



proud past, promising future

CLARK COUNTY
WASHINGTON

RAILROAD ADVISORY BOARD

MEETING MINUTES

MONDAY, APRIL 13, 2009

4:00 PM -5:30 PM

1300 FRANKLIN STREET – PUBLIC SERVICE CENTER

6TH FLOOR – TRAINING ROOM #679

ROLL CALL:

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| Members Present: | John Allen, Dick Carroll, Dick Clairmont, Scott Dalesandro, Dave Hurt, Rodger Lance, Lloyd Lycan, Jerry Petrick, Thomas Smith, Eric Temple, Florence Wager, Dan Weaver, Tim Kelly |
| Excused Members: | Bill Ganley, Richard Hanford, Melinda McLucas, Jack Melton, Will Pickering |
| Absent Members: | |
| Ex-Officio: | Eric Temple, Will Pickering |
| Public: | Tim Marshall – PVJR |
| Staff: | Fred Abraham, April Flinn |

| Agenda Item | Facilitator |
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| Meeting called to order @ 4:00 PM | Dan Weaver |
| Roll Call/Introductions | Dan Weaver |
| Introduced Tim Marshall of PVJR | |
| Approval of Previous Meeting Minutes | Dan Weaver |
| <ul style="list-style-type: none"> • Correct March minutes to reflect Jack Melton as absent. • Moved and seconded minutes approved as amended. | |
| Communications/Announcements/PVJR Activities | Dan Weaver |
| <ul style="list-style-type: none"> • No communications or announcements | |
| PVJR Activities | Eric Temple |
| <ul style="list-style-type: none"> • The business climate is down and carloads are still down. Eric spoke with Dave Gray and he anticipates that things are turning around this month and hopes they have reached the bottom. • The money from the last grant has been used. The track has not been in this good of shape within the last decade. • Keyera is looking for 5-6 acres of land to locate. Fred will have an update later in the meeting, in lieu of the 78th Street location if that site cannot be developed. • From a governmental standpoint, it was a really good year in Olympia except for the quantity of money that we have received so far. Every bill that they wanted to pass has passed. The REET bill has just been pulled out of the House and now awaits the governor's signature. • The fire suppression bill has been "killed", which would have caused railroads extensive fire coverage along a rail right of way for any activity. • Still not sure what amount of money is in the REET fund. It is county money. There is still apparently some money there, not sure of the amount of if the railroad will get any. • \$1 million was put in the state budget by Deb Wallace and Judy Clibborn. The Senate bill had no money so the two bills were merged. We still have \$1 million, and now it's off to conference. It is still not decided which legislators will be selected for conference or if we will receive and if so, when. • If the \$1 million survives it will probably be 2010 before it gets spent. | |

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| <ul style="list-style-type: none"> • Had three employees at PVJR and the maintenance man, Chris Lantz, has now moved on to another job. They are now back to two employees and are going to try to hold there for awhile with the current economic situation. • The surcharge issue has been resolved with Anderson Plastics. They have increased the capacity for loading up to 5 cars per month in a single move. They should only have to go up past milepost 26 once every 28 days. | |
| BYCX Activities | Will Pickering |
| <ul style="list-style-type: none"> • No report – No representation | |
| Status of County Activities | Fred Abraham |
| <ul style="list-style-type: none"> • Caples Road: The rehabilitation is complete. They have installed 115# steel, new concrete panels, new ballast, raised and surfaced through the crossing. All rail is welded through the crossing. There is an additional 6 inch PVC from one side of the road to the other to enable for future changes in updating the signals. It was paved last Wednesday. The transition isn't as smooth as Fred would like, but the County road crews will go back out and correct that issue. • Keyera: HDR was hired to reassess the property to find out where the contamination was coming from. The report from HDR confirmed what Keyera's people found. There is contamination at about the 55 foot level in the water tables. It appears to be chromium. Still not conclusive to where the contamination is coming from, but there is an idea that it is coming from BOCC Gas (formerly the Boomsnub Super Fund now owned by BOCC Gas). The contamination is concentrated in the SE corner of the property. A pipe from the 1920's that flowed across from the BOCC site to the SE corner of the property that may have not been properly sealed off may be the cause for the leaching. There is some surface contamination in the form of solvents such as cleaning solvents from cleaning vehicles. BOCC Gases does clean their vehicles on the site. With the assessment that they will get in two weeks, the PA's office feels comfortable going forward to make recommendations to the Commissioner's, as to the next steps. The property will have to go through a reauction process for either a lease or a sale as is required by state statutes. Keyera needs an answer by May 15th, if possible or may consider other options. The EPA is aware of what is going on and will be prepared to recommend any cleanup actions once all the tests are done. • The \$5.8 million freight evaluation: A request that went in to the WSDOT rail division is based on stimulus money at the federal level. It is money that the governor can use at her discretion, about \$30 million overall. We are one of just a handful that are being looked at to get some of that money in the rail division. It is looking favorable for us at this point. • Bridge Assessment: We still need a scope and fee from HDR for the bridge assessment, to be done this summer. It will probably be \$85 - \$100 thousand to do the assessment. It will probably be done in the July-August timeframe, when the water levels are low. There are some concerns with the two steel painted bridges. Most likely they have lead based paint and it will need to be assessed on how to trap it and remove it. As well the best method to update the load ratings to all bridges is part of the assessment. This will be the first complete assessment of the bridges done by a licensed P.E. and will meet the new state statutes. It will be paid for by Risk Management. • Rails with Trails: The survey crews are just about to wind up their initial assessment for the Rails with Trails. They will then work on plans, and are still many months away from construction on phase one. • 88th Street: The project has just gotten underway. We are making sure the rail is equal to or a little above the grade that they have set. We are hoping that the rail portion will be completed in late summer or early fall. • Railroad Industrial Zone: There will be a hearing in May with the Commissioner's. Commissioner Boldt and Commissioner Mielke have given a very good response. Commissioner Stuart is supportive of it, but has a few questions. All are behind the efforts to get the zoning done, but want it done in considering everybody's needs. The next step is for the Commissioner's to review the codes and design standards. If passed they would apply | |

