

**Southwest Washington Regional Transportation Council
Board of Directors
July 5, 2016, 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, July 5, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was recorded by CVTV. Attendance follows.

Voting Board Members Present:

Marc Boldt, Clark County Councilor
Jack Burkman, Vancouver Councilmember
Shirley Craddick, Metro Councilor
Paul Greenlee, Washougal Councilmember
Jeff Hamm, C-TRAN Executive Director/CEO
Jim Herman, Port of Klickitat Commissioner
Anne McEnery-Ogle, Vancouver Council
Doug McKenzie, Skamania Co. Commissioner
Jerry Oliver, Port of Vancouver Commissioner
Julie Olson, Clark County Councilor
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT Regional Administrator
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Ron Onslow, Ridgefield Mayor

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Gina McCabe, Representative 14th District
Don Benton, Senator 17th District
Paul Harris, Representative 17th District
Lynda Wilson, 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:

Ron Arp, Identity Clark County and SW FACT
Ed Barnes, Citizen
Mike Bomar, CREDC
Brent Grening, Port of Ridgefield
Jim Hagar, Port of Vancouver
Scott Hughes, Port of Ridgefield Commissioner
Dale Lewis, Congresswoman Herrera Beutler's Office
Scott Patterson, C-TRAN
Mike Pond, Citizen
Tom Shook, HDR
Ty Stober, Vancouver Councilmember
Marc Thornsbury, Port of Klickitat
Michael A. Williams, WSDOT

Staff Present:

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

II. Approval of the Board Agenda

JEANNE STEWART MOVED FOR APPROVAL OF THE JULY 5, 2016, MEETING AGENDA. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Ed Barnes from Vancouver said at the June meeting staff gave a good presentation on congestion in Clark County, and he thanked staff for the tremendous job that they have done in putting all this information together. He said the information can be used in making decisions about projects needed. Mr. Barnes said he thought the monitoring report should be sent to the Transportation Commission and also to the Chair of the House and Senate Transportation Committees. He said it is some of the best information that he has seen. He urged everyone to talk to their Legislators about the problem of the I-5 corridor getting worse every day. Mr. Barnes said he applauded Matt and his staff on the good job they have done.

Rian Windsheimer entered the meeting at 4:07.

IV. Approval of June 7, 2016, Minutes

JEANNE STEWART MOVED FOR APPROVAL OF THE JUNE 7, 2016, MINUTES. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

V. Consent Agenda**A. July Claims**

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE CONSENT AGENDA JULY CLAIMS. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

VI. 2015 Congestion Management Process – Monitoring Report, Resolution 07-16-15

Dale Robins referred to the resolution included in the meeting packet along with the Monitoring Report and summary. He said the data for the Congestion Management Process has been presented over the last couple of months. Today, they are seeking endorsement of the 2015 Monitoring Report including key findings, strategies, and needs.

As mentioned in previous months, the Congestion Management Process is a federal requirement. RTC has chosen to develop an annual assessment as part of their process including the 2015 Monitoring Report.

One of the key findings is that regional growth over the last five years has resulted in increased congestion, especially for bi-state travel. Other key findings are: the region needs to move forward to implement the recommendations of the 20-year Regional Transportation Plan with a focus on operational and bottleneck improvements, and the lack of transportation revenue for priority projects is contributing to worsening traffic conditions.

The region should focus on three key strategies. Get the most out of the existing system with operational and demand management strategies. Capacity should be added at key locations. The region needs to assess and implement strategies to manage the I-5 corridor.

The Congestion Management Process identifies the need for key solutions to address congestion within Clark County. A list of these projects was displayed and is listed in the resolution. Priority should be given to fund and implement these key needs.

Jeanne Stewart asked if this was approved if it would be the only strategy to address congestion. Mr. Robins said it would not necessarily be the only strategy, but it would be their focused strategy.

Councilor Stewart referred to page 45 of the report referring to the C-TRAN 20-year Transit Development Plan that incorporated a number of other plans. She said part of that was High Capacity Transit. Mr. Robins said the reference is part of a list of studies that have been done over the last several years. It is not necessarily endorsing them; it is just listing those that have been done. Councilor Stewart said the Transit Development Plan included high capacity transit development on Main Street northbound, north of Fourth Plain.

Chair Burkman said his understanding is that the reference is to the most current C-TRAN Plan, and if that Plan were to change, they would revise this report to match that. Mr. Robins said that was correct. Councilor Stewart asked the date of the Transit Plan. Mr. Robins said it was 2010. Councilor Stewart said she has concerns with it, and that there were a number of people who had concerns about that. She said the Plan was adopted, but not without a degree of controversy.

Councilor Stewart referred to page 47 and objectives of strategies. One objective states where possible, shifting trips to other modes. She asked what that means. Mr. Robins said it is just to encourage people to use alternative modes such as bicycling, carpooling, or transit. It is just encouraging it, not forcing anyone to do anything. Councilor Stewart said one of the ways to achieve that objective is to skimp on roads until people have to take transit.

Shirley Craddick entered the meeting at 4:15 p.m.

Councilor Stewart said another objective was the addition of auto capacity at key bottlenecks. She asked if those bottlenecks are identified. Mr. Robins said they are the list of projects that he just referred to on a slide and also listed in the resolution.

