

**Southwest Washington Regional Transportation Council
Board of Directors
October 6, 2015, 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 Melissa Smith on Tuesday, October 6, 2015, 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
Kelly Brooks, ODOT (Alternate)
Shirley Craddick, Metro Councilor
David Madore, Clark County Councilor
Anne McEnery-Ogle, Vancouver Council (Alt.)
Tom Mielke, Clark County Councilor
Ron Onslow, Ridgefield Mayor (Alternate)
Scott Patterson, C-TRAN (Alternate)
Larry Smith, Vancouver Council Member
Melissa Smith, Camas Council Member
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT Regional Administrator

Voting Board Members Absent:

Jack Burkman, Vancouver Council Member
Bill Ganley, Battle Ground Council Member
Jeff Hamm, C-TRAN Executive Director
Doug McKenzie, Skamania Co. Commissioner
David Poucher, White Salmon Mayor
Rian Windsheimer, ODOT Region 1 Manager

Nonvoting Board Members Present:

Liz Pike, Representative 18th District

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
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:

Lori Figone, WSDOT
Eric Florip, The Columbian
Tim Gaughan, Citizen
Paul Greenlee, Washougal Council Member
Carolyn Heniges, Clark County
Dale Lewis, Senator Herrera Beutler's Office
Kelley Robins, Citizen
Scott Sawyer, City of Battle Ground
Tim Shell, City of Ridgefield
Ron Swaren, Citizen
Patrick Sweeney, City of Vancouver
Michael A. Williams, WSDOT
Tad Winiecki, Citizen

Staff Present:

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

II. Call for Public Comments

Ron Swaren from Portland, Oregon provided two handouts related to his comments. Mr. Swaren said during the Columbia River Crossing (CRC) process, he presented an alternative called the western arterial highway route. He highlighted the route saying he thought it would be the best route for a crossing that would serve all modes of travel and estimated the cost to be \$2 billion. Mr. Swaren also highlighted three bridges in the US along with their cost and completion date.

Tad Winiecki is with Highway Transport Research in Vancouver, Washington. Mr. Winiecki spoke of the need to reduce traffic congestion and double the passenger carrying capacity of the Glen Jackson Bridge. He provided a handout of a design option he made in 2008 during the Corridor Visioning Study and highlighted the personal automated transport option on the Glen Jackson Bridge.

III. Approval of the Board Agenda

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE OCTOBER 6, 2015, MEETING AGENDA. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

IV. Approval of the September 1, 2015, Minutes

LARRY SMITH MOVED FOR APPROVAL OF THE SEPTEMBER 1, 2015, MINUTES. THE MOTION WAS SECONDED BY RON ONSLOW AND APPROVED. ANNE MCENERNY-OGLE ABSTAINED.

V. Consent Agenda**A. October Claims**

LARRY SMITH MOVED FOR APPROVAL OF THE CONSENT AGENDA OCTOBER CLAIMS. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

Shirley Craddick arrived at the meeting at 4:12 p.m.

VI. 2019 Regional Grant Selection, Resolution 10-15-16

Matt Ransom said this is the final step in the grant selection process. This is the competitive process to award the STP and CMAQ funds. These are federal flow through funds that RTC receives, and the Board has the discretion to award. This is one of the most important roles for RTC which is to allocate these funds out. He said they are excited to present the report and recommendation.

Dale Robins referred to the resolution included in the meeting packet. He said the action before the Board is the selection of 2019 regional federal highway grants. RTC as the Metropolitan Planning Organization for Clark County is responsible for selecting projects for the regional allocation of federal highway funds, including the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program. Federal regulations require

the selection process to be conducted through a competitive process. They will be selecting about \$7.4 million.

