRICT REPRESENTATION, RESOLUTION 12-12-23. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

VII. 2013 RTC Work Plan and Budget, Resolution 12-12-24

Dean Lookingbill referred to the resolution requesting adoption of the 2013 Work Plan and Budget included in the meeting packet. The total anticipated budget for RTC for 2013 is \$1,386,600 in salaries and expenses.

The 2013 Work Plan sets a course for RTC's regional transportation planning, policy setting, and project programming activities that continues to respond to the challenge of our region's slow economic recovery. The proposed Work Plan includes the continuing of the I-205 Corridor Study, along with supporting the project development phase for the Fourth Plain Transit Improvement project. The new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), changes the federal emphasis toward making performance-managed transportation system investments. The proposed budget holds the contribution of local MPO funds at the same as last year, which total \$104,500. Adoption of the budget also incorporates Clark County's policies and procedures, including the 2013 changes in the Clark County medical and benefit plans, the new leave/paid time off plan, and the changes in the employee merit program. Along with the budget for 2013, there was a comparison with the 2012 budget.

Mr. Lookingbill highlighted some of the accomplishments of 2012. He said after completing the Record of Decision for the CRC project in 2011, the region shifted forward to address the next set of transportation issues facing Clark County. After they adopted the 20-year long range list of regional transportation system needs in 2011, it became clear that a shorter, more manageable 10-year set of regional transportation project priorities was needed. That list of 10-year priority projects process was completed last month. As mentioned, the I-205 Corridor and the C-TRAN Fourth Plain Project was also completed in 2012. In 2012, they programmed \$19.5 million in new federal transportation funds that will go to regionally selected local projects.

Mr. Lookingbill highlighted a few of the 2013 work elements including the I-205 Access and Operational Study and the Fourth Plain Transit Improvement Project Development and FTA Small Starts Application Submittal. The CRC Project still has a small amount of budget time primarily for technical services. Other policy focused CRC issues in 2013 may include the finance plan, construction phasing, and tolling. The MAP-21 Implementation transforms the previous two decades of a federal programmatic framework into a performance-based approach for federal surface transportation investments. Mr. Lookingbill also highlighted some of the Continuing Transportation Program Activities and Program Coordination. One activity is a Capital Facility Analysis. Related to the plan monitoring and system performance work element is a question of timing for future year system capacity expansion projects. Given the current economic slowdown, the region's 2035 growth projection may not be reached until the year 2040

or 2045. The purpose of this work activity is to conduct an analysis of which projects are most needed by 2035 versus those that may not be needed for another 10 years given a slower than anticipated growth rate. Mr. Lookingbill said they will also begin to scope the next MTP update. In addition to the new performance-managed transportation system investment approach, the RTC Board has asked for the consideration of a regional transportation policy emphasis that incorporates a “least cost” project planning approach as well as the investment principles of WSDOT’s “Moving Washington”. A TSMO project will be implemented on Andresen in 2013. The Bi-State Coordination Committee has an advisory role to RTC, and Metro’s Joint Policy Advisory Committee on Transportation (JPACT) and Metro on issues of bi-state transportation significance. While there have been renewed discussions at JPACT and within the CRC project to restart the Committee, no specific proposal has been agreed to. Mr. Lookingbill said it has been difficult to bring the elected official group together on the Bi-State Committee. He said it might make sense to establish quarterly meetings of the executive staff and a bi-annual meeting of the elected officials. The Skamania and Klickitat Counties Regional Transportation Policy Committees’ support will continue. The federally required Unified Planning Work Program and Congestion Management Process also continue. The Regional Travel Demand Model, Data, and GIS program will include a shift of travel demand software. The most significant focus will be a redesign of RTC’s website. This is to create a more modern, user-friendly interface and navigation and easy access to RTC Board information, etc.

Melissa Smith asked a question regarding the CRC project and light rail. She asked if the buses are running at 90% capacity or more 100% of the time, she said she could understand moving forward with light rail, but if our numbers are lower than that, she questioned why we were spending so much time and effort on light rail and not trying to focus more on promoting ridership to get that up so people understand we need the light rail.