Councilor Stewart referred to page 49 and ramp metering. She asked if they were planning to add more ramp metering. Mr. Robins said this is only listing potential strategies, things to consider. It does not mean they will all be done, just a list of things to look at for transportation system management and operations, a list of potential options.

Councilor Stewart referred to page 50 and land use. She said transportation and land use go together, but she questioned land use changes. She said RTC does not have land use jurisdiction. Mr. Robins said the listing is of options that each jurisdiction can consider. It is up

to each individual jurisdiction to decide which of these they want to implement. Mr. Robins said RTC does not implement any of them. The listing provides options to be considered.

Councilor Stewart referred to page 51 and strategy implementation and the Transportation Improvement Program (TIP). She said additional points could be awarded to projects that meet certain criteria. Mr. Robins said every year the TIP criteria is brought to the RTC Board for approval.

Jerry Oliver said he agreed with Ed Barnes in the compliment to staff on the good information in the report. He also thanked Councilor Stewart on her focus on issues. Commissioner Oliver said he sees a bias in the report against expanding capacity. He asked if the CMP tool box was federally developed or by RTC. Mr. Robins said this is RTC's adopted policy, but it is based on federal work. Other agencies have implemented this. What they are saying is that we have a limited number of dollars, and although we might want to widen every road, it is not feasible. We need to look at prudent use of our funds to focus in on the areas that we need to add capacity, and look at some of the other alternatives where we don't have the funds to do that. They cannot fund everything. Commissioner Oliver said he understood that. What troubles him is that there seems to be a bias against adding capacity. Mr. Robins said that is not the intent. They are just trying to make the best use of the funds that they have. They have to make the maximum use out of the existing transportation system the best that they can before they look at adding capacity.

Councilor Boldt said every year they look at the needs and then fund some of them. He asked if after the projects are completed and being used by traffic, if they look to see if the project is working well and doing what they hoped for the benefit. He referred to the millions spent on the 139th Street overpass and wondered if it was worth the cost. Mr. Robins said they do look at those things. He said in the Strategy section on page 52, they start to look at each of the corridors and the years projects are done and see what is happening with the speeds and capacity in the peak hour. Mr. Robins said 139th Street was built last year, so they need a couple years of data to be able to see the pattern. Next year they should be able to start seeing a pattern. Page 70 shows 139th Street data.

Jeanne Stewart referred to the land use aspect. She said one of the potential solutions is infill and densification and this potentially degrades a neighborhood. She has concerns about increasing density and its influence on families and communities. Councilor Stewart said intrusive transportation or a transit system will undermine a neighborhood. Maintaining the quality of life is first and foremost to her.

Shirley Craddick said some of these comments are about the idea that widening a road is going to make traffic better. She asked if there was data about the amount of time it takes to fill up with congestion again once a roadway is widened. Mr. Robins said he was not sure if there was analysis on that, but it is true that "if you build it, they will come." Councilor Craddick said she was thinking of the large cities like Los Angeles with six lanes in each direction and there is still congestion. She asked if there was any data or something to project on how long it will take for

the new lane to fill up. Mr. Robins said their regional model helps them to understand what is happening 20 years out with the information from the Regional Transportation Plan so they can look a little at what it might look like.

Paul Greenlee said the City of Washougal has had town center's core zoning since 2004, which is very much interested in creating mixed use development and infill and densification. Part of the problem is if they were to try to widen the streets, it would be taking houses. They don't want to do that. Their downtown core, some of which is vacant fields currently, they would very much like to see vertical mixed use development and substantial land developed densification. This is for a number of reasons, none of the least of which is that it significantly decreases the cost to the city for infrastructure (water, sewer, etc.). Councilmember Greenlee said he is very much in favor of using these tools. He said they don't have any problem with these tools that are going to be used in places that you would normally think of as suburbs. They don't have transit oriented development, because they have only one bus line. All of these things are important.

Councilmember Greenlee added that not too many years ago, they took E Street and changed it from four lanes - two lanes each direction to one lane each direction with a center left turn lane and bike lanes. They move more traffic with less congestion than they did with four lanes. Two of the reasons this works is that previously a left turn was in a travel lane and the right lane would also be used to turn into a parking lot causing things to slow or stop. With the left turn lane and the bike lanes, the traffic continues to flow. Mr. Greenlee said there are a lot of things at work in terms of adding capacity. Wider roads don't necessarily produce that, and they have huge costs in terms of taking homes or businesses.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 07-16-15 TO ENDORSE THE CONGESTION MANAGEMENT PROCESS 2015 MONITORING REPORT AND ITS FINDINGS. THE MOTION WAS SECONDED BY SHIRLEY CRADDICK.

Jeanne Stewart referred to Chapter 4: Bi-State, page 76. Councilor Stewart spoke about the volumes of traffic and high number of vehicles crossing the Columbia River. She said some tweaking and reconfiguration is not the answer. She did not think this was a satisfactory plan for a long-term solution. This is a plan to move us forward for a year. We have too many cars for the amount of lanes that we have, and there is a bigger picture solution. She said a few meeting ago she raised the issue about a third bridge. Councilor Stewart said Jack Burkman made a gentle correction to her statement. He said a bridge alone does not get anywhere. It's a corridor. A bridge from nowhere to nowhere doesn't work. If we are going to do that it would have to eventually be a corridor. She said she is glad to stand corrected on that.

