



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

May 11, 2010

The C-TRAN Board of Directors meeting was held Tuesday, May 11, 2010 at C-TRAN Administrative Facility, 2425 NE 65th Avenue, Vancouver, Washington 98661.

CALL TO ORDER

Chair Marc Boldt called the meeting to order at 5:35 p.m.

PLEDGE OF ALLEGIANCE

Chair Boldt led the Pledge of Allegiance.

ROLL CALL OF MEMBERS

PRESENT: Marc Boldt, Linda Dietzman, Bill Ganley, Jeanne Harris, Jim Irish, Tim Leavitt (left at 7:35 p.m.), Tom Mielke, Jeanne Stewart, Steve Stuart (left at 7:35 p.m.)

ABSENT: None

CHANGES TO AND APPROVAL OF THE BOARD AGENDA

Chair Boldt advised the discussion in Executive Session relating to Potential Litigation would not be necessary.

JEANNE HARRIS MOTIONED, BILL GANLEY SECONDED, AND MOTION CARRIED TO APPROVE THE AGENDA.

BOARD RESOLUTION

1. PRESENTATION TO RETIRING COACH OPERATOR CARLOS SPAHIE, BOARD RESOLUTION #10-007

JIM IRISH MOTIONED, JEANNE STEWART SECONDED, AND MOTION CARRIED TO APPROVE BOARD RESOLUTION #10-007, RECOGNIZING RETIRING COACH OPERATOR CARLOS SPAHIE.

Chair Boldt thanked Mr. Spahie for his service and presented a plaque of appreciation to Coach Operator Spahie for his years of service to C-TRAN and the community.

CONSENT AGENDA

1. APPROVAL OF BOARD APRIL 13, 2010 MINUTES
2. TRANSMITTAL OF CLAIM VOUCHERS NUMBERED 084761 THROUGH 085204 PLUS PAYROLL FOR APRIL 2010, IN THE TOTAL AMOUNT OF \$3,800,260.85
3. CONTRACT AWARD – BREEZEWAY CONCRETE REPLACEMENT PROJECT (ARRA FUNDS), STAFF REPORT #10-017

Due to the deterioration of the existing concrete, it has become necessary to remove and replace the main entrance into C-TRAN's bus facility. The entrance consists of 8-inch thick reinforced concrete pavement, which encompasses and requires approximately 15,000 square feet of replacement concrete pavement, with several types of expansion and contraction joints. Funding for this project is available through the American Recovery Reinvestment Act (ARRA).

JEANNE HARRIS MOTIONED, BILL GANLEY SECONDED, AND MOTION CARRIED TO APPROVE THE CONSENT AGENDA.

CITIZEN COMMENTS TO THE BOARD

1. Jim Howell, 3325 NE 45th Ave., Portland, OR 97213, addressed the Board to discuss "A Two Crossing Option for the CRC", as outlined in Exhibit A. Mr. Howell said support for the Columbia River Crossing (CRC) project is declining and it is time to start thinking about Plan B in the event funding does not come through for the current project. Mr. Howell urged C-TRAN to consider commuter rail as part of the system.
2. John W. Burke, 15620 NE 15th St., Vancouver, WA 98684, addressed the Board regarding the March 2010 Telephone Survey (Community Report Card). Mr. Burke read his written comments into the record (attached to these minutes as Exhibit B). Mr. Burke stated the survey questions are manipulative, and only provided respondents with information carefully selected to imply that Vancouver Light Rail provides benefits without serious costs. Mr. Burke urged the C-TRAN Board of Directors to reject light rail in Vancouver.
3. Debbie Peterson, Vancouver, WA, addressed the Board regarding the CRC project and light rail, and urged the Board to dismiss the CRC project until consensus on the project could be reached. Ms. Peterson referenced a survey conducted by KATU in March 2009 that indicated people did not want to pay increased sales tax to fund the CRC project. Ms. Peterson urged the Board to reconsider their adopted Locally Approved Alternatives (LPA) for the CRC project.

LIGHTER SIDE INTERLUDE

1. TRAVEL TRAINER PROGRAM UPDATE

Paratransit Dispatcher Kelly Gifford provided the update. Dispatcher Gifford indicated that since August 2009, 16 people who were either dependent on C-VAN service or did not use the system have been trained to ride Fixed Route.

