



**C-TRAN BOARD OF DIRECTORS  
SPECIAL MEETING MINUTES**

**September 26, 2013**

The C-TRAN Board of Directors Special Meeting was held Thursday, September 26, 2013 at the Vancouver Community Library, Columbia Room, 901 C. Street, Vancouver WA.

**CALL TO ORDER**

Chair Bill Ganley called the meeting to order at 7:00 p.m.

**PLEDGE OF ALLEGIANCE**

Chair Ganley led the Pledge of Allegiance.

**ROLL CALL OF MEMBERS**

PRESENT: Connie Jo Freeman, Bill Ganley, Bart Hansen, Ron Onslow (Alternative for Jim Irish), Roy Jennings (arrived at 7:32 p.m.), Tim Leavitt, David Madore, Tom Mielke, Larry Smith, Steve Stuart

ABSENT: None

**STAFF PRESENT**

Executive Director/CEO Jeff Hamm, Legal Counsel Tom Wolfendale, Director of Operations Lynn Halsey, Interim Director of Development & Public Affairs Jim Quintana, Interim Director of Administrative Services Julie DeBoever, Director of Maintenance Celia Sherbeck, Operations Chief Debra Wright, Senior Manager of Information Technology Bob McMahan, Passenger Service Manager Walt Gordon, Community Involvement Coordinator Katy Belokonny, and Executive Assistant/Clerk of the Board Debbie Jermann.

**CITIZEN COMMUNICATION TO THE BOARD**

EDWARD L. BARNES, 4009 NE 50<sup>th</sup> Ave., Vancouver, WA said at the September 10, 2013 Board Meeting, staff was given direction to put together a plan on how to fund Operations and Maintenance for the Columbia River Crossing (CRC) light rail. Mr. Barnes urged the Board to ensure the information presented by C-TRAN staff is given the same consideration as they give to information prepared by staff at their respective entities, and provide staff the opportunity to answer questions. Mr. Barnes said the public needs to understand the consequences on economic development of the CRC project not moving forward. Mr. Barnes commended C-TRAN staff on the information provided and urged the Board to support.

KELLY PARKER, 1101 Broadway #100, Vancouver, WA said as a representative of the Greater Vancouver Chamber of Commerce, she has been directed by the Chamber board to state that the Chamber supports the proposal before the Board as it does not require additional sales tax revenue to fund the operations and maintenance for light rail. The Chamber reaffirms the need for an I-5 Bridge, sooner rather than later.

Ms. Parker said speaking as a private citizen, and a 22-year resident of Clark County, she has raised her children and worked in the local community and believes the CRC project, due to the light rail component, has exposed deep seeded fears in the community of being taken over by Portland. Ms. Parker stated the community cannot go backwards economically. The economy is improving and the recession has ended, yet Clark County is still realizing higher unemployment than the rest of the state. Ms. Parker said she believes the rest of the State of Washington is being successful due to their investment in infrastructure. Ms. Parker urged the Board to act like partners with Portland rather than enemies.

Board Member David Madore asked Ms. Parker if she has polled all of the members of the Greater Vancouver Chamber of Commerce regarding support for the CRC project.

Ms. Parker said when polled, 1/3 of the members said they did not support any new taxes, 1/3 supported the project but did not support a new tax, and 1/3 supported the project.

DON RUSSO, 1101 Broadway #100, Vancouver, WA said he is a Board Member of the Greater Vancouver Chamber, however, is speaking this evening as a citizen and Downtown Vancouver business man. Mr. Russo stated that the CRC project is critical, as multi-modal modes of transportation promote growth. Mr. Russo said light rail is an investment for their grandchildren and great grandchildren. Mr. Russo questioned if the community continues to be stifled, how can we expect business to grow. Mr. Russo urged the C-TRAN Board to support the proposal, and asked that local and state legislators do everything possible to consider and adopt a transportation budget for the State of Washington.

FRANK DECKER, 208 SE 169<sup>th</sup> Ave., Vancouver WA said he understands the affects of bullying and shared the definition of bullying with the Board. Mr. Decker said he feels what is being proposed passes the bullying test and by voting to bypass the will of the majority and C-TRAN Board Policy, the Board would demonstrate imbalance over the voters and those who vote to support the proposal are nothing more than schoolyard bullies. Mr. Decker said as a voter, he has had enough of the nonsense and asked Board Members to remember who they work for when they vote on the proposal. Mr. Decker said the Board Members only job is to do the will of the majority rather than the will of Portland, TriMet, or special interests invested in the project. Mr. Decker stated the adopted C-TRAN Board Policy states no C-TRAN funds can be spent on the project without a vote, and the voters have already said no. Mr. Decker encouraged the Board to do the right thing and be a representative of the people.

CAROLYN CRAIN, Vancouver, WA stated she appreciated the opportunity for public comment. Ms. Crain noted there is a \$400,000 gap in funding, and that service will be cut on four bus lines. Ms. Crain also noted that the proposal states C-TRAN will pay 63.2 percent of the costs, while TriMet will pay 36.8 percent of the costs, and questioned the funding split given the proposed boundary.

Ms. Crain stated she spoke to people who ride the #4 route from Smith Tower, and they were upset when she told them that their service would be cut if light rail comes into Clark County as proposed. Ms. Crain reminded the Board that when the Locally Preferred Alternative (LPA) was chosen in 2008, all Board Members, including Board Member Tim Leavitt, were aware any means chosen to fund would have to go the voters for approval.

LEE JENSEN, 605 SW Eaton Blvd., Battle Ground, WA thanked the Board Members who voted to give C-TRAN staff the authority to consult with TriMet on terms for a possible agreement. Mr. Jensen said he supports light rail, given the majority of funding for the project will come from Federal grants, which in turn returns some of the federal tax dollars to the community. Mr. Jensen said he feels there is a C-TRAN Board Member that would not support the project even if it were built using no local funds, and questioned Board Member Madore's intentions to help the community and the economy with his actions.

PAULINE WARREN, 6800 NE 58<sup>th</sup> St., Vancouver, WA read portions of a letter from Representative Jaime Herrera Beutler into the record (attached to these minutes as Exhibit A).

KEVIN VanGELDER, 22308 NE 68<sup>th</sup> St., Vancouver, WA said he concurs with statements made by Frank Decker, and added that he feels the CRC project is ridiculous and it is obvious the citizens do not want to fund the project. Mr. VanGelder said the TriMet system is subsidized by tax dollars, and the Washington Legislature voted to not fund completely fund the CRC project because light rail was included. Mr. VanGelder said he believes the voters may listen if a bridge proposal is presented that does not include light rail.

SCOTT HORENSTEIN, 4804 Dubois Dr., Vancouver, WA urged the Board to focus on safety, stating that the current I-5 Bridge is not safe. The current bridge is deficient and the only option is to replace the current bridge. Mr. Horenstein urged the Board to support the proposal.

*Roy Jennings arrived at 7:32 p.m.*

PATRICK WELSH, 8701 E. Mill Plain, #64, Vancouver, WA said he is a resident of East Clark County and is opposed to the CRC project. The voters overwhelming said no numerous times, and many small businesses that make deliveries are opposed to the project due to the increase in cost of tolls.

BRIAN AKERSON, 835 NW 21<sup>st</sup> Ave., Vancouver, WA said he is a retired navy commander, and worked as an operations manager for a Portland company. Mr. Akerson stated C-TRAN ridership has been stagnant for the past 10 years and this needs to be considered. Mr. Akerson said he is concerned that there are no provisions for cost overruns in the financial plan.

JIM KARLOCK, Portland, OR said including light rail in the bridge replacement is what inflates costs. Mr. Karlock shared audio clips of Board Member Leavitt speaking about tolls.

LISA ROSS, 324 NW 87<sup>th</sup> St., Vancouver, WA stated she has lived in Hazel Dell for 10 years, and said people are ready to get to work on a replacement bridge, but including light rail is not the answer. Ms. Ross said she does not support replacing C-TRAN Express Bus service with light rail.

BILL TURLEY, Vancouver, WA stated Washington State Legislative Economists have found flaws in the financial plan for the CRC project. Mr. Turley added that he has been told there is not a critical timing issue, and urged the Board to take the proposal back to their respective jurisdictions to find if there is support before voting. Mr. Turley said the FTA New Starts application could be submitted at anytime, as pointed out by Congresswoman Herrera Beutler. Mr. Turley said a delay in action would allow time to identify the third party contributor who will fund the \$400,000 gap in funding.

RICK CRAIN, 5917 NE 47<sup>th</sup> St., Vancouver, WA questioned the Board Members continued support of the project. Mr. Crain said he commutes to Portland every day and does not feel light rail is the solution, but rather another bridge needs to be built. Mr. Crain said approval of the proposal would put a burden on his budget, affecting how much money he is able to spend in the community. Mr. Crain urged the Board to vote no on any support for the CRC project.

JUDY TIFFANY, Vancouver, WA said she supports the CRC project, and added that residents of the Fourth Plain corridor rely heavily on public transportation.

STATE REPRESENTATIVE LIZ PIKE, 26300 NE 3<sup>rd</sup> St., Camas, WA urged the C-TRAN Board to vote on the proposal. Representative Pike stated she represents approximately 137,000 people, and she is speaking for those who live outside the boundary and have no service, but still pay taxes. Representative Pike urged the Board to defer a decision until after the November 5, 2013 election. Representative Pike said she is concerned with the financial condition of TriMet, including the substantial unfunded pension liability, and that TriMet will have to make substantial cuts to service if their financial issues are not resolved. Representative Pike urged the Board to allow the people who will have to pay for the project have a voice.

CAROL ANDERSON said she supports the CRC project and supports a third bridge. Ms. Anderson said light rail gets you where you want to go on time and is efficient. Ms. Anderson said as her vision continues to fail, she will become more dependent on public transportation, and there are destinations that a bus cannot get her to on time. Ms. Anderson urged everyone to try riding light rail and urged the Board to favorably consider the proposal.

HARRY ANDERSON, 1719 NW Trillium Lane, Vancouver, WA said as he drove from Portland to Vancouver this evening, the traffic was gridlocked and moving approximately 3 mph. More people need to be convinced to get out of their cars and use public transportation or there will be complete gridlock on the freeways. Mr. Anderson said the Board needs to seriously consider how to move people and he feels light rail is one of the best options.

JOHN BURKE, 15620 NE 15<sup>th</sup> St., Vancouver, WA submitted written comments and read those comments into the record (attached to these minutes as Exhibit B). Mr. Burke urged the Board to say no to the funding proposal.

GINGER METCALF, 400 W. 8<sup>th</sup> St., #402, Vancouver, WA said she is a 23 year resident of Vancouver. Ms. Metcalf said the Board approved the LPA in 2008 and said if the Board is a Board of their word, they will continue to demonstrate their support the current CRC project. Ms. Metcalf shared a quote from Senator Cleveland, "I believe history will judge us as leaders by how well we prepare for the future and that of future generations." Ms. Metcalf stated the future must be considered for our children and grandchildren and urged the Board to exhibit leadership qualities.

SENATOR JIM MOELLER, 4600 NW Harney St., Vancouver, WA stated he represents Senate District 49, which is the only district where the bridge is located. Senator Moeller urged the Board to approve the funding proposal and enter into the partnership with TriMet. Senator Moeller thanked the Board for their service and for listening to the testimony of the citizens.

DICK SOHN, 4610 Oregon Dr., Vancouver, WA read verbatim a post from Board Member David Madore's Facebook page as follows: *"Oh my gosh! I just read through C-Tran's CRC plan of pure insanity! No kidding! I laughed out loud as I read through the unbelievable complexity of the multi-billion dollar CRC TriMet Bi-State ODOT WSDOT, City of Vancouver, FTA preliminary draft of C-Tran's proposed Light Rail agreements for operations and maintenance and monstrous bureaucracy to manage the shared comprehensive budgets, multi-agency finances, shared fares and farebox systems, fare vending machines, shared casualty and liability insurance, training, testing, train fleet management, mutually controlled multiple transit district governing boards subject to the laws of two different states, bi-state labor negotiations, Oregon controlled tolls, lubrication and adjusting heated track switches, maintenance of track bed, track drains, structures, electrolytic corrosion mitigation measures, light rail communications systems, train-wayside communications systems, radio systems, dispatch equipment and facilities, vehicle locator systems, light rail signals systems, central operation control centers, data acquisition systems, electrification systems, automatic block systems, street-crossing warning devices, logic control systems, on-board traffic signal preemption systems, emergency warning systems, video surveillance systems, fire protection systems, security operations at stations and park-and-rides, fare inspectors, transfer of assets, TriMet authority of negotiations and purchases of Washington properties using C-Tran eminent domain, parking access management and enforcement, rail grinding, track lining maintenance, surfacing, worn rail replacement, grade crossing reconstruction replacement, damaged track replacement, bridge maintenance costs, temporary bus bridge service backup for power outages, weather impairments, accidents, incident response systems, all without any sufficient means identified to fund it if we could ever build it within the 11 allotted years of construction, and much much more. Or we can just take the bus. It's faster, simpler, lower cost, more reliable, more flexible, already operating and paid for. This is our agenda for Thursday's special C-Tran meeting. Is this an IQ test?"*

DENNIS HENRY, 5209 NE 34<sup>th</sup> St., Vancouver, WA said he has lived along Fourth Plain and also lived in the Orchards area and has witnessed the growth of Clark County and the City of Vancouver. Mr. Henry said it seems to him that each year, bus service is cut and the bus stops grow farther apart. The current CRC plan proposed additional cuts to bus service, making the service further inaccessible to those who use the service. Mr. Henry said the previous CRC plan was based on flawed data and he cannot trust the current dollar figures in the current proposal. Mr. Henry urged the Board to vote against the proposal.

PAUL MONTAGUE, Vancouver, WA stated he is the President of Identity Clark County, and urged the Board to approve the proposal, and make light rail service in Clark County a reality. Mr. Montague said this project has been in process for over 14 years, thousands of citizens have weighed in, and the project would create thousands of jobs. Recently, the economic benefits of the project have been shared, including an estimated 44 percent increase in value of those properties along the light rail line. Mr. Montague said light rail transit lines attract investment, which is vital to growth in the City of Vancouver and Clark County. Mr. Montague urged the Board to move forward and support light rail in Vancouver.

JODI PARKER said she represents the Columbia Pacific Building Trades and unions who train people to build these types of projects. Ms. Parker urged the Board to support the proposal, quoting Frederick Douglas who said, "If there is no struggle, there is no progress." Ms. Parker said she hopes to see the project built for her children and grandchildren. Mr. Parker thanked the Board for their service.

MARGARET TWEET, Camas, WA submitted information regarding ridership (attached to these minutes as Exhibit C) and reiterated some of the information in the exhibit.

SHARON NASSET, 1113 N. Baldwin St., Portland, OR thanked C-TRAN for conducting the meeting to allow testimony. Ms. Nasset said the financial proposal has many flaws, and urged the Board to take the proposal back to their respective jurisdictions for consideration. There is not a timeline issue and urged the Board to delay a vote. Ms. Nasset also asked the Board to reaffirm to the community that no matter how light rail or and high capacity transit proposal is funded or will affect the community, that the community is allowed to vote.

SENATOR DON BENTON, PO Box 5076, Vancouver, WA said both the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) show the I-5 Bridge on their seismic plans, and neither agency was able to show where any seismic damage exists on the current bridge. Senator Benton said he does not believe the project will create jobs, but rather result in loss of jobs in Downtown Vancouver during construction. Senator Benton said if C-TRAN enters into an agreement with TriMet, the agency is going into business with an agency that is close to bankruptcy. Senator Benton said families cannot afford to pay the tolls and urged the Board to vote no on the proposal.

JOSEPH WAGNER, 11900 NE 18<sup>th</sup> St., Apt. 561, Vancouver, WA said he does not feel Oregon should be able to tell Washington how to build roads and bridges. Mr. Wagner added that applause is Freedom of Expression.