Chair Burkman noted that adopting this report doesn't lock us into any particular action. This meets the requirements by providing information on regional transportation system performance measures. We measure it and identify potential strategies. The next step is to discuss how to address the issues.

THE MOTION WAS APPROVED. JERRY OLIVER ABSTAINED.

VII. RTC Region Freight Snapshot

Matt Ransom provided an introduction for the next three agenda items. He said for some time he has trying to design a meeting where they provide a presentation on issues related to freight and include the Ports that are within the RTC region. Mr. Ransom said RTC is unique in that they have five port districts within the three counties that RTC serves. He said he thought it might be of value to hear them present their story and some of the strategic issues and constraints that they face looking forward. This snapshot item will attune the Board of the importance and share some of the data that they have collected recently. Like they have with the CMP, they would like to start building their freight data. This comes on the heels of the Regional Freight Plan that RTC completed several years ago. They would like to update the data set and start to collect it more often. Mr. Ransom said they might shorten item VIII, because they want to allow sufficient time for the Ports to give their presentations.

Mark Harrington said before they get to regional freight data and the implementation of the 2009 Clark County Freight Mobility Study that will be covered by Dale, he will provide a broader context for freight and its future. What he is going to share comes from recent national, state, and regional freight studies.

Mr. Harrington said freight movement is important to our global economy and particularly important to the State of Washington. The Washington State Freight Mobility Plan States: "Washington is one of the most trade-dependent states in the nation. Goods ranging from milk and medicine to Boeing plane parts ship into, out of, and around the state using every part of our freight system: highways and roads, railroads, waterways and marine, and airports. Industry supply chains moving goods from production to distribution and processing centers, ultimately to consumers via the State's Freight Economic Corridors produced over \$129 billion in regional domestic output in 2013."

A map displayed the national freight flows in tons per year by highway, rail, and inland waterways for 2010. It did not include marine or ocean going freight travel. The map shows three major points: 1) Washington provides a critical link between the trade markets of the Pacific Rim and the rest of the nation. There are four major port areas on the west coast – Los Angeles / Long Beach area, the Bay area in San Francisco, the Columbia River area, and the Puget Sound. Two of the four areas are in Washington State. 2) Overall on the west coast, west of the Rockies the freight network is not very dense. There are limited pathways for movement. 3) The only major north-south truck route is I-5 connecting the major population centers along the west coast. There is SR-99 in the Central Valley in southern California, but it ties into I-5 on either side.

Mr. Harrington displayed a graph of US ton-miles of freight between 1980 and 2011. It shows that freight moved by domestic inland waterways and pipeline has remained relatively flat compared to the rapid growth in both rail and truck. Truck continues to lead all modes and has been increasing that lead. Air freight has also grown considerably, but is limited to light, high-value and time sensitive goods.

In looking at the future, freight movement is multimodal and it will grow across all modes. Truck freight between 2012 and 2040 is expected to grow 43%, rail 37%, waterborne 10%, and air 250%. Trucking is the primary mode of freight travel around the nation.

Freight plays an important role in Washington's economy. Mark provided a map of the state displaying the number of freight dependent jobs by region and for the state as a whole, and the amount of regional domestic product associated with those jobs. It was 2012 data from WSDOT's 2014 Freight Mobility Plan. In 2012, 1.46 million jobs in the state were freight dependent and they account for \$128.8 billion in regional domestic product statewide. That is 44% of all jobs in the state. In the southwest region, including Clark, Skamania, Cowlitz, and Lewis Counties, nearly 107,000 jobs were freight dependent and that is 54% of those four counties employment during that time. Freight movement is important to the state, particularly in areas along major freight corridors and containing major freight terminals.

As for the future of freight in the state – truck tonnage is forecast to increase about 80% between 2011 and 2030 moving 335 million tons annually to over 600 million tons by 2030. The value of that freight is expected to increase over 125%. Mr. Harrington said up to 80% of all truck trips in metro areas are associated with distribution, wholesale, retail, and business services.

In the Portland-Vancouver metropolitan area, freight is forecast to experience significant growth. Freight tonnage was provided for the metro area by all modes – truck, rail, water, air, pipeline, and ocean from 2010 – 2040. Truck tonnage is 65% of total tons for 2010 and 2040.

Chair Burkman said the source of the data shows 2007, so he assumed that does not reflect the changes that have occurred at the Port of Portland with respect to their limitations now on cargo container movement. Mr. Harrington said this is a Federal Highway Administration data base called Freight Analysis Framework Version 3 that has annual updates, and this was the most recent at the time. Mr. Harrington said this is Port of Portland data that they were able to share. Chair Burkman asked if it would be reasonable to assume that the rail would not be quite that high and the freight would be higher to compensate for that unless something else occurs at the Port. Mr. Harrington said 2040 is a number of years out. As much as has changed in the past few years, a lot of things can change in the future.

Mr. Harrington provided some numbers for the Port of Vancouver over the past six years from 2010 to 2015. Railcars into the Port annually are up over 16% to over 55,000 railcars serviced annually in the Port of Vancouver. The marine tonnage is up over 22% to nearly 7 million metric tons of freight shipped both in and out.

