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CLARK COUNTY  
WASHINGTON

## RAILROAD ADVISORY BOARD

**MEETING MINUTES**  
**MONDAY, MARCH 9, 2009**  
**4:00 PM -5:30 PM**

**1300 FRANKLIN STREET – PUBLIC SERVICE CENTER**  
**6TH FLOOR – TRAINING ROOM #679**

### ROLL CALL:

<b>Members Present:</b>	John Allen, Dick Carroll, Scott Dalesandro, Richard Hanford, Dave Hurt, Rodger Lance, Lloyd Lycan, Florence Wager, Dan Weaver
<b>Absent Members:</b>	Doug Ballou, Patrick Boss, Dick Clairmont, Bill Ganley, Melinda McLucas, Jerry Petrick, Thomas Smith
<b>Ex-Officio:</b>	Will Pickering, Eric Temple
<b>Public:</b>	Jon Holladay – HDR, Tim Kelly – PVJR
<b>Staff:</b>	Fred Abraham, Mark McCauley, April Flinn

### Meeting Called to Order at 3:57 pm

<b>Agenda Item</b>	<b>Facilitator</b>
<b>Meeting called to order</b>	<b>Dan Weaver</b>
<b>Roll Call/Introductions</b>	<b>Dan Weaver</b>
Around the Table	
<b>Approval of Previous Meeting Minutes</b>	<b>Dan Weaver</b>
<ul style="list-style-type: none"> <li>Moved and seconded minutes approved as circulated.</li> </ul>	
<b>Communications/Announcements</b>	<b>Dan Weaver</b>
<ul style="list-style-type: none"> <li>Steam Team received a Tourism Award.</li> <li>Fred Abraham received the Employee of the Year award at the State of the County Address.</li> </ul>	
<b>PVJR Activities</b>	<b>Eric Temple</b>
<ul style="list-style-type: none"> <li>Tim Kelly and Pat Boss returned from Washington D.C. They felt like it was a successful trip, and they are building relationships. They were well received by Senator Murray's office as well as Brian Baird's office. Expects to see some money inserted into the budget for the 2010 fiscal year.</li> <li>They expect to go back to Washington D.C. in May. There is \$1.5 billion in the stimulus package that is up for grabs for all states. It is still unclear how much is dedicated to rail. They are the only railroad in the state that has a letter from WSDOT that the railroad fits the criteria for the railroad stimulus money.</li> <li>There is a specific legislative request from Deb Wallace to the Chair of Transportation for \$3 million.</li> <li>There is \$5.8 million in the State Rail Office for funding.</li> <li>The REET law just passed under the State Senate. They have it modified to include municipally owned heavy freight rail. It would allow Clark County to fund some things directly if it passes in the House as well. They plan to "tweak" it a little in the House by changing the date of the Sunset Clause.</li> <li>Representative Kesler and Representative Zirelli from Tacoma have cosponsored a bill that would free up economic stimulus trust fund money for communities to invest in infrastructure.</li> <li>The \$1.1 million has finally been installed and spent from the most recent grant.</li> </ul>	