Board Member Jeanne Stewart expressed concern for the users who found it necessary to change buses in inclement weather, and if there are those who out of a sense of guilt, cease using C-VAN without making the transition to Fixed Route service.

Dispatcher Gifford responded that many continue to use the C-VAN service during their training and still depend on C-VAN service for some trips that are not possible with the Fixed Route system. Those eligible for C-VAN service have the option to retain reduced C-VAN service.

Board Member Tom Mielke asked what the reasoning is for those who wish to move from C-VAN service to Fixed Route. Dispatcher Gifford said it is a sense of independence to use the Fixed Route system, rather than be dependent on the C-VAN system, which is by appointment.

PUBLIC HEARING

1. C-TRAN'S 2030 PLAN

Director of Development & Public Affairs Scott Patterson gave the staff report as outlined in the PowerPoint presentation, attached to these minutes as Exhibit C.

Board Member Mielke asked if the financial model is adequate. Director Patterson said the model was updated to reflect the current economic conditions.

Controller Diane O'Regan stated funding for High Capacity Transit (HCT) would be 20 percent local funds, New Starts Grant funding, and debt. Director Patterson added annual fare increases are also included in the financial modeling.

Board Member Steve Stuart asked staff to provide the Board information on assumptions for debt service for the June 8, 2010 discussion.

Board Member Mielke asked what the length of the bond term would be. Controller O'Regan advised the bond term would be 30 years. Board Member Mielke asked if staff has considered a shorter term. Executive Director/CEO Jeff Hamm said staff would look at shorter bond terms and bring that information to the June meeting.

Board Member Tim Leavitt asked if any portion of the Phase I tax increase would be used to fund CRC capital costs. Director Patterson said no.

Public Testimony:

1. Ginger Metcalf, 703 Broadway, Vancouver, WA, stated she represents Identity Clark County, and said the proposed 2030 Plan incorporates points that are important to Clark County's economic development. The failure to invest in transit improvements will result in loss of businesses, as transit helps build communities, not just move people. Ms. Metcalf urged the Board to implement the plan as soon as feasible to meet the needs of the future. Ms. Metcalf said adoption of the 2030 plan is a quality of life decision.
2. Anne McEnery-Ogle, 3501 F. St., Vancouver, WA 98663, stated she is the Chair of the Shumway Neighborhood Association. Ms. McEnery-Ogle asked if the map on page 81 of the agenda packet, showing Bus Rapid Transit (BRT) in an exclusive lane on Main Street would be adopted as part of the inclusion of the High Capacity Transit study in the 2030 Plan adoption. The Shumway Neighborhood Association was not aware the HCT study would be included in the plan. Board Member Steve Stuart advised the HCT study is a study report only. Ms. McEnery-Ogle responded she is concerned the neighborhood association was not provided the opportunity to address inclusion of the map.
3. Lee Rafferty, 811 Main St., Vancouver, WA, stated she is the Director of the Vancouver Downtown Association. Ms. Rafferty urged the Board to not allow the discussion of the proposed 2030 Plan turn into a debate on light rail, and adopt the plan because it addresses C-TRAN's Mission.

Board Member Leavitt said it would be helpful for future discussions, for staff to outline the process to move forward with any HCT or BRT corridors, outside of the 4th Plan BRT included in the preferred alternative.

4. Lee Coulthard, 500 Broadway St., #603, Vancouver, WA, stated he is a member of the Vancouver Downtown Association and has been exposed to a number of transportation discussions. As the discussions continue on the merits of C-TRAN and light rail, Mr. Coulthard urged the Board to think about our options to travel from point A to point B, and not to hurt the overall mission of C-TRAN.

