



**C-TRAN BOARD OF DIRECTORS
MEETING MINUTES**

August 10, 2010

The C-TRAN Board of Directors meeting was held Tuesday, August 10, 2010 at C-TRAN Administrative Facility, 2425 NE 65th Avenue, Vancouver, Washington 98661.

CALL TO ORDER

Chair Marc Boldt called the meeting to order at 5:35 p.m.

PLEDGE OF ALLEGIANCE

Chair Boldt led the Pledge of Allegiance.

ROLL CALL OF MEMBERS

PRESENT: Marc Boldt, Linda Dietzman, Bill Ganley, Jeanne Harris, Jim Irish, Tim Leavitt, Tom Mielke, Jeanne Stewart, Steve Stuart

ABSENT: None

CHANGES TO AND APPROVAL OF THE BOARD AGENDA

The agenda was approved as submitted.

CONSENT AGENDA

1. APPROVAL OF BOARD JULY 13, 2010 MINUTES
2. TRANSMITTAL OF CLAIM VOUCHERS NUMBERED 085956 THROUGH 086280 PLUS PAYROLL FOR JULY 2010, IN THE TOTAL AMOUNT OF \$3,749,595.97
3. CONTRACT AWARD: MERCHANT SERVICES – CREDIT CARD PROCESSING, STAFF REPORT #10-027

C-TRAN's current contract for Merchant Services to process payments accepted with credit cards will expire in August 2010. C-TRAN issued a Request for Proposals (RFP) on May 18, 2010, which was advertised in *The Columbian*, and *The Daily Journal of Commerce*. Thirteen (13) RFP documents were sent to interested vendors; however, no responsive proposals were received.

Staff contacted vendors to inquire why they did not submit a proposal for these services. The main reasons given were they were not comfortable with fixing a monthly price and proposing a solution to C-TRAN's unique problems.

Local merchant service providers with an office in Vancouver were then contacted and provided an opportunity to submit quotations based on a more defined scope of services. Responding vendors were invited to participate in an interview with C-TRAN accounting management staff. Using the submitted quotations and information gathered through the interview process, staff believes Merchant Services, Inc (MSI) would provide C-TRAN with the best pricing and customer service solutions for processing credit card transactions.

Board Member Linda Dietzman asked for clarification as to why responses to the Request for Proposals (RFP) were not received. Controller Diane O'Regan stated the RFP asked that bids include solutions for C-TRAN to move to a pin pad system, which is more cost effective, that is compatible with the windows at the customer service offices. Local merchants were contacted to come in for an interview. The top candidate also submitted the low bid.

4. C-TRAN CITIZEN'S ADVISORY COMMITTEE BY-LAWS, STAFF REPORT #10-028

The newest member of the C-TRAN Citizen's Advisory Committee (CCAC) was recommended to the C-TRAN Board of Directors for CCAC membership and approved by the Board at their June 2010 meeting, before it was discovered that she does not live in the C-TRAN service area. The CCAC By-laws specifically state: "***Individuals nominated must also live within the C-TRAN service area.***"

The Committee is recommending that the By-laws be revised to include language that would allow an otherwise qualified individual to be recommended for membership if they live, work, or have business within the C-TRAN service area. Staff recommends that the new language simply states, "***Individuals nominated must also live and/or work within the C-TRAN service area.***"

JEANNE HARRIS MOTIONED, JIM IRISH SECONDED, AND MOTION CARRIED TO APPROVE THE CONSENT AGENDA.

CITIZEN COMMENTS TO THE BOARD

MOLLY WOLFE, 3301 NW LOWER RIVER ROAD, VANCOUVER, WA stated she represents the Vancouver Freight Alliance who supports the Columbia River Crossing (CRC) project. Ms. Wolfe stated the I-5 Bridge is critical to the success of many businesses and the viability of the interstate system.

SHARON NASSET, PORTLAND, OR submitted a letter dated July 23, 2010 from the Clark County Commissioners, that indicates the third bridge option as a new freeway starting at I-5 and Mill Plain was not fully vetted during the CRC DEIS process (letter is attached to these minutes as Exhibit A). Ms. Nasset thanked the Clark County Commissioners for their recent adoption of a resolution that recommends the light rail portion of the proposed sales tax increase ballot measure for C-TRAN be separate from the sales tax increase proposed for the core system.