SHANNON WALKER stated she is the President of the Labor Council in SW Washington and said labor supports the CRC Bridge Project as follows: 1) will generate jobs; 2) improves transportation, which helps obtain and retain jobs in Northern Washington (i.e. Boeing). Ms. Walker said she would like to see some of the transportation improvement funds being spent in Clark County as opposed to King County. Ms. Walker said the State of Oregon funded the I-205 Bridge, and urged the Board to act now or lose the funding that is available for this project.

**Written Comments:**

RED WARREN, 6800 NE 568<sup>th</sup> St., Vancouver, WA “I strongly oppose light rail in Vancouver. I would hope that any funding agenda would not go through until after a vote by the citizens has been conducted.”

PETER VAN NOAWID, 11400 NE 43<sup>rd</sup> Ave., Vancouver, WA “The CRC will impact in a negative way the property values in the outlying areas. At this time, the CRC has not done a study on the impact of property values. My wife commutes to Hillsboro and is the GM of the Marriott close to the max line. Daily people ask her about taking light rail to the airport. When she tells them the time it takes, they always request a town car or cab. Max is too slow and not the best system for Clark County.”

- Josh Soske, E-Mail Dated 9/26/13 - Exhibit D
- John Ley, E-Mail Dated 9/26/13 - Exhibit E
- Ms. Cannon, Via C-TRAN’s Customer Comment Module Dated 9/25/13 - Exhibit F
- Michele Wollert, E-Mail Dated 9/25/13 - Exhibit G
- Tiffany Couch, E-Mail Dated 9/26/13 - Exhibit H
- Lew Waters, E-Mail Dated 9/25/13 - Exhibit I

**ACTION ITEMS**

**DAVID MADORE MOTIONED, TOM MIELKE SECONDED, AND MOTION FAILED BY THE BLOCK VETO BEING USED BY THE CITY OF VANCOUVER REPRESENTATIVES, TO MOVE CONSIDERATION THE SECOND ACTION ITEM FIRST (*BOARD RESOLUTION BR-13-015, PRESENTED BY BOARD MEMBER DAVID MADORE; A RESOLUTION TO UPHOLD FOUNDATIONAL C-TRAN ADOPTED POLICIES*)**

- |                                |                           |
|--------------------------------|---------------------------|
| <b>CONNIE JO FREEMAN – YES</b> | <b>BILL GANLEY - YES</b>  |
| <b>BART HANSEN - NO</b>        | <b>RON ONSLOW - NO</b>    |
| <b>TIM LEAVITT - NO</b>        | <b>DAVID MADORE - YES</b> |
| <b>TOM MIELKE -YES</b>         | <b>LARRY SMITH - NO</b>   |
| <b>STEVE STUART - YES</b>      |                           |

**POTENTIAL AGREEMENTS AND FINANCE PLAN FOR THE BI-STATE PHASED CONSTRUCTION OF THE COLUMBIA RIVER CROSSING PROJECT, STAFF REPORT #13-045**

Executive Director/CEO Jeff Hamm, Legal Counsel Tom Wolfendale, and Steve Siegel of Siegel Consulting provided the staff report as outlined in the PowerPoint presentation, attached to these minutes as Exhibit J.

At the May 23, 2013 C-TRAN Board meeting, for the purposes of discussion, the Board directed staff to begin drafting terms for a contract with TriMet for maintenance and operation of the light rail transit (LRT) component in Vancouver of the Washington State Department of Transportation (WSDOT) led Columbia River Crossing Project (CRC). The Board also directed staff to draft a finance plan to fund the cost of operating the LRT in Vancouver without raising taxes. On July 2, 2013, WSDOT issued to C-TRAN a stop work order on the CRC project because of loss of funding

for the project from the Washington State Legislature. Over the course of the summer, the State of Oregon began exploring an option to assume the lead for the project and for TriMet to become the Federal Transit Administration (FTA) grantee in place of WSDOT.

At the September 10, 2013 C-TRAN Board meeting, the Board authorized the expenditure of resources for staff to expeditiously evaluate and prepare Bi-State CRC related agreements, terms and finance plan, and to present the same as soon as possible to the Board.

Staff has prepared a list of key agreements and approvals necessary to be executed in order for FTA to consider granting the Phased Bi-State CRC a full funding grant agreement (FFGA) for the capital cost of the light rail component of the project and a portion of the bridge crossing structure.

Staff has also prepared a draft term sheet between C-TRAN and TriMet for project development and operation and maintenance of the LRT extension between Expo Center and the Clark Park & Ride. In summary form, the term sheet establishes the following:

**Section 2** – Cooperative setting of service levels, operations, and maintenance policies.

**Section 3** – Mutual setting of transit fares and allocation formula for associated revenues.

**Section 4** – C-TRAN and TriMet Board processes for setting service levels and budgeting for costs of operation and maintenance.

**Section 5** – Quarterly payment schedule for payment of estimated costs.

**Section 6** – Annual reconciliation of estimated payments to audited costs.

**Section 7** – Designation of operation and maintenance functions and costs to be the sole responsibility of each transit district e.g. routine maintenance of trackway, park and ride lots, light rail stations located respectively within each district, marketing/public information/outreach, and utility costs.

**Section 8** – Description of mutual operations and maintenance costs to be shared including light rail vehicle, track and system maintenance, labor of operators, supervisors, fare inspectors and on train security and capital maintenance. General and administrative overhead is not included as a mutual cost. Each transit district will be responsible for those costs. Note in Section 8.1.6 that the parties acknowledge that TriMet’s unfunded pension legacy costs and unfunded medical benefits costs will be excluded from any calculation of mutual O & M costs as they relate to the C-TRAN share. Also, note that in Section 8.8.2 the apportionment of 63.2% of Mutual O & M costs to C-TRAN and 36.8% to TriMet represents the Oregon/Washington state line as the dividing point for calculations.



**Section 9** – Describes respective FTA reporting requirements and obligations.

**Section 10** – Addresses the crediting of federal State of Good Repair grant funds to the project (see Finance Plan).

**Section 11** – Describes the process and responsibilities for property acquisition.

**Section 12** – Provides for a dispute resolution process.

Staff also prepared a draft finance plan for C-TRAN's share of the maintenance and operation of the LRT. The costs, revenues, and service hours expressed are derived from most recent C-TRAN and TriMet figures, plans and modeling of costs and revenues. Page one utilizes the draft term sheet to calculate and allocate C-TRAN and TriMet district, shared costs, and then subtracts estimated farebox and federal State of Good Repair grant funding. The Funding for C-TRAN Share section proposes means to fund the required C-TRAN subsidy without raising taxes.

A third party contribution of \$400,000 is assumed throughout the operations term to reduce the funding obligation of C-TRAN. Also, note that beginning in year 2027 additional funding will be needed to fund the subsidy gap because the sales tax revenue windfall garnered from the construction of the project will have been exhausted.

The draft Finance Plan does not currently contain an assumption for revenue derived from charging for parking in the park and ride lots. Staff has prepared an outline of the considerations and types of analyses that would need to be undertaken to provide a reasonable dollar estimate and when it might be realizable.

Board Member Madore asked what is considered an asset.

Executive Director/CEO Hamm said assets include park & ride lots, track, stations, etc.)

Board Member Madore asked if the assets are paid for using federal funding or State of Oregon funding, they will be transferred to C-TRAN ownership.

Executive Director/CEO Hamm stated that is correct.

Board Member Madore asked if Oregon could legally transfer those assets.

Legal Counsel Wolfendale stated TriMet has indicated they do intend to transfer the assets and have the legal authority to do so.

Mr. Siegel said TriMet would be the full funding grantee, so they do have the authority to transfer assets.

Board Member Mielke asked what funds would pay for the light rail portion.

Executive Director/CEO Hamm said the finance plan has those specifics.

Board Member Madore asked how often the TriMet Yellow Line runs.

TriMet Director of Policy & Planning Alan Lehto said it varies between 10 and 17 minutes, as it runs more frequently during peak hours.

Board Member Madore asked what the frequency of the line running in Clark County would be.

Executive Director/CEO Hamm said that is a detail that would be worked out in the five-year plan and budget negotiations.

Board Member Madore asked if the adopted LPA included frequency.

Executive Director/CEO Hamm said no.

TriMet Policy & Planning Director Lehto stated he believes it is estimated for a 15-minute frequency, with a goal of service provided 7 days per week, with additional service during peak hours.

Board Member Madore asked for an estimate of what C-TRAN's share for security, fare enforcement, etc., would be.

Mr. Spiegel said the assumption is for fare inspectors and onboard security at the same level that TriMet uses on their system, and would estimate 2 full time officers (security between Expo System and end of line at Clark College).

Board Member Madore asked who makes condemnation decisions.

Executive Director/CEO Hamm said that would be a C-TRAN Board decision.

Board Member Madore asked what happens if the Board says no.

Executive Director/CEO said that would have to be dealt with as it occurs.

Chair Bill Ganley said the terms indicate that C-TRAN "shall" use eminent domain authority.

Legal Counsel Wolfendale stated if the C-TRAN Board refused to use their eminent domain authority, there is a potential for material breach of contract.

Board Member Madore said it would essentially give TriMet a blank check that C-TRAN would approve all eminent domain requests.

Executive Director/CEO Hamm advised that TriMet works very hard to not use eminent domain.

Board Member Madore questioned if the current C-TRAN Board has the authority to make decisions that bind future Boards.

Executive Director/CEO Hamm said yes.

Legal Counsel Wolfendale said if it was found that C-TRAN materially breached the contract, TriMet could attempt to recover damages.

Board Member Madore said the C-TRAN Board that will be seated in January 2014 should make this decision.

Board Member Madore said he thought that bus service could not be truncated to pay for light rail.

Executive Director/CEO Hamm stated that is correct, but duplicate service can be eliminated, which is what is proposed.

Board Member Madore said he thought that FTA required committed, dependable funding to be identified to apply for a grant. The financial plan speculates additional revenue.

Mr. Siegel stated the plan assumes seven to eight percent increase over a 10-year period due to increased ridership and additional service.

Board Member Madore asked for clarification of the sales tax receipt revenue after light rail begins operation, beginning in 2019 and continuing through 2027.

Executive Director/CEO Hamm said the project is scheduled to be constructed over a period of 8 years. While some aspects will begin operation, others will still be under construction. During construction, there will be surplus revenue that will be included in the sinking fund.

Board Member Connie Jo Freeman said in Representative Herrera Beutler's letter, she urges the Board to consider this "hole in the finance plan" when deciding if the plan provides the stable and dependable financing source required by federal officials.

Board Member Larry Smith asked if TriMet has a standardization of level of security on light rail.

Executive Director/CEO Hamm said TriMet has a policy; however, on the Washington side of the river, security is a cost born by C-TRAN, therefore, level of security could be set by C-TRAN.

Chair Ganley said there is a constitutional issue with the use of eminent domain, and given the "foggy" funding estimates, he feels the estimates may be rushed.

Board Member Tim Leavitt said the discussion on the project has been ongoing for a decade and in 2008, the C-TRAN Board approved the LPA. Board Member Leavitt said he appreciates the work of staff over the past two weeks to provide the Board with the information in front of the Oregon State Legislatures deadline. Board Member Leavitt stated there are many details that must be worked out with TriMet; however, C-TRAN Executive Director/CEO Hamm was given direction by the Board to perform the work on the proposal. Staff has responded to citizens' concerns (i.e. cap on expense, no debt obligation, involving the Downtown Vancouver residents and business in the development of the LPA and alignment). Eminent domain ensures that a fair market value is paid for property and is a regular occurrence in transit development. Board Member Leavitt stated when light rail is built in Vancouver, the Board will ensure the citizens feel safe riding the system and he expects the City of Vancouver Police will have an active role.

Board Member Leavitt asked staff if they have had any discussions with FTA regarding the finance proposal.

Executive Director/CEO Hamm said no, but that would be the next step.

**TIM LEAVITT MOTIONED AND BART HANSEN SECONDED TO AUTHORIZE THE EXECUTIVE DIRECTOR/CEO TO ENTER INTO AGREEMENTS WITH TRIMET FOR THE OPERATIONS & MAINTENANCE OF LIGHT RAIL AS OUTLINED IN C-TRAN STAFF REPORT #13-045, AND APPROVE C-TRAN BOARD RESOLUTION BR-13-014 (COMPLETE RESOLUTION ATTACHED AS EXHIBIT K) AS FOLLOWS:**

1. The C-TRAN 2030 Plan implementation strategy is hereby revised to include an alternative to fund the maintenance and operations of the light rail service extension from Expo Center to the Clark Park and Ride from among but not limited to the following sources: reinvestment of savings from truncating C-TRAN bus service between downtown Vancouver and Delta Park, lease revenue from commercial space leased in project park and ride lots, third party partnerships and other measures, all without seeking an increase in taxes; and
2. Consistent with materials provided at its special meeting of September 26, 2013, the C-TRAN Executive Director/CEO is authorized to negotiate and enter into an agreement on behalf of C-TRAN with TriMet to provide such light rail service upon condition that a bridge is constructed with light rail; and
3. The Executive Director/CEO is required to ensure the agreement contains the following terms, conditions and parameters:
  - a. No commitment of C-TRAN funds shall be made to the capital costs of the project;
  - b. Division of the operation and maintenance costs shall be calculated by dividing the length of the HCT corridor in Washington and the length of the HCT corridor in Oregon, as determined by the legally established state line in the Columbia River, by the total length of the HCT corridor from the Expo Center Station to the terminus at Clark Park and Ride.
  - c. TriMet unfunded pension and medical benefit costs shall not be included in the calculation of any costs to be divided and subsequently borne by C-TRAN;

- d. TriMet general administrative and overhead costs shall not be included in the calculation of any costs to be divided and subsequently borne by C-TRAN;
- e. C-TRAN's annual contribution to the maintenance and operation of the light rail extension from Expo Center Station to the Clark Park and Ride terminus shall be the lesser of 63.2% of costs calculated or the amount listed on Exhibit B (unless C-TRAN secures additional revenues) of the draft agreement between TriMet and C-TRAN for operation and maintenance of the CRC Project.

Board Member Mielke said the proposal was not provided to Board Members until Tuesday, September 24 and he is concerned this proposal gives away Clark County rights to TriMet. The bridge height issue has not been resolved and there has been a lack of transparency. Board Member Mielke stated everyone agrees that a new crossing is needed; however, WSDOT confirms that the current I-5 Bridge is adequate for another 60 years. Board Member Mielke said he believes it is time to abandon the CRC Project and explore other options.

Board Member Madore asked how the C-TRAN Board could approve this irresponsible proposal. There are measures on the November 5, 2013 ballot that will provide the Board guidance. Board Member Madore said he does not feel this is how important decisions should be made, and he hopes there are others who have common sense that will join him in voting no.

**THE MOTION PASSED AS FOLLOWS:**

CONNIE JO FREEMAN - NO	BILL GANLEY - NO
BART HANSEN - YES	RON ONSLOW - YES
TIM LEAVITT - YES	DAVID MADORE - NO
TOM MIELKE - NO	LARRY SMITH - YES
STEVE STUART - YES	

**BOARD RESOLUTION BR-13-015, PRESENTED BY BOARD MEMBER DAVID MADORE; A RESOLUTION TO UPHOLD FOUNDATIONAL C-TRAN ADOPTED POLICIES (ATTACHED TO THESE MINUTES AS EXHIBIT L)**

DAVID MADORE MOTIONED, CONNIE JO FREEMAN SECONDED, AND MOTION FAILED TO APPROVE C-TRAN BOARD RESOLUTION BR-13-015, RESOLVING THAT IT SHALL BE THE POLICY OF THE C-TRAN BOARD TO UPHOLD THESE ADOPTED RESOLUTIONS, POLICIES, AND COMMITMENTS MADE TO C-TRAN VOTERS BY CONFIRMING THAT ANY MEANS CHOSEN TO FINANCE OPERATIONS OF THE HCT COMPONENT OF THE CRC PROJECT SHALL BE SUBMITTED TO IMPACTED C-TRAN VOTERS FOR APPROVAL AND C-TRAN SHALL NOT DIVERT ANY EXISTING REVENUES TO FUND CRC LRT OPERATIONS AND MAINTENANCE COSTS.