5. Debbie Peterson, Vancouver, WA, said at this public hearing, staff should have been able to provide information on the amount of debt that would be incurred. Ms. Peterson said light rail is bankrupting Portland and TriMet, and does not feel traffic on I-5 stifles growth. Businesses may leave Washington because of high sales tax rates, not traffic. Ms. Peterson urged the Board to take their time and carefully look at all funding impacts in the 2030 Plan.
6. Tedine Roos, 3706 NW 129th Circle, Vancouver, WA, stated that oil production around the world has been flat, even with the increased demand; gas prices are rising, and a few weeks ago, there was a news article referencing Chevron shedding jobs. Ms. Roos said the 2030 Plan is forward thinking and it is encouraging to know people are looking to the future when a car will be a luxury.
7. Jim Howell, 3325 NE 45th Ave., Portland, OR 97213, questioned why the preferred alternative shows such a great farebox recovery compared to Alternative 5. Executive Director/CEO Hamm advised it is a result of geographic coverage for service.

Chair Bolt closed the public hearing.

Board Member Jeanne Stewart expressed concern the neighborhood associations may not have been aware of issues that could dramatically impact their neighborhoods, and questioned if adoption of the 2030 Plan would include adoption of RTC's High Capacity Transit Study.

Board Member Bill Ganley stated the RTC study was taken to the neighborhood associations, and two years were spent on the project, including public outreach. Board Member Ganley said he is not a big fan of 20-year plans because they have a tendency to change within 5 years; however, those plans need to be in place to seek federal funding.

Director Patterson confirmed the 2030 Plan preferred alternative only includes the 4th Plain BRT.

Board Member Jeanne Stewart asked if the C-TRAN Board of Directors has formally approved the HCT Plan. Executive Director/CEO Hamm responded no, because C-TRAN needs to ensure it is consistent with the 2030 Plan.

Chair Boldt stated the Board would have an in-depth policy discussion on whether or not the agency will incur debt.

Board Member Steve Stuart said the plan outlines a 20-year period; however, the Board needs to look at a financially constrained model for a shorter period of time. Executive Director/CEO Hamm advised staff would provide the Board a copy of the adopted 6-year Transit Development Plan.

Chair Boldt asked that Board Members e-mail Executive Director/CEO Hamm if they have further questions or need additional information prior to the June 8, 2010 meeting.

STAFF REPORTS

1. SALARIED COMPENSATION PLAN REVISION, STAFF REPORT #10-018

Administrative Services Director Arlene Doern gave the staff report. The original C-TRAN Management Compensation Plan was developed based on portions of a salary administration plan from Boise Cascade. The C-TRAN Board of Directors approved the plan, currently called the Salaried Compensation Plan (Plan), on March 6, 1984. Minor revisions have been made to the plan over the years. Now, as a result of implementing a new performance planning and evaluation instrument, the Plan has been renamed, edited and revised. Notable changes include:

Section	Description
Title Page	Change plan name from “Salaried Compensation Plan” to “Non-Represented Employee Compensation Plan” as it applies to both salaried and hourly employees.
Introduction	The CPI data in the formula for range adjustments was changed from the June CPI to the December CPI to accommodate the change in the evaluation plan year (January-December).
3.3	Dates have been adjusted for new hires and newly promoted employees to coincide with the new evaluation plan year.
3.4	Dates have been adjusted for annual merit increases to coincide with the new evaluation plan year.
3.5	Promotional Increases section was rewritten to define the amount of the increase but to also allow for a higher increase given special circumstances and proper approvals.
3.6	Supervisory Pay Compression section was added to address pay overlap between supervisors and the employees they supervise.
4	This section, “The Performance Review Plan,” is new and replaces “The Performance Partnership Plan.” The Performance Review Plan is described in detail, and the form (Exhibit A) is included.

Per Section 3.4 of the revised plan, the change to the salary increase date from January 1 of each year to April 1 necessitates a special retroactive increase date for 2011 covering a 15-month period (January 1, 2011-March 30, 2012) rather than the regular 12-month period.

STEVE STUART MOTIONED, JIM IRISH SECONDED, AND MOTION CARRIED TO AUTHORIZE C-TRAN'S EXECUTIVE DIRECTOR/CEO TO IMPLEMENT THE REVISED NON-REPRESENTED EMPLOYEE COMPENSATION PLAN AS WRITTEN AND IMPLEMENT A SPECIAL ONE-TIME RETROACTIVE INCREASE DATE FOR 2011 COVERING A 15 MONTH PERIOD (JANUARY 1, 2011 - MARCH 30, 2012) RATHER THAN THE REGULAR 12 MONTH PERIOD.