JOHN JENKINS, 6314 NW BERNIE DRIVE, VANCOUVER, WA asked the C-TRAN Board of Directors to embrace the Clark County Commissioner's Resolution for a separate vote for a sales tax increase for light rail. Mr. Jenkins noted if the light rail vote is a separate issue on a ballot, it would likely result in support for cores services, allow jobs to be retained, and keep C-TRAN from experiencing the same situation as the City of Vancouver and Clark County Public Utility District. Mr. Jenkins referenced a bridge project in Illinois and Iowa that widened one bridge, built a new bridge, and restored a third bridge.

Board Member Tim Leavitt noted Mr. Jenkins is a candidate for City of Vancouver City Council, and that Mr. Jenkins was part of a group that attended a press conference by Senator Patty Murray earlier in the day. Board Member Leavitt stated the group was heckling Senator Murray and asked Mr. Jenkins if he condoned that behavior.

Mr. Jenkins responded he is a silent protestor.

DR. MICHAEL ALBRICH, LEGACY HOSPITAL SYSTEMS, 2211 NE 139TH ST., VANCOUVER, WA 98686 stated he is the Medical Director at Legacy Salmon Creek and advised in the region, there are two Trauma Centers, Two Children's Hospitals, and one Regional Burn Center. When a patient is transferred out of the Salmon Creek Emergency Department to one of these facilities, the issues of congestion on the I-5 Bridge is a concern. Life Flight is also an option but there are times when it is not possible for Life Flight to fly and it is only used for the most critical cases.

Board Member Steve Stuart asked how the determination is made to transport to an Oregon facility versus a Washington facility. Dr. Albrich said OHSU and Emanuel (Oregon facilities) are Level 1 Trauma Centers and some must be treated at those facilities.

Board Member Steve Stuart asked if there is data available on the percentages of how many are transported in the air versus ground transport, and how many take the I-5 route versus the I-205 . Dr. Albrich said that data is available and the determination on whether to cross I-205 versus I-5 is made by American Medical Response (AMR).

JIM KARLOCK, PORTLAND, OR said C-TRAN has said that they will retain bus service to Portland if light rail is included on the I-5 Bridge, and stated those who use the express service to Portland will continue to use that service. If that is the case, Mr. Karlock questioned who would ride light rail. Mr. Karlock asked the C-TRAN Board to postpone a decision on bringing light rail to Vancouver until there is an identifiable need for it.

ANDREW AUSTIN, POLICY ASSOCIATE, TRANSPORTATION CHOICES COALITION, 811 1ST AVE STE 626. SEATTLE, WA 98104 advised the Coalition is a statewide non-profit organization that works on transportation issues and believes as many people as possible should have the choice to use public transportation. Mr. Austin urged the Board to continue to think about transportation choices for urban, suburban, and rural communities, and to remain engaged in preserving the current service, and adding light rail and Bus Rapid Transit (BRT).

Board Member Tom Mielke asked how the Coalition is funded.

Mr. Austin stated the funding comes from a wide variety of sources, including government partners, private donations, and foundation donors.

Board Member Jeanne Stewart asked if the Coalition's website includes financial support information.

Mr. Austin said yes, and includes where the funds come from and where they are spent.

DEBBIE PETERSON, VANCOUVER, WA thanked the Clark County Commissioners for supporting the resolution recommending the vote for a sales tax increase for light rail be separate from bus service. Ms. Peterson said she did not learn about the press conference with Senator Patty Murray until 1:30 p.m. today, which was a one-hour notice of the event.

Ms. Peterson said \$45 million is being allocated to the Columbia River Crossing (CRC) project, and this is at a time when people are without jobs and kids are hungry.

Ms. Peterson noted the City of Vancouver previously allowed public comment at the beginning of their meetings, but it is now scheduled at the end of the meeting, and stated many people do not have the time to stay for the entire meeting to address the City Council.

JASON BARBOUR, 4721 SE 65TH AVENUE, PORTLAND, OR expressed support for the Clark County Commissioner's Resolution calling for a separate sales tax vote for light rail and core bus service. Mr. Barbour said he supports the TriMet Governing Board and C-TRAN Board of Directors scheduling a joint session to discuss regional issues.

