



proud past, promising future

RAILROAD ADVISORY BOARD

MEETING MINUTES

MONDAY, MAY 08, 2017

4:00 PM -5:30 PM

**1300 FRANKLIN STREET PUBLIC SERVICE CENTER
6TH FLOOR - BOCC CONFERENCE ROOM**

Members Present:	Dan Weaver, John Shaffer, Lloyd Lycan, Dave Nelson, Dick Clairmont, Eric Fuller, Jeff Swanson, Neil Chambers, Jack Melton, John Hansen, Jim Pearson
Excused Members:	
Absent Members:	Patrick Sweeney, Elizabeth Scott, Richard Green, Kent Cash
Ex-Officio:	Eric Temple
Public:	Doug Auburg (BYCX), Randy Williams (BYCX), Amber Carter (by phone), Wayne Harner (POV); Liz Pike
Staff:	Jerry Barnett, Cherie Burmaster
Agenda Item	Facilitator
Meeting called to order @ 4:03pm	Dan Weaver
Roll Call	Dan Weaver
Approval of Previous Meeting Minutes	Dan Weaver
<ul style="list-style-type: none"> • Move to amend April Minutes (Jeff Swanson), seconded (Lloyd Lycan) <ul style="list-style-type: none"> -Under "County Activities", Point No. 8- "upcoming" should read 'upzoning' -There are names in the wrong classification titles that need addressed/corrected (i.e., non-members names listed as present members) • Moved for approval as amended (Jeff Swanson), seconded (Lloyd Lycan), unanimously approved as corrected. 	
Communications/Announcements/Citizen Input	Dan Weaver
<ul style="list-style-type: none"> • Dan Weaver asked meeting attendees to speak up, to enunciate, and to not use acronyms so that person taking Minutes can hear and can understand what is being said. Also, there is the addition of name tags/name tents 	
PVJR Activities	Eric Temple
<ul style="list-style-type: none"> • Amber Carter gave several legislative updates: <ul style="list-style-type: none"> ~SHB 1136 was signed into law 5/8/17 (this bill allows Eric's group to move mineral oil/transformer oil for Bonneville Power Admin. that is moved once a year) ~Bill 1504 was delivered to the governor's desk 4/23/17-he has 20 days to sign bill (not including Sundays) from date of delivery. May 16th is the deadline to get signed. If he doesn't sign the bill by that date, then it becomes law by default ~Futurewise has asked for a veto of 1504 and the growth management changes that legislature issued this year ~ Update on ESB 5096-This is the transportation operating budget approved in the FRAP application ~Rep. Matt Manweller has asked for our input and we've provided suggestions what to look at for next year (i.e., interest in steel replacement program) ~Other local state models range from tax programs to government financed 	

programs

~Amber met with the Governor's Office earlier in the afternoon on 5/8/17--no new updates, but a lot of people are asking for the passage of the bills

~Amber said she'd provide a brief update on her topics to Jerry Barnett

~We lost the industrial land based appeal

~Jeff Swanson stated there's a lot of activity surrounding consolidating appeals on the Comp. Plan (there was an appeal filed in Thurston County Superior Court); appeals will be consolidated and then there'll be a hearing to decide the venue. The land bank was included in the mass appeal

~Amber stated she has a nine-point summary of the Growth Management Decision which she will forward to Jerry Barnett

- Eric Temple mentioned he received the initial offer on the property on 78th St. The bidder accepted the counter price-as part of the counteroffer, they would build extra track but Eric's dept. would give a rebate on every car moved until it's paid off (will have to wait for decision)
- Jeff Swanson asked about the access issues on 47th Ave.: As Mark McCauley stated previously, they can go through Public Work's parking lot and use the traffic light, but contractor wants to add an additional directional light at the property facing North. Trains would have to be tied into the proposed light
- Jim Pearson asked about increase in car moves for the quarter-Eric says increase is due to steady amount of work, the addition of a new customer, the addition of bentonite clay pick-ups, a slag move, Lindy is up and Omega picked up a contract.
- Jeff Swanson asked about the warehouse on 72nd Ave.-Eric said they're all occupied and rail doors have been installed on the back of the building, but no track has been put in
- An oversize transformer move (destined for Grand Coulee), over 400,000 lbs., took place
- City of Battle Ground would like to build a tram, but the plans or designs don't work with the railroad-Jerry Barnett said there will be a meeting with Battle Ground on Mon., May 15th with the City Engineer, the Public Works Director, City Manager, designers, Jerry and Will.
- Anderson Plastics: Eric said he'd talked with Jack of Anderson Plastics and told him they'd find out a way to accommodate him if he bought the land; Jack needs access to the land across the rail line.