2. EXECUTIVE SESSION POLICY, PROPOSED CHANGES TO C-TRAN'S BYLAWS, AND AMENDMENT TO BOARD POLICY PBD-012 - CODE OF ETHICS, STAFF REPORT #10-019

Legal Counsel Tom Wolfendale presented the staff report. A new law (2010 Wash. Laws Chapter 278) (the "Legislation") requires, among others, legislative bodies of public transportation benefit areas organized under chapter 36.57A RCW, such as C-TRAN, to add a "nonvoting" Board member that is recommended or selected by majority vote by the labor organization(s), if any, representing the public employees in the agency, to their governing bodies (the "Nonvoting Member"). Under the terms of the Legislation, the Nonvoting Member must comply with the governing bylaws and policies applicable to the agency and does not have voting rights.

The Open Public Meetings Act, and specifically RCW 42.30.110, authorizes the C-TRAN Board of Directors (the "Board") to hold an executive session during a regular or special meeting for the purpose of discussing matters delineated therein. In addition, the C-TRAN Bylaws authorize executive sessions to be held during any regular or special meeting of Board committees.

The Legislation prohibits the Nonvoting Member from attending any executive session held for the purpose of discussing negotiations with labor organizations, and allows the Chair of the Board to exclude the Nonvoting Member from executive sessions called for other purposes under the Act. The Legislation, however, does not fully address the procedure for excluding the Nonvoting Member from executive sessions and does not address legal and practical considerations with respect to including the Nonvoting Member in executive sessions (such as, without limitation, attorney-client privilege, due process, and potential breach of conflict of interest of fiduciary requirements). At this time, the Washington State Legislature has not provided guidance on these issues.

Absent guidance from the Legislature, the attached resolutions present policy options for the Board in addressing executive sessions. The policy options are intended to:

- Guide the Board in meeting its obligations under applicable statutes and code provisions associated with open public meetings and executive sessions.
- Supplement but not replace any applicable state laws governing open public meetings and executive sessions, including but not limited to the Act and the Legislation.
- Take prudent measures to fully preserve the attorney-client privilege and attorney work product privilege held by or related to C-TRAN.

The policy presented in resolution Option 1, addresses the issues not fully vetted by the Legislature. It declares a preference of the Board to exclude the Nonvoting Member from all executive sessions.

The policy presented in resolution Option 2 is one option for addressing the issues not fully vetted by the Legislature. It declares a preference of the Board to exclude the Nonvoting Member from certain specified executive sessions and to include the Nonvoting Member in other executive sessions as determined on a case-by-case basis to be in the best interest of the agency, and requests that the Chair of the Board (including all acting Chairs) and Chairs of Board committees (including all acting Chairs) exclude the Nonvoting Member from any portion of an executive session of the Board or Board committees called for certain purposes.

Per Section 6 of the adopted bylaws, the bylaws may be revised or amended at any regular or special meeting of the Board by a vote of the majority of the whole membership of the Board, except as otherwise provided in the bylaws, provided that copies of the proposed revisions or amendments shall have been available to each Board Member at least 30 days prior to the regular or special meeting at which proposed revisions or amendments are to be acted upon. As a result, staff is proposing the Board consider amendments to the bylaws at the June 8, 2010 meeting.

Counsel Wolfendale advised a third option would be to not adopt the policy and only exclude the non-voting member from executive sessions regarding labor negotiations.

Counsel Wolfendale clarified that the resolution can only provide direction to the Chair of the C-TRAN Board of Directors, but does not bind the Chair. It is at the sole discretion of the Chair whether or not to allow the non-voting member into any executive session, with the exception of labor negotiations.

Counsel Wolfendale said the non-voting member is required to maintain the same standards as voting Board members, including financial disclosures and application of the public records law. The non-voting member would not count towards the quorum necessary to conduct the meeting, but they could trigger the quorum requirements that are imposed by the public meeting law. The C-TRAN Board of Directors is being asked to approve placing this matter on the June 8, 2010 agenda.