PRESENTATIONS

1. FINANCIAL UPDATE AND 2011/2012 BUDGET DEVELOPMENT, FOR DISCUSSION ONLY #10-06

Controller Diane O'Regan gave the presentation and submitted a graph depicting the financial forecast timeline without a sales tax increase (Exhibit B).

Board Member Steve Stuart asked what the assumptions are for expenses. Controller O'Regan advised staff is preparing a fiscally constrained budget, which includes non-service related cuts. Other factors that are not controllable that affect expenses are fuel prices, costs associated with the Public Employee Retirement System (PERS), and C-VAN growth.

Board Member Jeanne Stewart asked for an explanation of the steep increase in PERS expense. Controller O'Regan said the actuarial is predicting more funds are needed for future pensions resulting in the need to collect additional dollars. The current match is not sufficient and the Washington State Legislature delayed increases in PERS collections.

Chair Marc Boldt added the State of Washington did not adequately fund PERS so now they have to catch up and this will affect employers statewide.

Controller O'Regan advised staff is suggesting a Board Workshop be scheduled in September to discuss the 2011/2012 budget, and a 2012 service reduction scenario.

Chair Boldt asked if fare increases would be discussed as part of the budget discussions. Executive Director/CEO Hamm said fare increases would be detailed during the budget discussions.

Board Member Jeanne Stewart asked what C-TRAN is assuming for sales tax. Controller O'Regan said currently, staff is assuming a 2 percent increase in 2011 and 2012, which is in the range of what other jurisdictions are assuming. Each percent increase equates to \$250,000 for one year.

Executive Director/CEO Hamm advised staff is building a 2011 budget that does not include any service reductions, but does include non-service related reductions. The failure of a sales tax increase ballot measure will have an impact on the size of a service reduction for September 2012.

Controller O'Regan reviewed the budget themes as follows:

1. Revenue – This theme centers on developing measures to counter sluggish sales tax revenue and preparing for a sales tax ballot measure. It focuses on the pursuit of new revenue sources, grant opportunities, and modest annual fare increases.
2. Cost Containment & Reduction – This theme advances projects that will create greater cost efficiencies for the agency. Examples from 2009 and 2010 include:
 - the Travel Training program;
 - the changes in client eligibility certification for C-VAN customers;
 - the acquisition of smaller, more fuel efficient Paratransit vehicles;
 - implementing the bus stop consolidation and enhancement program to speed bus operations and improve safety; and
 - the elimination of underperforming service in January 2010.

Some examples staff proposes for the next biennial budget are:

- signal priority for transit along the Mill Plain corridor;
 - agency-wide departmental review for additional efficiencies; and
 - potential service reductions, should additional revenue and non-service related cuts not be sufficient.
3. Safety/Loss Control – This theme was created to improve our safety and security programs, address compliance concerns, and manage the risks that arise due to reducing the size of the transit agency.

4. Planning & High Capacity Transit (HCT) Project Development – This theme centers on preparing the agency for the future by implementing the 20 Year TDP including related policies and procedures. More emphasis in 2011 and 2012 will be placed on the Bus Rapid Transit (BRT) and Columbia River Crossing (CRC) project, including legal costs related to C-TRAN and consultants for security and station planning.

5. Technology Efficiency, Maintenance, & Support – Like most medium sized transit agencies throughout the country, C-TRAN has become heavily dependent on new technology to deliver public transportation service and provide information about those services to the public. In 2010, staff focused on implementing customer-based technology-based projects such as Integrated Voice Recognition (IVR), Automated Stop Announcement (ASA), and Mobile Data Terminals (MDT) for C-VAN. In this biennial budget, the focus will be on developing a technology road map to ensure the technology we have today continues to be relevant to customers and maximizes efficiency. It also includes advancing the Farebox Replacement/Electronic Fare Collection and the Transit Signal Priority projects, which are significantly grant funded.

Board Member Leavitt asked for clarification that the anticipated sales tax increase for HCT would include funding to support additional security on light rail transit. Executive Director/CEO Hamm confirmed additional funds for security at stations, additional cameras, etc., was included.

Board Member Steve Stuart said he would like to request staff prepare a budget scenario that shows the baseline budget with no cuts and no additions. Board Member Jeanne Stewart concurred.

