

**Southwest Washington Regional Transportation Council
Board of Directors
December 6, 2016, Meeting Minutes**

I. Call to Order and Roll Call of Members

The Southwest Washington Regional Transportation Council Board of Directors Annual Meeting was called to order by Chair Jack Burkman on Tuesday, December 6, 2016, 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
Paul Greenlee, Washougal Councilmember
Jeff Hamm, C-TRAN Executive Director/CEO
Jim Herman, Port of Klickitat Commissioner
Scott Hughes, Port of Ridgefield Commissioner (Alt.)
Anne McEnery-Ogle, Vancouver Council
Julie Olson, Clark County Councilor
Ron Onslow, Ridgefield Mayor
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT Regional Administrator
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Shirley Craddick, Metro Councilor
Doug McKenzie, Skamania Co. Commissioner
Jerry Oliver, Port of Vancouver Commissioner

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:

Brittany Bagent, CREDC
Ed Barnes, Citizen
Al Bauer, Citizen
Mike Bomar, CREDC
Lori Figone, WSDOT
Tim Gaughan, Citizen
Jim Hagar, Port of Vancouver
Roy Jennings, WA State Transportation Commissioner
Lee L. Jensen, Citizen
Matt Kunic, WSDOT HQ
Laurie Lebowsky, Clark County
Casey Liles, WSDOT
David McDevitt, Citizen
Betty Sue Morris, Citizen
Scott Patterson, C-TRAN
Mike Pond, Citizen
Jason Ruth, HDR
Bob Schaefer, Citizen
Ty Stober, Vancouver Councilmember
Ron Swaren, Citizen
Marc Thornsby, Port of Klickitat
Michael A. Williams, WSDOT

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

Chair Burkman said this is the Board's Annual Meeting, which means that they have a number of things that are necessary to carry out.

II. Approval of the Board Agenda

Chair Burkman said they have an Amended Agenda distributed to Members that includes an item for Contract and Grant Agreement Authority. The Executive Director would explain that item when addressed.

PAUL GREENLEE MOVED FOR APPROVAL OF THE DECEMBER 6, 2016, AMENDED AGENDA. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

David McDevitt of Vancouver said he has been actively engaging himself in the regional transportation issues here at RTC and also at JPACT/Metro in Portland. He said Clark County has a problem with the I-5 Bridge and a number of other opportunities that exist that are joint opportunities that apply to both the state of Oregon and the state of Washington. Mr. McDevitt attended the JPACT forum the previous Friday where the discussion was about the funding on the Oregon side for a number of projects; the I-5 Bridge not necessarily being one of them. The closest project that they talked about as being a priority was the Rose Quarter. He said that tells him that they have an align problem of what our priorities are for each side of the river. Mr. McDevitt said he believes that we should request from Congress the authority for a joint powers authority. He said special districts are authorized as independent, special-purpose units so that mutual and joint projects can be accomplished. He encouraged the Board to consider that possibility. He provided information on special districts for the record.

Kris Strickler entered the meeting at 4:08 p.m.

Ron Swaren of Portland, Oregon referred to the Washington County Transportation Futures that pertains to the I-5 and Interstate crossings. He said they have analyzed what they call the Northern Connector, which would go from US 26 to Highway 30. This is an Oregon portion of a western Interstate route that was recommended for further study. Mr. Swaren said if it was supplemented with a route on the Washington side that was connected with a bridge that would alleviate a lot of traffic on I-5. Mr. Swaren said he did not believe that the I-5 bridges were at a great deal of risk seismically. He feels we need a western Interstate route.