<b>Agenda Item</b>	<b>Facilitator</b>
<ul style="list-style-type: none"> <li>• There has been no update on the FRA switch stands as to if we are in compliance.</li> <li>• On the business side, things have taken a downturn. 2008 was down 10%. So far in 2009 they are down about 30%.</li> <li>• Keyera is still proceeding ahead. They have run into some environmental issues on the 78<sup>th</sup> Street Public Works site. The environmental testing and discovered there has been some leaching into the soil and now the ground water and is suspected to be from an old chrome plating facility. Keyera would still like to proceed to locate on the site, but are unwilling to take on the liability of the site. The two options would be to let the purchase go through, but the County would have to indemnify Keyera specifically for the environmental conditions. The other option is Keyera would be willing to enter into a long-term lease so that they don't take ownership of the problem. The EPA is now involved, and until they assess the situation we cannot proceed with either option.</li> <li>• There is the Railroad Industrial Rezone that has been worked on for property near Brush Prairie. This property is currently under appeal. The oral arguments were held Thursday, March 5, 2009 before a Superior Court Judge. Eric Temple has briefly talked with Bill Barron and Marty Snell about it. Marty Snell thought that the hearing went very well. The issue is that it is agricultural property within the Urban Growth Boundary. This case will probably end up in Appeals Court.</li> <li>• The next round of money will most likely go to Steel and for interchange tracks where they can park more cars.</li> <li>• There will be a meeting regarding the rezone on Thursday, March 19, 2009 at 6:30 in the BOCC room. The Planning Commissioners will take a look at the Code Language and design standards for the railroad and industrial and make a ruling.</li> <li>• Eric Temple turned the floor over to Tim Kelly from PVJR.</li> <li>• There will be a negotiating session with BNSF on March 17<sup>th</sup>, where they will be discussing their options for an interchange agreement.</li> <li>• He had a meeting with Anderson Dairy regarding the difficult situations. They are looking at the various alternatives to save money and generate revenue. The surcharge that was instituted January 1<sup>st</sup> for cars north of milepost 6 has mostly affected Anderson Dairy at \$1000 per car, but realistically could be 2 ½ times more than that.</li> <li>• The floor was turned back over to Eric Temple.</li> <li>• Still trying to get federal funding for a locomotive/car repair shop. They had a meeting with BYCX to look at a piece of property for this near 88<sup>th</sup> Street.</li> </ul>	
<b>BYCX Activities</b>	<b>Will Pickering</b>
<ul style="list-style-type: none"> <li>• The track crew has been out cleaning up the right of way. They are salvaging the firewood and clearing the debris off the tracks.</li> <li>• Some soft spots showed up when they were running their Christmas Tree train. They will be putting in some ties near Moulton Falls.</li> <li>• Some of the fairly major projects have been completed on the equipment.</li> <li>• The steam locomotive is still an issue.</li> <li>• CCTV will be going out to get some footage. They are doing an article on Clark County Rail.</li> </ul>	
<b>Status of County Activities</b>	<b>Fred Abraham</b>
<ul style="list-style-type: none"> <li>• The Caples Road Project is in place for March 31 – April 3 to remove the existing crossing, upgrading to heavier steel with concrete panels and repaving. Public notice will go out next week. The preconstruction conference was last Thursday.</li> </ul>	

<b>Agenda Item</b>	<b>Facilitator</b>
<ul style="list-style-type: none"> <li>As to On Track Safety (OTS), Clark County is doing whatever they can to get up to what the FRA requires for Clark County employees accessing the railroad right of way, in particular in the “foul zone”. Fred has been working with Jim Adams, the FRA’s local representative, and Dick Clairmont, former FRA supervisor and a member of the RRAB in trying to get the employees trained so that they can access the line.</li> <li>The State of Washington has now said that any bridge in the state must be compliant with a certified P.E. assessment. HDR will be working with Clark County to get the bridges assessed. The main concern is with the wood trestle bridges. The County wants to make sure that the bridges are going to be able to handle the heavy loads up to 286K per rail car. The bridges will be fit into the work schedule once Risk Management for Clark County agrees to the scope and fees to do the work.</li> </ul>	
<b>Subcommittee Reports</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Unfinished Business</b>	<b>Dan Weaver</b>
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>New Business</b>	<b>Dan Weaver</b>
<ul style="list-style-type: none"> <li>RRAB contact list was distributed for updates on addresses and emails.</li> <li>The BYCX list was distributed for updates</li> <li>The attendance sheet was distributed.</li> <li>Jon Holladay from HDR presented three options/alternatives for the Rye Junction.</li> <li>Option 1 “Short” Yard; Option 2 “Long” Yard; Option 3 Wye</li> <li>Option 2 was eliminated due to expense issues.</li> <li>Option 1 is a three track yard over the wetland swale. There would be a switch off BNSF line near the Rye branch. It would not connect on the north side on BNSF, but there would be space left for connecting in the future. About 95 rail cars could fit. The hill for Fruit Valley Road would have to be stabilized. An environmental report would go over the Flora/Fauna and what would need to be done.</li> <li>Option 3 would swing from Vancouver direction, go up steeply and join the Rye branch. The Rye branch grade is 1.3% on average</li> </ul>	
<b>Good of the Order</b>	<b>ALL</b>
<b>Round Table</b>	<b>ALL</b>
<b>ADJOURNMENT</b>	

**Meeting Adjourned at 5:45**