Board Member Jeanne Harris asked if staff has considered working with a zero based budget.

Board Member Steve Stuart said preparation of a zero based budget is staff time intensive and did not feel this was the time to ask staff to go through that process.

Board Member Tom Mielke said if C-TRAN continues to expend funds at the current rate, the reserve fund will be depleted in 2013 and asked in this case, what level of service C-TRAN would be able to provide.

Executive Director/CEO Hamm said at the September 14, 2010 Workshop, staff will provide the Board a scenario of the level of service if a sales tax increase fails.

Board Member Jeanne Harris said at some point in the future, she would like the Board to consider going through the exercise of zero based budgeting. This will allow the identification of services and the cost to provide those services.

Executive Director/CEO Hamm said staff would provide the Board information on zero based budgeting at the September Workshop.

2. BALLOT MEASURE SCENARIOS, FOR DISCUSSION ONLY #10-07

Executive Director/CEO Hamm gave the presentation.

Board Member Jeanne Stewart asked if the ballot titles could be written to give C-TRAN flexibility in the use of the funds. Legal Counsel Tom Wolfendale said not being specific could result in a legal challenge to the ballot title.

Board Member Tom Mielke added that broad language in the ballot title lacks transparency, and being distinct would gain more voter confidence.

Board Member Leavitt asked why the subdistrict legislation does not allow a subdistrict vote until 2012. Executive Director/CEO Hamm stated Speaker of the House Frank Chopp did not support any sales tax issues on the ballot that could compete with a statewide sales tax ballot measure.

Chair Boldt asked if two ballot titles would be allowed under the provisions of the Revised Code of Washington (RCW) 36.57A. Legal Counsel Wolfendale said yes.

Board Member Leavitt asked the Clark County Commissioners to provide some information on the recently adopted resolution recommending light rail be separate on a sales tax ballot.

Board Member Steve Stuart said the resolution recommends the C-TRAN Board of Directors approve Option No. 2, which would place two measures on the ballot, separating out the 0.2 percent of 36.57A funds and 0.1 percent of 81.104 funds for HCT, which includes light rail. The resolution also includes background on how we got to this point. The Clark County Commissioners agreed that the voters needed an opportunity to vote separately on the issue of light rail.

Board Member Leavitt said the vote on light rail is too vague and the adopted C-TRAN resolution for the Locally Preferred Alternative (LPA) states there would be a public vote on the operations and maintenance of light rail.

Board Member Steve Stuart said the language in the adopted Clark County resolution includes specific language from C-TRAN's Community Survey. The separate vote will provide the opportunity to keep the core service adequately funded.

Board Member Jim Irish clarified the adopted C-TRAN LPA resolution only included operations and maintenance for light rail, not capital.

Board Member Jeanne Harris said HCT also includes BRT, and questioned if funding for BRT could be broken out from HCT as a separate ballot question. Legal Counsel Wolfendale said yes.

Board Member Leavitt questioned how the timing for the process for an 81.104 subdistrict would fit with the CRC plan. Executive Director/CEO Hamm responded the CRC timelines are a moving target, which is a concern. Anytime funding for HCT is defeated, it raises the issue of moving the CRC project forward.

Board Member Leavitt asked for an updated estimate on the cost of operations and maintenance. Executive Director/CEO Hamm advised the estimate is \$3 to \$4 million including BRT.

Board Member Mielke said the adopted Clark County resolution protects C-TRAN from not receiving the dollars needed to maintain the core service, ensuring all Clark County voters will have the opportunity to vote.

Legal Counsel Wolfendale clarified that only voters in C-TRAN's service area or in a subdistrict would be eligible to vote.

Board Member Bill Ganley said he supports Option No. 2, which would place two measures on the ballot, separating light rail from core services. Board Member Ganley added he also supports using the local taxing authority (36.57A) for the core system and 81.104 for HCT. If a vote for light rail fails, C-TRAN can look at the option of a subdistrict vote.

Chair Boldt asked if the Board chooses to go with Option No. 2, using 81.104 for HCT, when the process needs to begin (i.e. expert review panel). Executive Director/CEO Hamm said the process would begin immediately and if that is the direction the Board gives staff, a timeline will be developed for Board review.

