

**Southwest Washington Regional Transportation Council
Board of Directors
August 2, 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, August 2, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Hearing 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
Mike Dalesandro, Battle Ground Council (Alt.)
Paul Greenlee, Washougal Councilmember
Jeff Hamm, C-TRAN Executive Director/CEO
Anne McEnery-Ogle, Vancouver Council
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:

Shirley Craddick, Metro Councilor
Jim Herman, Port of Klickitat Commissioner
Doug McKenzie, Skamania Co. Commissioner
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:

Ed Barnes, Citizen
Jan Brending, City of Bingen
Jim Hagar, Port of Vancouver
Gavin Oien, DEA Inc.
Scott Patterson, C-TRAN
Jason Ruth, HDR
Marc Thornsbury, Port of Klickitat
Michael A. Williams, WSDOT

Staff Present:

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

II. Approval of the Board Agenda

PAUL GREENLEE MOVED FOR APPROVAL OF THE AUGUST 2, 2016, MEETING AGENDA. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Ed Barnes from Vancouver asked the Board to put together a resolution that would encourage the Legislators in SW Washington to put together a package to take to the Legislature in 2017 that would put together funding to start the replacement of the I-5 Bridge. Mr. Barnes said the congestion on both bridges can't continue to go on as it is. He said RTC needs to set an example to let the Legislators know that you are not happy with what is going on. Mr. Barnes said we need to have packages in both the House and Senate introduced in 2017 to ensure that something happens to make improvements.

IV. Approval of July 5, 2016, Minutes

PAUL GREENLEE MOVED FOR APPROVAL OF THE JULY 5, 2016, MINUTES. THE MOTION WAS SECONDED BY JEANNE STEWART AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. August Claims

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

VI. Establishment of RTC Trust Account, Resolution 08-16-16

Matt Ransom said the reason for establishing a trust account is to segregate funds that they are currently holding that need to be paid to employees when they leave RTC. This would include earned (but unpaid) vacation and sick leave. During this year's audit, the Auditor made a recommendation to management that RTC segregate those funds out as opposed to comingle those funds in the general fund. With the funds in a trust account, they are not able to tap into those funds until an employee leaves and receives those benefits. The purpose of the resolution declares by policy that is the intent of the account. Mr. Ransom said he would then work with the Clark County Treasurer, who is the treasurer of RTC's assets, and establish the account. They will set up rules of procedure for how they make deposits and withdrawals, etc.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 08-16-16, ESTABLISHMENT OF RTC TRUST ACCOUNT. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

VII. Bingen/White Salmon Data Collection:**A. FY 2017 Unified Planning Work Program Amendment, Resolution 08-16-17****B. Data Collection Contract Authorization, Resolution 08-16-18**

Matt Ransom said the next four resolutions are all related activities. He said Dale Robins would provide the staff report for all four activities at once. Each resolution would be considered individually.

Dale Robins said the four resolutions address two different study efforts both taking place in the Bingen / White Salmon area. First, using federal funds, RTC is seeking action from the Board to move forward with a data collection contract in the Bingen/White Salmon area. This would include hiring a data collection firm to collect vehicle classification counts, turn movement counts, train counts, and origin and destination data. This is solely a data collection effort.

Second, RTC is seeking action from the Board to enter into an agreement with WSDOT to manage a corridor circulation study along SR-14 in the Bingen/White Salmon vicinity. A consulting firm would be hired to analyze existing and future transportation needs along SR-14 in the Bingen/White Salmon area. This study will inform the Bingen Overpass project which was funded through the State 2015 Connecting Washington Transportation Package. It can also be used to analyze overall traffic in the area.

Mr. Robins provided a slide with a map of the area. The Bingen/White Salmon area is located across the Columbia River from Hood River, Oregon. The study will look at traffic along SR-14 from SR-141 on the west to an area east of Bingen city limits. This is a 4.5 mile long corridor. Burlington-Northern's main rail line runs just south of SR-14, and the corridor passes through downtown Bingen. On the east end of the corridor, WSDOT is looking to locate a new railroad overcrossing into the Port of Klickitat property. This SR-14 corridor intersects with several regional transportation facilities including SR-141 Alternate from the Trout Lake area, the Hood River Bridge, and SR-141 to White Salmon.