Board Member Jeanne Stewart asked how an alternate is chosen for the non-voting member. Counsel Wolfendale responded the Board does not determine how they choose their representative and the legislation does not address selection of alternatives. In addition, there is nothing in the legislation regarding setting of term for the non-voting member.

TOM MIELKE MOTIONED, JEANNE STEWART SECONDED, AND MOTION CARRIED TO DIRECT STAFF TO PLACE THE PROPOSED CHANGES TO THE C-TRAN BYLAWS, PROPOSED AMENDMENTS TO BOARD POLICY PBD-012-CODE OF ETHICS, AND BOARD RESOLUTION BR-10-008 ESTABLISHING A POLICY FOR EXECUTIVE SESSIONS, ON THE JUNE 8, 2010 AGENDA FOR CONSIDERATION.

The Board asked that clarification on term limits be provided prior to the June 8 meeting.

Board Member Tim Leavitt and Board Member Steve Stuart left the meeting at 7:35 p.m.

3. ADA TASK FORCE SHOPPING SHUTTLE UPDATE, STAFF REPORT #10-020

Passenger Service Manager Walt Gordon gave the staff report. The ADA Task Force recommended a shopping shuttle to improve efficiency and group C-VAN rides to common destinations. The theory was C-VAN eligible customers and other seniors would ride the shopping shuttle for grocery shopping instead of booking individual trips on C-VAN.

The pilot project began October 2009 with a twice a month, three day a week service. Residents of Smith Tower, Evergreen Inn, Lewis and Clark apartments and Esther Short Commons were given the first and third Tuesdays of each month. Residents at Van Vista, Columbia House and the Pythian Home were assigned the first and third Wednesdays for their shopping shuttle. The Fruit Valley neighborhood was allocated the first and third Thursday for its service.

The project used El Dorado buses with predictable time points. Any resident of the facility could use the service; however, this was an ADA cost containment initiative with a performance expectation of 4.5-6.0 C-VAN passengers per revenue hour. C-VAN operators were used to provide the service and outreaches to the different facilities were coordinated with the residential managers. Midway through the project a customer explained that the service was difficult to understand. At that point Public Affairs and Operations developed a revised outreach tool called, "Easy as 1-2-3" that step by step explained how to use the service. Ridership at Columbia House increased shortly thereafter. Presentations to the building resident groups and greater cooperation of the resident managers also affected ridership. After six months of service, the bulk of the customers come from Smith Tower, Lewis and Clark apartments, and Columbia House. The Thursday segment assigned to the Fruit Valley neighborhood was disappointing from the start. Extra effort was used to increase ridership for this geographical area, but year to date only nine riders have chosen to use the service. In an effort to entice the Fruit Valley residents, the shuttle was enhanced to a weekly service and ridership has not improved.

At this time, only three locations generate significant numbers of riders. Smith Towers, Lewis and Clark apartments and Columbia House account for 88 percent of the 172 passenger trips. Of the 172 trips, only 34 involve C-VAN eligible customers. The residents of the three facilities enjoy the service and we have garnered good public relations with the residents of each facility. The Columbia House group is growing each week and three of the eleven riding every other week are C-VAN customers. The Smith Tower group also generates good ridership; however, only a few are C-VAN eligible customers. Lewis and Clark apartments generate acceptable ridership and they are very supportive of the service. Their passenger counts are solely seniors. The performance threshold of 4.5-6.0 C-VAN passengers per revenue hour has not been achieved.

During the pilot project, the budget impact was approximately \$1,530 per month (\$85 per operating hour x 18 hours). This was the result of the Tuesday/Wednesday shuttles consuming 3.5 hours twice a month and the Fruit Valley shuttle using 4 hours per month (due to the fact no riders were transported in the last two months). The consolidated project (Phase II) would reduce expenditures by 61.11 percent for a monthly total of \$595. This assumes 3.5 hours at \$85 per hour twice a month (first and third Tuesdays).

Staff suggests the elimination of the Fruit Valley Shopping shuttle and consolidation of the Tuesday and Wednesday service into a one day (approximately three service hours), for twice a month service. Service would be provided to Smith Tower, Lewis and Clark Apartments, and Columbia House on the first and third Tuesday of every month. This pared down service would allow the project to grow and possibly attract more C-VAN customers. Phase II would continue the reduced service through September 7, with a final determination at the September 2010 Board of Directors meeting.

