

**Bi-State Coordination Committee
Meeting Minutes
November 12, 2015**

1. Welcome and Introductions

The meeting of the Bi-State Coordination Committee was called to order by Chair Tom Hughes at 9:35 a.m. at the Metro Regional Center, Council chamber, 600 NE Grand Ave, Portland, OR 97232. Chair Hughes asked everyone present to introduce themselves and note which jurisdiction or organization they represent. Those in attendance follow.

Committee Members

Tom Hughes, Metro Council President
Doug Daoust, Troutdale City Council, Mayor
Jack Burkman, City of Vancouver Councilor, Co-Chair
Alan Lehto, TriMet
Kris Strickler, Washington Department of Transportation
Shirley Craddick, Metro Councilor
Jeanne Stewart, Clark County Councilor

Staff and Interested Guests

Andy Cotugno, Metro
Matt Ransom, Regional Transportation Council
Gordy Euler, Clark County Community Planning
Kelly Brooks, Oregon Department of Transportation
Scott Patterson, C-TRAN
Sandra McDonough, Portland Business Alliance
Sheila Martin, Portland State University
Janet LaBar, Greater Portland Inc.
Sharon Nasset, Third Bridge Now
Bob Hart, Regional Transportation Council
Elizabeth Scott, Columbia River Economic Development Council
Walter Valenta, Citizen
Patrick Sweeny, City of Vancouver
David Hodges, U.S. Senator Patty Murray's Office
John Williams, Metro
Michael Williams, Washington State Department of Transportation
Kate Giraud, Metro

2. Review of Minutes for July 30, 2015 Meeting

COUNCILOR STEWART MOVED FOR APPROVAL OF THE JULY 30, 2015 MEETING MINUTES. THE MOTION WAS SECONDED BY ALAN LEHTO AND APPROVED.

3. Greater Portland 2020 - Comprehensive Economic Development Strategy

Chair Hughes introduced Janet Labar, President and CEO of Greater Portland Inc. (GPI), to present the comprehensive economic development strategy. Ms. Labar introduced Sandra McDonough, Portland Business Alliance, to provide additional information regarding the elements of place and infrastructure. Ms. Labar provided a high level overview of Greater

Portland 2020, the region's five-year redevelopment plan. She noted that the goal of Greater Portland 2020 is to achieve economic prosperity across the region and explained that the goal will be achieved through a vision of aligning business, education, and civic leaders around regional economic priorities. The plan was steered by a team consisting of a steering committee, regional leaders, community based organizations, non-profit organizations, and a technical advisory committee. Additionally, a three-phase research process was conducted by Market Street Services, an Atlanta based consulting firm who are known for helping communities to develop economic development strategies. These phases included competitor benchmarking, a review of the region's talent and workforce, and a high level overview of industries. The plan centers around three core strategies, including people, business, and place. Through talent development and recruitment, GPI is affirming that a fully prepared workforce with diverse talent can thrive and that access is created for all across the region to quality jobs. Progress will be measured by evaluating education attainment, poverty rate, change in wage distribution, median household income, population, and number of employers engaged in global talent recruitment efforts. For the business strategy, GPI is aiming for net new traded-sector jobs, new opportunities from cross-cluster connections, best location for international investment, and state and local programs that encourage investment. Priorities for pioneering innovation within the business strategy focus on support for early-stage and second-stage firms, connecting entrepreneurial support initiatives and networks across the bi-state region, and developing a seamless regional public-private higher education innovation network. The plan's strategy for place focuses on an infrastructure that meets the needs of people, businesses, and innovation. With the 2020 plan, GPI aims for seamless movement of goods, people, and ideas, a coordinated bi-state portfolio of competitive offerings, and improved decision-making time to resolve multiple needs as more people live and work closer to each other. Four associated priorities include improving the region's transportation capabilities to alleviate congestion, enhance transit, and augment freight movement, identify future needs to job-ready industrial and employment lands, address regional housing supply and affordability, and plan for Greater Portland's economic resiliency.