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| <p>to the Lagler property or another land bank piece of property in lieu of the Lagler property which is under appeal and may not be used unless there is a positive ruling to the appeal or if we trade acreage from the land bank. It will probably take a couple of years to implement from the sub area plan to start breaking ground once the Lagler land is approved to develop. The appeals process could take a few years. The meeting with the Commissioner's will be May 12th at 10:00 am.</p> <ul style="list-style-type: none"> • The FRA started developing an OTS requirement for railroads (whomever accesses railroads). So far we have worked with CBRR and Will Cahill to have a person onsite, and gives a morning briefing to those who are going to accessing the railroad right of way. In February, Public Works wanted to hold an OTS seminar. The local FRA representative and a representative from WUTC in Olympia held the seminar. They conducted a nice presentation for on track safety. It became evident to the FRA representative that we were not necessarily following the rules during the question and answer period and that has prompted Clark County to work on developing a program that the FRA will approve. • The floor was turned over to Dick Clairmont. • He talked to the FRA and their attorney who handles roadway and maintenance issues. The consensus was that we have a very unique arrangement. We need to have a program that has to be submitted to the FRA for approval. The county needs to submit a plan that is compatible with CBRR's plan. There cannot be any conflict in the relationship. The next step would be to train someone within the county to be the employee in charge or to oversee the maintenance as back up to Will Cahill and adopt CBRR's plan. • Will Cahill and Fred Abraham will work with Eric Temple, Tim Marshall and Tim McVicker on the overall plan and all it's elements. | |
| Subcommittee Reports | |
| <ul style="list-style-type: none"> • ROW Encroachments: No new information. • Community Outreach: NACC is solidly behind the railroad as far as an association. They worked well with the RRAB on the standards. • Web Page: Once you get to the Clark County Railroad page, the person would need to know to click on the Chelatchie Prairie Railroad to get directed to Fred. • Fred will let Linnea Laroque know to check into the web page issue. | |
| Unfinished Business | Dan Weaver |
| <ul style="list-style-type: none"> • Jerry Petrick with CREDC signed his RRAB documents to be officially seated. | |
| New Business | Dan Weaver |
| <ul style="list-style-type: none"> • Rodger Lance was on an organized bike ride on Caples Road. He passed around a picture to show that a bike tire can get caught in the track being that you go across the track at a diagonal. • Wants to see if some signage can be developed to warn bikes of the railroad crossing. | |
| Good of the Order | ALL |
| <ul style="list-style-type: none"> • Fred was interviewed by CVTV and talked about the railroad plans and where things are going. • There was mention of getting great pricing on projects, anywhere from 50-60% of the engineer's estimates by Dave Hurt of the Port of Vancouver. • Columbia River Logistics has had some down time. They are printing spring catalogs. The long-term looks good. | |
| Round Table | ALL |
| <ul style="list-style-type: none"> • Nothing else | |
| ADJOURNMENT | |

Meeting Adjourned at 5:11 PM