The action for the Data Collection effort includes Resolution 17 which amends the Unified Planning Work Program to add the data collection effort into the Program. Resolution 18 would authorize RTC Executive Director to enter into a Local Agency Agreement with WSDOT to obligate federal funds and also to enter into a professional service contract for up to \$25,000 for the collection of data.

Action for the Circulation Study includes Resolution 19 which amends the Unified Planning Work Program to include the Circulation Study in the Program. Resolution 20 would authorize the RTC Executive Director to enter into an agreement with WSDOT for up to \$200,000 for the SR-14 Bingen/White Salmon Circulation Study. Staff would plan on returning in October for authorization for a professional service contract to assist with the Circulation Study.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 08-16-17. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE.

Marc Boldt asked if the data collection included vehicle traffic and rail. Mr. Robins said yes. With the railroad tracks running parallel to the highway, when the train tracks are blocked, it has an impact on the highway itself.

THE MOTION WAS UNANIMOUSLY APPROVED.

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF RESOLUTION 08-16-18. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

VIII. SR-14 Bingen/White Salmon Circulation Study:

A. FY 2017 Unified Planning Work Program Amendment, Resolution 08-16-19

B. Governmental Contract Agreement Between RTC and WSDOT, Resolution 08-16-20

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 08-16-19. THE MOTION WAS SECONDED BY MARC BOLDT.

Jeanne Stewart asked regarding Resolutions 08-16-19 and Resolution 08-16-20 referring to \$200,000 if that was the same \$200,000. Mr. Robins said that was correct. One resolution adds it to the UPWP and the other authorizes the agreement up to \$200,000 for the study.

THE MOTION WAS UNANIMOUSLY APPROVED.

MARC BOLDT MOVED FOR APPROVAL OF RESOLUTION 08-16-20. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

Matt Ransom thanked Kris Strickler and WSDOT for affording RTC the opportunity to do this work on their behalf. Mr. Ransom said they did identify in this year's Work Program and will do the same next year that RTC can act as a consultant project manager for local agencies that need work done for them; work that RTC has the capacity and skill to do. Mr. Ransom expressed his appreciation for the trust this shows and said he looks forward to working on the study.

Kris Strickler added that he appreciates the level of RTC that we have here within the region and the ability to offer that to Bingen and White Salmon. He said they are fortunate to have the service as well and offered thanks.

IX. MAP-21 and FAST Act Related Rule-Making

Matt Ransom said this is a complex topic that is several years in the making. They are seeing a flurry of activity at the federal level in beginning to implement some rules about performance measurement. This includes how MPOs need to work with the State DOTs to measure or manage their systems better. The most urgent need is a rule that Lynda will present that just came out that might have impacts on how the MPOs coordinate, specifically how we might be required to coordinate further with Metro. They presented this to the Bi-State Coordinating Committee last week and got their input. They are looking for input and dialog from the Board before they submit their comments at the end of the month.

Lynda David referred to the Memo and attachments included in the meeting packet along with a Draft Comments Letter from RTC that was distributed. She said the purpose of this agenda item is to keep the Board updated on implementing the federal transportation act, currently the FAST Act and its predecessor, MAP-21. Ms. David would provide some background information, but the focus of this presentation is on two proposed rulemakings currently out for comment; these are on System Performance and MPO Coordination and Reform which is RTC's particular concern and on which they are asking for RTC Board feedback before making official comments to the federal docket.

The first attachment with the Memo is a list of federal rulemakings and proposed rulemakings showing dates that final rules were published or are anticipated as well as dates by when comments are due for the two proposed rulemakings currently open for comment.

The federal transportation act, MAP-21, passed in 2012, set in motion the requirement to have a performance-driven, outcomes-based, transportation planning and decision making process. Performance measures and targets are put into place, monitored, and reported on. The USDOT will be compiling data and monitoring progress toward reaching national goals.

Ms. David highlighted the key concepts of Transportation Performance Management. It is a strategic approach that uses data and system information in order to help make transportation investment and policy decisions. It is systematically applied as part of an ongoing process, and it is hoped that the approach will help improve communications between decision makers, stakeholders, and the traveling public on transportation investment decision making. Cooperation and coordination are key to establishing Performance Measures and targets. The USDOT hopes for greater consistency in the reporting of transportation system conditions and performance at regional, state, and national levels.