Robert Schaefer of Vancouver said he is a part of a group called the I-5 Bridge Replacement Organization in trying to focus directly on getting the I-5 Bridge reinitiated into our system for planning for bridges across the Columbia River. Mr. Schaefer noted at the last meeting a resolution was distributed. He distributed a draft amendment to that resolution that addresses a couple issues that they thought should be considered. Mr. Schaefer said in 1956 President Dwight Eisenhower designated the I-5 bridge as part of a national defense interstate highway system serving the west coast from Canada to Mexico, including Oregon and Washington and the metropolitan areas of Portland and Vancouver. In 2008, President Bush issued an order to expedite the Columbia River Crossing. This action placed the project in an elite status, extended to only 20 other projects in the USA over the last five years before 2008. On August 18, 2012, President Obama announced that the Columbia River Crossing project as one of the transportation projects to be expedited through his *We Can't Wait* Initiative. This designation recognizes the national significance of the project. These documents were attached to the amended resolution.

Another item that was addressed in the proposed amendment was for the Regional Transportation Council to recommend that the State of Washington designate the I-5 Bridge Replacement as a project of Statewide Significance and ask the State of Oregon and Washington to request Congress to assist in funding this important I-5 Interstate Defense Highway because of its importance to the economy of the United States. Therefore the RTC requests that the legislature remove the amendment that prohibited the State Department of Transportation from working on the I-5 replacement bridge. Mr. Schaefer said this is important, so that they can start meeting with Oregon and looking at the options that we have. He said the longer that we wait it is going to be even more years before something can be done about the bridge.

Ed Barnes of Vancouver thanked the RTC Board for taking action at the last meeting to bring the Designation of the I-5 Bridge Replacement as a Project of Statewide Significance for discussion today. He said that it is very important to get our State Legislators as well as our US Congresswoman and Senators onboard. Mr. Barnes said in discussions with the Governor, it was made clear that everyone at the table needed to be in agreement before he would put any effort to do anything to help accomplish the I-5 Bridge.

Al Bauer of Vancouver said he is in support of Bob Schaefer, Ed Barnes, and any others that are interested in expediting some action on any crossing venture. He said the RTC Board Members are the ones who can put some pressure on our elected partners to do something and do it now. Mr. Bauer suggested that they communicate with our legislators and urge them, one or more of them, to drop a bill in pre filing. The bill would state that Washington now is ready to do business, and would remove the amendment that was put on the project. Mr. Bauer said he has heard that we need consensus here before we can do anything. He said he has not seen any legislation in 30 years that there was consensus in this community before we passed some legislation. What is needed is to get a bill in that we can focus on and all of us talk about rather than just talk about the issue. He encouraged all to talk to their legislators and introduce a bill and pre file it. Have something to target on now and get something moving.

Betty Sue Morris of Vancouver said she is there to add her name to those who are supporting the proposed amended resolution. Ms. Morris said former county commissioner Marc Boldt, former city councilor Jeanne Stewart, and councilor Jack Burkman, and herself, along with C-TRAN executive director Jeff Hamm have been through this before. She said when this matter of preferred alternative was before RTC and she was a member, she and Marc Boldt voted no. She said they voted no because at that point in time, Oregon was not providing their part of the monetary share. But, in the end, we were the ones who dumped the project. Ms. Morris said it is time for this group to rise again and bring this issue to the forefront. She encouraged the Board to adopt the resolution, saying that they are politically powerful. She urged them to support the resolution.

Jeanne Stewart added that executive staff does not drive the legislation for the legislators. She said that responsibility belongs to the legislators.

IV. Approval of the November 1, 2016, Minutes

PAUL GREENLEE MOVED FOR APPROVAL OF THE NOVEMBER 1, 2016, MINUTES. THE MOTION WAS SECONDED BY RON ONSLOW AND APPROVED. ANNE MCENERNY-OGLE ABSTAINED.

V. Consent Agenda

A. December Claims

B. Disposition of Depreciated RTC Equipment, Resolution 12-16-30

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA DECEMBER CLAIMS AND RESOLUTION 12-16-30. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

VI. Contract and Grant Agreement Authority, Resolution 12-16-32

Matt Ransom said this item that was added to today's agenda is in part administrative, but important to address now. It will allow him to continue to submit grant billings according to a typical cycle of reimbursement. If the Board approves this today, there will be no delay for the request for funds to reimburse the work that they have completed.