JIM IRISH MOTIONED, JEANNE STEWART SECONDED, AND MOTION CARRIED TO ADOPT STAFF RECOMMENDATION TO ELIMINATE FRUIT VALLEY SHOPPING SHUTTLE AND CONSOLIDATE THE TUESDAY AND WEDNESDAY SHUTTLES TO A ONE DAY, TWICE A MONTH SERVICE SERVING SMITH TOWERS, LEWIS AND CLARK APARTMENTS, AND COLUMBIA HOUSE; AND REVIEW THE CONSOLIDATED SERVICE AT THE SEPTEMBER BOARD OF DIRECTORS MEETING TO DETERMINE THE CONTINUATION OF THE PROJECT.

PRESENTATIONS

1. 2010 STATE LEGISLATIVE WRAP UP AND LOOK AHEAD TO 2011

State Lobbyist Mike Burgess provided the report (via conference call). At the recent special session, \$750 million in tax increases was approved to balance the budget; however, a general sales tax increase was not included. Bill Gates Sr. is promoting an income tax that would raise over a billion dollars dedicated to education.

Executive Director/CEO Hamm asked Mr. Burgess if he felt there could be support for an amendment to the legislation allowing non-voting representation on the board, to set term provisions. Mr. Burgess said it made sense to him to have the term the same as the rest of the Board members.

2. FINANCIAL UPDATE

Controller Diane O'Regan provided the update, and reviewed the Budget Planning/Timeline information contained in Exhibit D.

Board Member Jeanne Stewart said she feels if Fixed Route and C-VAN service stand alone on a ballot it has a high probability of passing; however, if HCT is include, the chances of passage drop.

Board Member Linda Dietzman said she supports Option 3, which includes a 15 percent service reduction in April-June, 2011, followed by a ballot measure at either the Primary or General Election in 2011. If the 2011 ballot measure fails, a 9 to 14 percent service reduction would be necessary in January – March 2012.

Board Member Ganley asked that staff prepare a timeline showing the history of sales tax ballots, service cuts, board actions, etc., back to when C-TRAN lost funding due to Initiative 695. Board Member Ganley said when the previous sales tax increase was approved in 2005 it was obvious the day would come when additional funds would be necessary to sustain service.

Board Member Jeanne Harris said she is not comfortable implementing a service reduction prior to a ballot measure, and supports Option No. 1, which asks the voters to approve a sales tax ballot measure that includes HCT. If the ballot measure fails, a substantial service reduction would be necessary in January-March 2012.

Board Member Ganley said he would like additional information for the June 8, 2010 meeting, and expressed concern grouping current service with HCT on the ballot.

3. SPECIAL EVENTS SERVICE

Director of Operations Lynn Halsey gave the report. Director Halsey advised that the Amphitheater has been advised the special event service request for July 2 (Lilith Fair) would be denied. The Amphitheater has the right to appeal the denial to the Board.

ITEMS FROM THE CONSENT AGENDA

No items were pulled from the consent agenda to be addressed separately.

COMMUNICATIONS

From The Chair

None

From The Board

None

From the Executive Director/CEO

Executive Director/CEO Hamm distributed the 2010 Workplan 1st Quarter update for Board review.

The February 2010 spike in sales tax revenue was due to one-time payment from Comcast as a result of a settlement.

Executive Director/CEO Hamm advised that as a result of the recent TriMet fatality accident, C-TRAN is reviewing left hand turning practices and training policies. Changes will be made if warranted.

EXECUTIVE SESSION

At 8:25 p.m., Chair Marc Boldt announced the Board would move into an Executive Session, pursuant to RCW 42.30.110 Labor Negotiations.

The Board came out of Executive Session at 8:40 p.m.

ADJOURNMENT

The meeting was adjourned at 8:40 p.m.