Mr. Robins said they use a three-step process to select projects. In addition to the three steps, it is important to note that the whole process begins with local agencies deciding what their priority projects are and submitting those to RTC for consideration. RTC does not select the projects; it is the local agencies. Once RTC receives those projects from the local agencies, the projects are screened for consistency with the Regional Transportation Plan, Air Quality regulations, and other federal and state requirements. The first two steps were completed at last month's RTC Board meeting, where the Board recommended approval of the evaluation and ranking of projects. Action today will complete the third and final step of selecting and programming projects for funding.

Of the 15 projects submitted for consideration, 12 projects have been recommended for funding by the Regional Transportation Advisory Committee (RTAC), so 80% of the projects will receive funding. At their September 18th meeting, the RTAC recommended that six STP Urban and six CMAQ projects be funded.

Mr. Robins said the projects were described individually in detail at last month's meeting. A list was included in the resolution. The six STP Urban projects include: NE 119th Street, Highway 99 Pedestrian and Bicycle Improvement, NE 10th Avenue, Clark County Transportation Demand Management, VAST Management, and UPWP and Congestion Management. The CMAQ projects include: Mill Plain Arrival on Green Improvement, WRIGHT project, SR-14 ATIS, Mill Plain Transit Signal, Centralized Signal System, and Fort Vancouver Sidewalk project.

Mr. Robins provided the percentage of 2019 funding by project type. Funds are distributed between five project types with arterial road project receiving the highest percentage at 43.8%, followed by TSMO at 24.1%, 16.7% for Bicycle and Pedestrian, 13.3% for Non-Capital, and 2.1% for transit. It was noted that this is a one year selection for 2019. In looking at the whole four-year Transportation Improvement Program, it is much broader, and the percentages change with a longer period of time.

Action by the Board is for adoption of Resolution 10-15-16 which includes the selecting of 12 projects to receive approximately \$7.4 million in regionally allocated STP and CMAQ funds.

Shirley Craddick said the criteria is used to identify which projects have priority. She asked what the goals were that guide the criteria used. She said it would be helpful to have that listed with the staff report and resolution to show what the cities and MPO are trying to accomplish.

Mr. Robins said the goal is really trying to implement the Regional Transportation Plan and the goals and overall vision of that Plan. Mr. Robins said they could include that.

LARRY SMITH MOVED FOR APPROVAL OF RESOLUTION 10-15-16. THE MOTION WAS SECONDED BY JEANNE STEWART AND UNANIMOUSLY APPROVED.

VII. 2016-2019 Transportation Improvement Program, Resolution 10-15-17

Matt Ransom said this is a procedural document. All of the grant selections as well as other projects that agencies are doing need to be listed in RTC's Transportation Improvement Program (TIP) and then listed into the State Transportation Improvement Program (STIP). This needs to be filed with the State and ultimately with the Federal Highway Administration and Federal Transit Administration to ensure that member agencies can use the funds.

Dale Robins referred to the resolution included in the meeting packet along with the TIP document that was distributed to members. Mr. Robins said the development of a TIP is both a federal and state requirement. Federal rules require that all federally funded projects be listed in the TIP as a condition for receiving federal funds. The TIP is prepared annually and includes all regionally significant projects over the next four years. It does not include local transportation improvements. The TIP represents an agency's intent to implement a specific project and the anticipated flow of funds for that project over the next four years. It is a programming document and only includes regionally significant projects that have secured funding. It is not a plan or a wish list.

The state timeline requires the regional TIP be submitted to the State by October 15th. Delay in adoption will result in funds not being available for any project listed in the program within the first few months of next year.

The TIP includes five sections or chapters. The first two sections provide background and introduction information. Chapter 2 includes a financial plan that demonstrates that the program is reasonably financed. Chapter 3 includes the programming of projects, including individual project programming pages. The final section is the appendices which provide additional supporting information to the TIP.

Projects are selected for funding from multiple sources. The RTC Board just adopted a grant selection, but in addition, C-TRAN selects projects, WSDOT and other granting agencies including the Legislature select projects. One of the responsibilities as the Metropolitan Planning Organization is that all projects must be reviewed to ensure that they are consistent with the Regional Transportation Plan. A project that is not consistent with the Regional Transportation Plan cannot be listed or programmed in the TIP.