Marc Boldt said it is getting a lot cheaper now to run containers on rail even for little areas of business. He said because we are so easy to get to from Chicago and Atlanta to Portland / Vancouver by rail, we are going to be the guinea pig for containers for a long time. Mr. Harrington said an issue that we are going to see with container traffic that has yet to shake out is that the Panama Canal has recently been enlarged and able to take much larger container

ships. How container traffic is going to shake out with the larger ships and what their destinations are and which ports can service those will cause some disruption.

Dale Robins spoke about the truck data. He said they have been collecting data over the last year. They have five permanent traffic recorders that collect data all year long. Three are in Clark County and two are in Klickitat County. They also collected short term classification counts at 77 locations within the three-county region of Clark, Skamania, and Klickitat Counties.

Mr. Robins showed truck volumes by the month. In looking at the permanent traffic recorders, they can see that the number of trucks decline during the winter months, especially during December and January. They see a similar pattern in auto traffic.

By analyzing trucks by the day of the week, it shows that truck volumes are significantly lower on weekends with the highest volumes mid-week. They looked at truck volumes on I-5 south of SR-500 by the time of day. Unlike auto traffic that has a distinctive directional morning and evening peak, truck volumes peak in the middle of the day for both directions. Overall truck percentage of total traffic remains fairly consistent during the day, but significantly falls off during the evening peak period. It appears that trucks start and end earlier to avoid the most congested periods.

Mr. Robins showed an average weekday truck volume for each of the last ten years at I-5 south of SR-500. The volumes show the impact of the recession, with a decline beginning in 2008 and returning to pre-recession levels by 2015. At this location there are approximately 7,500 trucks a day which represents approximately 5% of all traffic.

Mr. Robins referred to the memo included in the meeting packet. An example of truck classifications was provided. The pictures showed the different types of trucks that were included in the counts. These are large trucks, medium to heavy trucks, not delivery or work type vans.

On I-205 north of Mill Plain, a similar pattern of decline was seen in truck volumes during the recession. Overall, at this location there are almost 4,800 trucks a day which represents 4% of all traffic.

On I-5 south of Woodland a similar pattern is also seen. This location combines I-5 and I-205 trucks to carry over 10,000 trucks per day which represents approximately 12% of the overall traffic.

Mr. Robins presented the data collected in Klickitat County. The pattern in Klickitat County is distinctively different from those in Clark County. Although there is a dip in volumes in 2008 along SR-14 east of SR-97, that decline is related to the closure of the SR-97 Biggs Bridge over the Columbia River as the deck was resurfaced. This closure would require trucks on the Oregon side to continue east on I-84 instead of using SR-14 east. Total truck volume is just under 600 vehicles, but this represents 31% of the total traffic.

SR-14 through the Gorge is distinctive in that it has 20 – 30% truck traffic through the Gorge. Although many of the trucks have a purpose for being in this corridor, a number use the

corridor to avoid the Oregon Weight Mileage Tax. This is a distinctive issue with two parallel highways, each in a different state with different taxing of trucks. A truck can have a significant financial savings by fueling in Oregon and driving in Washington.

SR-97 north of Goldendale shows a slow but steady annual increase in truck volumes. There is a slight dip in truck volumes during the 2008 Biggs Bridge closure. This indicates that the truck volumes on SR-97 need to be in this corridor and are likely attributed to the agricultural business which was not as significantly impacted by the recession.

Mr. Robins referred to the map included at the back of the memo. It shows the volume of trucks within Clark County. The majority of truck traffic is on the interstate system. On the regional arterial system significant freight traffic can be found on Mill Plain and Fourth Plain going to the Port of Vancouver; Columbia Way near the waterfront; 192nd Avenue; and Padden Parkway. Mr. Robins said he was surprised to find that there are more trucks on Padden Parkway approaching I-205 than on Mill Plain going to the Port of Vancouver.

Mr. Robins reviewed the freight strategies from the 2009 Clark County Freight Mobility Study. This included projects for the I-5 and I-205 corridors, if the projects were in the RTP, if it was funded, and if it was completed. It shows that major strides are being made to make these improvements. Of the 31 recommended projects, 15 are funded with 8 of the projects constructed.

Shirley Craddick asked what the X meant after the SR-14 interchange project and the Padden to 134th Widening project. Mr. Robins said it means that neither project was listed in the Regional Transportation Plan. The RTP is a 20-year plan, and these projects were outside that window.

Councilor Craddick referred to the truck traffic volumes by time of day showing the peak times between 11:00 a.m. and 2:00 p.m. She said there was a study done that discovered that a lot of truck traffic is shifting to delivering at night because of the challenges of getting around the region. This data doesn't really demonstrate that, and she asked for comments. Mr. Robins said there are a number of trucks at night. They are seeing close to 100 trucks. They are seeing a real early morning peak trying to get in the 5:00-6:00 a.m. hour and also a late evening peak around 8:00 p.m. There is a shift, but the bulk is in the mid-day.

Rian Windsheimer said part of the problem in trying to deliver at night is that there is no one to receive deliveries at that time. Mr. Windsheimer said another factor is that they can only spend so many hours behind the wheel, and they have to take a break or have two drivers who can switch.

Jeanne Stewart referred to SR-14 and the number of big trucks that use that facility. She said speed is an issue, and safety is a concern on that narrow facility. She asked DOT's thoughts.