Prepared By: Debbie Jermann

A Two Crossing Option for the CRC

"Twice the bang for half the bucks"

1. New High-speed Rail Bridges (including improved infrastructure for trucks, freight trains and marine traffic) Cost - \$1 billion

- Is an essential component of the federally designated *Northwest High-speed Rail Corridor* "**Project of National Significance**"
- Location - adjacent to the freight rail bridges in the BNSF rail corridor
- Include a "**truck-way**" connecting Marine Drive and Mill Plain Blvd.
- High-level bridges (no opening spans)
- Bi-level long-span over main channel with minimum number of piers
- 60 feet wide – top level for vehicles, bikes and pedestrians)
- Replace swing span on BNSF Bridge with new lift span
- Include passenger train flyover of North Portland Junction
- Build high-level platform for Vancouver Station or relocate further north
- Develop a C-Tran bus hub at Vancouver Station
- **Provide Commuter Rail** service between Vancouver and Portland US

2. New Light Rail Bridges (including infrastructure for vehicles, bikes and pedestrians) Cost - \$600 million

- Location – midway between I-5 and BNSF RR Bridges (Force Ave.)
- High-level bridges (no opening spans)
- Long-span over main channel with minimum number of piers in river
- 90 feet wide – two tracks, two travel lanes, 16' bikeway and 8' sidewalk
- Provides Hayden Island with additional vehicle, bicycle and pedestrian access to and from the mainland
- Hayden Island station at ground level near west end of Mall
- An additional light rail station in Vancouver could be located to serve the "Boise Cascades" development site.
- Initially, loop light rail at 17th St. **Do not build park an ride garages**

These projects, coupled with traffic management techniques such as ramp metering and carpool lanes on I-5, would provide sufficient alternatives for commuters and truckers that traffic demand on I-5 and its interchanges would drop to a level that would eliminate the need for a massive freeway project.

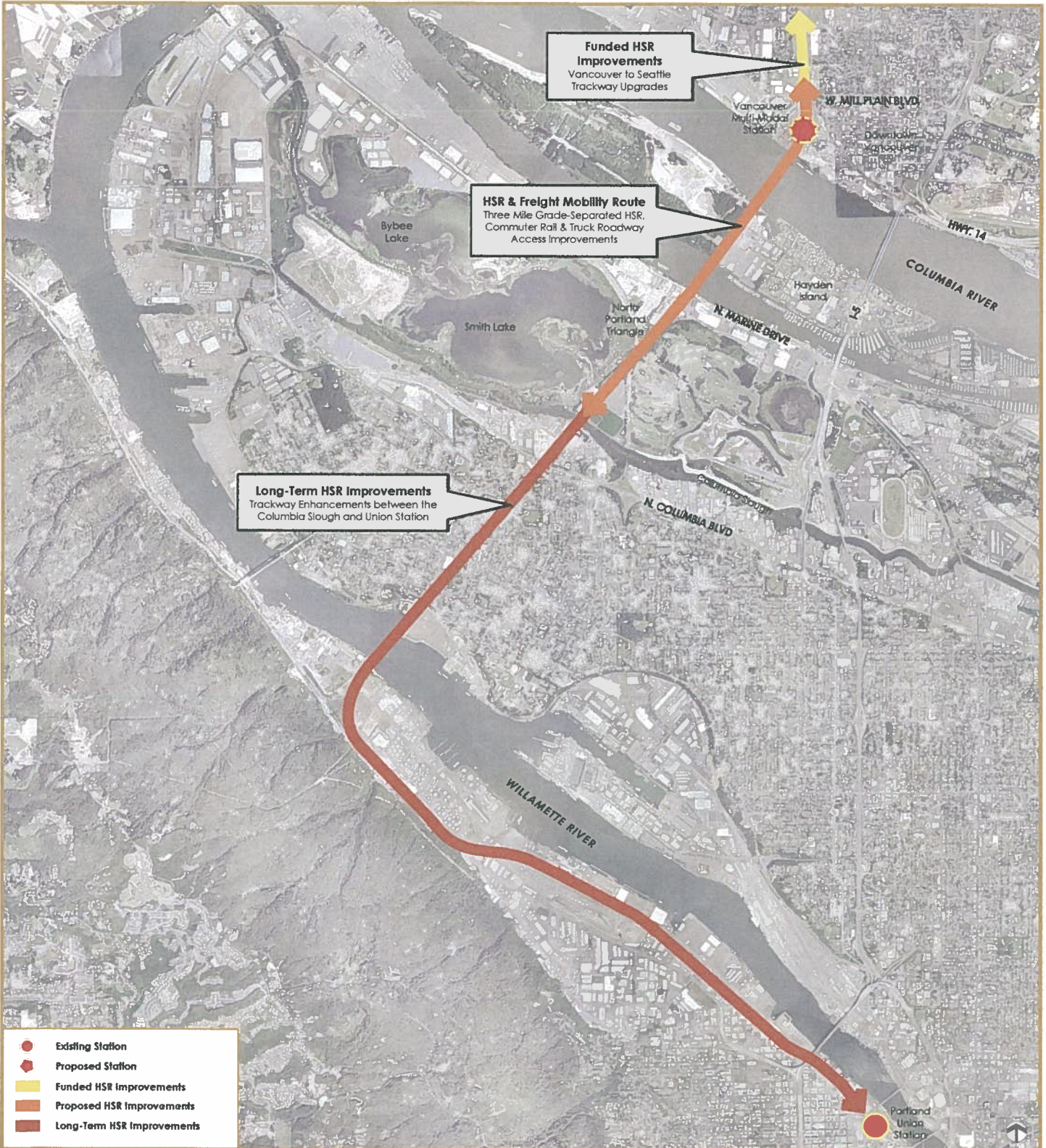
By: Jim Howell 4-19-10
Jimhowell89@hotmail.com