The 2016-2019 TIP includes 62 projects totaling an investment of almost \$200 million. Mr. Robins would provide an analysis of the overall program with some slides. The charts were also included at the back of the TIP document. He provided a slide showing the percent of projects by project type. It displays a wide range and modal balance of the type of projects included in the 2016-2019 TIP. The most common type of project is Safety, followed by Road Improvement and Bike/Pedestrian projects and several more.

The next chart shows the percent of dollars by project type. It shows the higher cost of some types of projects. For example, almost 1/3 of the dollars are allocated to five bridge projects including the SR-14 Camas Slough Bridge, NE 10th Avenue Bridge over Whipple Creek, and Port

of Ridgefield Pioneer Street Bridge. They make up 1/3 of the dollars, but they only account for 8.1% of the total projects. This shows a higher cost of any other type of project.

Mr. Robins displayed a map of where the projects are located and their project type. Although many projects are in the Vancouver Urban area, regional projects can be found in each of the cities within the County.

Tom Mielke questioned a listing of the I-5 Bridge project. Mr. Robins said there is a maintenance project on the I-5 Bridge for a trunnion repair. It is an older bridge and there is maintenance and preservation that must continue on the bridge. Information on the project is listed on page 43 of the individual project STIP pages.

As part of the adoption of the 2016-2019 TIP, RTC confirms that they are following the required MPO Planning process, public participation requirements, the plan is financially constrained, all four years are selected (meaning any project programmed in the four years can proceed when ready), projects are consistent with the Regional Transportation Plan, and they will program \$194.5 million to enhance the transportation system in Clark County.

Action before the Board is adoption of Resolution 10-15-17, 2016-2019 Transportation Improvement Program.

Jeanne Stewart said she was having trouble sorting out a list for C-TRAN. Mr. Robins noted that the individual project pages are in alphabetical order by agency with Battle Ground listed first and C-TRAN projects listed second (pages 4 – 9).

Councilor Stewart referred to the trunnion project about 15 years ago and asked if that was on a different span of the bridge. It was noted that was a different tower than the project listed in this TIP. She asked what the impact on transportation was during the last project. Kris Strickler said it was fewer days than they had planned for, and he believed it was about four or five days long. It impacted traffic considerably; although, there was an aggressive campaign to urge people to remain home and/or make other options, which they did. Councilor Stewart said this is a narrower timeframe project. Mr. Strickler said that was correct.

Mr. Robins said they are just now beginning the design on that project. Once they get the design, they will come up with a plan on how quickly they can make that repair.

David Madore said in looking at the projects, he said it looked like the C-TRAN projects are simply bus replacement projects. He asked if there was anything for bus rapid transit or anything other than bus replacement.

Dale Robins said there are a number of projects other than bus replacement, but there is nothing with the bus rapid transit project. They have maintenance and preservation dollars, ADA expansion work, bus shelters, Mill Plain transit signal priority phase II, and others.

Councilor Madore said page 2 of the resolution states “certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.” He said this is also for the 2016 to 2019 timeframe and related to that is a longer timeframe project

that this Board has already approved. He asked WSDOT if there is interchange justification for the Mill Plain/I-5 interchange.

Mr. Strickler said for all interchange projects, they have an interchange justification report that they file. Councilor Madore asked if he could have a copy of the report sent to him. Mr. Strickler said yes, but the report has not been completed yet. Councilor Madore questioned the fact that the funding has been authorized, but the report not completed. Mr. Strickler said that is pretty common. The funding could get authorized or the project could get authorized for funding and that process would start to go through.

Councilor Madore said he did not understand that part. He said we are to certify that we are following the required federal processes, and funding is given before an application is completed. He asked how that could happen.