Jeff Hamm said they do have spaces available in their park and ride lots on the I-5 corridor. It is their Fisher’s Landing park and ride lot that is at 100%. He said you really need to look at the model and what happens in terms of demand for public transit based upon the provision of that high capacity transit; the travel time with the light rail and then the impact of the tolls. According to the model with that, the ridership is going to be there, coupled with the growth that the region sees. Mr. Hamm said the model has done a pretty good job in the Portland area for predicting ridership when the lines have been put in. He said he understood Ms. Smith’s point, but he said TriMet’s buses before those light rail lines were put in from those outlying suburbs probably still had seats available in them too.

Rex Burkholder said he remembered two numbers that he thought were really critical. One is that their models actually under estimated the use. He said some of that is because of the system effect that when you build out a bigger and bigger system, it becomes more useful and people use it more than you expect. He said weekend ridership is really high. He said it surprised everyone. They thought it would be just the commuter type, but there is a lot of weekend use. Mr. Burkholder said the other piece is that the key issue is that in those corridors where there are high levels commuting (I-84, HWY 26), and you have light rail on there, it is about 30% of rush hour travelers are on the light rail. The impact that it has in terms of congestion and how you move people, is looking at rush hour and people have a choice. When they have a choice, they are using it. When the roads are full, you can’t put any more people on them, but if the light rail is there, people have another choice, and about 30% of those traveling are using the light rail.

That is what they are looking at. Some of the modeling shows that there will be a lot of economic activity and development in central Vancouver if we can solve the congestion problem on the I-5 Bridge and transit is a piece of that. Mr. Burkholder said this has been a part of the CRC process.

STEVE STUART MOVED FOR APPROVAL OF 2013 RTC WORK PLAN AND BUDGET, RESOLUTION 12-12-24. THE MOTION WAS SECONDED BY JACK BURKMAN AND UNANIMOUSLY APPROVED.

VIII. Clark County Transportation Alliance Statement

Dean Lookingbill referred to the memorandum included in the meeting packet. Mr. Lookingbill said at last month's meeting, this was discussed along with the ten-year list of transportation project priorities. The motion was to approve the list of projects and detach the Alliance statement. The Alliance statement was included with the memo, and action is being asked to advance the statement along with the Ten-Year List to the region's legislative delegation for their consideration in the 2013 session.

Mr. Lookingbill said the Alliance Statement has been developed cooperatively by the Clark County Roundtable. The one page statement emphasizes the region's continuing need for a new state transportation revenue package as well as the legislature's commitment to complete the final five WSDOT Nickel and Partnership projects. The statement also emphasizes the need for a direct distribution to local governments for preservation and maintenance.

Mr. Lookingbill said there were a couple corrections to the estimated costs. WSDOT has updated their cost estimate for the SR-500, NE 42nd Ave. and 54th Ave. Interchange to \$70 million. The I-205, SR-500 to Padden Auxiliary Lanes is decreased to \$30 million. The SR-14, Phase 2, SR 6th to 32nd Street has recently been re-scoped is in the range of \$100 million instead of the \$140,000 million listed.

Mr. Lookingbill said the last sections of the Alliance statement call out the importance of the Columbia River Crossing project, the importance of transit funding, and the need for investment in Port-related freight projects. He also noted that they were able to insert the importance of looking at accelerating project permitting along with the regulatory streamlining.

STEVE STUART MOVED FOR APPROVAL OF THE CLARK COUNTY TRANSPORTATION ALLIANCE STATEMENT TO BE ADVANCED ALONG WITH THE ADOPTED SET OF TEN-YEAR TRANSPORTATION PROJECT PRIORITIES TO THE REGION'S LEGISLATIVE DELEGATION. LARRY SMITH SECONDED THE MOTION.

Steve Stuart said he really appreciated the work that was done on the statement and to add in the accelerated project permitting and regulatory streamlining necessary with any new revenue. He said if we don't make changes to the regulatory processes, we are throwing out good money. They end up spending a lot of money on regulatory processes instead of starting the project. Commissioner Stuart said the business community has been active on this, and said he hoped all the partners in this will continue to push on this as they discuss new revenue packages.