Kris Strickler said as Dale had said, there is a tax structure difference that does provide some incentive for them to drive on the Washington side. They do not have reports about that at DOT, so they cannot address it at that level. What they can do is look at high accident and safety locations for improvements along the corridor. They do have that as part of their overall

Plan. They do have some projects that were identified in Connecting Washington. Most of the open road stretches are not their high accident locations. It is where they introduce a stop condition, where people are used to traveling at a high speed and come into a town. They have a few projects in Bingen to address some of that, as well. That is part of the character of their planning process for SR-14. They have to accommodate the volume and accommodate the safety locations. Predominantly, they don't see significant safety incidents on the open road stretches.

Jeanne Stewart said the weekend recreation traffic of bicycles and motorcycles is dangerous. She asked who has jurisdiction on SR-14. Kris Strickler said Washington State Patrol as well as local jurisdictions have the responsibility. Councilor Stewart said funding for the surveillance is scarce. Mr. Strickler agreed saying that was unfortunate, but enforcement is one key element. The other is looking at the safety incidents that occur. He said in the Underwood area of SR-14, they have recently lowered the speed to get the people to slow down as they come into some of the blind curves and because of the recreational uses out there.

Doug McKenzie said with SR-14, they realize there is a huge issue for the City of Stevenson with regards to the truck traffic. He said most of the constituents are complaining about the drivers that are avoiding the tax. They have had discussions about it, and WSDOT has worked with them on these concerns. With the trucks coming across, there is no easy answer for it. Commissioner McKenzie said it is a problem with the narrow streets in Stevenson. Usually, the complaints are on the eastbound trucks. He said there are a lot of people in their county that have real concerns about those vehicles that are trying to avoid certain taxes and utilize SR-14.

VIII. FAST Act Freight Provisions and Ongoing Activities

Chair Burkman said in order to allow time for the Port Updates, this item had handouts and would be brought back to the August meeting.

IX. Regional Port Updates

Matt Ransom said there are five Port Districts within the three counties of RTC. Their issues are not just trucks and freight movement. They have much broader missions and purposes to create jobs, to utilize the lands that they have and do some employment, and provide recreational access. A lot of their tenants also move and warehouse things and the Port of Vancouver has a dock facility that does a lot of shipping. The Ports of Vancouver, Ridgefield, and Klickitat would be presenting. Mr. Ransom said the Ports of Camas-Washougal and Skamania County were not able to attend. Mr. Ransom provided copies of the Port of Camas-Washougal's Annual Report and for the Port of Skamania County, copies of their Strategic Plan that was adopted in 2013.

Jim Hagar with the Port of Vancouver provided an overview of the port and highlighted some of the specific transportation projects that they are working on. The Port of Vancouver is 800 existing acres of operating port and industrial ground. They also have 600 acres of future development including the Centennial Industrial Park which is just to the north of Mill Plain

Blvd./SR-501; a Rail Loop at Terminal 5; and their project by the Columbia River Bridge at Terminal 1.

Mr. Hagar spoke about the Port's tenants. The Port of Vancouver has over 3,200 employees that work directly on Port property. Those 3,200 employees work for roughly 300 tenants of the Port. The average salary of those jobs on the industrial side is about \$39,000 a year; on the maritime side it is about \$57,000 a year. The Port related total personal income and related user income in 2014/2015 was about \$1.1 billion. Tenants of the Port and the Port paid over \$102 million in state and local taxes. Generally, in terms of economic impact and the value to the region, the Port provided about \$2.9 billion in total economic impact.

For the marine operations at the Port, they do a variety of things. They do not do containers, but they do a lot of bulk and heavy stuff including wood pulp, grains, petroleum products, automobiles, wind turbines, and more. Mr. Hagar said they have long-term moved a lot of cargo in and out of the Port that has been pretty important not only to the region, but to the western United States. Grain, for example, they have been moving wheat and grain out of the Port since the 1930s. They have moved petrol chemicals through the Port since the 1960s without any significant issues. In 2009, the Port of Vancouver was the largest importer of wind energy in the country. They slowed down a bit over the last couple years, but they are starting to see wind energy pick up again. They have two projects, one for Vestas and one for General Electric that have been moving products this year. They have been a Subaru hub since 1994, and they export Western Star Trucks, which are made by Freightliner out of Australia. The Port also does a lot of import/export of steel products. Scrap steel comes across the bridge from Metro Metals and ends up on the Port property. They then load it on ships to China to be recycled, and it may come back as steel plates that they also ship.

On the industrial operations side, they have a wide variety of industrial users from manufacturing and distribution to food production and recycling. Port facilities are currently 99% leased and have been for the last four or five years. Mr. Hagar said they have had people looking for space and they had none. This is one of the reasons for the creation of the Centennial Industrial Park. Businesses within the Port also partner with one another. They try to keep a diverse range of light / heavy users.

They really try to focus their effort on freight and moving freight for their tenants and for the Port. This includes three areas: the Lower Columbia River Channel, freight via rail, and necessary roadway improvements necessary to improve for trucks. They depend on an excellent transportation infrastructure system. One of their big ongoing projects is maintaining the Columbia River channel at 43 feet in depth. They have been working in partnership with other ports on the Columbia River and the Corps of Engineers for a long time to do that. They are in the process of starting their next draft materials management plan, which will be a full EIS. This is tied to where to put the spoils from the dredging over the next 20 years.