Dale Robins said the certification listed in the TIP is that RTC is following the federal planning process. On page 8 of the document is a list of 12 MPO certification statements that they are certifying that they are doing in their planning process. These are the things that RTC is certifying in this document.

Shirley Craddick said Councilor Madore's question follows on what she mentioned earlier. The projects that you brought to us today are all in the Regional Transportation Plan. That is what establishes what projects can move forward. She said she would find it helpful to have the goals summarized on how a project gets in the queue to be funded.

Councilor Madore said that was similar. He said at the County, in order for them to submit an application to receive funding for a project, they normally have to provide, such as the 179th Street interchange, an interchange justification application. He does not see that with WSDOT.

LARRY SMITH MOVED FOR APPROVAL OF RESOLUTION 10-15-17. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

VIII. Project Funding and Obligation Status

Dale Robins referred to the memo included in the meeting packet. He said this is a good news report. It is about a great job that local agencies' staffs have done over the last few years of obligating their federally funded projects. As being discussed today, RTC has responsibility to select projects for regionally allocated STP, CMAQ, and TAP funds. This totals approximately \$9 million per year.

Mr. Robins said in 2012, WSDOT placed additional responsibilities on MPO's to ensure obligation of regionally allocated federal funds. This is a "use it or lose it" policy; you have to spend your money or you could lose it. RTC made a few changes in their delivery requirements and local agencies responded.

Over the last five years, the region has obligated over \$60 million in regionally allocated federal funds. The regions underperformed prior to the 2012 obligation requirement. By year 2013, the region was exceeding the target, and by 2015, the region is running approximately one year

ahead of the annual obligation limit. Mr. Robins they have pretty much obligated their 2016 funds now. He said he sees that as a positive thing, as the region is no longer loosing buying power to inflation, and the region is in the position of having no chance of losing funding.

Mr. Robins highlighted the overall obligation between 2011 and 2015. He also noted that the last few pages of the memo display the individual projects that were implemented by agency. The majority of obligation has gone to improvements to the arterial roadway system with a significant portion going to Transportation System Management and Operations (TSMO) followed by transit, bicycle/pedestrian, and non-capital projects. Mr. Robins showed the number of projects by type. Arterial road improvements make up less than 1/3 of the projects, but over half of the funds.

The allocation to our region had about \$53 million; we obligated \$61 million. This results in the region being approximately \$8.1 million into the anticipated 2016 allocation. We receive about \$9.1 million per year, which means we have to obligate about \$1 million between now and next October to hit our target. Mr. Robins said we should easily be able to do that; we are very secure.

Mr. Robins said again that local agencies have done a great job in obligating their projects, and as we continue to do that, we will be well ahead of the game.

Kelly Brooks asked what changes were made that seemed to help the most in getting the projects obligated.

Mr. Robins said the biggest change was requiring that projects follow their grant application. If they said they were going to move design forward in 2015 on a project, they needed to move design forward in 2015. There is no reason that design should be delayed. For right of way and construction, they gave up to one year of delay or further action would be taken. By putting actual deadlines and agencies knew they were serious, they actually started to move their projects. This resulted in no longer having projects years behind the date stated in the application. It was really the local agencies responding to the new rules.

Shirley Craddick said it was really more about accountability than maybe not having enough staff to do the work or other limitations. She asked what some of the limitations were that some agencies had for not meeting the deadline.

Mr. Robins said it was more accountability than anything. Now they know that when someone is giving them money, they want to respond to what they are requesting, so they are being more accountable. Mr. Robins said if a project runs into a delay such as an environmental issue, and the agency comes to the RTAC committee with a real logical reason why a project is delayed, they are offered permission as long as it is not going to hurt our obligation limits. That has occurred, but now they are more accountable. It's more of an incentive.

Councilor Craddick offered congratulations.