Mr. Ransom said the RTC Board approved a Procurement Policy this last October. That policy granted Mr. Ransom certain authorities to enter into contracts and agreements and administer those agreements. Just this last month, the Federal USDOT released a circular, administrative rules and guidelines for grant recipients. RTC is a recipient of federal grant funds. In the circular, they specifically describe some language that they want granting agencies to use to verify that the signatory to federal grant billings has the legal authority to bind the agency to certain requirements in order to submit for reimbursement.

Mr. Ransom said in review with RTC General Counsel, our policies infer or imply that, but they felt it was best practice to specifically state that. This resolution is a recommendation to amend the RTC Procurement Policy. The specific language was listed in Exhibit A attached to the Staff Report/Resolution that was distributed. That language does the following three things: expressly delegates those authorities to the Executive Director to procure services, enter into contracts and agreements; it says what the authorities are; and it says that the Director shall carryout those responsibilities consistent with the policies, procedures, and regulations (current edition).

JEANNE STEWART MOVED FOR APPROVAL OF RESOLUTION 12-16-32 CONTRACT AND GRANT AGREEMENT AUTHORITY. THE MOTION WAS SECONDED BY MARC BOLDT AND UNANIMOUSLY APPROVED.

VII. YR 2017 RTC Work Program and Budget, Resolution 12-16-31

Matt Ransom referred to the 2017 Work Program and Budget Resolution included in the meeting packet. It was presented to the Board in November. Also, months back the Board ratified the Unified Planning Work Program that is also part of the work program.

Mr. Ransom said since presented in November, there have been no substantive changes to the work program or the budget proposal. There was some reconciliation of numbers for professional services. This is where a current contract spent less money this year than expected so next year they will add funds under professional services contracts because it was not spent this year. It is not a new project.

Mr. Ransom said in review of 2016, they have produced an Annual Report. It was distributed to Members and also available on RTC's website. It presents what RTC has accomplished this last year and some of the work that RTC does. The bulk of the work that RTC does is behind the scenes; it is identified

in the Unified Planning Work Program. This is where RTC ensures that the program is compliant with federal rules and regulations to make us certified as an MPO. It encompasses the grant funding program, the basic planning program, and etc.

Mr. Ransom said in addition to that, it is important to highlight for the Board, as shown in the summary outline on page 2, some of the major emphasis areas for 2017. One of the new activities next year is to start planning and early development work for the 2018 Regional Transportation Plan update. Mr. Ransom said he is recommending a set aside of professional services funds, about \$75,000 to allow staff the opportunity to do some more inclusive community engagement platform. Also, they plan to begin the integration of performance planning metrics that are federal regulations into their planning process. Having technical resources to support that activity is staff's recommendation.

They will be completing two major studies: one is the Bus on Shoulder Study, and recommendations on that feasibility work will be out the first or second quarter of next year. They also are just kicking off, in partnership with WSDOT and three jurisdictions in the Columbia Gorge region, the Bingen / White Salmon Circulation Study.

They will continue to partner around issues of freight. They are continuing to consult with local agencies about some of their grant projects that they are developing and pursuing. They have issued a few letters of support for member jurisdictions that are pursuing grants under the FAST Lane grant program.

For the MAP-21 Implementation with the approval of regulations next year at the federal level, they see some performance planning metrics that they will have discussion on with the Board.

For the 2017 budget, Mr. Ransom said they are planning to spend \$2,073,400, and it is fully funded when utilizing state and federal grants, local dues, and a nominal amount of RTC local funds. They also do some contract services for members where it is cost neutral, or in some cases they provide services to consultants for traffic modeling services for nominal fees. The new dues schedule that the Board adopted is expected to come out this next year. The 2017 budget retains current staffing levels. Cost structures for benefits and personnel compensation are consistent with established schedules and benefit plan bids, which is maintained by Clark County (RTC's payroll and benefit provider).

By approving this work program and budget, it will allow staff to complete the work that members agreed to at the level of service that meets the needs of members.