BYCX Activities

Randy Williams

- Started running this past weekend. Tickets were sold to bring in revenue
- Track has been released after tunnel scaling. BYCX wants to do some maintenance on the track. DNR crews are there getting rid of trees. There's a stump by Milepost 20 getting in the way that they will try to address 5/9/17
- Car maintenance done for the season
- Coach had water damage-volunteers addressed one whole side (i.e., scraping), and foam insulated it
- Doug Auburg addressed building issues: he's close to giving planning documents to the town. He has his first reimbursement claim to the State and will proceed when processing plan is clear. Almost done with engineering, and soon as that's done, they'll go out for bids and go to the town and apply for the Yacolt building permits. One of Doug's concerns is that he's working with two grants; can he merge the two grants into one plan, or must he manage the grants separately?

County Activities	Jerry Barnett
<ul style="list-style-type: none"> • Tunnel Scaling: done • Bridge 12: HDR submitted a draft (type, size and location report) and will be reviewed <ul style="list-style-type: none"> ~Had a meeting with reps. from Cedars Golf Course: they appear to be on board; they'll work with the county on construction. ~Will need to minimize disruption to course and rail line per TS&L. ~On schedule for 60% design and permit ready materials for June 30th • Chelatchie Trail Project: Jeff Swanson stated Will wants the alignment right up against the ROW line, but there are properties that drain into the ROW right now and have for some time. If trail goes up against the ROW line, then the properties will be affected. <ul style="list-style-type: none"> ~The proposal is to have an eight-foot setback, or swales, from ROW line and have structures to take away drainage into a pipe that's going in ~There's a ditch south of Main St. in Battle Ground that has turned into a wetland due to lack of maintenance and no funding to deal with the issue-this could happen to the trail and is a concern ~There's concern that a major user (heavy industrial or mining) could have a major traffic impact, so if there's uni-trains, they'll need to go through Battle Ground at 25MPH-in order to do that they'll have to move the main line and moving the trail ~Dave Nelson asked if the trail ends at an easement where we could control usage and Jeff Swanson stated that it falls under Clark County Parks liability ~Dave Nelson asked if an easement can be constructed for protection and Jeff Swanson stated he doesn't think the easement is the issue. Probably need to look at the terms and conditions of the federal grant money- the county owns the trail, but the federal terms may be restrictive ~John Hansen brought up issue of people walking on the track which could be a liability to the railroad, but it's not really a liability, as people are technically trespassing ~Doug Auburg brought up the point of public opinion and Kyocera (about loss of use of land) ~Doug Auburg asked if the trail could be porous enough to be a water receptor. Swanson brought up issues of pervious asphalt and the design underneath-it's a huge expense; operations and maintenance becomes an issue due to runoff and possible fines ~Jerry mentioned the other issue of the big pipe which has to have a constant, downward slope in conjunction with adjacent properties that have different slopes ~As far as drainage burden being put on properties, drainage has been an issue for some time and the property owners have an implied right to drain into the railroad ROW • Emergency Notification System: Will be complete by end of 2017 • Website-Roster: Updated Roster was sent out with the May Agenda <ul style="list-style-type: none"> ~Look at the Roster and the website; if there are any corrections notify Jerry Barnett • FRAP Grant Scope: Rail changed to 115 lb. rail as far as possible in first 3 miles of rail <ul style="list-style-type: none"> ~Jeff Swanson addressed the amount of funds in the FRAP grant for next year • The plans for the rail that is being replaced: if it's useable, it may be stockpiled, or it could be scrapped and the proceeds could be remitted to reimburse funds 	
Port of Vancouver	Kent Cash
<ul style="list-style-type: none"> • None 	
Subcommittee Reports	Dan Weaver
<ul style="list-style-type: none"> • Dan Weaver asked Jim Pearson and John Hansen to read and review/critique the 	

website and make any suggestions for improvement (for website) to Jerry Barnett	
Unfinished Business	Dan Weaver
<ul style="list-style-type: none"> • None 	
New Business	Dan Weaver
<ul style="list-style-type: none"> • Liz Pike thought the asking price of \$2.5 million for the bridge at Milepost 12 is too much if going through the capital budget side; county may not have funds to commit to helping invest, but Jerry can have a conversation to see. <ul style="list-style-type: none"> ~Railroad is funded out of the General Fund ~Group discussed other possible partners and interests (i.e., CREDC) • Liz brought up her upcoming meeting on May 20, 2017 presented by Brad Perkins who's a principal figure behind Cascadia High Speed Rail <ul style="list-style-type: none"> ~Possible deal for a high speed train from Eugene, OR to British Columbia, but he's starting with one piece of the project (double-decker rail bridge across the Columbia River) ~Will have 2 sets of tracks on the bottom (one track will be for the high speed train and the other for his Cascadia Commuter Line) ~Top deck of bridge would be for cars and busses ~Will travel from Portland to Vancouver with an elevated platform in Vancouver ~Claims to be able to move 16,000 people in an hour from Vanc. to PDX on Cascadia Commuter Line and in 6 minutes on the high speed line ~There are investors 	
Good of the Order	ALL
<ul style="list-style-type: none"> • None 	
Round Table	ALL
<ul style="list-style-type: none"> • None 	
ADJOURNMENT @ 5:28 pm	