IX. Other Business

From the Board

Chair Smith said in November they will begin reviewing Matt's annual performance review. As in past years, a review committee will be facilitated by the Chair and Vice Chair along with legal counsel. The Board will participate throughout the review including an input and remarks of performance via a Survey Monkey. Full Board feedback and contract updates will take place in an Executive Session at the December meeting. Conclusion of the review and contract process will take place at the December meeting as well. Board members should anticipate the survey beginning in November and comments provided up to November 17. The Chair and Vice Chair will review with the Director November 17 to the 25th. A complete review and contract will be presented to the entire Board in Executive Session at the December meeting.

Larry Smith asked if this is consistent with what was done before. Chair Smith said that the process will be consistent with what was done previously with some minor fine tuning to the questions to provide better feedback.

David Madore referred to RTC's 2008 Corridor Visioning Study and options that were looked at for crossing the Columbia River. He said with failing levels of service now being experienced on the I-5 and I-205 bridges, new crossings need to be addressed. Councilor Madore said the County is in the process of wrapping up their Comprehensive Plan Update for Clark County, and part of that Plan refers to the failing level of service on those two bridges. An expectation is that the RTC Board address that need and engage in testing the Vision, consider a third or fourth bridge in East County or in West County. He asked if anyone was interested in looking at that.

Jeanne Stewart said she would be interested in seeing the Visioning Study and the insights of the 2008 study. She said transportation planning integrated into a Growth Management Plan is an important part of the Growth Management Plan. Councilor Stewart said some Board members may have already been a part of the Visioning Study and gone through that process. She would like to see the study.

Ron Onslow asked Councilor Madore since he was aware of the study if he had it. Councilor Madore said it is still published on RTC's Website.

Matt Ransom said that it is listed on RTC's Website. He said the action that the RTC Board took back in 2008 was to accept the report as final. It was not adopted as policy, which is why the current Regional Transportation Plan shows only one bridge improvement, which is to replace the I-5 Bridge. Where this is discussed in the current 20-year plan is under the Strategic section of the plan where it discusses issues that the Board might want to contemplate in the future that are more strategic in nature beyond the 20-year horizon. That is where it resides now, which is how do you have a conversation or are the assumptions so different from 2008 that would compel a relook at that. Mr. Ransom said the Board was provided an update of the study in March of last year. He said understanding again that that study was a "what if?" What if we were a million in population? What were the needs within the county under that

scenario? Mr. Ransom said he could send the link to the Visioning document out to the Board and he could send the link to the summary chapter in the current 20-year plan which talks about this issue and tries to frame it within the context of “what are the next questions?” He said the most important question that comes to him immediately is: what really is the land use scenario, the land use vision, which is not just an RTC question. That is a County question, all cities, counties, and all jurisdictions within this community. The important question is what is the vision beyond the 20-year horizon?

Jeanne Stewart said the Corridor Visioning Study was not adopted as policy. Mr. Ransom said that was correct. She asked what was adopted as policy. Mr. Ransom said the report itself and none of the findings or recommendations of the report are a policy of the RTC Board. The policy of the Board is the 20-year plan, which lays out the projects to be completed within 20 years. The Vision Study was a look beyond the 20-year horizon asking if we had a lot of people and a lot of employment well beyond the current 20-year forecast, what other roadway networks will we need within this county to circulate back and forth? This was not just a cross river study; it was largely internal to Clark County.

Representative Pike said as a member of the House Transportation Committee, along with others, feel we really need to find some cross-river solutions that are going to relieve congestion and improve freight mobility. She said in a recent meeting with Bill Wyatt, Port of Portland Executive Director, he acknowledged that with the exit of most of the shipping traffic at Port of Portland Terminal 6, there are now about 200,000 containers that used to ship out of Port of Portland now on our highways. She said that is probably why all of us are experiencing much more traffic congestion. Representative Pike said her experience over the last three years in trips to Olympia is that there has been a significant increase in congestion all up and down the I-5 corridor and said it is not going to get better. She said the bad economy from 2007 to most recently relieved congestion to some point, but we don't want to encourage that. We want to encourage a better economy for our region. She said we have to address more cross river solutions. It is a very beginning state, and we have a lot of work to do to hash out the scorched earth that is between our two states to try to find some common ground. She said we have two competing transportation ideologies, and it is not our place to tell Oregon how to manage their congestion or roadways and likewise for them to dictate to us. But, she said we do have to somehow find a path forward to get our two states to build more bridges. They don't have to be massive freeway systems, but they could be smaller arterial bridges that could be a start.