**VOTE ON THE MOTION AS FOLLOWS:**

**CONNIE JO FREEMAN – YES  
BART HANSEN - NO  
TIM LEAVITT - NO  
TOM MIELKE -YES  
STEVE STUART - NO**

**BILL GANLEY - YES  
RON ONSLOW - NO  
DAVID MADORE - YES  
LARRY SMITH - NO**

Board Member Madore said anyone who voted no needs to explain why they voted against C-TRAN Board Policy.

**ADJOURNMENT**

Hearing no further business, the meeting was adjourned at 9:36 p.m.

Prepared By: Debbie Jermann

JAIME HERRERA BEUTLER  
5th DISTRICT, SOUTHWEST WASHINGTON

COMMITTEE ON APPROPRIATIONS  
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND  
URBAN DEVELOPMENT, AND RELATED AGENCIES  
SUBCOMMITTEES ON INTERIOR, ENVIRONMENT, AND  
RELATED AGENCIES  
SUBCOMMITTEE ON FINANCIAL SERVICES AND  
GENERAL GOVERNMENT

COMMITTEE ON SMALL BUSINESS



Congress of the United States  
House of Representatives  
Washington, DC 20515-1602

September 25, 2013

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GENERAL O.O. HOWARD HOUSE  
750 ANDERSON STREET, SUITE B  
VANCOUVER, WA 98661  
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C-TRAN Board of Directors  
P.O. Box 2529  
Vancouver, WA 98661

Dear C-TRAN Board Members,

I understand that the C-TRAN board is scheduled to consider tomorrow a new proposal to finance the construction, maintenance, and operation of light rail in Vancouver. I am concerned that the Board may have been presented with misleading information about a false deadline – but not all of the facts – in order to expedite the approval of this plan. In fact, rushed approval of this financing plan without public input would break a pledge to voters and could potentially jeopardize federal funding for the project.

Throughout the CRC planning process, project leaders and media reports have repeated claims that various actions must be carried out without delay, or else federal funding would be lost. As a member of the Transportation, Housing and Urban Development Appropriations Subcommittee, I have repeatedly investigated this claim at the federal level, and can assure you no such deadline exists. In fact, according to the nonpartisan Congressional Research Service, the New Starts Program from which the CRC hopes to receive \$850 million does not mandate timelines or deadlines for its application process. Additionally, my office has been told that the Federal Transit Administration (FTA) that administers the grant has effectively put the CRC on hold, there is no deadline, and the project is in no danger of being disqualified from consideration.

I also want to draw your attention to the following concerning aspects of the current proposal:

**The lack of a demonstrable funding source.** The Federal Transit Administration's *New and Small Starts Evaluation and Rating Process Final Policy Guidance* states, "The law requires that proposed New and Small Starts projects be supported by an acceptable degree of local financial commitment, including evidence of a stable and dependable financing source to construct, maintain and operate the transit system." The proposed plan calls for a significant portion of third party contributions of at least \$400,000 every year until 2030. According to a C-TRAN spokesman: "As for a 'third party' helping pay for light rail, that appears to be a hole in the finance plan at this point," noting that "nothing has been identified yet" in terms of possible sources (*The Columbian, September 24, 2013*). I would urge board members to consider this "hole in the finance plan" when deciding if the plan provides the stable and dependable financing source required by federal officials.

Exhibit:

Meeting Date:

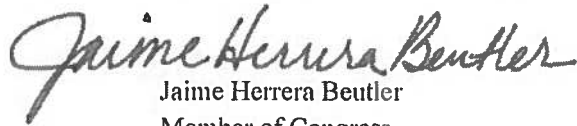
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9/26/13 47  
S. Jermann

Current transit service cannot be reduced to pay for light rail. The final point I ask you to consider is the challenge reducing bus services could play in qualifying the CRC from New Starts. U.S. Code, Title 49, Sec. 5309(d)(2)(C) states that the Secretary may approve a grant only if the project is "supported by an acceptable degree of local financial commitment (including evidence of stable and dependable financing sources) to construct, maintain, and operate the system or extension, and maintain and operate the entire public transportation system without requiring a reduction in existing public transportation services or level of service to operate the proposed project. FTA's final Guidance reaffirms that rule by using nearly identical language.

I hope these facts about federal funding are helpful as you weigh the current proposal, and I assure you that there is ample time to bring any financing plan before the voters without harming the chances of federal funding for this project. Please feel free to contact my office if I can be of any assistance to you.

Sincerely,

A handwritten signature in cursive script that reads "Jaime Herrera Beutler". The signature is written in dark ink and is positioned above the printed name and title.

Jaime Herrera Beutler  
Member of Congress



## John Burke September 26, 2007 C-TRAN Testimony re Vancouver Light Rail O&M Funding Proposal

*If it's a "Yes", we will say "on we go"; and if it's a "No" we will say "we continue".*

That's what another heedless elitist (Jean-Claude Juncker, Luxembourg Prime Minister) reportedly said about another unpopular – and repeatedly rejected -- political scheme (The European Union's proposed Constitution, in 2005). This man may have been arrogant. But at least he was brazenly honest about his arrogance.

Regarding the current C-TRAN Light Rail O&M funding proposal we have much brazenness, but little honesty.

The people already voted on Vancouver Light Rail O&M this last November. The people said "No". It wasn't even close – "No" beat "Yes" by a 67 to ~~33~~<sup>33</sup>% margin. Yet here we are revisiting this matter yet again.

The answer was "No", yet many of you say "we continue".

In a letter dated yesterday (September 25<sup>th</sup>) Congresswoman Jamie Herrera-Beutler observes that C-TRAN's current proposal contravenes federal requirements for providing funds for such projects [ U.S. Code, Title 49, Sec. 5309(d)(2)(c) ]. Your scheme's sketchy \$400,000 "third party" funding source does not satisfy the need for a "stable and dependable" local funding sources stipulated by the Feds. Your scheme's explicit requirement that existing C-TRAN bus service to Portland be curtailed to free up funds to pay for Vancouver Light Rail O&M defies the federal requirement that such projects should not be funded at the expense of "existing public transportation services".

Exhibit: B

Meeting Date: 9/26/07

Received By: D. Germann

As a consequence of this, our own Congresswoman says “No” to C-TRAN’s current funding proposal, and to the larger Oregon-led CRC revival of which it is a part. Since she sits on a congressional sub-committee with jurisdiction over the federal funding that is essential to making all of this work, her opinion matters all the more.

Yet many of you say “we continue”.

Attachment 1 (page 5) of the **C-TRAN funding plan’s PDF** states that: “WSDOT agrees that ODOT will toll and retain all toll revenues from the I-5 Bridges.” In other words, the larger CRC revival of which this C-TRAN’s Vancouver Light Rail O&M funding proposal is a part gives Oregon the power to set tolls and retain toll revenues. Since CRC advocates (in this case, METRO) has acknowledged that tolling is a means of “mitigating” (reducing) Clark County’s growth, this power can be used by Oregon to diminish Clark County’s economic future. Since Clark County residents cannot vote in Oregon, and since Clark County’s growth provides a means of escaping Oregon’s land-use, tax, and regulatory regime, there can be little doubt that Oregon will use this power to benefit itself at our expense.

By approving this proposal, you will, quite literally, be betraying the economic interests of Clark County for the sake of Oregon. I think that most residents of this county will say “No” to that.

Yet many of you say “we continue”.

Here’s hoping that a majority of the board will just say “NO – We will not continue” to this current C-TRAN funding proposal.

John Burke  
Vancouver

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TO Clerk of Ctran Board  
for all members

submitted

by  
Margaret  
tweet



MEMORANDUM

**TO** : Project File and Interested Stakeholders  
**FROM** : Chuck Green, Bus Rapid Transit Project Manager  
**DATE** : April 20, 2012  
**SUBJECT** : Existing Ridership for Fourth Plain Transit Corridor

In the Spring of 2011, there were a number of business and other community stakeholders interested in how important transit was to the Fourth Plain Corridor, most notably the segment between Fort Vancouver Way and Andresen Road that has generated the most interest. In June 2011, C-TRAN conducted an on-board survey of transit riders to gain a comprehensive understanding as to the travel habits of current transit riders to be used for revising the existing travel demand model, for use in future-year transit ridership projections for various transit improvement alternatives.

There have been a number of requests for background as to how existing ridership levels were estimated, along with how these estimates were used for the on-board survey. For the on-board survey, weekday average existing ridership by route, time-of-day and geographic location of the boarding trips averaged over the June 6-10, 2011 week were used to establish expansion factors to convert the survey sample to reflect all ridership on the corridor.

This memo summarizes how existing (Year 2010 and 2011) ridership was developed for Routes 4, 44 and 72. Note that prior to the development of transit improvement alternatives, Route 72 was included in the list of routes that would be totally replaced with Bus Rapid Transit (BRT) should that alternative become the Locally Preferred Alternative. Since the more detailed work on the Alternatives Analysis has proceeded, a bus service plan to support BRT has been developed which retains Route 72 as extension of fixed-route bus service into east Vancouver along Fourth Plain Boulevard. Thus, this memo will only focus on existing ridership estimates for Routes 4 and 44, which would be replaced with BRT should it be implemented.

To estimate existing ridership and expansion factors, the following information is needed:

Memo, Existing Fourth Plain Transit Ridership

Exhibit:

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D.fermann

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- Transit ridership, from C-TRAN's INIT-based Automated Passenger Counting system (APC). Passenger count data shown in Attachment A are adjusted APC data (consistent with **Federal Transit Administration** guidelines), adjusted to account for under-reporting or "under-counts" by the counting equipment. The APC data are reported out by hour of the day and include the total number of people on buses (transit load) for each of the four segments studied. Only Routes 4 and 44 are included.
- Total route boardings by weekday, summarized from INIT reports and adjusted using the FTA-approved method noted above, for periods in 2010 and 2011, to verify the June 2011 boardings used to expand the on-board riders survey sample.

In summary, the existing ridership (transit boardings) is estimated as approximately 6,300 as of June 2011, and approximately 5,800 as of June 2010. This confirms the use of "over 6,000 transit trips per day" in public presentations of the Transit Improvement Project.

- Route 4 is estimated to have over 5,400 rides per day in 2010 and over 5,800 rides per day in 2011.
- Route 44 is estimated to have approximately 370 trips per day in 2010 and approximately 480 trips per day in 2011.
- Route 72 (not included in Fourth Plain Corridor totals) is estimated to have approximately 300 trips per day in 2010 and approximately 360 trips per day in 2011.

For the On-Board Survey, boardings were aggregated as follows:

- Time-of-day: Start-of-service to 8:59 AM; 9:00 AM to 11:59 AM; Noon to 3:59 PM; 4:00 PM to 7:59 PM; and 8:00 PM to end-of-service.
- Boarding geography: collapsed to 15 geographies as shown in Attachment B.
- Routes: Routes 4, 44 and 72 were separated into westbound/southbound vs. eastbound/northbound.

Note that Route 72 has a large loop in the route, so eastbound and westbound boardings by direction will not be equal.

Attachment B shows the estimated boardings by time-of-day, route/direction and geography, for both "raw" data as well as the adjusted data (with FTA-approved adjustment factor). The adjusted data were used for the On-Board survey and ridership estimates.

Attachment C shows 2010 and 2011 system boardings by route for average weekdays.

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Attachment A: Fourth Plain Transit Ridership

Source: C-TRAN INIT Automated Passenger Count Load Data, adjusted for undercounts, Routes 44, 4 and 72. Times are shown by hourly intervals; the column labeled "90000" is total weekday, and the column labeled "14400" is not used. Boardings shown are averaged over the course of the June 6-10 week, and adjusted to account for undercounts by APC equipment.