Ms. David provided a slide listing the National Performance Goals established in MAP-21 and continued with the FAST Act. The goals look to achieve a reduction in traffic fatalities and serious injuries on all public roads, maintain transportation infrastructure in a state of good repair, achieve a significant reduction in congestion on the National Highway System, and improve the national freight network to provide access to national and international trade markets and support regional economic development. The performance-based transportation planning process is designed to work toward achieving these national goals. The second attachment to the memo provides a summary listing of performance measures.

Focusing on System Performance, the federal government released a Notice of Proposed Rule Making or an NPRM, in the Federal Register on Friday, April 22. The Notice proposes national measures to assess the performance of 1) the National Highway System; essentially interstates, some state routes, and principal arterials, 2) Freight Movement on the Interstate System, and 3) the Congestion Mitigation and Air Quality Improvement Program. Comments on the System Performance NPRM are due by August 20. RTC has coordinated with WSDOT to provide technical comments on the proposed system performance measures. Under the

proposed federal planning rule, there is a requirement for bi-state planning partners, RTC and Metro, to jointly establish performance targets.

Ms. David said they especially want to focus today on the Proposed Rulemaking on MPO Coordination and Planning Reform. This was released for comment on June 27 and could have significant consequences for RTC's work as an MPO. Comments on this NPRM are due by August 26 and RTC's comments are provided in the distributed draft letter. RTC has been closely coordinating with Metro on drafting the comment letter. This particular NPRM was the subject of discussion at last week's Bi-State Coordinating Committee meeting.

When asking why the federal government felt a need to propose rulemaking for MPO Coordination and Planning Reform, the stated purposes include: improving the planning process, strengthening coordination between planning partners, the MPOs and states, promoting a regional approach to decision making on transportation issues, recognizing that the MPO should have a role in providing for the region's economic well-being, and strengthening the MPO.

Ms. David provided a slide that summarized the proposed rules on MPO Coordination and Planning Reform and said it is the crux of the presentation. Because RTC and Metro are two MPOs working in one contiguous urbanized area, the newly proposed federal rules would require consideration of consolidating the two MPOs (Metro and RTC) into one. Under the Performance Management Process they would have to have jointly established performance targets. If the decision is not to consolidate the two MPOs into one, then the proposed rule requires the region to have joint planning products; a joint Regional Transportation Plan and a joint Transportation Improvement Program. A Memorandum of Agreement addressing coordination strategies and a dispute resolution process must also be adopted. The rule retains the decision making authority of the Governors and MPO regarding retention of the two MPOs or consolidation into one.

In coordinating with Metro, RTC has worked to draft a comment letter to USDOT Secretary Anthony Foxx. This was the draft letter provided. The overall tone of the letter is proactive and positive; that the region generally agrees that MPO coordination is beneficial. However, we ask for an exception to the proposed mandate. The draft letter points out that we are already putting coordination into practice in our bi-state region; providing examples of reciprocal committee representation, the existence of a Bi-State Coordination Committee that meets to discuss bi-state issues, and the region already has an MOU between Metro and RTC that is reviewed at least every 3 years.

Ms. David said in this bi-state region we want to continue the coordination we currently enjoy but gently point out in the letter there is no need to mandate consolidation or joint planning documents. Coordination is best encouraged not forced. The letter points out the challenges that would be faced in merging agencies in this bi-state region. One example being that Metro is unique in having a directly-elected regional government. Metro and RTC's letters echo one another's and offers a solution to effect coordination for multi-state MPOs, requiring some of

the bi-state coordination we currently practice in a formalized, charter or by-laws mandated structure such as Metro and RTC currently have. Ms. David asked for comments.

Marc Boldt said in all his years in service, he thinks that RTC and Metro have gotten along fairly well. He said WSDOT and ODOT have worked well together. Councilor Boldt said Metro does most of the work that the county and cities do in planning for our side, so it is comparing apples and oranges.

Chair Burkman said Councilor Boldt did a good job of summarizing what the letter states. The intent is to say that we have a long history of coordination. The Bi-State Coordinating Committee was formed in 1999, and processes were set up to work together. There are differences, but work together to reach agreeable outcomes. The hope with the letter is that they accept an exception for our bi-state jurisdiction to allow that flexibility. They may even learn from what our region has been doing.