Board Member Steve Stuart stated the Clark County Commissioner's resolution was drafted to make it clear the resolution was not actual ballot language and that ballot language for 81.104 would be somewhat different. The proposal creates a full picture for voters on what they would be getting.

Board Member Irish said he concurred with Board Member Ganley in supporting Option No. 2 because all voters in the service area would get a chance to vote.

Consensus of the Board was to direct staff to prepare additional information on Ballot Measure Scenario Option No. 2, for further Board discussion and consideration.

ITEMS FROM THE CONSENT AGENDA

No items were pulled from the consent agenda to be addressed separately.

COMMUNICATIONS

From The Board

Board Member Irish thanked C-TRAN for providing service and working with the ridership for the Traveling Memorial Wall event in La Center. Shuttle service was provided from the Clark County Fair to La Center.

Board Member Leavitt stated the C-TRAN Board of Directors approved the LPA Resolution on July 8, 2008. However, citizens continue to appear before the C-TRAN Board to testify a third bridge option needs to be considered, and the Clark County Commissioners issued a letter (attached as Exhibit A) stating a third bridge option was not fully vetted.

Board Member Steve Stuart said he has no control over what people do with the information they receive, and the Commissioners only truthfully answered the question.

Board Member Leavitt asked if anyone on the C-TRAN Board or other venues were encouraging people to attend public meetings to ask the Board to remove their support of the adopted LPA and move in another direction.

Board Member Jeanne Stewart said anyone has the right to attend any public meeting to make any point they choose to make. Board Member Stewart said she does not wish to get into a position that the C-TRAN Board of Directors is interpreting Clark County resolutions.

Board Member Leavitt clarified his concern is there are reasons people believe that the C-TRAN Board of Directors and the City of Vancouver Council could change their position on the LPA.

Board Member Jeanne Stewart said she does not feel directing C-TRAN staff to further research Option No. 2 is rethinking the adopted LPA.

Board Member Tom Mielke said he would like to believe the C-TRAN Board of Directors is open-minded and has the option to change their support.

Board Member Bill Ganley left the meeting at 7:32 p.m.

Board Member Leavitt asked if there was support to move the third bridge option forward.

Board Member Tom Mielke said if the third bridge option was not studied, the CRC Task Force did not do their job.

Board Member Steve Stuart stated the letter prepared by the Clark County Commissioners (Exhibit A) does not state the CRC Task Force did not do their job, only that the third bridge option was not chosen from the exhaustive list of alternatives. An adequate number of alternatives were studied.

Board Member Jeanne Stewart said if the CRC Task Force was charged with having certain tasks fulfilled and they are challenged that they did not complete their tasks as required under the Draft Environmental Impact Statement (DEIS), it is not up to C-TRAN or the C-TRAN Board of Directors to fix that, rather that is a question for legal staff.

From The Chair

Chair Boldt advised C-TRAN staff is coordinating a meeting of the TriMet Governing Board Chair, TriMet General Manager, Executive Assistant/CEO Jeff Hamm, and himself to meet and discuss the framework for a joint meeting of the TriMet and C-TRAN Board.

From the Executive Director/CEO

Executive Director/CEO Hamm provided the 2nd Quarter Update to his 2010 Goals & Objectives.

Executive Director/CEO Hamm said the CRC Final Environmental Impact Statement (FEIS) C-TRAN Board review is postponed until October or later. Staff is still working on scheduling a meeting of the C-TRAN Board Committee and ATU representatives to discuss the labor representative on the C-TRAN Board. The date being considered is August 27, 2010.

EXECUTIVE SESSION

At 7:42 p.m., Chair Boldt announced the Board would move into an Executive Session for approximately 10 minutes to discuss potential litigation.

The Board came out of Executive Session at 7:55 p.m.

ADJOURNMENT

The meeting was adjourned at 7:55 p.m.