Direction (EB = EB&NB, WB = WB&SB)	Segment #	WB&SB	.90000	.14400	5-6AM	6-7AM	7-8AM	8-9AM	9-10AM	10-11AM	11AM-12Noon	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM	6-7PM	7-8PM	8-9PM	9-10PM	10-11PM	11PM-12Mid-1AM	
1 EB	ROUTE 44 Stop		107	0	0	0	7	17	22	9	0	0	0	0	0	0	14	24	3	11	0	0	0	0
2 EB	DENVER AV && VICTORY BLVD.2 (3692)		7	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	
2 EB	BROADWAY && 7TH ST NB.1 (3277)		20	0	0	0	2	5	1	0	0	0	0	0	0	0	3	5	1	2	0	0	0	
2 EB	EVERGREEN BLVD && C ST EB.1 (1134)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6 EB	EVERGREEN BLVD && BROADWAY.2 (1134)		5	0	0	0	1	1	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	
6 EB	FT VANCOUVER WAY && E MILL PLAIN BLVD NB.1 (1130)		32	0	0	1	0	1	0	0	0	0	0	0	0	0	15	8	3	3	0	0	0	
7 EB	FT VANCOUVER WAY && GAIER HALL NB.1 (2522)		13	0	0	0	3	1	0	0	0	0	0	0	0	0	2	2	1	3	0	0	0	
9 EB	FOURTH PLAIN && GRAND BLVD EB.2 (3025)		13	0	0	0	3	0	1	0	0	0	0	0	0	0	3	3	0	3	0	0	0	
10 EB	4TH PLAIN BLVD && GENERAL ANDERSON EB.1 (5193)		4	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
11 EB	E 4TH PLAIN BLVD && ANDRESEN RD EB.1 (378)		5	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	
12 EB	E 4TH PLAIN BLVD && NE 78TH AVE EB.1 (372)		26	0	0	1	4	7	2	0	0	0	0	0	0	2	3	2	0	3	0	0	0	
13 EB	NE VAN MALL DR && NE 94TH AVE EB.1 (361)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13 EB	NE 4TH PLAIN && GHER RD EB.1 (1160)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13 EB	NE 4TH PLAIN BLVD && 10205 EB.1 (1154)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13 EB	NE 4TH PLAIN RD && NE 117TH AVE.2 (1164)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14 EB	NE 4TH PLAIN BLVD && NE 121ST AVE EB.1 (1166)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
15 EB	NE 137TH AVE && SIFTON ELEMENTARY NB.1 (3189)		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15 EB	NE 78TH STREET && NE 144TH AVE EB.1 (3190)		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2 WB	EVERGREEN BLVD && BROADWAY WB.1 (3281)		23	0	0	6	4	1	1	0	0	0	0	0	0	1	2	3	3	0	0	0	0	
2 WB	WASHINGTON ST && 7TH ST SB.1 (3284)		3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
6 WB	FT VANCOUVER WAY && 1200 SB.1 (1129)		19	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
6 WB	FT VANCOUVER WAY && 1950 SB.1 (3532)		23	0	0	5	0	3	2	0	0	0	0	0	0	0	3	0	1	0	0	0	0	
7 WB	FOURTH PLAIN && GRAND BLVD WB.2 (2843)		27	0	0	7	8	2	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	
9 WB	E 4TH PLAIN BLVD && GENERAL ANDERSON WB.1 (3192)		16	0	0	6	5	2	3	0	0	0	0	0	0	1	3	3	2	2	0	0	0	
10 WB	E 4TH PLAIN BLVD && 6900 WB.1 (2958)		0	0	0	4	2	2	3	0	0	0	0	0	0	2	3	0	0	0	0	0	0	
10 WB	NE 4TH PLAIN BLVD && E ANDRESEN RD.2 (376)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11 WB	NE 4TH PLAIN BLVD && NE 78TH AVE WB.1 (371)		10	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12 WB	NE VAN MALL DR && NE 94TH AVE WB.1 (362)		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12 WB	VAN MALL LOOP && VAN MALL TRANSIT CENTER.2 (369)		61	0	0	6	10	12	10	0	0	0	0	0	0	3	8	5	4	3	0	0	0	
13 WB	NE 4TH PLAIN BLVD && 10702 WB.1 (1159)		4	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
13 WB	NE 4TH PLAIN RD && NE 103RD AVE WB.1 (2920)		6	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	
14 WB	NE 4TH PLAIN BLVD && NE 121 AVENUE WB.1 (3191)		4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
15 WB	NE 137TH AVE && SIFTON ELEMENTARY.2 (3189)		8	0	0	2	2	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
15 WB	NE 4TH PLAIN BLVD && NE 140TH AVE.2 (2921)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15 WB	NE 4TH PLAIN RD && 14020 WB.1 (2921)		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15 WB	NE WARD RD && NE 4TH PLAIN BLVD SB.1 (3591)		6	0	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
15 WB	NE WARD RD && NE 78TH ST SB.1 (2659)		16	0	0	4	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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Direction (EB = EAST, WB = WEST)	Segment # (WB/EB)	Route & Stop	Ridership	..90000	..14400	5:56AM	6:7AM	7:8AM	8:9AM	9:10AM	10-11AM	12Noon	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM	6-7PM	7-8PM	8-9PM	9-10PM	10-11PM	11PM	12Mid- 1AM	
1 EB	1	CENTER AVE & HAYDEN ISLAND DRIVE NB.1 (3288)	Boardings	189	0	0	0	1	3	3	4	6	11	21	17	17	26	18	20	5	12	7	5	4	3
1 EB	2	DENVER AV & VICTORY BLVD.2 (3092)	Boardings	882	0	0	6	17	37	38	38	41	41	40	66	56	65	81	67	60	57	49	6	42	3
1 EB	3	JANTZEN BEACH & TCJZ (3291)	Boardings	152	0	0	0	0	3	2	4	6	12	5	11	17	9	8	18	11	6	9	1	1	3
1 EB	4	TOMAHAWK DR & JANTZEN BEACH DR.1 (3290)	Boardings	31	0	0	0	0	0	0	0	0	0	0	2	2	3	6	3	1	0	0	0	0	0
2 EB	1	BROADWAY & 33TH ST NB.1 (3278)	Boardings	178	0	0	0	0	7	14	13	14	21	12	16	17	20	12	9	6	4	3	3	2	1
2 EB	2	BROADWAY & 37TH ST NB.1 (3280)	Boardings	74	0	0	0	0	2	3	3	3	3	9	4	4	4	4	6	3	1	1	2	1	1
2 EB	3	BROADWAY & 37TH ST NB.1 (3277)	Boardings	74	0	0	0	0	2	3	4	7	7	6	7	8	7	6	6	6	4	4	2	2	1
2 EB	4	BROADWAY & E 19TH ST NB.1 (3286)	Boardings	22	0	0	0	0	1	1	2	1	1	1	1	2	1	1	3	1	2	0	0	0	0
2 EB	5	BROADWAY & E 22ND ST NB.1 (3279)	Boardings	19	0	0	0	0	1	1	1	1	1	1	1	2	1	2	1	1	2	0	0	0	0
2 EB	6	BROADWAY & E 22ND ST NB.1 (3278)	Boardings	209	0	0	0	0	5	13	19	14	21	13	18	11	19	13	13	12	8	5	5	2	1
2 EB	7	BROADWAY & EVERETT BLVD NB.1 (3278)	Boardings	13	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	1	1	1	1	1	0
3 EB	1	E 4TH PLAIN BLVD & E 1ST (4668)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	2	E 4TH PLAIN BLVD & E 2ND (4667)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	3	E 4TH PLAIN BLVD & E 3RD (4666)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	4	E 4TH PLAIN BLVD & E 4TH (4665)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	5	E 4TH PLAIN BLVD & E 5TH (4664)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	6	E 4TH PLAIN BLVD & E 6TH (4663)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	7	E 4TH PLAIN BLVD & E 7TH (4662)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	8	E 4TH PLAIN BLVD & E 8TH (4661)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	9	E 4TH PLAIN BLVD & E 9TH (4660)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	10	E 4TH PLAIN BLVD & E 10TH (4659)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	11	E 4TH PLAIN BLVD & E 11TH (4658)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	12	E 4TH PLAIN BLVD & E 12TH (4657)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	13	E 4TH PLAIN BLVD & E 13TH (4656)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	14	E 4TH PLAIN BLVD & E 14TH (4655)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	15	E 4TH PLAIN BLVD & E 15TH (4654)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	16	E 4TH PLAIN BLVD & E 16TH (4653)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	17	E 4TH PLAIN BLVD & E 17TH (4652)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	18	E 4TH PLAIN BLVD & E 18TH (4651)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	19	E 4TH PLAIN BLVD & E 19TH (4650)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	20	E 4TH PLAIN BLVD & E 20TH (4649)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	21	E 4TH PLAIN BLVD & E 21ST (4648)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	22	E 4TH PLAIN BLVD & E 22ND (4647)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	23	E 4TH PLAIN BLVD & E 23RD (4646)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	24	E 4TH PLAIN BLVD & E 24TH (4645)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	25	E 4TH PLAIN BLVD & E 25TH (4644)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	26	E 4TH PLAIN BLVD & E 26TH (4643)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	27	E 4TH PLAIN BLVD & E 27TH (4642)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	28	E 4TH PLAIN BLVD & E 28TH (4641)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	29	E 4TH PLAIN BLVD & E 29TH (4640)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	30	E 4TH PLAIN BLVD & E 30TH (4639)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	31	E 4TH PLAIN BLVD & E 31ST (4638)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	32	E 4TH PLAIN BLVD & E 32ND (4637)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	33	E 4TH PLAIN BLVD & E 33RD (4636)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	34	E 4TH PLAIN BLVD & E 34TH (4635)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	35	E 4TH PLAIN BLVD & E 35TH (4634)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	36	E 4TH PLAIN BLVD & E 36TH (4633)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	37	E 4TH PLAIN BLVD & E 37TH (4632)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	38	E 4TH PLAIN BLVD & E 38TH (4631)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	39	E 4TH PLAIN BLVD & E 39TH (4630)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	40	E 4TH PLAIN BLVD & E 40TH (4629)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	41	E 4TH PLAIN BLVD & E 41ST (4628)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	42	E 4TH PLAIN BLVD & E 42ND (4627)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	43	E 4TH PLAIN BLVD & E 43RD (4626)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	44	E 4TH PLAIN BLVD & E 44TH (4625)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	45	E 4TH PLAIN BLVD & E 45TH (4624)	Boardings	17	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
3 EB	46	E 4TH PLAIN BLVD & E 46TH (4623)	Boardings	17	0	0	0	0	0	0	1	0													

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Segment #	WB = WBALS8	Direction (EB = EB&WB)	Ridership	9000	14400	5-6AM	6-7AM	7-8AM	8-9AM	9-10AM	10-11AM	11AM-12noon	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM	6-7PM	7-8PM	8-9PM	9-10PM	10-11PM	11PM-12Mid-1AM	12Mid-1AM
12	EB	ROUTE 72 Stop	Boardings	23																					
12	EB	NE VAN MALL DR && NE RATH AVE EB.1 (561)	Boardings	185																					
13	EB	VAN MALL LOOP && VAN MALL TRANSIT CENTER.2 (860)	Boardings																						
13	EB	NE 4TH PLAIN RD && GHER RD EB.1 (1160)	Boardings	3																					
13	EB	NE 4TH PLAIN BLVD && 10205 EB.1 (1154)	Boardings	2																					
13	EB	NE 4TH PLAIN BLVD && 10411 EB.1 (1156)	Boardings	2																					
13	EB	NE 4TH PLAIN BLVD && 10703 EB.1 (1158)	Boardings	4																					
13	EB	NE 4TH PLAIN BLVD && VANCOUVER PL EB.1 (1164)	Boardings	2																					
13	EB	NE 4TH PLAIN RD && NE 1127H AVE EB.1 (2156)	Boardings	1																					
13	EB	NE 4TH PLAIN RD && NE 117TH AVE EB.1 (2164)	Boardings	1																					
14	EB	NE 117TH AVE && NE 78TH HWY WB.1 (485)	Boardings	6																					
14	EB	NE 117TH AVE && NE 87TH ST WB.1 (1313)	Boardings	5																					
14	EB	NE 117TH AVE && NE 95TH ST WB.1 (8099)	Boardings	1																					
14	EB	NE 117TH AVE && NE 99TH ST.2 (8098)	Boardings	2																					
14	EB	NE 117TH AVE && NE PADDOCK PARKWAY WB.1 (496)	Boardings	0																					
14	EB	NE 4TH PLAIN BLVD && 12517 EB.1 (1168)	Boardings	0																					
14	EB	NE 4TH PLAIN BLVD && 12811 EB.1 (1170)	Boardings	0																					
14	EB	NE 4TH PLAIN BLVD && NE 121ST AVE EB.1 (1166)	Boardings	3																					
14	EB	NE 4TH PLAIN BLVD && NE 123RD AVE EB.1 (1167)	Boardings	0																					
14	EB	NE 4TH PLAIN BLVD && NE 127TH AVE EB.1 (1169)	Boardings	0																					
14	EB	NE 4TH PLAIN BLVD && NE 131ST AVE EB.1 (1171)	Boardings	1																					
14	EB	NE 4TH PLAIN BLVD && NE 135TH AVE EB.1 (2831)	Boardings	1																					
14	EB	NE 4TH PLAIN RD && NE 137TH AVE EB.1 (2857)	Boardings	1																					
14	EB	NE 99TH ST && NE 120TH AVE EB.1 (2411)	Boardings	2																					
14	EB	NE 99TH ST && NE 125ND AVE EB.1 (2412)	Boardings	6																					
14	EB	NE 99TH ST && NE 130TH AVE EB.1 (2413)	Boardings	0																					
14	EB	NE 99TH ST && NE 134TH AVE EB.1 (2414)	Boardings	4																					
15	EB	NE 4TH PLAIN RD && NE 140TH AVE EB.1 (2858)	Boardings	1																					
15	EB	NE 99TH ST && NE 144TH COURT EB.1 (2618)	Boardings	1																					
15	EB	NE 4TH PLAIN BLVD && NE 149TH AVE EB.1 (2416)	Boardings	4																					
15	EB	NEWARD RD && NE 131ST ST WB.1 (2859)	Boardings	0																					
15	EB	NEWARD RD && NE 76TH ST.2 (1136)	Boardings	0																					
12	WB	NE VAN MALL DR && NE 76TH AVE WB.1 (562)	Boardings	0																					
13	WB	NE 4TH PLAIN BLVD && 10702 WB.1 (1159)	Boardings	2																					
13	WB	NE 4TH PLAIN BLVD && NE 102ND AVE WB.1 (1155)	Boardings	0																					
13	WB	NE 4TH PLAIN BLVD && NE 105TH AVE WB.1 (1157)	Boardings	1																					
13	WB	NE 4TH PLAIN BLVD && NE 54TH ST WB.1 (654)	Boardings	0																					
13	WB	NE 4TH PLAIN BLVD && 11300 WB.1 (3105)	Boardings	2																					
13	WB	NE 4TH PLAIN RD && NE 103RD AVE WB.1 (2820)	Boardings	0																					
13	WB	NE 4TH PLAIN RD && NE 112TH AVE WB.1 (2594)	Boardings	0																					
14	WB	NE 4TH PLAIN BLVD && 12300 WB.1 (2594)	Boardings	2																					
14	WB	NE 4TH PLAIN BLVD && NE 121 AVENUE WB.1 (3191)	Boardings	4																					
14	WB	NE 4TH PLAIN BLVD && NE 131ST AVE WB.1 (2593)	Boardings	6																					
14	WB	NE 4TH PLAIN BLVD && NE 137TH AVE WB.1 (2592)	Boardings	7																					
14	WB	NE 76TH ST && 13302 WB.1 (1141)	Boardings	3																					
14	WB	NE 76TH ST && NE 120TH AVE WB.1 (1183)	Boardings	12																					
14	WB	NE 76TH ST && NE 124TH AVE WB.1 (1181)	Boardings	1																					
14	WB	NE 76TH ST && NE 126TH AVE WB.1 (1278)	Boardings	1																					
14	WB	NE 76TH ST && NE 130TH AVE WB.1 (1142)	Boardings	10																					
14	WB	NE 76TH ST && NE 137TH AVE WB.1 (1139)	Boardings	4																					
15	WB	NE 152ND AVE && NE 130TH AVE WB.1 (1139)	Boardings	1																					
15	WB	NE 152ND AVE && NE 86TH ST WB.1 (2419)	Boardings	3																					
15	WB	NE 152ND AVE && NE 91ST ST WB.1 (2621)	Boardings	0																					
15	WB	NE 152ND AVE && NE 94TH ST WB.1 (2620)	Boardings	1																					
15	WB	NE 152ND AVE && NE 96TH ST WB.1 (2418)	Boardings	0																					
15	WB	NE 4TH PLAIN RD && 14020 WB.1 (2921)	Boardings	0																					
15	WB	NE 76TH ST && NE 142ND AVE WB.1 (2490)	Boardings	4																					
15	WB	NE 76TH ST && NE 147TH AVE WB.1 (1137)	Boardings	0																					
15	WB	NE 76TH ST && NEWARD RD WB.1 (1134)	Boardings	7																					
15	WB	NEWARD RD && NE 4TH PLAIN BLVD WB.1 (2591)	Boardings	4																					
15	WB	NEWARD RD && NE 70TH ST WB.1 (2859)	Boardings	1																					

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**Attachment B: Boardings for On-Board Survey**

Source: C-TRAN based on INIT APC rider counts, average weekday for period June 6-10, 2011.

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**Average Weekday Boardings**

Route	June 6-10, 2011		May 2011 Report		June 2010 Report	
	From HUIT (Per Average for Week)	With 15% Adjustment	Weekly Total	Average Weekly	Weekly Total	Average Weekly
4 - Fourth Plain	5,077	6,338	125,474	5,975	119,792	5,445
4A - Fourth Plain Limited	415	518	10,339	492	8,219	374
72 - Orchard	310	387	8,078	383	6,636	302
<b>TOTAL BOARDINGS</b>	<b>5,802</b>	<b>6,672</b>	<b>143,891</b>	<b>6,850</b>	<b>134,647</b>	<b>6,121</b>

May 2011 includes 15% adjustment, June 2010 includes 17% adjustment

**FOR ON-BOARD SURVEY**

Requested: Boardings, by route, by direction, by time-of-day grouping, and by route segment

Route/Direction	RAW (HUIT)					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
<b>Route 4 Eastbound</b>						
Delta Park/Portland	58	146	277	360	267	1107
Downtown Vancouver	23	194	174	154	52	625
West of I-5	1	4	11	7	3	26
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	7	28	62	59	18	174
Clark College/Mudzen's Bay	0	0	0	0	0	0
Ft. Vancouver Way to Grand	16	56	120	64	21	277
Grand to Fair	19	22	37	28	13	113
Fair to Stapleton	14	19	46	39	13	130
Stapleton to Andresen	14	27	61	52	15	169
Andresen to Van Hail Drive	1	6	10	10	4	30
Hail area	11	39	47	39	27	163
East of Hail/Orchards	0	0	0	0	0	0
SR 500 to 137th Ave	0	0	0	0	0	0
137th Ave to Ward/Shton	0	0	0	0	0	0
<b>TOTAL</b>	<b>167</b>	<b>452</b>	<b>843</b>	<b>814</b>	<b>436</b>	<b>2713</b>

Route 4 Westbound	RAW (HUIT)					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	3	13	20	31	17	93
Downtown Vancouver	57	130	224	161	71	643
West of I-5	1	4	11	7	3	26
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	16	47	86	51	19	219
Clark College/Mudzen's Bay	0	0	0	0	0	0
Ft. Vancouver Way to Grand	16	34	57	44	13	173
Grand to Fair	17	26	49	33	17	142
Fair to Stapleton	15	31	77	50	19	192
Stapleton to Andresen	27	55	81	59	24	246
Andresen to Van Hail Drive	13	18	49	49	26	154
Hail area	24	82	149	139	79	475
East of Hail/Orchards	0	0	0	0	0	0
SR 500 to 137th Ave	0	0	0	0	0	0
137th Ave to Ward/Shton	0	0	0	0	0	0
<b>TOTAL</b>	<b>188</b>	<b>436</b>	<b>808</b>	<b>620</b>	<b>296</b>	<b>2348</b>