Representative Pike said she knows that money is limited, and she has had over 60 meetings over the last year and a half about this subject with leaders on both sides of the river. She said there is a willingness to start anew; there are still lots of ruffled feathers, but the longer we wait, the worse congestion is going to get. Representative Pike said that we want to be ahead of the next economic boom so we are ready with our transportation infrastructure. She urged voting Board members to make a commitment to work with the Legislators to try to get

something done. It may be with a long term more expensive alternative, but with an eye on a shorter term fix that maybe is feasible.

Representative Pike said in conversations with US Congresswoman Jaime Herrera Beutler recently, she said if we could get all of our delegation onboard in this region, then she would help us make application for federal grant money for some sort of additional capacity in the region. Representative Pike said in her most recent conversation in the last month with Senator Cantwell's office, she received the same message. She said we need to get everyone to agree on something, and they have given her their word that they will help us with federal grant money to move forward. Representative Pike said it worries her that the plan to 2019 does not have any vision for new crossing solutions. She said she would like to see a priority for a new cross river solution. She would like the RTC Board members to agree on finding a solution that will relieve congestion and improve freight mobility.

Councilor Craddick said the report that Councilor Madore is referring to is only a transportation study. It was done without looking at the land use at that time. Traditionally, when looking at a transportation system, you want build it to support the land uses that are planned. The land uses do not support the transportation system; it is just the opposite. Councilor Craddick said this was a report of just a transportation system that was not looking at future land uses for the area. She asked if that was correct.

Matt Ransom said that was correct. He said within the Growth Management Act process in the State of Washington, the County being the lead planning agency is mandated under that statute to plan for 20 years and to have population and employment forecast numbers that are sanctioned that they use for the 20 years. The Corridor Visioning Study was not sanctioned under any regulatory process. It was not sanctioned by the County as the lead planning agency in terms of the population forecast; it was not sanctioned by local jurisdictions, because it was well beyond the 20-year horizon. It truly was taking a population more than double what the population was then in the county in 2008. Recognizing that it was not a sanctioned land use plan, that study made a land use concept and built the analysis around just one concept. Mr. Ransom said that study analyzed a concept. The important question is what truly is the planning vision for this county beyond 20 years? That is something that study couldn't answer, but it needs to be answered. If growth is on the west side versus the east side, those are fundamental to what corridor and how big and where and the circulation is within the county. That study just simply analyzed a single concept. Mr. Ransom said the 20-year plan lists a summary of that in the Strategic Plan which recognizes that asking those core land use questions is a good starting place. (Mr. Ransom would provide that summary to the Board.) He said the 20-year plan is established. The county and other local jurisdictions are going through the process of an update. Once that is locked in, what is beyond that is a fair question and an important question to contemplate. It has to be done with multiple agencies and multiple people at the table, not just RTC with a concept.

Councilor Craddick said to Representative Pike that she knows that it is important to her to promote a third bridge. She said the challenge is that we have an interstate bridge that is the

main corridor from Canada to Mexico already. It is not that we don't want a third bridge; it's that we have to take care of what we have already. We are pretty confident that if there is a significant earthquake, one span of that bridge will probably end up in the river. Councilor Craddick said we have got to take care of what we have before thinking of what we want for the future. As Matt said, what is the plan for the future? What is the plan for SW Washington in where the growth is going to be? That will then influence what needs to be done to provide for infrastructure.

