



proud past, promising future

MEETING MINUTES

MONDAY, JANUARY 12, 2009

4:00 PM -5:30 PM

1300 FRANKLIN STREET – PUBLIC SERVICE CENTER

6TH FLOOR – TRAINING ROOM #679

Meeting called to order: 4:03 p.m.

Members Present:	Daniel Weaver, Bill Ganley, Thomas Smith, John Allen, Dick Carroll, Florence Wager, Lloyd Lycan, Jack Melton, Dick Clairmont, Dave Hurt, Rodger Lance,
Absent Members:	Bart Phillips, Melinda Lucas, Richard Hanford
Ex-Officio:	Eric Temple, Will Pickering
Public:	Doug Auburg (BYCX), Tim Kelly (CBRR), Jerry Petrick (representing CREDC for Bart Phillips)
Staff:	Fred Abraham, Madison King

Agenda Item	Facilitator
Introductions	Dan Weaver, Chairman
<ul style="list-style-type: none"> Introductions were made for the benefit of Jerry Petrick. 	
Approval of Previous Meeting Minutes	Dan Weaver
<ul style="list-style-type: none"> Minutes were circulated. Tom Smith and Tim Kelly stated that the minutes need to be changed to reflect their attendance at the last meeting. Florence motioned minutes to be approved as amended, seconded and approved. 	
Communications/Announcements	Dan Weaver
<ul style="list-style-type: none"> No new announcements to be made. 	
PVJR Activities	Eric Temple
<ul style="list-style-type: none"> Eric turned the meeting over to Tim Kelly. Tim stated that he began working for the Temple family October 1, 2008 as the Chief Operating Officer. He said he was encouraged by the progress that has been made on the rail road from Battle Ground to Rye Junction, which he was able to view this morning. He stated they would be out there for approximately another week wrapping things up. There are some drainage issues, but principally all the ties are in. There are still a few switch ties to place, but overall, the basic work is done. He estimates that in a couple of weeks, they will have had the chance to have their tamper to do some additional surfacing, at which point they will invite the FRA to take a walk to see if they agree that it has surpassed the FRA accepted track to Class I. He does not believe that it will be at the Class II level at this time, largely due to the 66# rail as well as the length of overall neglect. Tim stated that it would be better to have a safe 10 mph than a questionable 25 mph. In regard to car loadings, they closed 2008 with 548 cars, which is a few less cars than they did in 2007, due to a softer market. The hope for 2009 is that Keyera will begin construction in the summer, and may start to move product in their fourth quarter. They will continue to run from their old facility until the first two quarters of 2010, so there will be some overlapping. He estimates approximately 200 additional cars for 2009. Tim shared his background as coming from a Class I background, working in the regional and short-line business. One of the primary reasons he took the position with the Temple family is that family oriented companies tend to take less of a short term earning view, but rather tend to look at things by generation. He said the Temple family has taken a loss over 	

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<p>the last several years believing they will turn the corner into profitability in the future.</p> <ul style="list-style-type: none"> • Tim stated they are still talking with Scott Delasandro and Burlington Northern regarding the County project, and with the current economy they are price shopping. There are several economic factors that relate to their negotiations. However, once they establish a core tenant, they are confident that others will follow. • Eric stated the reason they are willing to take on this project as a loss leader because Burlington Northern is willing to deliver the trains, contingent upon the four miles of rail being upgraded from the 66# rail. The funding for that is the Stimulus Package. If that doesn't come thru they will have to look at other alternatives. • Fred stated that the County is fully behind the railroad and has made it a number one priority for the stimulus package. 	
BYCX Activities	Will Pickering
<ul style="list-style-type: none"> • Will Pickering stated that December is the busiest month with the Christmas tree trains. There were a few cancellations due to weather, and two trips were cancelled due to ice. The weather created problems such as down trees, and the highway crossings had to be hand picked thru the ice. Ice at the north end of the tunnel had to be cleared out by hand. The mill in Chelatchie lost their roof as well as 90% of their building. The office is 100% down and will be moving to a cabin to get up and running. 	
1.1 Million Dollar Grant	Fred Abraham
<ul style="list-style-type: none"> • Fred stated that the work for the WSDOT 1.1 million dollar grant will be done in approximately a week. The County has hit the mark on the "in kind" funds. • Grant application has been sent in, and it appears that funding will come thru between \$335k and \$550k, possibly more. We will be informed by May and receive the money by the end of the year. 	
Subcommittee Reports	Dan Weaver
<ul style="list-style-type: none"> • Lloyd stated that the NACC group had bad news. One member of the group killed his mother, and Bill Barron, County Administrator, as well as Don and Mike from the sheriff's office met with the group to share the situation. It was confirmed that everyone with NACC was okay, and were impressed with the hands on handling by the County. 	
New Business	Fred Abraham
<ul style="list-style-type: none"> • Eric shared that Rail Days is on January 27th in Olympia, and encouraged everyone to go. It was agreed that the turn out does make a difference to our legislators and participation is vital. Fred handed out the Legislative Events Master Calendar, and it was agreed that Dan would pull together information for everyone on rides to Olympia. 	
Good of the Order	All
<ul style="list-style-type: none"> • Jerry will be attending in Bart's place, and Fred will switch names with the Commissioners. 	
Meeting Adjourned at 5:30 p.m.	