Route 4 Eastbound	RAW (HUIT)					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	40	8	0	43	0	91
Downtown Vancouver	8	1	0	14	0	23
West of I-5	0	0	0	0	0	0
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	0	0	0	0	0	0
Clark College/Mudzen's Bay	4	0	0	27	0	31
Ft. Vancouver Way to Grand	4	0	0	7	0	11
Grand to Fair	0	0	0	6	0	6
Fair to Stapleton	3	1	0	8	0	11
Stapleton to Andresen	2	0	0	2	0	4
Andresen to Van Hail Drive	1	0	0	3	0	4
Hail area	11	2	1	8	0	22
East of Hail/Orchards	0	0	0	0	0	0
SR 500 to 137th Ave	0	0	0	1	0	1
137th Ave to Ward/Shton	1	0	0	0	0	1
<b>TOTAL</b>	<b>74</b>	<b>13</b>	<b>1</b>	<b>116</b>	<b>0</b>	<b>204</b>

Route 4 Westbound	RAW (HUIT)					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	0	0	0	0	0	0
Downtown Vancouver	17	3	2	9	0	30
West of I-5	0	0	0	0	0	0
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	0	0	0	0	0	0
Clark College/Mudzen's Bay	8	2	4	5	0	19
Ft. Vancouver Way to Grand	15	1	1	4	0	20
Grand to Fair	0	0	0	0	0	0
Fair to Stapleton	12	2	1	8	0	23
Stapleton to Andresen	7	2	1	4	0	14
Andresen to Van Hail Drive	4	1	1	1	0	9
Hail area	24	9	3	18	0	54
East of Hail/Orchards	3	0	0	5	0	8
SR 500 to 137th Ave	2	0	0	2	0	4
137th Ave to Ward/Shton	17	8	0	4	0	29
<b>TOTAL</b>	<b>108</b>	<b>28</b>	<b>18</b>	<b>61</b>	<b>0</b>	<b>210</b>

Route 72 Eastbound	RAW (HUIT)					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Hail area	9	23	47	64	39	181
East of Hail/Orchards	0	2	5	4	2	12
SR 500 to 137th Ave	4	11	12	7	1	35
137th Ave to Ward/Shton	0	1	2	2	0	6
<b>TOTAL</b>	<b>13</b>	<b>35</b>	<b>66</b>	<b>77</b>	<b>43</b>	<b>234</b>

Route 72 Westbound	RAW (HUIT)					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Hail area	0	0	0	0	0	0
East of Hail/Orchards	0	2	1	1	1	5
SR 500 to 137th Ave	4	9	16	12	3	45
137th Ave to Ward/Shton	2	6	9	4	1	24
<b>TOTAL</b>	<b>7</b>	<b>18</b>	<b>26</b>	<b>18</b>	<b>5</b>	<b>74</b>

Route/Direction	ADJUSTED					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	64	167	318	414	307	1272
Downtown Vancouver	38	120	200	178	67	604
West of I-5	1	5	13	9	3	30
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	8	32	71	68	21	200
Clark College/Mudzen's Bay	0	0	0	0	0	0
Ft. Vancouver Way to Grand	18	65	138	74	24	319
Grand to Fair	16	28	43	33	15	129
Fair to Stapleton	16	22	53	44	15	150
Stapleton to Andresen	16	31	70	60	17	194
Andresen to Van Hail Drive	1	6	11	11	5	35
Hail area	12	45	54	44	31	186
East of Hail/Orchards	0	0	0	0	0	0
SR 500 to 137th Ave	0	0	0	0	0	0
137th Ave to Ward/Shton	0	0	0	0	0	0
<b>TOTAL</b>	<b>192</b>	<b>520</b>	<b>969</b>	<b>937</b>	<b>502</b>	<b>3120</b>

Route 4 Westbound	ADJUSTED					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	3	14	24	36	20	107
Downtown Vancouver	65	150	258	185	82	740
West of I-5	1	5	13	9	3	31
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	16	54	99	59	21	252
Clark College/Mudzen's Bay	0	0	0	0	0	0
Ft. Vancouver Way to Grand	18	40	66	50	25	199
Grand to Fair	20	28	56	38	19	163
Fair to Stapleton	17	35	89	58	22	231
Stapleton to Andresen	31	63	93	67	28	282
Andresen to Van Hail Drive	15	20	57	54	30	179
Hail area	23	92	121	102	61	344
East of Hail/Orchards	0	0	0	0	0	0
SR 500 to 137th Ave	0	0	0	0	0	0
137th Ave to Ward/Shton	0	0	0	0	0	0
<b>TOTAL</b>	<b>217</b>	<b>503</b>	<b>929</b>	<b>713</b>	<b>340</b>	<b>2700</b>

Route 4 Eastbound	ADJUSTED					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	46	9	0	52	0	107
Downtown Vancouver	10	1	0	16	0	26
West of I-5	0	0	0	0	0	0
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	0	0	0	0	0	0
Clark College/Mudzen's Bay	5	0	0	32	0	37
Ft. Vancouver Way to Grand	4	0	0	8	0	11
Grand to Fair	0	0	0	6	0	6
Fair to Stapleton	3	1	0	8	0	11
Stapleton to Andresen	2	0	0	2	0	4
Andresen to Van Hail Drive	1	0	0	4	0	5
Hail area	13	2	2	9	0	26
East of Hail/Orchards	0	0	0	0	0	0
SR 500 to 137th Ave	0	0	0	1	0	1
137th Ave to Ward/Shton	2	0	0	0	0	2
<b>TOTAL</b>	<b>85</b>	<b>14</b>	<b>2</b>	<b>134</b>	<b>0</b>	<b>235</b>

Route 4 Westbound	ADJUSTED					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Delta Park/Portland	0	0	0	0	0	0
Downtown Vancouver	19	3	2	11	0	35
West of I-5	0	0	0	0	0	0
I-5 to Ft. Vancouver Way	0	0	0	0	0	0
VA Hospital area	0	0	0	0	0	0
Clark College/Mudzen's Bay	9	2	5	6	0	22
Ft. Vancouver Way to Grand	17	1	1	5	0	23
Grand to Fair	0	0	0	0	0	0
Fair to Stapleton	13	3	1	10	0	27
Stapleton to Andresen	8	3	2	4	0	16
Andresen to Van Hail Drive	5	1	1	3	0	10
Hail area	28	10	3	20	0	62
East of Hail/Orchards	1	0	0	6	0	10
SR 500 to 137th Ave	2	0	0	2	0	4
137th Ave to Ward/Shton	20	9	0	4	0	33
<b>TOTAL</b>	<b>125</b>	<b>32</b>	<b>15</b>	<b>70</b>	<b>0</b>	<b>242</b>

Route 72 Eastbound	ADJUSTED					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01 PM to 8:00 PM	Remainder of Day	
Hail area	10	25	59	74	45	209
East of Hail/Orchards	0	2	5	4	3	14
SR 500 to 137th Ave	5	13	14	8	1	41
137th Ave to Ward/Shton	0	1	2	3	0	6
<b>TOTAL</b>	<b>15</b>	<b>40</b>	<b>76</b>	<b>88</b>	<b>49</b>	<b>269</b>

Route 72 Westbound	ADJUSTED					TOTAL
	Start-9AM	9:01AM - Noon	12:01PM to 4:00 PM	4:01		

**DRAFT – INFORMATION CONTAINED IN THIS DOCUMENT HAS NOT BEEN  
VETTED BY C-TRAN STAFF**

**Appendix C: Average Weekday Ridership from APC Reports**

Source: C-TRAN INIT Automated Passenger Count Load Data, weekday averages.

**2010 Weekday Boarding (Adjusted for Undercounts)**

Route	Line	Average Weekday Boardings - April	Average Weekday Boardings - October	Average Weekday Boardings for Model
2	2 - Lincoln	144	155	150
3	3 - City Center - A/B	355	432	394
4	4 - Fourth Plain	5692	5,976	5,834
7	7 - Battle Ground	518	557	537
9	9 - Felida	208	187	198
19	19 - Salmon Creek	309	326	317
25	25 - St. Johns - Fruit Valley	1041	1,028	1,035
30	30 - Burton	1362	1,430	1,396
32	32 - Evergreen / Andresen - Hazel Dell A	1278	1,381	1,330
35	35 - Tech Center	98	105	102
37	37 - Mill Plain - Highway 99	4794	5,054	4,924
39	39 - VA / 87th Ave	170	197	183
41	41 - Camas / Washougal Limited	21	19	20
44	44 - Fourth Plain Limited	373	359	366
47	47 - Battle Ground Limited	22	25	24
65	65 - Parkrose Limited	591	601	596
72	72 - Orchards	298	357	328
78	78 - 78th Street	371	369	370
80	80 - VanMall / Fisher's	1076	1,133	1,105
92	92 - Camas / Washougal	477	501	489
105	105 - I-5 Express	537	549	543
134	134 - Salmon Creek Express	499	442	471
157	157 - Lloyd District Express	100	87	93
164	164 - Fisher's Landing Express	692	690	691
177	177 - Evergreen Express	81	69	75
190	190 - Marquam Hill Express	221	202	211
199	199 - 99th Street Express	376	314	345
	<b>TOTAL SYSTEM</b>	<b>21,702</b>	<b>22,546</b>	<b>22,124</b>
	<b>TOTAL FOURTH PLAIN</b>	<b>6,363</b>	<b>6,693</b>	<b>6,528</b>

**DRAFT – INFORMATION CONTAINED IN THIS DOCUMENT HAS NOT BEEN  
VETTED BY C-TRAN STAFF**

June 2011 Ridership

Route	Line	Average Weekday Boardings		Percent of Fourth Plain
		Raw	Adjusted for Undercounts	
2	2 - Lincoln	153	176	
3	3 - City Center - A/B	385	442	
4	4 - Fourth Plain	5077	5,838	88%
7	7 - Battle Ground	546	628	
9	9 - Felida	206	236	
19	19 - Salmon Creek	303	349	
25	25 - St. Johns - Fruit Valley	959	1,103	
30	30 - Burton	1259	1,448	
32	32 - Evergreen / Andresen - Hazel Dell Ave	1169	1,345	
35	35 - Tech Center	61	70	
37	37 - Mill Plain - Highway 99	4259	4,897	
39	39 - VA / 87th Ave	215	247	
41	41 - Camas / Washougal Limited	27	31	
44	44 - Fourth Plain Limited	415	477	7%
47	47 - Battle Ground Limited	27	32	
65	65 - Parkrose Limited	623	717	
72	72 - Orchards	310	357	5%
78	78 - 78th Street	322	370	
80	80 - VanMall / Fisher's	1000	1,150	
92	92 - Camas / Washougal	437	503	
105	105 - I-5 Express	641	738	
134	134 - Salmon Creek Express	449	516	
157	157 - Lloyd District Express	114	131	
164	164 - Fisher's Landing Express	764	878	
177	177 - Evergreen Express	103	119	
190	190 - Marquam Hill Express	224	257	
199	199 - 99th Street Express	383	440	

TOTAL SYSTEM	20,429	23,494
TOTAL FOURTH PLAIN	5,802	6,672



TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

**From:** Josh Soske  
**To:** Debbie Jermann  
**Subject:** This evening's board meeting  
**Date:** Thursday, September 26, 2013 12:29:50 PM

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To the C-Tran Board

Good morning,

I will not be able to attend the special board meeting this evening but wanted you to have my input as a citizen of Clark County. With detailed information just coming out this week and a vote tonight, time is short. I am happy to schedule a mutually convenient time for a conversation this afternoon with any of the board members.

1) The board must follow through on their commitment for a public vote on the means chosen to finance the Columbia River crossing operations and maintenance costs. After seeing other elected representatives go back on their commitments in the past and reviewing previous citizen poll results it is imperative that you honor your commitments to your constituents and live up the trust placed in you by our citizens.

2) With the incomplete work on the sources of funding as well as the possible impacts on C-Tran debt, riders, taxes and citizens. The current C-Tran plan is not clear enough to make any type of commitment.

3) I see the box you are in receiving the plan this week and possible deadlines next week. But all parties (at the Vancouver, Clark County, Oregon, Washington and Federal levels) have been aware of the results of previous votes and your commitment to the voters. If you feel a commitment must be made it must be conditional on the results of a citizen vote as you previously committed. I trust the voters of Clark County to consider a well documented plan with clearly articulated risks and decide our willingness to go forward.

Thank you for your time, Josh Soske

Exhibit: D

Meeting Date: 9/26/13

Received By: D Jermann 60

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL BOARD MEETING

**From:** Bill Ganley  
**To:** Debbie Jermann  
**Subject:** FW: To CTRAN Board, for the record  
**Date:** Thursday, September 26, 2013 4:59:47 AM  
**Attachments:** JPL letter to CTran BOD May 2013.doc

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----- Forwarded Message

**From:** <pilotjpl@aol.com>  
**Date:** Wed, 25 Sep 2013 15:33:52 -0400 (EDT)  
**To:** <bill.ganley@ci.battle-ground.wa.us>  
**Subject:** To CTRAN Board, for the record

Mr Ganley:

Last May, I sent you and each member of the CTran BOD a very sincere, heartfelt letter, full of facts and issues regarding a possible tie to TriMet and their light rail.

While I don't expect everyone to agree with me, I do expect you to read my letter, and RESPOND to it. If you didn't get it, then you need to fire your staff. If your staff got it, but didn't ask you to read it, then you need to reprimand your staff.

I have not heard from you, or any other member of the CTran BOD. It's supposedly "common sense" and polite, to acknowledge and respond to someone who takes a great deal of time to communicate with you.

My letter is attached. I would like a response from EACH member of the CTran Board of Directors. If you don't want to respond, then don't accept the job and the responsibility that goes with it.

In my letter, the TriMet Board of Directors states: "*TriMet 2025: A Bleak Picture.*"

*"On our current path, by 2025, we would need to either cut bus service by 70 percent. . . . or raise the price of an Adult 2-hour ticket to \$8.50 (versus \$3.35 adjusted for inflation)."*

So if the TriMet Board says they believe TriMet as an organization has a "bleak picture", why would ANY reasonable person enter into a financial agreement with them?

If TriMet is going to have to possibly eliminate 70 percent of their bus service, why on earth would CTran want to be tied to them in any fashion?

The TriMet Manager's Task Force states that TriMet is UNWORTHY of additional investment.

A TriMet Manager's Task Force in April 2012 stated the following: "*TriMet must first demonstrate it is making progress controlling its labor costs before it can be seen as a wise investment worthy of additional revenue.*" Why would a responsible Federal government, let alone CTran, make an additional investment in TriMet when their own board says they are unworthy of additional investment at this time?

PLEASE respond to these questions. PLEASE respond to my letter.

Sincerely,

Exhibit:

Meeting Date:

Received By:

E  
9/26/13  
D Jermann 61

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL BOARD MEETING

John Ley  
444 NW Fremont St.  
Camas, WA 98607

----- End of Forwarded Message

May 16, 2013

CTran Board of Directors:

Dear Board Members:

I would like to elaborate on my 3 minutes of testimony from the May 14 public hearing. Thank you for the opportunity to make input as a citizen.

In my testimony, I focused on one area rarely discussed in the news media – a permanent tie to TriMet.

I stated the following: **“if we accept light rail coming into Clark County, we will FOREVER be financially tied to TriMet.”**

Did you know the following?

*“TriMet ATU members’ benefits are among the most generous and expensive in the country”.*

*“Total compensation for TriMet operators is 36.9% above average, among peer transit agencies.”<sup>1</sup>*

As a citizen, I was stunned to learn that TriMet employees total compensation package is so far above “average”. If we accept light rail, we will then be paying a portion of the light rail employees generous salaries and benefits, via Clark County passenger fares and possibly tax payer subsidies.