Councilor Craddick said you had a willing partner on the Oregon side, and it was the state Legislature in Washington that didn't support the package. When you say you don't have a partner, you need to take some responsibility in that. She said you had a willing partner, and you still do. She said she would be glad to have a discussion for the future for the I-5 corridor.

Representative Pike said we need to look forward not backward. She said a lot of engineers have talked with her about seismic upgrades for the current I-5 Bridge. She said she would love to be able to give a presentation to the RTC Board on some of the concepts that have been brought to her as a very cost effective alternative for the I-5 Bridge and it does address seismic upgrades to the current spans. She said they could convert the current spans to a local access only bridge; it would no longer be an interstate system. It would become a frontage road and replace the interstate. Representative Pike said we need to look at all options. She said the days of big federal funding are probably gone forever, and we need to come up with creative ways that are affordable that are not going to bankrupt one side of the constituency or another with expensive tolls. She said she could provide a presentation about a rough concept that seems to be gaining traction on both sides of the river.

Tom Mielke said he believes what Councilor Madore was saying is that we need to go back and start again using some of the information that we already have. We need to move forward with more ideas instead of waiting for the Columbia River Crossing to resurrect itself. Councilor Mielke said there are multiple bridges across the Willamette River, and we are not talking about just one additional bridge, we are talking about several. He said as Representative Pike said, we need to look at smaller arterial bridges also. He hopes the RTC will go back and start to look at options.

Jeanne Stewart said the Visioning Study looked at the transportation within Clark County, and she said she thinks that is too narrow of a vision for the region. Councilor Stewart said we need to readdress this recognizing that we are regional. This isn't Clark County versus Metro. This is two partners in a region that need to work together. The same as we can work mutually on a crossing. Councilor Stewart said there are issues in Oregon around the coliseum that also affect the I-5 corridor and also have a dramatic impact on I-405 and Highway 26 and the other transportation infrastructure that many of us use all the time. Councilor Stewart said we talk about our 65,000 people that commute to Oregon, but there are a large number of people that commute from Beaverton to downtown Portland and other areas too. This is just regional travel. The federal money that Portland would need for road improvements in the I-5 corridor south of Clark County, we should be advocating for them. We should be helping them lobby for

their projects as well. We need broader thinking. Councilor Stewart said in conversations that she is having on the Oregon side with our partners at MPAC, JPACT, and Bi-State, they are realizing we are a region and need to work together.

DAVID MADORE MOVED TO INVITE REPRESENTATIVE LIZ PIKE TO PRESENT TO THE RTC BOARD AT THE NOVEMBER MEETING THE OPTIONS AVAILABLE REGARDING THE SEIZEMIC UPGRADE TO THE I-5 BRIDGE. THE MOTION WAS SECONDED BY TOM MIELKE.

Councilor Stewart asked what the motion refers to as the information to be presented. She said we may need technical information about this too, and wanted clarity on what would be presented.

Councilor Madore said this is in response to the offer Representative Pike gave to present what she has received as options.

Councilor Stewart said she doesn't want a presentation to the Board that is "wouldn't it be nice if..." She is looking for a presentation that has adequate substance, not just ideas.

Chair Smith asked if staff could work with Representative Pike in getting some clarifying points in the presentation. Councilor Stewart said that would be a good idea.

Anne McEnery-Ogle said she agreed with that idea as well. She said she was on a task force for the I-5 crossing and has a huge amount of information that was provided. She would expect staff to provide a well-rounded presentation, not just Representative Pike by herself.

Larry Smith said he has had a lot of engineers talk to him as well. He said he is a little cautious about this. He said he would like a fair and balanced approach with facts and credible differences on both sides.

Councilor Mielke said he thinks it is important to hear what is being said and what our possibilities are from the law makers.