Jeanne Stewart said resources are allocated for the Bus on Shoulder Feasibility Study. She said none of the Clark County Councilors were able to attend the Workshop that was held on Monday. She said she understood that a brief recap of that would come back to the RTC Board. Mr. Ransom said yes, that there will be at least two briefings with the RTC Board next year. One will tentatively be in February. That is due in part that there is a lot of work on the January agenda. Also, there will be a briefing with the C-TRAN Board in January and with the Bi-State Coordination Committee as well. Beyond these larger briefings, Mr. Ransom said he is available along with the project manager Bob Hart to provide one-on-one briefings.

Councilor Stewart said she personally is remaining skeptical about the Bus on Shoulder. She believes it can create safety factors when losing the emergency lane. Councilor Stewart said there may be some objective information that she has not seen that might offer some reassurance. Councilor Stewart said she would be interested in federal standards for lane width on Interstate highways where there is a lot of freight and larger wider vehicles. She said for her there are some unresolved questions on this topic.

Mr. Ransom said he would be happy to answer questions that anyone might have; please let him know, and he will respond either in advance or at the February presentation.

Chair Burkman said he was able to attend the BOS Workshop as was Councilor Greenlee and Jeff Hamm. Only a few members were able to attend. He said they will go through a lot of work to brief everyone. There was very good information shared.

Paul Greenlee added that probably the single most important point that was made at the Workshop was that they have been doing this for more than 20 years in Minneapolis and have over 200 miles of Bus on Shoulder. They have lots of experience there. There are over a dozen metro transit systems using Bus on Shoulder around the country so there is ample experience to deal with it.

Chair Burkman said there was a slide presentation at the workshop and recommended that that be distributed to Board Members.

PAUL GREENLEE MOVED FOR APPROVAL OF THE 2017 WORK PROGRAM AND BUDGET, RESOLUTION 12-16-31. THE MOTION WAS SECONDED BY JEANNE STEWART AND UNANIMOUSLY APPROVED.

VIII. Designation of I-5 Bridge Replacement as a Project of Statewide Significance

Chair Burkman said the Designation of the I-5 Bridge Replacement as a Project of Statewide Significance was brought forward by citizen communication at last month's meeting. It was decided to bring it forward to this month for discussion. Councilor Boldt said after attending a meeting that included some of the legislators, it made him pause when they essentially said don't get out in front of me. While he looked forward to having a good conversation in presenting this statewide significance to the legislators for them to act since it is their bridge, it also made him pause when putting the two together. RTC is essentially an implementer of action from the federal government and the state. If we step over that line, and put Matt, Rian, and Kris in a spot where they are asking the state to do something, their bosses may not like that. Councilor Boldt said that gives question of pushing it too far. He said we need to send some sort of message, but he was not sure what that is; we need to be careful of what we do.

Jeanne Stewart said a concern that she has is an ongoing sticking point. When Don Benton was in the Senate, he got a certain bill or a certain amendment to a bill passed that basically stopped, for a certain number of years, any ability to have I-5 determined to have statewide significance. Councilor Stewart said she has not seen a copy of that bill. That might be useful or helpful, but the legislator that she has talked briefly with about this indicated that the existence of that bill with a time limit on it. Councilor Stewart said we need to understand what all those facts are. She said then the question would be if there was a group in the Senate that would overturn that.

Chair Burkman referred to the memo included in the meeting packet including two attachments. The second attachment is a memo from RTC General Counsel, Ted Gathe that describes the legal authority that we don't have. It does say that we are not a jurisdiction, so the most that we could do would be a resolution supporting the Statewide Significance Designation. There is no action that we can take directly.

Paul Greenlee asked a question to Mr. Gathe. He said city councils are taught that the present council cannot bind the future council. He asked if that was true of the legislature also. Mr. Gathe said it is true in only certain respects. Obviously, the legislature has the ability to amend legislation unless it involves items where there is some kind of commitment to funding, for example in bond measures and such. With regard to this specific bill, Mr. Gathe said he has not looked at the bill himself. He could report

back next month to complete the review of the subject. Certainly, the legislature has the ability to amend that legislation when they come in session and remove that restriction.