In my opinion, TriMet is nearing bankruptcy. Without major structural reforms, they will be bankrupt soon. From their own annual report issued 3 months ago, if no major financial reforms are accomplished, *“by 2025 we would need to cut bus service by 70 percent”*. (So 5 years after the CRC opens light rail from Vancouver to Portland, there will be 70 percent LESS bus service to connect to!)

A TriMet Manager's Task Force in April 2012 stated the following: *“TriMet must first demonstrate it is making progress controlling its labor costs before it can be seen as a wise investment worthy of additional revenue.”* Why would a responsible Federal government, let alone CTran, make an additional investment in TriMet when their own board says they are unworthy of additional investment at this time?

John Charles of the Cascade Policy Institute stated in Oct. 2011: *“TriMet's off-book debt for unfunded retirement obligations has swelled to \$1.1 billion. The pension plan for union members is only 56% funded, the plan for management is 68% funded, and the liability for “other post-employment benefits” (mostly health care) is completely unfunded.”*

How much of that unfunded pension & retirement benefit obligation will SW Washington taxpayers be asked to pay if we accept light rail? I can tell you friends in Oregon believe the answer is NOT ZERO.

The TriMet annual report concludes with the following: ***“TriMet 2025: A Bleak Picture.”***

*“On our current path, by 2025, we would need to either cut bus service by 70 percent. . . . or raise the price of an Adult 2-hour ticket to \$8.50 (versus \$3.35 adjusted for inflation).”*

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<sup>1</sup> TriMet 2012 Annual Report, Feb 2013.

So if the TriMet annual report is accurate, in 2025 "if" we have light rail as part of the CRC, Southwest Washington citizens will face the following choices in their commute to work in Portland.

#1 – they pay \$8.50 (times 2, or \$17) to ride light rail to/from Portland.

#2 – they pay less in light rail fares, but have 70% fewer ways to connect to areas in Portland other than downtown or light rail routes.

#3 – they pay \$4.00 each way in tolls (\$8 a day) to drive to their work location.

It seems to me that regardless of which becomes "reality", the cost of either driving or catching light rail is unacceptable. Almost nobody will use light rail to commute to work if the daily fare is any where near \$17 a day. And if the reality is #2 – then even fewer people will ride light rail, because they won't be able to get to where they really want to go! (No bus connections).

Given these realities, it makes zero sense to me for CTran to begin a partnership with TriMet.

Let's talk about TriMet employee compensation a bit more. *"Total compensation for TriMet operators is 36.9% above average, among peer transit agencies."*

If we get light rail, and SW Washington citizens are therefore paying a portion of TriMet employees compensation via O&M costs, here is a question.

Will the CTran Board of Directors be given a seat at the negotiating table, when the TriMet managers negotiate future contracts with TriMet employees? Clearly, we have a vested interest in the outcome of these negotiations, since our citizens will have paid for a portion of the infrastructure, and will be paying a portion of the ongoing O&M costs. Why would we not **demand** to be at the negotiating table?

Do we really want Vancouver citizens to pay light rail employees a wage that is 37% ABOVE their peers nationally? What are the ramifications for the cost of CTran employee wages and benefits "if" we tie CTran to TriMet? Won't that complicate any effort to keep CTran employee costs in check? After all: *"TriMet ATU members' benefits are among the most generous and expensive in the country."* Why wouldn't CTran employees want to seek similar wages and benefits?

Next issue: from the TriMet Managers Task Force report. *"In 2007 at the urging of the ATU, the State Legislature categorized transit employees as first responders and thereby prohibited from striking and subject to binding interest arbitration. The rationale was that the 2005 transit strike in Eugene, the first transit strike in Oregon history, had been very disruptive to the community. Prior to this change, police and fire personnel were the only strike-prohibited employees in Oregon. Since this change, union negotiations have been very difficult because it is in the union's interest not to settle but to go to arbitration where typically only modest incremental proposals are considered. TriMet's 2003 union contract expired two years ago, and TriMet and the ATU have been in negotiations for over two years and are currently awaiting arbitration."*

Do we really want Clark County citizens subject to "Oregon law" in trying to keep transit costs down with employees? Do we really believe that TriMet light rail and bus operators, mechanics, and other union employees are on par with our "first responders"? Sorry, but NO WAY in my book. History has shown this rule significantly benefits the TriMet employees.

It seems to me that unless this Oregon law is reversed (highly unlikely) it makes legitimate employee concessions that are significant, also highly unlikely. And if significant employee concessions are



unlikely, then that increases the chances that TriMet will be forced to declare bankruptcy. This is because it is only in bankruptcy that TriMet management could obtain the needed reductions in total employee compensation to avoid gutting 70% of bus service, and being able to pay for day to day operations, while paying off debt.

So "if" TriMet ends up in bankruptcy, what is the risk to CTran and SW Washington taxpayers if we have light rail? Would any of the bonds (paid for by tolls) be at risk? Would there be any additional costs that CTran or SW Washington taxpayers "might" be burdened with?

How thoroughly has the CTran Board researched TriMet and their financial problems? Why would you or any SW Washington citizen want to be financially tied to TriMet, via light rail, when they are on the verge of bankruptcy or needing a huge bail out from the State of Oregon?

Next issue -- the TriMet annual report states: "*MAX ridership decreased 7 percent in the last quarter of 2012 compared to the previous year.*" In my mind, this calls into question any and all projections of ridership on light rail, with specific focus on revenues generated by fares. If you don't have projected ridership, how much will you have to raise fares by to cover the short fall? If you are unable to raise fares (because you're tied to TriMet agreeing to do so), then would CTran and SW Washington taxpayers be asked to fund a portion of the shortage?

Finally, "*Bus Rapid Transit (or "BRT" for short) is one of the high-capacity transit options being considered for the Powell-Division corridor and the Southwest Corridor (which runs north-south from Portland to Sherwood and east-west from Lake Oswego to Beaverton).*"<sup>1</sup> So why can't CTran and the CRC use BRT? TriMet is already considering BRT for several other areas in its system. It would be a natural alternative to light rail and its significant costs. This would allow designers to raise the height of the bridge, eliminating the need to compensate the three up-river firms. At a minimum, we could offer "continuous" bus service to/from the North Portland light rail station, "if" we desired to connect to Portland's light rail; or we could simply offer BRT to/from downtown Portland during rush hour periods, and still qualify for federal funds.

If you look at these facts, it seems obvious to me that Clark County citizens would not want to be tied to TriMet. They are going broke. Their own Manager's Task Force says so just a year ago.

Thank you for your time and service. I would hope you vote to avoid these very serious entanglements with TriMet right now. I hope you have fully investigated TriMet finances and the issues I raise. In my opinion, there are too many unanswered questions to warrant a "yes" vote, and too much potential financial liability for SW Washington taxpayers.

Sincerely,

John P. Ley  
444 NW Fremont St.  
Camas, WA 98607  
360-834-2672  
pilotjpl@aol.com

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1 TriMet 2012 Annual Report, Feb 2013.

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

**From:** [Lynn Halsey](#)  
**To:** [Debbie Jermann](#)  
**Cc:** [Debbie Jermann](#); [Jim Quintana](#); [Larry Ham](#); [Jeff Hamm](#)  
**Subject:** Customer Comment #8856  
**Date:** Wednesday, September 25, 2013 9:04:50 AM

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This comment came in from Ms Cannon this morning and while she didn't request contact nor distribution to the board I did sent her a courtesy response letting her know that her comment would be distributed.

Hi, I take the 105 Express into Portland in the a.m. & home in the evening. If you replace this bus with a light rail system in the future, I will probably bite the bullet & get a car & stop using public transportation. I feel safe on the 105 bus. I don't feel safe on the Max. I take it as rarely as possible because I have had some very uncomfortable rides. I don't feel comfortable relaxing & doing anything that takes my attention away from my personal safety on the Max. I am comfortable riding the commuter 105 bus almost all of the time. I am likewise uncomfortable riding on the regular Vancouver routes like the 4 and the 37, which are widely travelled by people who are loud, obnoxious, pugilistic, or crazed. Seats on the local buses can be soaked with beer or urine. If I'm going to have to pay \$119 a month for a pass, I want to feel safe and comfortable. I don't want to spend every day in fear.

Exhibit: F

Meeting Date: 9/26/13

Received By: D Jermann

66

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

**From:** [Bill Ganley](mailto:Bill.Ganley)  
**To:** [Debbie Jermann](mailto:Debbie.Jermann)  
**Subject:** FW: YES on LRT Draft Financing Plan  
**Date:** Thursday, September 26, 2013 4:59:46 AM

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----- Forwarded Message

**From:** Michele Wollert <[michelewol@aol.com](mailto:michelewol@aol.com)>  
**Date:** Wed, 25 Sep 2013 18:25:52 -0400 (EDT)  
**To:** <[bill.ganley@cityofbg.org](mailto:bill.ganley@cityofbg.org)>  
**Subject:** Fwd: YES on LRT Draft Financing Plan

Mr. Ganley:

I know you have time for Sharon Nasset, so I am forwarding my alternative perspective to you. We cannot afford to lose this project.

Thank you for your public service.

Michele Wollert  
Vancouver WA

-----Original Message-----

**From:** Michele Wollert <[michelewol@aol.com](mailto:michelewol@aol.com)>  
**To:** [tim.leavitt@cityofvancouver.us](mailto:tim.leavitt@cityofvancouver.us); [larry.smith@cityofvancouver.us](mailto:larry.smith@cityofvancouver.us);  
[bart.hansen@cityofvancouver.us](mailto:bart.hansen@cityofvancouver.us)  
**Sent:** Tue, Sep 24, 2013 1:59 pm  
**Subject:** Fwd: YES on LRT Draft Financing Plan

Mayor Leavitt, Councilmen Smith and Hansen, and Commissioner Stuart:

I urge all of you to support the draft light rail funding plan that will be voted on this Thursday at the C-Tran Board meeting. I am giving you my affirmative vote now: it is a good plan and we need light rail to Vancouver. We need to support Oregon's version of the CRC for our future growth and vitality.

Upholding five year old "pledges" does not allow flexibility for unexpected scenarios. Pledges should never be placed in stone in board policies. If you need to do a block veto, I am all for it and will cheer you on.

Thank you all for your hard work.

Regards,

Michele Wollert  
Shumway neighborhood  
Vancouver

Exhibit: **G**

Meeting Date: **9/26/13**

Received By: **D Jermann**

**67**

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

**From:** [Bill Ganley](#)  
**To:** [Debbie Jermann](#)  
**Subject:** FW: CRC / C-Tran Proposed Budget Plan  
**Date:** Thursday, September 26, 2013 4:59:44 AM  
**Attachments:** [CTran\\_CRC\\_Differences.pdf](#)  
**Importance:** High

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----- Forwarded Message

**From:** Tiffany Couch <[TCouch@acuityforensics.com](mailto:TCouch@acuityforensics.com)>

**Date:** Thu, 26 Sep 2013 02:02:01 -0700

**To:** "[cjfreeman@ci.washougal.wa.us](mailto:cjfreeman@ci.washougal.wa.us)" <[cjfreeman@ci.washougal.wa.us](mailto:cjfreeman@ci.washougal.wa.us)>, "[bill.ganley@cityofbg.org](mailto:bill.ganley@cityofbg.org)" <[bill.ganley@cityofbg.org](mailto:bill.ganley@cityofbg.org)>, "[bart.hansen@cityofvancouver.us](mailto:bart.hansen@cityofvancouver.us)" <[bart.hansen@cityofvancouver.us](mailto:bart.hansen@cityofvancouver.us)>, "[jirish@ci.lacenter.wa.us](mailto:jirish@ci.lacenter.wa.us)" <[jirish@ci.lacenter.wa.us](mailto:jirish@ci.lacenter.wa.us)>, "[eboctran@comcast.net](mailto:eboctran@comcast.net)" <[eboctran@comcast.net](mailto:eboctran@comcast.net)>, "[larry.smith@cityofvancouver.us](mailto:larry.smith@cityofvancouver.us)" <[larry.smith@cityofvancouver.us](mailto:larry.smith@cityofvancouver.us)>, "[tom.mielke@clark.wa.gov](mailto:tom.mielke@clark.wa.gov)" <[tom.mielke@clark.wa.gov](mailto:tom.mielke@clark.wa.gov)>, "[steve.stuart@clark.wa.gov](mailto:steve.stuart@clark.wa.gov)" <[steve.stuart@clark.wa.gov](mailto:steve.stuart@clark.wa.gov)>, "[david.madore@clark.wa.gov](mailto:david.madore@clark.wa.gov)" <[david.madore@clark.wa.gov](mailto:david.madore@clark.wa.gov)>, "[tim.leavitt@cityofvancouver.us](mailto:tim.leavitt@cityofvancouver.us)" <[tim.leavitt@cityofvancouver.us](mailto:tim.leavitt@cityofvancouver.us)>

**Subject:** CRC / C-Tran Proposed Budget Plan

September 27, 2013

Dear C-Tran Board Members –

I will be unable to attend your meeting tomorrow due to out of town travel that will preclude my attendance. I ask that you consider my remarks below.

*I come to you tonight as a concerned citizen. I have had an opportunity to review C-Tran's newly proposed CRC finance plan and have the following questions:*

1. *Why has C-Tran's estimated CRC-related Operation and Maintenance costs changed so significantly since the HCT Finance Plan was published on July 10, 2012? Between 2019 and 2030, the increase in estimated costs is **\$4.5 Million**. See Attached Exhibit.*
2. *I strongly encourage you to insist on reviewing the impacts of the newly proposed CRC – related costs with the proposed C-Tran budget for the same time period.*
  - a. *These revised numbers will have a significant impact on C-Tran's proposed budgets.*
3. *How do farebox revenues between the two plans compare?*
4. *"Third Party Revenues" should be considered a funding deficit at this time. No such partnership or other plan is presented to you. Calling these "revenues" appears to be a misnomer.*
5. *"Other Revenues" should be considered a funding deficit at this time, as per the C-Tran notes. Calling these "revenues" appears to be a misnomer.*
  - a. *When Third Party and Other "Revenues" are combined in years 2027-2030, a more than **\$4 million** shortfall is presented to you.*

**Exhibit:** H

**Meeting Date:** 9/26/13

**Received By:** D Jermann

68

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

6. When this **\$4 million** shortfall described in #5 above is combined with the **\$4.5 million** expenditure differences described in #1 above, C-Tran is looking at additional cash requirements of **\$8.5 million** by 2030.

a. How does this impact the transit agency's regular bus service and other budgeted items for the same time period?