Jeanne Stewart said she thought the letter sets out our case very well, why we are unique, the systems we have in place already, and our cooperation. Councilor Stewart said she would like a little more time to further review some of the sections and realizes there is a time restriction. She noted that where JPACT was referenced, it should be spelled out for clarification. Councilor Stewart said she thought the letter did a good job of outlining the existing cooperative system that seems to be working very well.

If Board members have any comments, they can submit to RTC by August 15.

Anne McEnerny-Ogle said on the second bullet on the second page under Regional Policy Making, she asked if they would consider including the statement that two Washington members are on MPACT.

Paul Greenlee asked if the National Goals and System Performance was a priority list or just a list. Ms. David said it is just a list. Paul Greenlee said he supported the letter.

Jerry Oliver said as Metro Councilor Craddick mentioned at a recent meeting, there seemed to be two distinct cultures between that south of the river and ours on the north side. But in a very positive note, we cooperate and manage to reach decisions that jointly impact both sides of the river. Commissioner Oliver said he thought that having two distinct agencies in the region will promote cooperation rather than having the power concentrated elsewhere. He said he appreciated the letter and reviewed it and finds that in keeping with the positive intent of this organization. He supports the letter.

Jeanne Stewart said they could not underestimate how important this effort is.

Matt Ransom said as next steps, they will formalize the letter. He would also be outreaching with the Governor's office. They have had extensive outreach with WSDOT and coordination of our approach. Mr. Ransom said they would also be outreaching to our Congressional delegation to let their policy people know what our position is here so if in Congress this becomes an issue of concern, they are aware of where we stand on this issue. Mr. Ransom said

that if anyone had lobbyists that they thought it should be shared with, he would be happy to do that.

X. I-205 Corridor Updates

Matt Ransom said they wanted to provide an update as to what is happening on I-205. Bob will provide a description of a few projects that came out of the I-205 Access and Operations Study, and Michael Williams, WSDOT SW Region Planning Manager would present a project that the DOT is considering implementing this fall.

Bob Hart said the project that Michael will present came out of the I-205 Access and Operations Study recommendations that were adopted by the Board in November 2014. Mr. Hart provided a matrix with the four actions that came out of the study. The first was completed in 2014: Convert I-205 left side drop lane north of SR-500 to right side drop lane, reducing merging and weaving. The second project was the bus on shoulder feasibility study recommendation, which they are underway, with a workshop planned this fall and completion in spring 2017. The third project is for ramp meters on I-205. In response to that WSDOT is initiating an Urban Area Freeway Ramp Meter Study planned for fall 2016 including the area they recommended on I-205. The last recommendation is to reduce I-205 southbound from 3 to 2 lanes at SR-500 converting Southbound onramp to an add lane, which is what Michael Williams will describe.

Michael Williams said as mentioned this presentation is the I-205 / SR-500 Interchange Southbound Lane Revision. Mr. Williams said the westbound SR-500 ramp to southbound I-205 and the eastbound SR-500 ramp to southbound I-205 are two conflict points. Mr. Williams provided a short video clip of how the traffic currently maneuvers at the final choke point with obvious challenges. Some of the problems include: AM peak hours are more challenging, I-205 southbound is very heavy traffic, SR-500 interchange at the noted location adds 1,000 vehicles per hour to I-205, SR-500 on-ramp backs up, I-205 slows down, and safety issues of vehicles cutting across the gore (narrow, triangular area of roadway, usually striped, often found at road merges and diverges) and dashing into middle lane of I-205.

A solution includes the following: They saw very few vehicles in the I-205 third (right) lane approaching the SR-500 on-ramp. The two existing lanes can handle I-205 through traffic. They remove the third lane from I-205 southbound. They open the third lane specifically for SR-500 on-ramp exclusive lane so no merge is required. Mr. Williams noted the recent opening of the 18th Street interchange project. The Mill Plain exit is a lot further away from Mill Plain, but this allows for the merge movements to take place. Mr. Williams provided diagram slides with the noted changes.

This project is very weather dependent because of all the striping they have to do. It is scheduled for September 2016 for a cost of approximately \$80,000. This is what the department is looking at for Practical Solutions and Least Cost Planning. They found a very inexpensive solution to fix a very difficult situation that is occurring out there now. The results

will provide smoother flow on I-205, fewer vehicles cutting across the gore, and fewer collisions in making the merge.