Ms. McDonough addressed transportation investments, data compilation, and focusing on bi-state investment priorities in both the private and public sectors. She spoke to conducting two cost-of-congestion studies for determining the economic value of traffic congestion and a recent update of the data. The data has been used to aid the discussion between public and private entities on how and where transportation investments should be made. Additionally, she spoke to industrial lands, noting that each state has very different land use systems, and discussed that there is an equal need to be ready with sites. The public and private sectors need to build an inventory of identified industrial sites and determine site readiness.

Ms. LaBar highlighted the metrics that GPI expects to measure, which are grouped into economic growth and individual wealth and advancement. She spoke to new stakeholder engagement and discussed participation efforts from a recent GPI Summit.

Councilor Stewart noted that she would appreciate a copy of the PowerPoint presentation file, as there is a particular interest in measures of progress.

Chair Hughes thanked Ms. LaBar for GPI's great effort and providing a wonderful opportunity for the region to think about the future. Chair Hughes noted that GPI has created a table around which important players from both sides of the river can gather and promote the entire region as a whole.

Alan Lehan noted that he was struggling with the tangible next steps and asked if we know what items factor into both wage and work age distribution. Ms. LaBar explained that the Atlanta consultants provided the data on population and global wage trending. She noted that GPI relies on partners for monitoring data and would like GPI to be a regional dashboard for global competitiveness in the future. She spoke to GPI's tangible next steps, including Work Systems Inc. being focused on their own version of 2020 that ties up with GPI strategies and identified topics, knitting together efforts that are already underway, and encouraging the priorities and efforts of partners. Ms. McDonough added that there is a very high level of regional coordination, prospect identification, and cooperation.

Councilor Burkman commented on the value of the presentation, noted the direct business tie-in, and suggested that members of the Columbia River Economic Development Council (CREDC) and Metro's Joint Policy Advisory Committee on Transportation (JPACT) be at the Bi-State Coordinating Committee table in a more frequent and systematic way. Ms. LaBar discussed how their job is to market and sell the region, noting that the product is comprised of the people, the place, and the quality of the workforce.

Chair Hughes suggested promoting discussions between public universities about how they can better coordinate, as it seems that the delivery of education services becomes a key area of economic development. He noted that coordinating information gathering relating to availability and supply of water, land use, and housing will be useful.

Councilor Stewart explained that the focus on transportation cannot be depleted, as transportation is and will continue to be a major portion of the Bi-State Coordinating Committee. Councilor Stewart noted that most interested partners would not have an objection to regular updates and put an emphasis on thinking regionally. Additionally, she asked her fellow committee members for reassurance that this committee is the best forum for bi-state transportation issues and the topic focus will remain on transportation. Chair Hughes noted that the Bi-State Coordinating Committee is the best forum, as there are other topics that are both connected and tangential to transportation issues that are worthy of the discussion. Councilor Burkman noted that we cannot have a transportation conversation without having all parts and that economy directly impacts transportation.

4. Regional Growth Management Planning – Updates

Chair Hughes introduced Gordy Euler, Clark County Community Planning, and John Williams, Metro staff, to present updates on regional growth planning. Mr. Euler highlighted growth management statewide in Washington, the Growth Management Act (GMA), and GMA requirements. He presented various urban growth boundaries and current planning assumptions for the comprehensive plan moving forward, focused on total population projections and job targets. Mr. Euler spoke to what has been completed to date, including vacant billable lands modeling, an environmental review process, and a required capital facilities

plan. The schedule moving forward includes open houses and a planning commission hearing. He added that they have an application for the rural industrial land bank that would convert a 600 acre farm from rural designation to light industrial designation.

John Williams provided similar growth management information from the Oregon side. Mr. Williams noted that staff are just completing the two-year growth management review process. He noted that Metro is mandated by the State of Oregon to complete the review process every six years. The process involved technical review, public engagement, and Council led public hearings. Mr. Williams highlighted jobs and housing range forecasts, the seven county region, the 2040 Growth Concept Map, and timelines. He noted that projected net population and employment growth will mostly occur in the region's existing urbanized area. Mr. Williams spoke to a variety of challenges of getting land added to the urban growth boundary ready for development, including providing infrastructure and land annexation. He noted that the conversation has revolved primarily around housing over the past two years. but a similar analysis on employment was conducted as well. Analysis shows a significant supply of potential redevelopment sites in the employment lands inventory that can accommodate future employment growth. Metro Council is expected to take action on a regional growth management decision that does not expand the urban growth boundary and has directed staff to revisit the urban growth report in three years.