Ron Onslow said he understood that it wasn't a bill that he put out; it was an amendment or a line item that was put on the transportation bill. He said we are this close to the river, and we cannot talk to Oregon because a senator put that on a transportation bill so they could use his vote to pass the transportation bill. Mayor Onslow said it is ludicrous to think that we are not going to talk to Oregon, which is basically what the amendment is. He said he is against roadblocks like this that are put up there. Mayor Onslow said the original I-5 Bridge would not have been built if Vancouver had not gone down to the City Club in Portland and said we want a bridge. That is how it all started.

Kris Strickler said he would add a little context to the constraints that they may have to work under as an agency and appreciate the comments. He said it is an interesting topic for them. Mr. Strickler said WSDOT works under the constraints of the LEAP list, which is the legislative list for projects. The LEAP list identifies those project related elements that they go forward with. In the state, they do not have an I-5 replacement bridge identified in the LEAP list. Furthermore, the budget proviso associated with that has language inserted that essentially says that you can't transfer federal funds or use federal funds for an I-5 Bridge replacement project any longer, as well. Those are constraints that are being discussed around the table. Mr. Strickler said he could not speak for ODOT. They have a different process than Washington. They have the ability to have planning level discussions, such as maintenance of the trunnion and ramp metering. What they don't have is a project identified where they have federal funds that can be a part of.

Jeff Hamm said there is a strong roll for the MPO in the project. That is if there is federal money out there and state money out there, it needs to be part of an MPO approved Plan. It needs to be in our Transportation Development Plan and the Regional Transportation Plan (RTP). What is still in that Plan is the original CRC project that went through the EIS process.

Jeanne Stewart said that she is not getting the sense that the Oregon side is anxious to work on shared funding. They have their own set of priorities and their own Transportation Plan. What she is seeing is that if money is coming into the region, rather than share it, she thinks they have some projects that they feel really have priority; they are looking for other kinds of mitigation in some of the corridors. Councilor Stewart said this needs bi-state cooperation. She also said the Bylaws of the Bi-State Coordination Committee need to be discussed for an update to address current thinking and how the two states can work together.

Chair Burkman said he is not aware of anything in the bylaws of the Bi-State Coordinating Committee that prohibits or interferes with the ability for cooperative communications. What he has heard from the Metro Councilors is that Washington took action to stop the project, and so there does not appear to be interest on our side. He said he does not know what the true story is.

Anne McEnery-Ogle said the City of Vancouver City Council will be having a retreat in January. The Statewide Significance Designation would be a topic that they could discuss at that point and determine how they would like to be involved in that. She said immediately, the Benton amendment needs to be rescinded. If any resolution would come out of RTC, she said she would think having all of the information available to us to discuss that at our next meeting would be appropriate so we can have that conversation across the river.

Chair Burkman said the Executive Director will forward the information of whatever was put into law.

Marc Boldt said he would agree on that. If we move forward on this, there would be two people who could not vote on it. Councilor Boldt said as Al Bauer stated, the most important thing we need to do is to support our legislators and be behind them to put a bill in. If they don't do that, then we are not behind them. Councilor Boldt said they may learn a lot at the legislative breakfast on Friday.

Rian Windsheimer said in response to where JPACT is headed with its funding conversation and thinking about what we need to do here. He said he didn't think there was interest in Oregon until there is some action from the Washington side. They are waiting for the signal that this is what they want to do. In the meantime, they are focused on what kind of improvements that they can continue to make on their system to facilitate the I-5 corridor as well as the I-205 corridor. Mr. Windsheimer said it is interesting to hear that the City of Vancouver is potentially considering something like this.

Paul Greenlee said in conversations with Mayor Higgins and Mayor Guard, they say they are considering bringing this before their councils.

Scott Hughes said from the Ports a concern is maybe the lack of leadership on this issue as far as a crossing. He said at a meeting a couple weeks ago, Roger Millar was there speaking on this issue. He said the Governor's office does not want to take leadership on this. He said we need to find those leaders who will take this on.