*In the interest of brevity, I have not addressed my concerns with the other components of the newly revised September 26th CRC funding plan presented to you. The above-mentioned items are of enough concern to warrant a halt of any action by your board until which time additional information can be provided to you. Most specifically, the impacts of this plan on C-Tran's operations as a whole. I would urge you, in your fiduciary capacity, to refrain from making a decision as important as this without knowing the impacts on your current levels of service, your future budgets and without more detailed information.*

*I am also concerned that such an action is being considered at all given earlier Resolutions by this board requiring a vote on any HCT financing plans and I strongly urge you to consider both your earlier Resolutions and the vote on the original HCT funding plan in November of last year. Again, I appreciate your service on this board and to the citizens of Clark County. Thank you for considering my comments and analysis.*

Best regards,

Tiffany

*Tiffany R. Couch, CPA/CFF, CFE*

Principal

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[www.acuityforensics.com](http://www.acuityforensics.com) <<http://www.acuityforensics.com>>

***'Whenever you see a successful business, someone once made a courageous decision.' - Peter Drucker***

----- End of Forwarded Message

**C-TRAN**  
**ANALYSIS OF HCT FINANCE PLAN (PUBLISHED JULY 10, 2012) &**  
**CRC FINANCE PLAN DRAFT (PUBLISHED SEPTEMBER 26, 2012)**

	<b>2013 Estimated CRC Costs Per C-Tran (9/26/2013)</b>	<b>C-Tran Updated HCT Finance Plan (7/10/2012)</b>	<b>Increase (Decrease) in Estimated Costs</b>
<b>2019</b>	\$ 3,740,586.00	\$ 3,239,000.00	\$ 501,586.00
<b>2020</b>	\$ 4,018,918.00	\$ 3,538,000.00	\$ 480,918.00
<b>2021</b>	\$ 4,318,511.00	\$ 3,865,000.00	\$ 453,511.00
<b>2022</b>	\$ 4,641,020.00	\$ 4,224,000.00	\$ 417,020.00
<b>2023</b>	\$ 4,988,231.00	\$ 4,618,000.00	\$ 370,231.00
<b>2024</b>	\$ 5,362,070.00	\$ 5,048,000.00	\$ 314,070.00
<b>2025</b>	\$ 5,767,837.00	\$ 5,521,000.00	\$ 246,837.00
<b>2026</b>	\$ 6,204,791.00	\$ 6,040,000.00	\$ 164,791.00
<b>2027</b>	\$ 6,675,359.00	\$ 6,610,000.00	\$ 65,359.00
<b>2028</b>	\$ 7,182,157.00	\$ 6,902,000.00	\$ 280,157.00
<b>2029</b>	\$ 7,728,007.00	\$ 7,210,000.00	\$ 518,007.00
<b>2030</b>	\$ 8,315,953.00	\$ 7,534,000.00	\$ 781,953.00
<b>Totals</b>	\$ 68,943,440.00	\$ 64,349,000.00	\$ 4,594,440.00

Source: C-Tran Published Documents

TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

**From:** [Bill Ganley](#)  
**To:** [Debbie Jermann](#)  
**Subject:** FW: C-Tran Funding Agreement with TriMet, Please Reject  
**Date:** Thursday, September 26, 2013 5:00:14 AM

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----- Forwarded Message

**From:** Lew Waters <[lewwaters@gmail.com](mailto:lewwaters@gmail.com)>  
**Date:** Wed, 25 Sep 2013 18:30:03 -0700  
**To:** <[David.Madore@clark.wa.gov](mailto:David.Madore@clark.wa.gov)>, <[Tom.Mielke@clark.wa.gov](mailto:Tom.Mielke@clark.wa.gov)>, <[bill.ganley@ci.battle-ground.wa.us](mailto:bill.ganley@ci.battle-ground.wa.us)>, <[cjfreeman@ci.washougal.wa.us](mailto:cjfreeman@ci.washougal.wa.us)>  
**Subject:** C-Tran Funding Agreement with TriMet, Please Reject

Since it appears like I most likely will not be able to attend the Thursday, Sep 26 special meeting, I would like to send you all a comment against the agreement and would appreciate having it entered into the record, if at all possible.

My comment;

I respectfully ask that no agreements be made with TriMet at this time. The future of not only the CRC itself, but the makeup of our elected bodies is uncertain at this time, with elections pending and no word yet from the Coast Guard on the needed permit.

I make this request due to what we saw unfold in Clackamas County earlier this year when the voters changed the makeup of their County Commission to reflect citizen opposition to extending TriMet's light rail into their community.

TriMet filed suit in court, winning their case and forcing citizens to accept a project against their will, since the court considered previous commissioner agreements a contract.

We have too much uncertainty at this time, with elections, permitting and the County Advisory Vote to end up locked into an agreement with TriMet against voters' wishes.

It was said long ago by President Abraham Lincoln that we are a "Government of the people, by the people and for the people."

Forcing the people to accept such overly expensive projects like Portland's deeply indebted light rail negates that very principle.

Please, do everything within your power to stop this project until it has the approval of the people.

Thank you.

-end of comment-

Exhibit: I

Meeting Date: 9/26/13

Received By: D Jermann


TO BE ENTERED INTO THE RECORD  
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING

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Lew Waters  
8803 NE 19th Ct  
Vancouver, Wa. 98665-9764  
Owner/Author Clark County Conservative Blogsite  
[lewwaters@gmail.com](mailto:lewwaters@gmail.com)  
360 334 0641


----- End of Forwarded Message





**PHASED BI-STATE CRC PROJECT  
DRAFT C-TRAN/TRIMET AGREEMENT AND  
FINANCE PLAN**

C-TRAN SPECIAL BOARD MEETING  
September 26, 2013



**PHASED BI-STATE CRC AGREEMENTS**

<u>AGENCY</u>	<u>AGREEMENT TYPE</u>
OTC – WSTC	● Tolling Agreement
ODOT – WSDOT	● Project Development and Operations
ODOT – TriMet	● Project Development and Funding ● Operations and Maintenance
C-TRAN – TriMet	● Project Development and Operations ● Asset Transfer
C-TRAN – City of Vancouver	● Operations
City of Vancouver – TriMet	● Project Development and Operations
ODOT, WSDOT, C-TRAN, TriMet, City of Vancouver, City of Portland	● Continuing Control

*Source: CRC Project, September 2013*



**C-TRAN**  SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING 

Exhibit:

Meeting Date:

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J  
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## PHASED BI-STATE CRC AGREEMENTS

<u>AGENCY</u>	<u>AGREEMENT TYPE</u>
OTC – USTC	● Tolling Agreement
ODOT – WSDOT	● Project Development and Operations
ODOT – TriMet	● Project Development and Funding ● Operations and Maintenance
C-TRAN – TriMet	● Project Development and Operations ● Asset Transfer
C-TRAN – City of Vancouver	● Operations
City of Vancouver – TriMet	● Project Development and Operations
ODOT, WSDOT, C-TRAN, TriMet, City of Vancouver, City of Portland	● Continuing Control

*Source: CRC Project, September 2013*



SEPTEMBER 26, 2013 SPECIAL C-TRAN  
BOARD MEETING



## C-TRAN/TRIMET Project Development; Operations & Maintenance Term Sheet

### Service Levels, Fares, Payments – Sections 2-6

•Five-Year Plan

•Budget Adoption

- ✓Service Hours
- ✓Costs
- ✓Fares
- ✓Ridership

•Quarterly Payment

•Reconciliation



SEPTEMBER 26, 2013 SPECIAL C-TRAN  
BOARD MEETING



**C-TRAN/TRIMET**  
**Project Development; Operations & Maintenance**  
**Term Sheet (Continued)**

**District O&M Costs – Section 7**

- Maintenance of Way
- Park & Ride Lots
- Stations
- Marketing/Community Outreach
- Betterments
- Utilities



SEPTEMBER 26, 2013 SPECIAL C-TRAN  
BOARD MEETING



**C-TRAN/TRIMET**  
**Project Development; Operations & Maintenance Term**  
**Sheet (Continued)**

**Mutual O&M Costs – Section 8**

- General
  - ✓Administration Costs Excluded
  - ✓Legacy Costs Excluded
    - ✓Taxes
    - ✓Insurance
    - ✓Start-up
- Vehicles
- Track
- Systems
- Operations
- Bridge Related
- Capital Maintenance
- State Line



SEPTEMBER 26, 2013 SPECIAL C-TRAN  
BOARD MEETING



**C-TRAN/TRIMET  
Project Development; Operations & Maintenance Term  
Sheet (Continued)**

**FTA Compliance – Section 9**

**Grant/Non-Fare Revenues – Section 10**

**Right-of-Way– Section 11**

**Dispute Resolution – Section 12**



SEPTEMBER 26, 2013 SPECIAL C-TRAN  
BOARD MEETING



**FINANCE PLAN**

<b>CRC LRT O&amp;M Cost</b>	<b>2019</b>
C-TRAN Shared Cost	\$2,892,290
C-TRAN District Cost	\$848,295
TriMet Shared Cost	\$1,683,933
TriMet District Cost	\$272,361
<b>Total Cost</b>	<b>\$5,696,880</b>
<b>Revenues</b>	<b>2019</b>
Farebox Revenues	\$2,278,752
State of Good Repair Grant	\$0
TriMet Share	\$1,117,772
C-TRAN Share	\$2,300,356
<b>Total Revenues</b>	<b>\$5,696,880</b>
<b>Funding for C-TRAN Share</b>	<b>2019</b>
Truncated Bus Savings	\$1,435,513
Commercial Lease Revenues	\$74,665
C-TRAN Sales Tax Receipts from CRC @ 5/10th of 1%	\$390,178
Third Party	\$400,000
Other	
<b>Total C-TRAN Revenues</b>	<b>\$2,300,356</b>



SEPTEMBER 26, 2013 SPECIAL C-TRAN  
BOARD MEETING



### FINANCE PLAN


CRC LRT O&M Cost	2026	2027	2028
C-TRAN Shared Cost	\$4,983,693	\$5,384,724	\$5,818,025
C-TRAN District Cost	\$1,221,098	\$1,290,635	\$1,364,132
TriMet Shared Cost	\$2,901,578	\$3,135,064	\$3,387,338
TriMet District Cost	\$416,508	\$444,256	\$473,853
<b>Total Cost</b>	<b>\$9,522,877</b>	<b>\$10,254,678</b>	<b>\$11,043,347</b>


Revenues	2026	2027	2028
Farebox Revenues	\$4,285,295	\$4,922,246	\$5,521,674
State of Good Repair Grant	\$459,474	\$468,664	\$478,037
TriMet Share	\$1,572,132	\$1,595,603	\$1,653,451
C-TRAN Share	\$3,205,976	\$3,268,166	\$3,390,186
<b>Total Revenues</b>	<b>\$9,522,877</b>	<b>\$10,254,678</b>	<b>\$11,043,347</b>

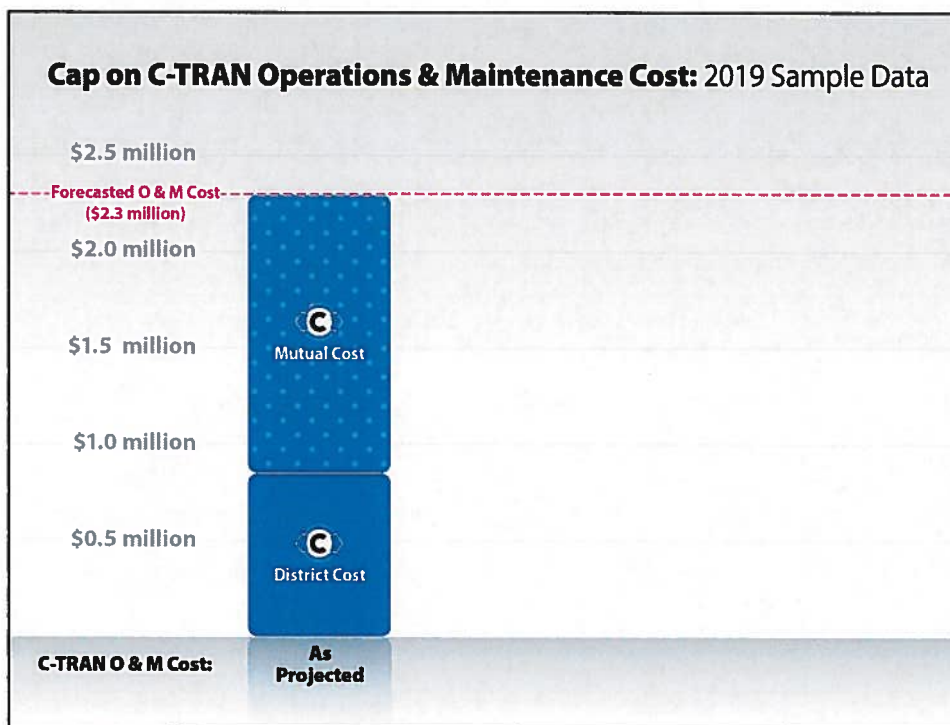
  

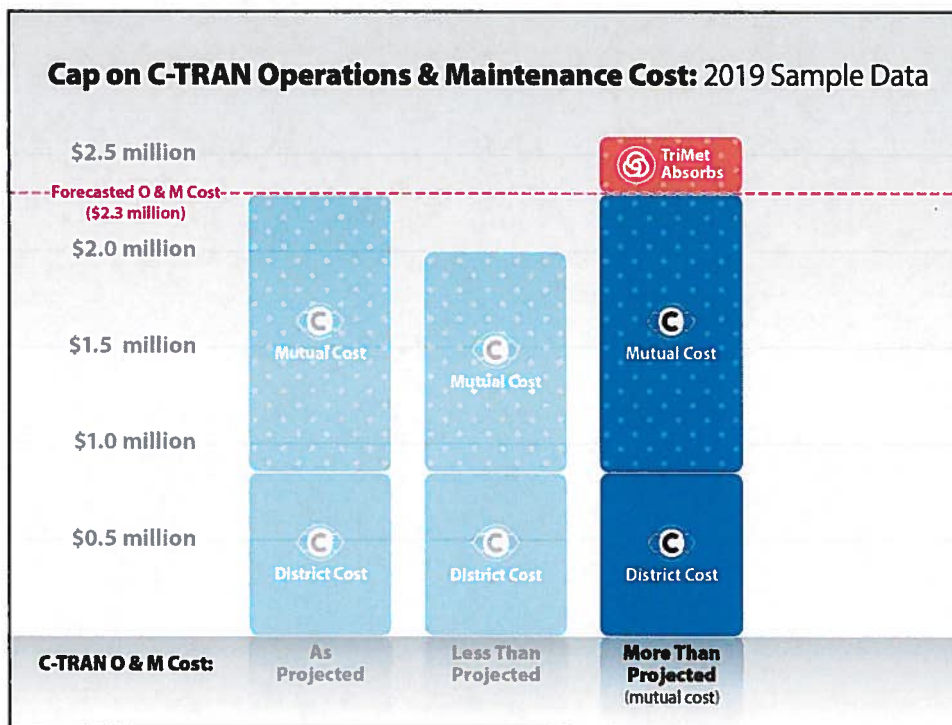
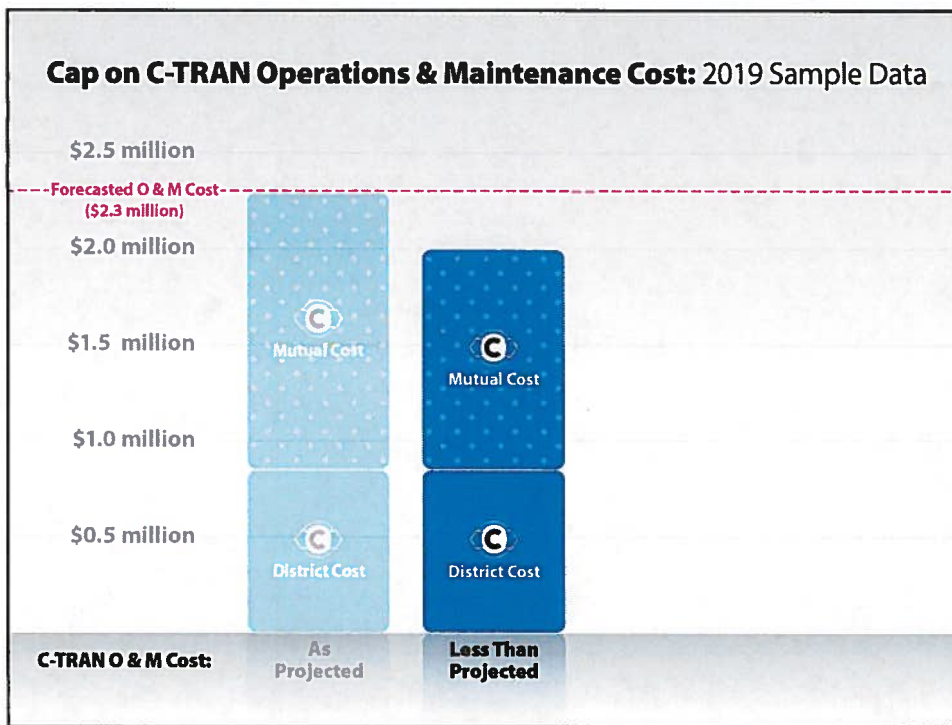
Funding for C-TRAN Share	2026	2027	2028
Truncated Bus Savings	\$1,947,558	\$2,033,067	\$2,122,331
Commercial Lease Revenues	\$85,766	\$87,481	\$89,231
C-TRAN Sales Tax Receipts from CRC @ 5/10th of 1%	\$646,279	\$319,851	
Third Party	\$526,373	\$547,428	\$569,325
Other		\$280,339	\$609,299
<b>Total C-TRAN Revenues</b>	<b>\$3,205,976</b>	<b>\$3,268,166</b>	<b>\$3,390,186</b>