5. Columbia River Bridges – Issues/News/Updates

Kris Strickler introduced Michael Williams, Washington State Department of Transportation staff, to present an update on ongoing maintenance needs and upcoming long-term elements of the Columbia River bridges. Kelly Brooks, Oregon Department of Transportation thanked Mr. Williams for stepping in to give the presentation, as other staff was unavailable. Mr. Williams highlighted past maintenance work that took place on the I-5 Interstate Bridge during the 13-15 Biennium and spoke to additional work for the 15-17 Biennium, which included cable cleaning, safety repair, and creating a contingency planning. He noted that the upcoming I-205 Interstate Bridge work will focus on replacing joints in the bike path that runs down the middle of the bridge. Mr. Williams spoke to the I-5 Interstate Bridge trunnion replacement project that took place approximately 12 years ago/. He explained that after it was recently inspected, it was determined that the second trunnion needs to be replaced. The preliminary engineering work will begin late 2017 and construction will take place in 2019. The estimated cost for the repair and replacement is \$11.4 million and those costs will be shared evenly between both states.

Councilor Burkman inquired about how traffic lanes were impacted during the first replacement. Mr. Williams spoke to the use of a zipper barrier that allowed crews to adjust traffic flow.

Ms. Brooks noted that staff convened a group of members who were intimately involved in the first trunnion replacement. The information collected will be used to build and replicate the success from the last replacement.

Mr. Williams spoke to two notable upcoming paving projects. The I-5 Paving Project will span from Interstate to Hassalton and this project is in the design phase. The I-205 Paving Project

will span from the Glenn Jackson on Bridge to Johnson Creek. Ms. Brooks noted that the I-5 Paving Project is currently only design funded but could be construction funded in the 2019-21 timeframe. The bridges are not being touched but when roads are closed for paving, repair can take place on adjacent facilities.

Andy Cotugno inquired if the I-5 Bridge Trunnion Project will need to be completed if the Columbia River Crossing (CRC) is still happening. Mr. Strickler explained that with I-5 trunnion having a 2019 time frame, maintenance will be ongoing and therefore prioritized. Mr. Strickler also spoke to the scale difference with the maintenance between the CRC and Trunnion Project.

6. Future Meeting Agenda Planning

Mayor Daoust discussed a proposed third bridge over the Columbia River near Troutdale. He suggested drafting a corridor plan that could act as a safety valve in case anything happens to the existing bridges in Portland over the Columbia River. Both existing bridges are currently congested and a corridor improvement could be costly and difficult. Mayor Daoust shared his concerns that the existing bridges may not handle the future estimated population growth and noted that the Bi-State Coordinating Committee has the right people to discuss how to interject a big project like this into current plans. He asked the committee members how to start this discussion.

Councilor Burkman described a logical continuation of a process and noted that he shares the same belief that another bridge is in the region's long-term future. Councilor Burkman suggested combining the discussion of a third bridge with the conversation about replacing the CRC.

Chair Hughes agreed that the discussion should begin sooner rather than later and can be a subject on a future agenda.

Councilor Stewart expressed concerns about getting bogged down with a plan from the past if the 2008 plan is revisited. She noted that plenty of information could be incorporated or updated to avoid getting stuck. She added that a step by step process to determine a third bridge location is needed, including a focus on congestion relief, expansions, and locations of increased congestion. Councilor Stewart agreed that a safety valve needs to be a focus, as losing either one of the bridges will be crippling to a growing region with economic expansion and tremendous potential.

Councilor Burkman inquired about the cost of modeling and research into whether a new bridge will relieve congestion on existing bridges.

Councilor Shirley Craddick noted that understanding land use is necessary for making transportation decisions. She suggested determining what the land uses are both east and west of the city, where housing will be located, and where industrial lands are zoned.

It was suggested that GPI come back next year for an annual benchmark presentation

7. Adjourn

Chair Tom Hughes adjourned the meeting at 11:25 a.m.