Prepared By: Debbie Jermann



proud past, promising future

CLARK COUNTY
WASHINGTON

July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

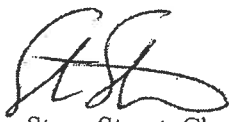
This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

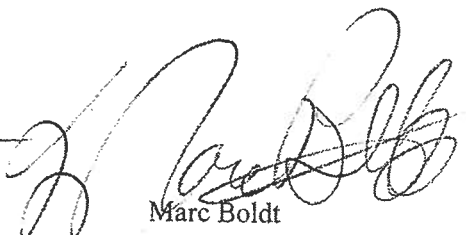
A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,


Steve Stuart, Chair


Tom Mielke


Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

Exhibit:

A

Meeting Date:

8/10/55

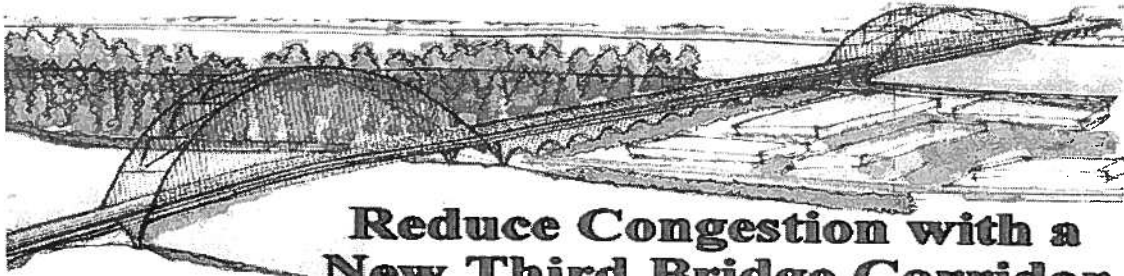
Received By:

D. Germann

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov



**JOBS
NOW**



**JOBS
IN THE
FUTURE**

Reduce Congestion with a New Third Bridge Corridor

Third Bridge Now

The Third Bridge Corridor

Third Bridge Now is here to let people know about a plan to give us a third bridge between Vancouver and Portland, now rather than demolish the historic Columbia River (I-5) Bridge. The goal is to add to Washington's and Oregon's road systems **now** rather than take away.

What it does:

- It creates a new freeway on mostly, bare, vacant, and publicly owned land
- Connects freeways to Ports in Vancouver and Portland to keep and attract business
- Relieves I-5 traffic and removes spillover traffic from neighborhoods
- Removes non-local St John freight traffic
- Provides efficient north-south route from Vancouver to Jantzen Beach, Portland, and Hwy 30
- Extends public transportation bus and heavy rail transit from Vancouver to Portland
- Creates and extends bike and pedestrian route from Vancouver to our ports and industrial areas, to both Vancouver and Portland city centers, and connects to 40 mile loop
- Preserves Columbia River historic bridge along with many other businesses and homes in Vancouver and Jantzen Beach businesses and residential neighborhoods
- Gives better access to public lands, recreation sites, and creates parks, saves historic sites
- Creates a new bridge system without interrupting traffic or adding to congestion of I-5 during construction and **gives us jobs now**
- Money is spent on infrastructure not removing homes, businesses, streets, or existing utilities.

Act now to make this happen!

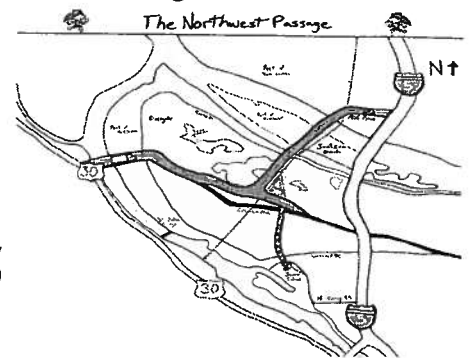
A final decision has not been made.

