



Proud past, promising future

CLARK COUNTY  
WASHINGTON

## RAILROAD ADVISORY BOARD

# MEETING MINUTES

**MONDAY, JANUARY 14, 2008**

**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 Clairmont, Scott Dalesandro, Bill Ganley, Richard Hanford, Rodger Lance, Lloyd Lycan, Bart Phillips, Dan Weaver,
<b>Absent Members:</b>	Dick Carroll, Melinda McLucas, Jack Melton, Mike Schiller, Thomas Smith, Florence Wager,
<b>Ex-Officio:</b>	<b>Absent:</b> Will Pickering, Eric Temple
<b>Public:</b>	Michael Matthiesen
<b>Staff:</b>	Fred Abraham, Mary Beth O'Donnell

<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>
<b>Approval of Previous Meeting Minutes</b>	<b>Dan Weaver</b>
• Moved John Allen, seconded Dick Clairmont, minutes approved as circulated. Voted in approval of minutes unanimously.	
<b>Communications/Announcements</b>	<b>Fred Abraham</b>
• Welcome new member of the Board, Richard Hanford. Initially his term runs through December 31, 2008, but we hope to extend that. Richard has an extensive background as a civil/geotechnical engineer and is an avid collector of Z scale trains.	
<b>PVJR Activities</b>	<b>Fred Abraham/Eric Temple</b>
• The latest car count list was distributed for review. PVJR had hoped to reach 700 cars this year but didn't quite make it. They will have a new shipper on board starting in early 2009 due to the time frame needed for permit processing.	
• Fred is working with Jeanne Ashe of CREDC in identifying ways they can work with Eric Temple to increase shippers on the line.	
• Eric Temple phoned in his report. 2007 car count was up 800% from the previous year. The slowing housing market affected one of their shippers. Eric hopes to increase the car count by 8-10,000 per year in the next 2 years. Fred is progressing with State grant funding, with a goal to get the track upgraded to Class 2 for the full length of the line.	
• BNSF will not allow for a run around track at Rye Junction. BNSF is recommending reconnection of the Y at the old trestle and running the track into the yard at Fruit Valley road. There are environmental concerns with this design however. If PVJR gets to 8-10,000 cars per year, BNSF will have to address this issue. BNSF has looked at various ways of doing this and Eric trusts their judgment. It is unlikely BNSF will spend any of their money on it. It will be up to our resources, State, Federal and Local altogether to fund it, if it is to be put back into service.	
• Eric Temple reported they've resurrected locomotives, currently operating with #211 and when freight business picks up, #212 is ready to go. #211 can pull up to 9 cars.	
• Lloyd Lycan asked Eric if he could elaborate on what shippers he's currently looking at. Eric stated he has a second propane shipper interested, Scott Dalesandro is interested in relocating his business to 78 <sup>th</sup> Street, and there is a potential liquid transporter taking a look that could bring 1,000+ cars a year to the line.	

<b>Agenda Item</b>	<b>Facilitator</b>
<ul style="list-style-type: none"> <li>• Dan Weaver asked if a multi-media program could be developed as a marketing tool that would show highlights and pictures of the railroad, to be used at meetings, etc. Eric responded that he had a marketing meeting recently and three companies have been contacted to develop something like this.</li> <li>• Fred Abraham, Kelly Sills and Mike Butts are meeting with Jeannie Ashe (CREDC) to look at updating the website to show available properties along the rail line. Ideally, you could access the website and find property information, with an emphasis on the rezoned industrial railroad area.</li> <li>• The dinner train is temporarily parked ½ mile north of the rail yard in Battle Ground until such time that a more permanent home can be found (by June 2008).</li> <li>• Dan Weaver was happy with Eric's positive report. Eric stated that his goal in 2008 is to write a check to Clark County as we crest the 1,000 car mark.</li> </ul>	
<b>BYCX Activities</b>	<b>Fred Abraham</b>
<ul style="list-style-type: none"> <li>• This is a quiet time of year, focusing on maintenance and upkeep. The snow caused problems with vehicles in North County along the railroad and they're checking the tracks for damage this week.</li> </ul>	
<b>Status of County Activities</b>	<b>Fred Abraham</b>
<ul style="list-style-type: none"> <li>• Fred and Mary Beth met with Lynnette Gregory and Carolyn Simmons of WSDOT in Fred's office last week. Lynnette reported that WSDOT met eight out of ten revisions on the contract that the County requested, but would not agree to the other two. WSDOT typically retains any salvage materials according to their standard contract, but will work with the County on this as the situation arises. Also, pertaining to the "force majeur" clause, WSDOT will address the issue if any unforeseen circumstances should arise during construction and are willing to extend the terms of the contract if necessary through proper documentation. Hopefully the contract will be signed by January 22 and we can take contractor bids in the spring and have something underway by April 1<sup>st</sup>.</li> <li>• Bridge 6: The worst of the damaged ties was replaced to get through the winter months so we are out of danger for now. The work has been deferred until spring due to weather conditions.</li> <li>• Bloomquist property: DOE met the owner on site. There is a lot of debris, etc. buried on the property. DOE gave Bloomquist authorization to proceed with clean-up himself, and he has hired an environmental firm to do the work. The owner is committed to correct the situation. Dave Gray is checking on the site weekly.</li> <li>• Beebe property: A test sample of material was taken from the property to a test lab for evaluation. The County will help with costs.</li> <li>• Caples Road: A joint in the middle of the road is coming loose and sticking up at least 4" on the west side, causing a hazard for passing vehicles. Carl Oman is getting bids on upgrading the crossing. Being a highway repair, the funds for repair should come out of the road budget, as the railroad does not have money for this.</li> <li>• Pierson Property: The owner dug a ditch for drainage on his property that feeds into the railroad right of way ditch. The County PA Lori Volkman sent a certified letter to the Pierson's warning them that they must remove this ditch as it is not legal to drain storm water into the railroad right of way as it jeopardizes the subgrade of the tracks. The owner is willing to put the property back to its original condition and comply with the County's request. Dave Gray will monitor this situation for a few weeks.</li> <li>• Copies of sample letters to state legislators were distributed. Draft letters by David Cusak to local jurisdictions and Port of Vancouver were distributed. January 24 has been set as "Rail Day" in Olympia to meet with legislators and ask for their support in appropriating funds for railroad improvements. Pat Boss and Sharon Wylie have been working to set things up for the day's events. Fred will present to the group of legislators as well. Plans are to leave Vancouver by 7:00am to get to Olympia by 9:00am. Fred would like as many of the board members as possible to be present for the day. Bill Ganley stated that the more people present, the better. Local presence is key to success and has more of an impact. Bring a</li> </ul>	