Paul Greenlee said he was curious if there was any consideration of putting rumble strips in the gore. Mr. Williams said that is a consideration. They have not proposed that at this time; they think they can deal with the situation with stripes at this time.

Jeanne Stewart asked if they would go back and do a performance evaluation on how this is working. Michael Williams said absolutely. Councilor Stewart asked what time frame it would be addressed. Mr. Williams said they actually are consistently monitoring it, keeping an eye on it to see how it is performing from day one. If in a year's time, it looks like it is performing adequately or better than adequately, they will keep that in place. If the outcome is not as hoped, they would reevaluate to see what other options might be.

Rian Windsheimer provided a brief update on projects on I-205 in Oregon. In 2017, they have two interstate maintenance projects. One is further south between the Abernethy Bridge and I-5, a paving project. They also have a paving project that goes from S.E Johnson Creek Blvd. all the way to the I-205 bridge. In that project, in addition to the paving work, they are going to be adding two new auxiliary lanes: one is leaving from where I-84 westbound goes to I-205 southbound to Powell Blvd. and another from I-84 westbound onto I-205 north to the Killingsworth exit. The idea here is to give drivers as much merge time as they can to sort out where they are going or if they are just getting on and then back off. In particular, they are trying to build these in strategic locations where there is a high volume of those entering the highway. The auxiliary lane will reduce weaving and merging in these locations. This is a \$35 million project.

Another project is a northbound auxiliary lane for the new Sunrise Corridor onramp to the Sunnybrook Interchange. Mr. Windsheimer said their State Legislature has directed them to close the medians, so some of the grassy areas are now required to have some separation, especially where they have fairly wide intersections and it is flat. They have to install a median to protect those from being crossed over.

Mr. Windsheimer said with the mention of rumble strips, he noted that they are installing what they call mumble strips. These are meant to be like a rumble strip feel when you drive, but it will have fewer noise impacts for those who live in the area. Those are to be installed later this year as a pilot project to see if they are just as effective and what kind of sound experience it has.

Paul Greenlee said he recalled a discussion of restriping the Glenn Jackson Bridge northbound so the far right hand lane was exit only. Currently, there are conflicts with those going to SR-14 westbound to Vancouver and those going SR-14 eastbound to Camas and asked about that option.

Michael Williams said they are looking at that as an exit only lane. They have delved into that a bit and it requires a little bit more modification and may require another bridge structure because of the angles and the speeds for an exit only lane. Currently, that right lane takes both

those traveling to SR-14 eastbound to Camas and SR-14 westbound to Vancouver and requires a weave over to get to the lane to get to Camas. The ramp that would go to Camas would need to be an exclusive ramp from the northbound I-205.

Paul Greenlee said he has seen people take the Camas exit and cross over from the second lane. It is a safety issue. Michael Williams said they are analyzing that area for options.

Kris Strickler said an issue to consider is that when you make one improvement it affects another. Actually the discussion of adding a lane on SR-14 from 164th has an impact on I-205 in that area. Paul Greenlee said he has concerns with widening SR-14 with a lane in both directions simply adds another lane of parking. The real problem is at 164th and the ramp complex for I-205; he said until you can solve those, adding more lanes is not perfect.

Kris Strickler said as shown much like what Michael just described, this really does provide one of those elements where they reduce the merging and mixing and provide that auxiliary lane. It is actually more beneficial in the eastbound direction. In the eastbound peak, if you can keep people from merging over to take the 164th exit, there is more storage capacity, and less weaving.

XI. Other Business

From the Director

Matt Ransom provided a meeting report from the recent Bi-State Coordination Committee meeting on July 28. Chair Burkman is Co-Chair of the Bi-State Committee along with Metro Council President Tom Hughes. The meeting was well attended by our members and partially attended by the Oregon members. Mr. Ransom said since it was held on the Washington side this time at the Port of Vancouver's old Red Lion Hotel, they invited the Port of Vancouver to present their redevelopment project at Terminal 1. Katy Brooks with the Port presented that project and gave the participants a sense of what the Port is trying to accomplish in their mission and how it aligns with their overall strategy.

The second report was about our Congestion Monitoring Data. It was very well received. It was the report that was presented to the RTC Board this spring. After the meeting, Mr. Ransom had a couple of requests for the Summary Report which is representative of how well it was crafted. It is a good solid data base for people to use and identify what the conditions are currently on I-5 and I-205.