Jeff Hamm said an observation as the representative of public transportation he questioned some of the wording of the resolution. He said it talks about the "I-5 Bridge Replacement" as a project of statewide significance. His concern is that if it is purely a replacement that would not be incorporating the features that some of the original purpose and need of the CRC project addressed which included bicycle and pedestrian needs and high capacity transit needs. He said he hoped that if we were to really consider this, that the makers would consider an amendment and that would be to designate the "I-5 River Crossing project" as a project of statewide significance rather than replacement bridge.

Jeanne Stewart said that is part of her concern on the Bi-State. She said it appears that the bylaws and structure when the Bi-State Coordination Committee was formed was primarily to support the Columbia River Crossing (CRC).

Chair Burkman said the Bi-State Coordination Committee was originally the Bi-State Transportation Committee. It was actually expanded a number of years after that, pre CRC. Chair Burkman said the purpose of the Bi-State Coordination Committee is more than just transportation. It includes economic development and land use, all issues of bi-state significance. Chair Burkman requested the current bylaws be distributed to members.

Kris Strickler added that he concurred with Chair Burkman's description of the Bi-State Coordination committee. He said the I-5 Trade and Transportation Partnership identified a lot of needs between the two states, transportation being one of them, and suggested that some of those needs be better discussed through the Bi-State Coordination Committee. Chair Burkman said he would ask the Director to provide a summary memo so they could get up to speed with the background history of this.

IX. Human Services Transportation Plan: 2017-2019 WSDOT Consolidated Grant Program, RTC Project Rankings

Lynda David referred to the memo included in the meeting packet with an attached list of 12 projects that have applied for statewide funding. The listed projects are for special transportation services in Clark, Klickitat, and Skamania counties.

Ms. David said every four years a Human Services Transportation Plan is developed by RTC describing special transportation needs in the three-county region. From the needs identified in the Plan, agencies, jurisdictions, and non-profits apply for funding from the Consolidated Planning Grant fund organized by WSDOT. The Plan was last adopted in 2014 and will be updated in 2018.

Every Two years, project applications are submitted for WSDOT Consolidated Grant funding. The reason they are bringing this to the Board today is that they want to give Members forewarning that the RTC Board will need to take action on the ranking of projects applying for Consolidated Program funds at the January meeting. Between today and the January meeting, RTC staff has convened a meeting of stakeholders from the three-county area to be held on December 14th to come up with recommended project rankings. Staff will bring the recommendation to the Board for action in January.

Chair Burkman said the projects listed on pages 3, 4, and 5 each have total project cost and WSDOT request. He asked when they are prioritized, how they make a sense of how far down the list they get.

Ms. David said they are not really sure; there is about \$46 million available statewide in the competition. She said they have 6 "A" rankings to apply, and 6 "B" rankings to apply, and past experience has been that 6 "A" projects are usually funded, and a lot of the "B" ranked projects are funded. With a total of 12 projects, they will have 6 "A" and 6 "B" projects to apply.

Paul Greenlee asked if the three applicants could rank their own projects to help members in deciding. Chair Burkman asked Ms. David to talk about the ranking process to be used to bring forward the recommendation.

Ms. David said at the December 14 meeting, Skamania, Klickitat, and Clark County stakeholders are involved. In the past, they have been able to negotiate which projects are the highest priorities. They have a mix of capital needs for vans to provide the transportation services as well as the operations of the services themselves. Some of these in Klickitat and Skamania are the only public transportation services available. So they look to try to maintain the service that they already have out there. That will probably be the highest priority.

Jeanne Stewart asked on the Human Services Council if there was any overlap with services that are contracted to Human Services Council by C-TRAN. Ms. David said no; the Human Services Council serves a need over and beyond what C-TRAN can provide with the Paratransit.

X. Other Business

From the Board

Chair Burkman said he would give a quick update, and they would then elect the 2017 Officers.

Chair Burkman said most were aware, but he wanted to share that we have lost a leader in our community, Mr. Bill Ganley. It is a huge loss. He served on the RTC Board of Directors from 1998 to 2015 and served actively. He was Chair twice and Vice Chair twice. His memorial service is on December 11 at 1:00 p.m. in the Battle Ground Community Center.