Representative Pike said she is not trying to sell anything. She said she thought a positive move for the RTC Board is to listen to all ideas and the more ideas they hear on affordable solutions to achieve our goals, the better off to make an informed decision. She said she has talked with many visionaries who have spent their whole life building bridges all over the world, and they want to help us identify a solution that both sides of the river can agree on. She said it is important to start somewhere. No solution is being talked about; she would like to share for 10 to 15 minutes some of the concepts that she has been given.

Ron Onslow said he is against the presentation. He said he thought the motion on the floor is inappropriate at the time. He thinks that we should go back and take a look at the 2008 vision, have a study session to look at it, and then have presentations. Mayor Onslow said he would rather hear from an expert who deals with seismic structures.

Councilor Madore requested a roll call vote.

THE MOTION FAILED WITH 4 YES: BAKER, CRADDICK, MADORE, MIELKE; 5 NO: MCENERNY-OGLE, ONSLOW, L. SMITH, M. SMITH, STEWART; AND 3 ABSTAIN: BROOKS, PATTERSON, STRICKLER.

JEANNE STEWART MOVED TO INVITE REPRESENTATIVE LIZ PIKE TO PRESENT TO THE RTC BOARD AT THE DECEMBER MEETING THE OPTIONS AVAILABLE REGARDING THE SEIZEMIC UPGRADE TO THE I-5 BRIDGE. THE MOTION WAS SECONDED BY DAVID MADORE.

A roll call vote was requested.

THE MOTION FAILED WITH 2 YES: MADORE, STEWART; 7 NO: BAKER, CRADDICK, MCENERNY-OGLE, MIELKE, ONSLOW, L. SMITH, M. SMITH; AND 3 ABSTAIN: BROOKS, PATTERSON, STRICKLER.

DAVID MADORE MOVED THAT THIS BODY WOULD ASK STAFF, WELCOME TO RECOMMEND ANY SOURCE, TO BRING SOME PRESENTATION TO THIS BODY THAT WOULD PRESENT OPTIONS FOR SEIZEMIC UPGRADING OF THE I-5 BRIDGE. THE MOTION WAS SECONDED BY TOM MIELKE.

A roll call vote was requested.

THE MOTION WAS APPROVED WITH 10 YES: BAKER, CRADDICK, MADORE, MCENERNY-OGLE, MIELKE, ONSLOW, PATTERSON, L. SMITH, M. SMITH, STEWART, AND 2 ABSTAIN: BROOKS, STRICKLER.

Councilor Mielke said the acoustics in the room were very poor, and he thought that the first motion for November had passed, and because of that he voted no on the second motion, otherwise he would have voted yes. He said the volume needs to be increased. Chair Smith asked everyone to speak into the microphones.

From the Director

Matt Ransom said they had a second meeting of the Dues Review Committee. At the next meeting the following week, they will be looking at some formula options. The work is scheduled to be complete in December, and a report to the Board no earlier than January.

At the table for all members was a report that RTC files every year. The FY 2015 Unified Planning Work Program Annual Report is a synthesis of all the work completed in fulfillment of the Unified Planning Work Program. It consists of all the different components of work and the tasks and activities that have been accomplished. There is a lot of detail in the report, and provides a sense of the work that is done as an agency on the Board's behalf to keep the program compliant in order to receive federal funding to the region. Lynda David, RTC Senior Planner, prepares this report.

Mr. Ransom noted JPACT meets Thursday, October 8, 2015, at Metro at 7:30 a.m. C-TRAN Board of Directors meets on Tuesday, October 13, 2015, at 5:30 p.m. at the Vancouver Library. He said he will be attending a meeting of the Association of Metropolitan Planning Organizations, the national association of those like RTC that do MPO work.

The next RTC Board meeting will be held on Tuesday, November 3, 2015, at 4 p.m.

LARRY SMITH MOVED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY SHIRLEY CRADDICK AND UNANIMOUSLY APPROVED.

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

Melissa Smith, Board of Directors Chair