On the freight rail side, they have been working on the West Vancouver Freight Access project the last few years. This will improve delivery via rail to the Port and from the Port. Mr. Hagar

thanked the Board for their support on the upcoming improvements on SR-501. He also thanked all of the local elected officials that helped them get that funding, about \$6 million. These improvements will help the heavy cargo like wind turbines to move on Mill Plain and be able to turn on Washington Street. The Port of Vancouver also supported the City of Vancouver on their West Side Mobility Strategy Study.

The West Vancouver Freight Access project is a \$225 million project. It has gone over the last six or seven years. It is a joint venture between the State, Federal Government, and the Port. He thanked all the elected officials at the state and federal level for all their help. They could not have got it done without them, and they are not done yet. What it did was create a trench through underneath the mainline of the BNSF, which allowed trains to get into the Port without tying up the BNSF line. It reduced delay about 40%. It provides Unit train access. Mr. Hagar said an example is that last week it allowed them to load 30 blades on a unit train in one day. Three or four years ago, those same 30 new blades would have taken them two or three days to load, because they would have to move cars around and reconfigure and connect. That has been very beneficial to them to be able to pull out a 30-train unit in one day. The Port property does provide access to both BNSF and UPRR. BNSF is the main service provider. It serves over 200 acres of Port property. There are 21 total projects in the West Vancouver Freight Access, with 17 complete, two are underway in 2016, and the last two complete in 2017. The Port put in about \$159 million of the \$225 million project.

The Centennial Industrial Park is the Port's new industrial property. The building for Sunlight Supply is under construction and about 300,000 sq. ft. and will have about 315 employees. The Port is planning on breaking ground on 120,000 sq. ft. industrial building in September.

Mr. Hagar said with all the industrial development, they have freight priorities. They have partnered with the Port of Ridgefield and Port of Camas-Washougal and the private sector, Identity Clark County and SW Washington Freight and Commerce Task Force to try and identify some of the freight priority projects in the region, to help people understand why they are priorities and how they help freight move. Some of the projects are funded: Mill Plain improvements and Mill Plain Interchange.

Their last project was a joint venture with the City of Vancouver. The Port partnered with the City to fund the Westside Mobility Strategy. It is a traffic study over the west side of the city to identify where the most trucks are moving and where the most traffic is moving, and what some of the causes of congestion are in downtown Vancouver during the morning and afternoon peak periods. They have identified some interesting things. Most are related to diversion from I-5. People are trying to avoid the freeway and the bottleneck at the bridge. It helped to identify a potential strategy that might help the Port and the City with taking some of the traffic off Fruit Valley Road and moving it onto a yet to be named potential road. Also improving Burnt Creek Bridge to create sort of a transportation couplet where the neighborhoods can be avoided by freight traffic and other traffic going into the Port in the mornings and going out in the afternoons.

The Port's newest project is a Commercial Waterfront. This is the original terminal of the Port next to the Columbia River I-5 Bridge. They are working on a mixed-use development there that will feature a new hotel and various mixed-use developments. They have chosen Vesta as their hotel developer. Their mixed-use developer is Holland Partner Group. The goal of Terminal 1 is to create a great place that is walkable. It creates a connection between the Renaissance Trail to the east and the Waterfront Park to the west, and they plan to put in bike/pedestrian paths through the development.

Mr. Hagar noted that the Port would like to thank the RTC for their funding of the bike/pedestrian path past the Port. It helps the employees of Port tenants get to work. It has been beneficial and provided safe access for families who want to ride in that direction as well.

Mr. Hagar said their goal for the waterfront is to develop out about 600,000 sq. ft. of space. He displayed the conceptual site plan. They are currently going through the concept development planning process with the City of Vancouver. Mr. Hagar referred to the Terminal 1 building. He said in talking with WSDOT and the former plans for the CRC, they may move that building to the west some or turn it and go upland some to allow for that potential bridge to come sometime in the future without having to take out a bunch of buildings and property. They are currently working through some of those types of issues. They hope to get to a concept development plan by September so they can start with building permits as early as March.

Shirley Craddick said she was going to ask about saving room for the right of way for a new bridge. She said she appreciated hearing the comments, because she had concerns that adequate right of way would not be protected. Mr. Hagar said they have had conversations with WSDOT and understand that they need to allow some space. He said they may be able to build something like a parking structure underneath, after the fact, but they are trying to keep that space clear.

Matt Ransom invited Brent Grening, Executive Director/CEO of Port of Ridgefield to speak. He said like the Port of Vancouver, they have a combination of future development as well as distribution warehouse within some of the industrial land development that they have been doing.

Brent Grening said the Port of Ridgefield is a very different port than the Port of Vancouver. They are not an airport and not a sea port, and they do not aspire to those things. They consider themselves a community-owned investment trust. By that they mean to imply that they make strategic investments in their economic development for the betterment of their community. They are concerned with infrastructure, its capacity, and how it works, and also economic development and job creation.

Mr. Grening said the Port of Ridgefield port district starts just south of the County Fairgrounds and goes to the county line. They are the Ridgefield zip code 98642 and Ridgefield school district. He said they are growing very, very rapidly. About 300 homes a year currently are being built, which translates to 900 people with just the City of Ridgefield. In the Port District, they probably add 1,000 people every year. They forecast to grow at that pace for a while.