www.Thirdbridgenow.com / Thirdbridgenow@aol.com

Third Bridge Now Headquarters: 5003 N. Lombard St., Portland, OR 97203

Mail: 1701 Broadway St., PMB #154, Vancouver, WA 98663

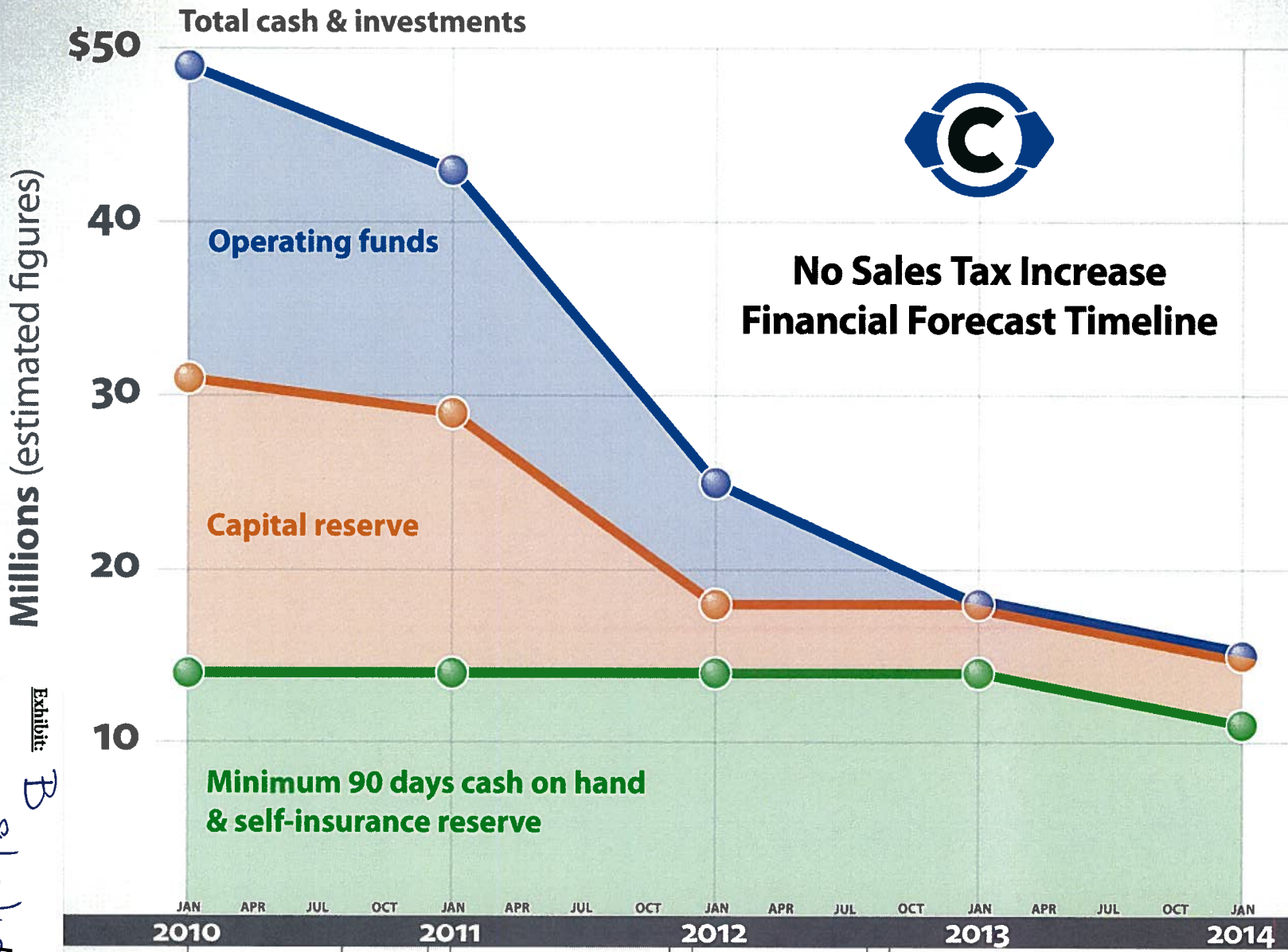
Paid for by Third Bridge Now Political Action Committee **503 278-7495**



The Third Bridge Now project was NOT CONSIDERED OR STUDIED by the Columbia River Crossing project. Please contact elected officials, civil groups, and people of interest and inform them that this important project was NOT CONSIDERED OR STUDIED and must be thoroughly, equally studied to have a valid process that meets federal guidelines for funding.

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Exhibit A 8/10/10



**No Sales Tax Increase
Financial Forecast Timeline**

5% service reduction & non-service related cuts

Budget development & approval, draft 2012 service reduction

Potential ballot measure

Further non-service related cuts

Budget amendment. If vote fails, approve service reduction for September 2012

Service reduction if second ballot measure fails

Potential ballot measure if first measure fails

Source: C-TRAN 08/10/210

Exhibit: B

Meeting Date: 8/10/15

Received By: D. J. Jannan