<b>Agenda Item</b>	<b>Facilitator</b>
<p>guest who might have influence in the community. Bart Phillips commented that the legislators focus now is on how NOT to spend money, as they don't have any.</p> <ul style="list-style-type: none"> <li>• Port of Vancouver meeting: Fred attended a Tri-Port meeting last week as invited guest. The meeting topic covered available lands in the county and economic development. The Ports are taking an aggressive posture and want property in mid-County. The Lagler property is desirable, clean, with only a few wetlands, and is designated for rail development. Larry Paulson and the BOCC have discussed a plan. The Port of Vancouver has a different charter than the County. They're interested in industrial development. Currently there is no infrastructure plan in place and it won't be developed until someone comes up with such a plan. This will take more than one party.</li> <li>• The County will continue to keep "face time" in Washington D.C. There's not much money available but we will keep a presence there.</li> <li>• A draft "Amendment to Lease Agreement" from Eric Temple to the County was distributed. Eric is seeking an addendum to his contract to add a 7 acre parcel for development of the dinner train station/parking and a possible hospitality/retail center. Code language (light industrial) for the area in question does not allow for hospitality or retail development. Fred has put together a staff report to the BOCC regarding this proposal. The question of the County "gifting" property to a private business was raised. The PA's office would take objection to that. Any comments can be directed via email to Fred Abraham. Dan Weaver commented that Eric Temple has improved the railroad from what it was when he took over. Bill Ganley stated that sales tax revenue from the dinner train could be a revenue source for the County, and could be a win/win for both parties. Some type of return needs to come to the County from the Operator. Bill asked for input from the group, to do research (i.e. City of Renton paid for the dinner train) and give feedback to Dan Weaver on their findings about this. Dan will pass on information to Fred. Perhaps the County could lease or sell the additional 7 acres to Eric Temple.</li> </ul>	
<b>Subcommittee Reports</b>	
<ul style="list-style-type: none"> <li>• Right-of-Way: Lloyd Lycan needs a volunteer to assist him in walking the line. Suggested he contact Will Pickering and Dave Gray to help out. Dick Clairmont offered to help Lloyd with this issue in Jack Melton's absence.</li> <li>• Community Outreach: John Allen has talked to a few people about the website and they like what they see. He is proposing to meet with NACCC groups to tell the story of the railroad and promote community awareness and continued development.</li> <li>• Dan Weaver will go ahead with letters to the BOCC regarding the Operator and Railroad Coordinator</li> </ul>	
<b>Unfinished Business</b>	<b>Dan Weaver</b>
<b>Good of the Order</b>	<b>ALL</b>
<ul style="list-style-type: none"> <li>• Cards for Jack Melton and Tom Smith were passed around for signatures. A suggestion of creating a slush fund (\$5.00 a piece) to cover expenses such as greeting cards, refreshments, etc. was discussed. Mary Beth was asked to send a reminder notice to the board via email that a collection would be taken at the next meeting for this fund.</li> <li>• An update on Jack Melton – he is at home now, paralyzed on his right side, but recovering well.</li> </ul>	
<b>Round Table</b>	<b>ALL</b>
<ul style="list-style-type: none"> <li>• Michael Matthiesen, guest at today's meeting, stated he is glad Eric Temple has taken over the operation of the railroad. There may be many new people in the county who don't understand the railroad. What do you explain to people about how or why it is vital to the County? Dan Weaver stated a community outreach committee is important now to educate people on why the railroad is an important part of the economic development of the County. Attending neighborhood meetings is an important part of this outreach. People need to start thinking about the future, with gas prices on the rise, etc. There may not be any money now, but there will be in the future. Currently, the general public is uninformed about the railroad and has little concept of how it's doing. Press can help with this and WSDOT plans to do a news release when the grant project gets started.</li> </ul>	

<i><b>Agenda Item</b></i>	<i><b>Facilitator</b></i>
<b>ADJOURNMENT</b>	

**Meeting Adjourned at 5:32 PM.**