Rex Burkholder said the previous day, the Oregon Business Council held their Oregon Business Summit, and one of the items the Governor addressed was that the Columbia River Crossing is one of the top two priorities in the coming legislature and also the top priority for the Oregon

Business Council as well. He wanted to note that there is support across the river on this important project. Larry Smith said Oregon Governor Kitzhaber has an ambitious plan to have the Oregon share of state funding by the first of March.

THE MOTION WAS UNANIMOUSLY APPROVED.

IX. Other Business

From the Board

Chair Boldt stated it was time for election of RTC's 2013 officers.

JACK BURKMAN NOMINATED VICE CHAIR BILL GANLEY FOR RTC 2013 CHAIR. LARRY SMITH SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

LARRY SMITH NOMINATED JACK BURKMAN FOR RTC 2013 VICE CHAIR. BILL GANLEY SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

MELISSA SMITH NOMINATED DEAN LOOKINGBILL AS RTC'S SECRETARY AND TREASURER FOR 2013. JACK BURKMAN SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

Rex Burkholder introduced Metro Councilor Shirley Craddick who represents District 1 (I-205 east). She is on JPACT and has an interest in working with RTC. Mr. Burkholder said it is usually tradition to have a Councilor for Metro's representative on RTC whose district borders the Columbia River. The appointment will take place in early January, but Mr. Burkholder said that Ms. Craddick is very interested in working on related issues. Ms. Craddick said appointments have not been made, but she said she has volunteered and is interested in taking that role. She said she does not have the experience that Mr. Burkholder has, and he will be sorely missed. Ms. Craddick said she appreciates being able to have two years with him on the Council. Councilor Burkholder has been on the Metro Council for 12 years.

Chair Boldt thanked Rex Burkholder for his time on the RTC Board. He said he has appreciated him, learned from him, and learned from Metro as well. Everyone gave a round of applause.

Bill Ganley thanked Marc Boldt for his work. He said Commissioner Boldt started in 2005, eight years on the RTC Board. He replaced Judie Stanton, and Arch Miller was RTC Chair that year. Work that has been accomplished during this time is wide-ranging: updates to the MTP including the Columbia River Crossing, the Locally Preferred Alternative, the Environmental Impact Statement, the Final EIS, the Record of Decision, and extensive public outreach. The High Capacity Transit Study was conducted. The HOV lane opened for a trial. The Freight System Plan was approved. The I-205 Study continues, and the 10-year Project Priorities were approved. Mr. Ganley thanked Commissioner Boldt for all of his support over these last eight years, and a round of applause was given.

From the Director

Mr. Lookingbill noted C-TRAN Board of Directors meets at 5:30 p.m. on Tuesday, December 11, 2012, at C-TRAN. JPACT meets Thursday, December 13, 2012, at Metro at 7:30 a.m. The January RTC Board meeting is cancelled.

The next RTC Board meeting will be held on Tuesday, February 5, 2013, at 4 p.m.

X. Executive Session, RTC Transportation Director Report and Evaluation

The meeting was adjourned to Executive Session at 4:45 p.m. for the evaluation of the RTC Transportation Director. The meeting reconvened at 5:05 p.m.

XI. Transportation Director Agreement, Resolution 12-12-25

Chair Boldt said it has been a tough year, but Dean has helped them make it through. He said all of the performance surveys that came in were very good. Jeff Hamm said Dean is doing a fine job. Melissa Smith said as the new board member this year, Dean has always helped answer questions and she appreciated that. Chair Boldt said they have agreed on a total 3% raise.

Mr. Lookingbill said RTC is so unique, and it is important to have Board Members that are engaged. He said he and his staff try to clearly deliver messages and simplify complex information. He said they also see themselves as a service agency. They do not own or operate the regional transportation. They are here to serve our region and RTC member agencies.

JACK BURKMAN MOVED FOR APPROVAL OF THE TRANSPORTATION DIRECTOR AGREEMENT, RESOLUTION 12-12-25 WITH A 3% INCREASE TO SALARY AND DEFERRED COMP. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:10 p.m.

William J. Ganley, Board of Directors Chair