Two different projects that are taking place are an 800 unit residential development in Ridgefield and another one on 179th with 700 homes. They are rapidly growing. Clark County kept its urban growth areas tight, and that means that Ridgefield is going to grow. This is because people will want to be close in and find homes and schools and still have somewhat good access into downtown Portland, the metro area, and the airport. They see themselves as a growing economic hub. Their job as the Port is to create jobs to go with all the residential development.

Mr. Grening noted a couple of initiatives that they are currently working on. They recently came to terms on a lease with the Washington Department of Fish and Wildlife. It is a brand new facility of 31,000 sq. ft. with about 100 employees daily. Another project that the Port of Ridgefield has been working on is their long term clean up. They are in the last phases of that now. They will do the neighborhood cleanup, and will put out a bid the following day to do that. They will be replacing people's yards east of their waterfront property. That is the last piece of the cleanup on the waterfront.

Another project that they have been bringing on this year is the Dark Fiber Loop. Dark Fiber is about fiber optics where the Port will own the backbone, the fiber, and the private sector will provide the service to the end user, whether it is a business or residence. The Port will build the infrastructure. Instead of moving freight, they will be moving large amounts of data. They are finding it to be a basic piece of community infrastructure. As others are talking about our freight mobility transportation needs, they will be talking to other folks about their need to move data, either locally or globally. They are looking to a 2017 start.

Mr. Grening said they owe RTC a great deal of thanks for all of their support on their Pioneer Street Overpass. They were funded earlier this year through the Transportation Bill, and funds will become available a year from now. They will begin construction in the summer of 2017 and look forward to that. It is to the City for review, so it is underway.

Mr. Grening said the intersection improvement at 179th Street at the Fairgrounds exit is very important. It is in the sphere around the Ridgefield interchange coupled with 219th Street and 319th Street. He said having those intersections work well and work well together, allow traffic to flow in North County evenly without a lot of pinch points. This is a great way to manage congestion and also leverage the investments that are already made. Mr. Grening said at 319th with the new casino coming, that is a lot of traffic, a lot of traffic on I-5. They will be watching to see what will happen on the west side of I-5 that comes directly south from the casino right into Ridgefield into Pioneer Street. They expect to see local traffic increase from that casino facility.

Mr. Grening said special thanks for SR-501 and to WSDOT for keeping Ridgefield connected this winter when they had a slide. They need to pay close attention to that piece of roadway to keep Ridgefield connected to the rest of the region.

It is time to start looking to the future. Mr. Grening said it takes 20 years to plan, and they need to start thinking about 319th Street to the west. With North County seeing all of this residential development, they will see traffic on Pioneer Street and at 179th Street increase, and

they need to be mindful of that impact. With the growth that they are seeing, the number of vehicles coming and going is increasing.

Part of the fix is to provide a couple more opportunities to move around. A crossing of I-5 south of 11th Street in Ridgefield, near Parr Lumber is something to start thinking about and possibly a crossing at 289th Street. With those improvements, it would connect the grid that they have in North County. It is easy to take for granted, easy to move around, and a great asset. All of North County is connected on a grid from Battle Ground, to Ridgefield to La Center. As they make sure that those connections are made, they can keep a lot of local trip traffic off of I-5. The Port has long thought of preserving and enhancing that grid to make it work will serve our region for a long time.

In looking at transportation and freight, the Port is really looking at a systems approach. Currently, they do not move a lot of freight. They move a lot of people. They have a lot of people leaving Ridgefield in the morning headed into Vancouver or Battle Ground or Portland. When it gets harder to move around, that will actually lower the demand for Ridgefield and the ability to attract businesses into Ridgefield. They see the Congestion Management Plan as good, and they would like to see the congestion managed.

Mr. Grening said they are getting their education on fiber. They are looking at data flow, connectivity issues, and how all this underlies. He said he thought data flow and smart technology is going to change the way we do many things; education, research, business, transportation, and governance. Using advanced technology to manage traffic is one of those options for congestion.

Matt Ransom introduced Marc Thornsbury, the Executive Director at the Port of Klickitat. He said RTC staff sees Marc at least every other month as part of the Klickitat Transportation Policy Committee when they meet at the Port of Klickitat offices. He thanked Marc for his accommodation. Mr. Ransom said many of the issues that are discussed are right there in the Bingen White Salmon area.

Mr. Thornsbury said the Port of Klickitat is in Klickitat County, two counties east of Clark County. They are in the Columbia River Gorge National Scenic Area. The Port property is roughly the western third of Klickitat County and about two thirds of the population. The National Scenic Area does create some interesting challenges with respect to transportation.

The Port of Klickitat has a mix somewhere between the Port of Vancouver and the Port of Ridgefield in terms of what they do. The Port of Klickitat is a smaller port. They have some transportation related facilities. They have a barge docked in the Dallesport Industrial Park and they also have rail tracks there as well. The bulk of what they do is very similar to what the Port of Ridgefield does. They do a lot of economic development. A lot of their transportation interest is in supporting economic development.

The Port's properties are located at both Bingen Point, across from Hood River and Dallesport, which is across from The Dalles. These are their two primary facilities. They do provide some transportation services out of Dallesport. Regarding rail, he said that they do think that it is

potentially important in long-term plans. They do find there are challenges with the relevance in serving local communities. There is a lot of interest in going from Vancouver or Portland to Chicago or Denver, but here is very little interest in providing local service. They have seen the use of their track actually decline over the years. Their feeling is that is an unfortunate turn of events, and that rail is a very efficient way of moving goods.