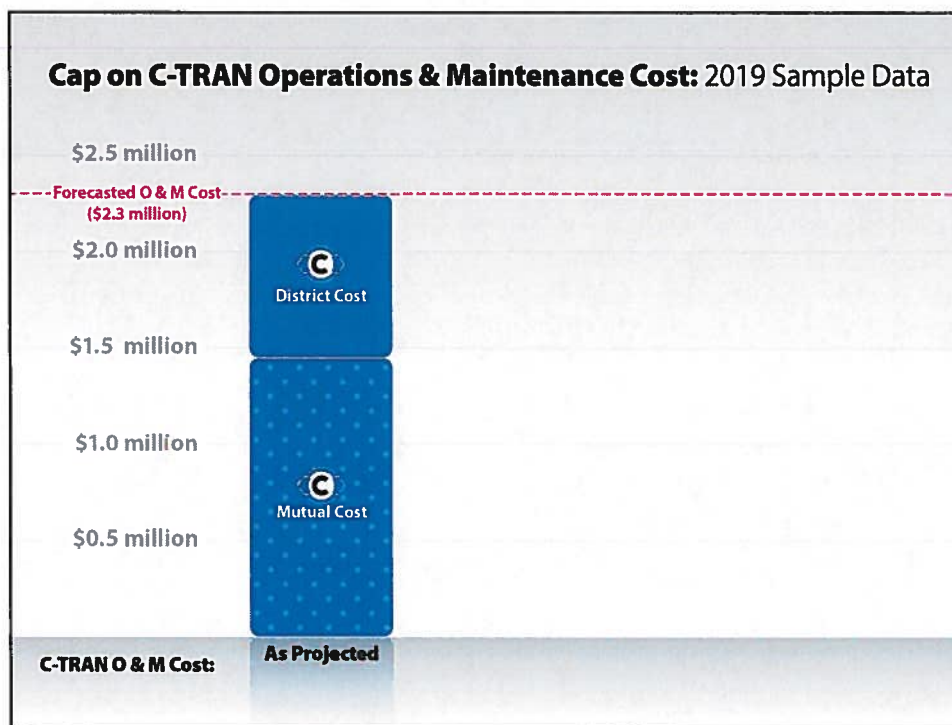
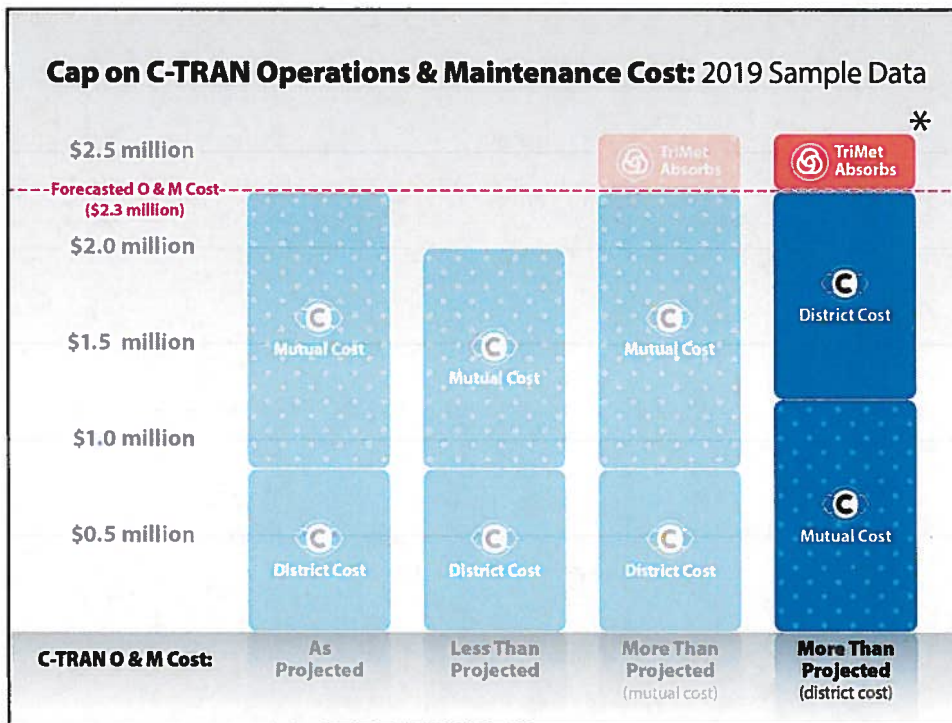


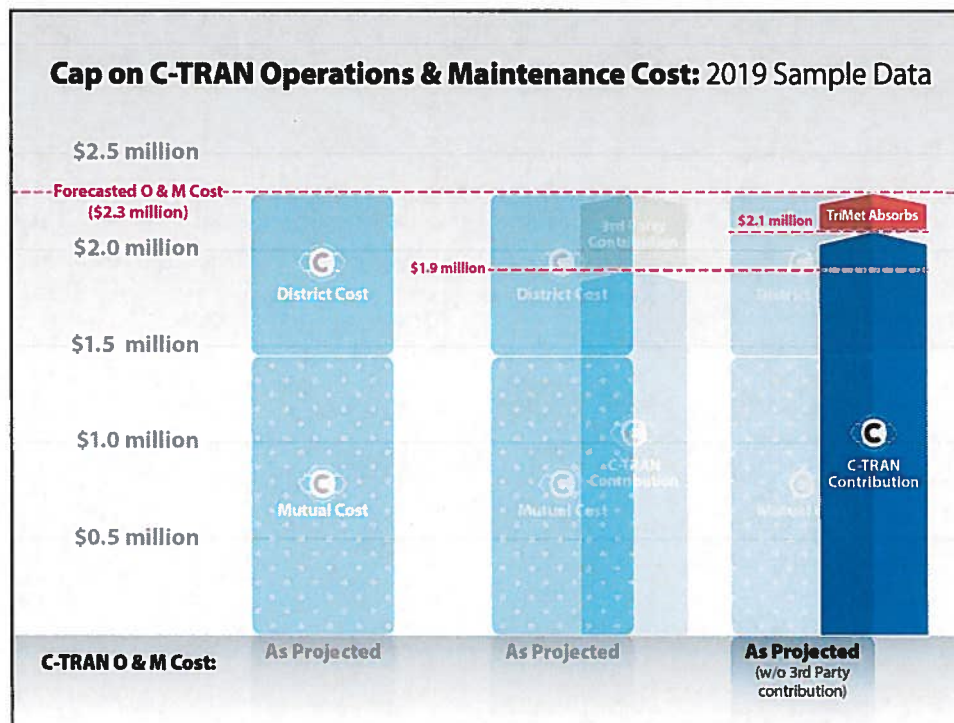
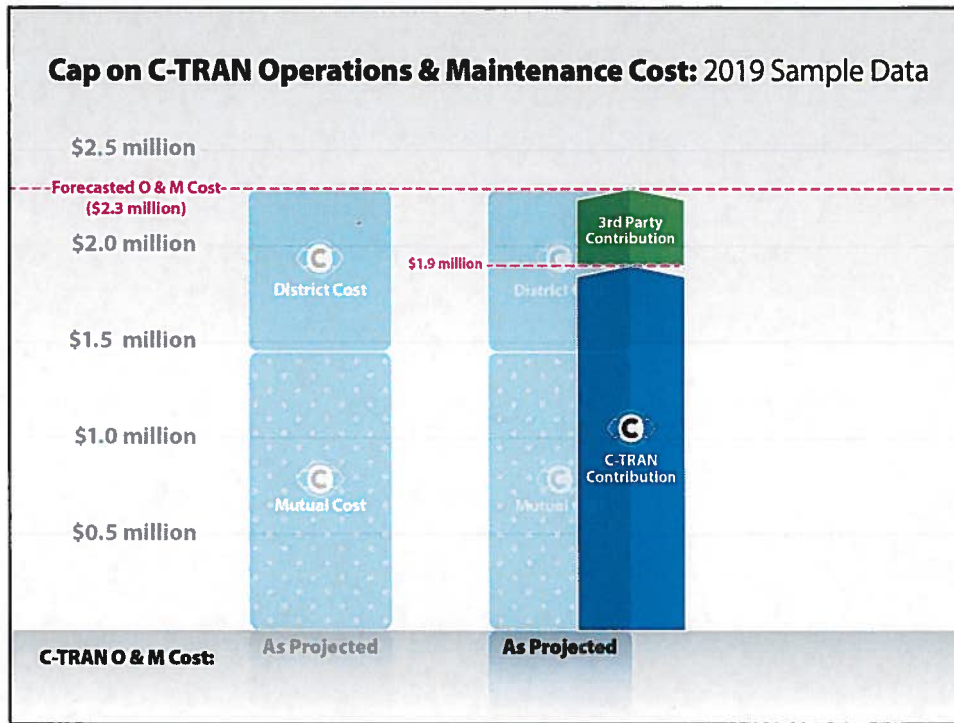
SEPTEMBER 26, 2013 SPECIAL C-TRAN BOARD MEETING













**Exhibit B**

<b>Year</b>	<b>Maximum Contribution</b>	<b>Year</b>	<b>Maximum Contribution</b>
2019 (5)	\$2,300,000	2030	\$3,021,000
2020	\$2,470,000	2031	\$3,149,000
2021	\$2,652,000	2032	\$3,283,000
2022	\$2,624,000	2033	\$3,422,000
2023	\$2,817,000	2034	\$3,567,000
2024	\$3,026,000	2035	\$3,719,000
2025	\$3,253,000	2036	\$3,877,000
2026	\$3,206,000	2037	\$4,041,000
2027	\$2,988,000	2038	\$4,213,000
2028	\$2,781,000	2039	\$4,392,000
2029	\$2,899,000	2040	\$4,579,000
		2041+	*

\*Amount payable by C-TRAN shall be the amount payable by C-TRAN in the previous year multiplied by 1.04.



**BOARD RESOLUTION BR-13-014**

**A RESOLUTION** of the Clark County Public Transportation Benefit Area Authority (C-TRAN) Board of Directors authorizing the Executive Director/CEO to execute a Project Development and Operations contract with the Tri-County Metropolitan Transportation District of Oregon (TriMet) precedent upon the State of Oregon replacing the current I-5 bridge between Oregon and Washington such that TriMet extend light rail service from Expo Center to the Clark Park and Ride.

**WHEREAS**, C-TRAN as a municipal corporation organized under Ch. 36.57A, is empowered to provide public transportation services including high capacity transit and other public transportation services as permitted by law at the time of implementation; and

**WHEREAS**, on July 8, 2008 the C-TRAN Board of Directors adopted Board Resolution BR-08-019 endorsing, with contingencies, a Columbia River Crossing Project (CRC) Locally Preferred Alternative (LPA) with light rail transit between the Oregon side of the Columbia River and a northern HCT terminus in the vicinity of Clark College; and

**WHEREAS** on June 8, 2010 the C-TRAN Board of Directors adopted the C-TRAN 2030 Plan that contained the extension of TriMet MAX service to serve downtown Vancouver and Clark College as a HCT service improvement; and

**WHEREAS** the initial implementation strategy for the HCT component of the C-TRAN 2030 Plan included seeking voter approval and in November 2012, C-TRAN placed an HCT sales tax increase under RCW 81.104 on the ballot, which ballot measure was subsequently rejected; and

**WHEREAS** the C-TRAN Board of Directors has continued to study, seek public input, and consider the potential extension of light rail service through downtown Vancouver to the Clark Park and Ride; and

**WHEREAS** the Governor of the State of Oregon proposes to introduce legislation that would provide for Oregon to replace the current I-5 Bridge between Oregon and Washington with a new bridge that would include extension of TriMet light rail service through downtown Vancouver to the Clark Park and Ride and;

**WHEREAS** as an express condition precedent, that such bridge is constructed and such light rail service is provided, the C-TRAN Board of Directors adopts and resolves as follows:

1. The C-TRAN 2030 Plan implementation strategy is hereby revised to include an alternative to fund the maintenance and operations of the light rail service extension from Expo Center to the Clark Park and Ride from among but not limited to the following sources: reinvestment of savings from truncating C-TRAN bus service between downtown Vancouver and Delta Park, lease revenue from commercial space leased in project park and

Exhibit:

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ride lots, third party partnerships and other measures, all without seeking an increase in taxes; and

2. Consistent with materials provided at its special meeting of September 26, 2013, the C-TRAN Executive Director/CEO is authorized to negotiate and enter into an agreement on behalf of C-TRAN with TriMet to provide such light rail service upon condition that a bridge is constructed with light rail; and
3. The Executive Director/CEO is required to ensure the agreement contains the following terms, conditions and parameters:
  - a. No commitment of C-TRAN funds shall be made to the capital costs of the project;
  - b. Division of the operation and maintenance costs shall be calculated by dividing the length of the HCT corridor in Washington and the length of the HCT corridor in Oregon, as determined by the legally established state line in the Columbia River, by the total length of the HCT corridor from the Expo Center Station to the terminus at Clark Park and Ride.
  - c. TriMet unfunded pension and medical benefit costs shall not be included in the calculation of any costs to be divided and subsequently borne by C-TRAN;
  - d. TriMet general administrative and overhead costs shall not be included in the calculation of any costs to be divided and subsequently borne by C-TRAN;
  - e. C-TRAN's annual contribution to the maintenance and operation of the light rail extension from Expo Center Station to the Clark Park and Ride terminus shall be the lesser of 63.2% of costs calculated or the amount listed on Exhibit B (unless C-TRAN secures additional revenues) of the draft agreement between TriMet and C-TRAN for operation and maintenance of the CRC Project.

**RESOLVED AND ADOPTED THIS 26th day of September 2013.**

Ayes :

Nays :

Absent :

---

William J. Ganley, Chair

Attest:

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Debbie Jermann  
Clerk of the Board



**BOARD RESOLUTION BR-13-015**

**A RESOLUTION** to uphold foundational C-TRAN adopted policies.

**WHEREAS**, C-TRAN is considering choosing a means to finance Columbia River Crossing (CRC) Light Rail Transit (LRT) operations and maintenance costs; and

**WHEREAS**, C-TRAN Board Resolution BR-08-019 adopted on July 8, 2008 states that “Any means chosen to finance operations of the HCT component of the CRC project shall be submitted to impacted C-TRAN voters for approval.”; and

**WHEREAS**, that resolution further states “Initiation of HCT service in Clark County should provide a net service benefit to existing C-TRAN patrons, without diverting existing revenues from C-TRAN’s current operating and capital costs.”; and

**WHEREAS**, that resolution was confirmed on May 21, 2013 in C-TRAN staff report #13-023 that specifically confirms that requirement as an important condition of approval of the CRC LPA by stating “The other important condition in C-TRAN’s LPA required a public vote for ‘any means chosen’ to finance CRC LRT operations and maintenance costs on the Washington side of the project. In response, C-TRAN conducted a ballot measure to fund its share of the CRC LRT operations and maintenance costs in November 2012. The ballot measure did not pass”.

**NOW, THEREFORE, BE IT RESOLVED**, that it shall be the policy of the C-TRAN Board to uphold these adopted resolutions, policies, and commitments made to C-TRAN voters by confirming that any means chosen to finance operations of the HCT component of the CRC project shall be submitted to impacted C-TRAN voters for approval and C-TRAN shall not divert any existing revenues to fund CRC LRT operations and maintenance costs.

**RESOLVED AND ADOPTED THIS 26th day of September 2013.**

Ayes :

Nays :

Absent :

\_\_\_\_\_  
William J. Ganley, Chair

Attest:

\_\_\_\_\_  
Debbie Jermann  
Clerk of the Board