They talked about a memo that staff prepared giving a status report on I-5. It gave a sense of what has happened over the last 20 years and what is planned in the queue on I-5, and also what they are trying to do regionally in terms of some operational strategies, some ideas that were heard today; the types of things that might be studied on I-5 and I-205 both in Washington and Oregon.

They talked with the Committee about the MPO reform, much like the Board, they found both Metro and RTC recommendation to take a more pro-active, positive approach with comments to the USDOT. That also was affirmed as a good approach at the Bi-State Committee level.

The Bi-State Committee also heard a roundtable discussion of project updates. The most notable was within the Oregon Legislature; they are beginning to have conversations about a Transportation Bill. They have done this the last couple years. They are gearing up as part of some statewide forums and workshops to start to prep for what might be a transportation bill or discussion thereof in this next session.

There is one more meeting planned this year for the Bi-State Coordinating Committee to be held in Oregon. The date is not yet set, but some time in November or December. Mr. Ransom said he thought it was a good meeting. Participation levels are good, and he thanked all of those members at the table that participated. For those that didn't attend, all of the meeting materials are posted on RTC's website at www.rtc.wa.gov/bistate/meetings

Mr. Ransom reported on the grant funding obligation status. He said staff presents to the Board every spring where we are at regionally with agencies' projects, their status, and if they are committed to. In April, Dale presented to the Board and expressed at the time that as a region we are doing a really good job at getting our funding committed for projects. As a result, there is a down side. The down side is that we might run out of capacity to continue to commit to projects in 2016. Mr. Ransom said this was shared with the technical committee, RTAC, at the end of last year. At that time, the RTAC said don't worry; they will self-regulate. That hasn't happened. Essentially, what they have is that they have utilized, or committed, all the grant funds that they can right now. In addition to that, they have agencies queued up ready to go that are unable to commit their projects because they don't have the capacity. You can't spend the money five years in advance. You can only spend it a couple years in advance. That is the way the state policy works, and that is what they have tried to implement here. The bottom line is that we are doing a really good job, but we are just too far ahead.

The other dimension to this is that within the state coordination with the Federal Transit Administration, they have changed a couple of the procedures which sort of shrinks the window for opportunity for transit projects to be programmed or committed to, and that has a potential compounding effect on projects that C-TRAN has in the queue. Bottom line: we don't have any more capacity within the following programs for projects to proceed this year. They had to let RTAC members know at a recent meeting that within the CMAQ program, we cannot obligate as a region any more projects this year. All of the capacity is used. Under the STP program they have used all of the capacity contingent upon two projects moving forward: the NE 18th Street within the City of Vancouver and La Center's 4th Street / Pacific Highway Roundabout. If those projects come in, all of the capacity will be used as well. They are already in the queue, essentially it is a commitment.

Mr. Ransom said they have worked with agency staff at recent RTAC meetings to go one by one go through people's schedules; when they plan to proceed with the project, when they were hoping to proceed with a project and try to align the interests of all agencies in a fair way so we can program or plan out how the money is going to be released in the year 2017, 2018, 2019. Mr. Ransom reminded that the funding is committed to; it is just when they can use it. If you applied for the money for 2019, you are guaranteed to use it in 2019. You can't necessarily be

guaranteed to use it in 2016, which is the current issue. They will continue to work with RTAC. If they need to tighten up their policies at the RTC Board level in terms of the TIP policies, they might do that. They will discuss those with RTAC, and if there are any policy refinements, those will be brought forward to the Board.

The next RTC Board meeting will be held on Tuesday, September 6, 2016, at 4 p.m.

XII. Executive Session, Potential Litigation (Action will not be taken following the Executive Session) (15 minutes)

The meeting was adjourned to Executive Session at 5:05 p.m. for 15 minutes. The time was extended for an additional 10 minutes. The meeting reconvened at 5:30 p.m.

XIII. Adjourn

Chair Burkman said they were in Executive Session for 15 minutes, and they extended it for another 10 minutes. There was no action taken during Executive Session and no action will be taken now.

PAUL GREENLEE MOVED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY JEANNE STEWART AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:31 p.m.

Jack Burkman, Board of Directors Chair