Chair Burkman said they have three actions; one for Chair, one for Vice Chair, and one for the Executive Director as the Secretary/Treasurer.

ANNE MCENERNY-OGLE NOMINATED JEANNE STEWART FOR RTC CHAIR. JEANNE STEWART WAS UNANIMOUSLY ELECTED RTC CHAIR FOR 2017.

PAUL GREENLEE NOMINATED RON ONSLOW FOR VICE CHAIR. RON ONSLOW NOMINATED PAUL GREENLEE AS VICE CHAIR. RON ONSLOW WAS ELECTED RTC VICE CHAIR FOR 2017 WITH 10 YES VOTES AND 1 ABSTAIN VOTE BY JEFF HAMM.

PAUL GREENLEE NOMINATED MATT RANSOM AS SECRETARY AND TREASURER. MATT RANSOM WAS UNANIMOUSLY ELECTED AS RTC SECRETARY AND TREASURER FOR 2017.

From the Director

Matt Ransom referred to the Clark County Transportation Alliance 2017 Policy Statement included in the meeting packet. This is the first review, and it will come back to the Board at the January meeting for consideration and endorsement. This is a coalition statement of many organizations, mostly public agencies across the county, to align them behind a policy statement that is then transmitted and used by member signatory agencies in their dialog around the table with state legislators during the 2017 legislative session. Mr. Ransom said his role was for support to Identity Clark County and City of Vancouver who both co-chaired the roundtable that has convened. Mr. Ransom said if they can accomplish some or many of the things that are in the statement, they will move the region forward in terms of our transportation service to the community. This will be back for full discussion in January.

Mr. Ransom noted the memo with the TIB Project Announcement. The three counties across the RTC region really did well in the Transportation Improvement Board grant process. The projects that were awarded were summarized, and Mr. Ransom briefly highlighted. In total, 11 projects were awarded totaling approximately \$13.2 million. Congratulations went out to staff and jurisdictions that secured those funds for needed improvements.

Mr. Ransom noted RTC's Annual Report 2016 included in the meeting packet. He said the 12 page report synthesizes what was accomplished over the year. Mr. Ransom said he was most proud of the last page that shows each of the logos of the 24 member agencies. Mr. Ransom said they have agreed to update the logos once a year, so if there are changes, please notify RTC.

Copies of the 2017 meeting Schedule were included in the meeting packet. Mr. Ransom said that the July Board meeting falls on July 4th, so the July meeting will be cancelled.

Mr. Ransom noted JPACT meets Thursday, December 15, 2016, at Metro at 7:30 a.m.

The Bi-State Coordination Committee meeting will be held December 15, 2016 at 9:30 a.m. at Metro just after JPACT. A copy of the Agenda was distributed.

Mr. Ransom said he had mentioned that he continued to consult with jurisdictions about their FAST Lane grants. He signed letters of support to two FAST Lane grant projects that are being submitted this month to the Federal DOT. One was on behalf of the City of Washougal pursuing additional funding for their SR-14 Local Circulation Enhancement Improvements. Also, the Port of Hood River is the owner/operator of the Hood River Bridge. The Hood River Bridge is identified in the Klickitat County Regional Transportation Plan as a needed priority improvement. The Port of Hood River is the applicant is pursuing funds to advance the engineering work necessary to support more funding and ultimately reconstruction of that bridge. It is a needed regional project. Within the White Salmon, Bingen, Hood River communities, it is a critical piece of infrastructure. RTC is happy to support their efforts; it is consistent with our Plan.

The next RTC Board meeting will be held on Tuesday, January 3, 2017, at 4 p.m.

XI. Executive Session: Executive Director Performance Evaluation (No action will be taken following the Executive Session) (20 minutes)

The meeting was adjourned to Executive Session at 5:15 p.m. for 20 minutes. The meeting reconvened at 5:35 p.m. No action was taken.

XII. Adjourn

PAUL GREENLEE MOVED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:36 p.m.

Jeanne E. Stewart, Board of Directors Chair