Mr. Thornsby provided some slides of some of the transportation issues that they face. He said their issues are substantially different than the ones that most are familiar with, but what they share in common is that they are of equal importance to their local communities and for businesses to operate in their area.

Maple Street Grade Crossing is the one public railroad crossing in Bingen that serves both public and private facilities. This Bingen Overpass Project was funded in the latest Washington Transportation Plan. It will go to development in about four years. The project will provide a grade separated crossing. It is an important long-term piece for them in terms of future economic development and an important short-term piece in order to provide emergency services to an area that potentially would otherwise be cut off by rail. They have a lot of development that is supported by this single crossing, and it can be a bottleneck.

They have a great need for replacement of the SR-35 / Hood River Bridge. It has many deficiencies: no access to pedestrian and bicycles; no shoulders, and very narrow lanes. Mr. Thornsby said there are many issues related to this and no easy solutions. He said it is very important and critical to their ability to attract business to their area is directly linked to the bridge. If this bridge is gone, they have to go to The Dalles or to the Bridge of the Gods to connect with a major corridor. Mr. Thornsby said the further you get away from the major freight corridors, the less development you are going to see. They really need those linkages to support and encourage economic development.

An aerial map of the Bingen and White Salmon area was shown. SR-141 runs through the middle of town. Improvements to the area and particularly that route are critical for economic development. The National Scenic Area limits development outside of the urban areas, so you have to look at moving back behind that boundary. That is a substantial long-term plan for them in terms of seeing economic development once the core area is filled up. They have some significant geographic limits.

Bingen, like a lot of little towns, was built right around the highway (SR-14). It was great at the time, but not very good long term. It is two lanes with front-in on the street parking. It is not very good in conjunction with the increase in the number of traffic. This is local traffic along with an increase in the number of pass-through vehicles. Adding to that congestion is the rail crossing at Maple Street as discussed earlier as well as SR-141 connecting to the highway. Mr. Thornsby said this core area is probably the growing problem that will manifest itself substantially in the next five years. They have actually managed to acquire some funding involving RTC and WSDOT. This is to do a traffic study in Bingen to come up with some long term impacts for additional economic development and some options to address that.

Inter-Community Transit is about half economic development and it is also part of the recreation issue because of the traffic it generates. The National Scenic Area keeps them as a series of separate communities because of the way it carves out the urban areas. So being able to plan a way to do transit between those communities is an important thing. There is a lot of issues with that in terms of how to address funding. One of the big issues is the fact that they don't have coordination between the states of Oregon and Washington. Both view the funding mechanisms for that as separate. The Federal money has strict regulations as to what you can do with transportation and transit. It is very difficult to come up with a way from a policy standpoint to take advantage of what little resources are available. It is an issue looming in the future.

Mr. Thornsbury spoke of the difficulties with the SR-14 tunnels. They are narrow and have height restrictions. Also noted was the nearby issue of the vertical cliff wall that has rocks falling onto the roadway.

The SR-14/ US-97 Interchange north of Biggs is a unique interchange. It has needed improvements for quite some time, and it is a key connection for Goldendale. They feel it needs to be addressed. Mr. Thornsbury spoke about the vegetation management on SR-14. They have a lot of fire issues in Klickitat County. Keeping the vegetation under control along the highway is very necessary to help control fire danger. Impacts to SR-14 can be overwhelming. With the recent closure of I-84 due to the train derailment and fire, SR-14 was bumper to bumper traffic. I-84 closure has happened other times with the same impact of miles of bumper to bumper traffic. It is a major impact not only from a business standpoint, where people cannot even get in and out, but it also does not allow emergency services to be able to get to an accident. It is something that needs to be addressed.

Paul Greenlee asked about the Maple Street overpass and if there was enough space for the crossing to be high enough and still have space for landing on the other side. Mr. Thornsbury said they believe there is one location where they think they can avoid that restriction. WSDOT is in the process of doing a type/size/location study. They are looking for where the best location would be. There is a location where SR-14 follows a rise in the geography and as a result of that, could be of benefit. The landing on the south side is another issue.

X. Other Business

From the Board

Chair Burkman thanked everyone who participated in the meeting that was held in Vancouver by the Washington Transportation Commission. They got updates from the cities, counties, ports, C-TRAN, RTC, and Bi-State. Chair Burkman said what was most impressive was that they got to see a very thorough picture of our region in hearing the reports and the next day going on a driving tour. The day after that, they had a joint commission meeting between Oregon, Washington, and California.

From the Director

Mr. Ransom noted the copies of the two Project Showcase Traffic Signal Optimization projects for Clark County that were distributed. He congratulated the County and said they would be posted on RTC's Website with the July meeting materials.

Mr. Ransom said the next Bi-State Coordination Committee meeting will be on Thursday, July 28 at 9:00 a.m. in Vancouver at the former Red Lion Hotel.

The next RTC Board meeting will be held on Tuesday, August 2, 2016, at 4 p.m.

XI. Adjourn

PAUL GREENLEE MOVED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:55 p.m.

Jack Burkman, Board of Directors Chair