Exhibit: A

Meeting Date: 5/11/10

Received By: D. Jermann

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**Smart Alternative High speed/Commuter Rail Improvements
Columbia River Crossing**

**John Burke May 11, 2010 Statement
To C-TRAN's Board of Directors
On C-TRAN's March 2010 Telephone Survey**

We're supposed to believe that C-TRAN'S March 2010 Telephone Survey...

http://columbian.media.clients.ellingtoncms.com/news/documents/2010/05/07/c-tran_report.pdf

...has determined that the public really wants Vancouver Light Rail.

But, like so much public opinion polling, your survey is manipulative. Its potential respondents are provided with only those pieces of information carefully selected to imply that Vancouver Light Rail provides benefits without serious costs.

On page 14 of your survey: Vancouver Light Rail is included as only a part of a larger transportation plan, with the costs of **the whole plan** stated as an increase in sales taxes of only 3 pennies on every \$10 spent.

On page 17 of your survey: Respondents are asked to consider whether Vancouver Light Rail should be a high priority -- but here **no mention** is made of there being any cost attached to it.

This bias manufactures majorities of affirming respondents -- a result which the *Columbian* interprets in its May 9th front page headline as suggestive of voter support for Vancouver Light Rail.

This is what your survey says. Here's what it leaves out...

Your survey makes no mention of the **currently estimated total cost** of extending Light Rail into Vancouver: It is **at least \$850 Million**. That amount **adds anywhere from 31%** (based on the high estimate of \$3.6 Billion) **to 49%** (based on the low estimate of \$2.6 Billion) **to the total cost of the I-5 Bridge Project**.

Exhibit:

B

Meeting Date:

5/11/10

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... D. Gammann

Vancouver Light Rail's cost is **very serious**, and its contribution to the cost of the I-5 Bridge Project is **enormous**.

Your survey makes no mention of **the lack of any great transportation benefit** to be achieved for all the money spent and all the costs to be increased:

> **Vancouver Light Rail carries few commuters (Portland's system carries only around 3% of commuters)**. See April 2008 *Washington Policy Center Study* (page 10)

http://www.washingtonpolicy.org/Centers/transportation/policybrief/08_Ennis_LightRail.pdf

> **Vancouver Light Rail must be paid for**, in part, by **reducing bridge carrying capacity** (from 12 lanes to 10 lanes) for the vehicular commuters who make up the vast bulk of bridge users (Your survey says at least 81% of commuters use cars and that 58% of never use public transport)

Your survey makes no mention of any alternatives -- such as using the money to be squandered on Vancouver light rail to instead pay for a **simple, efficient bridge with 12 lanes** to accommodate the vehicular traffic used by most commuters **without the need for any tax increases**.

Excluding such information from your survey creates the illusion of public support for Vancouver Light Rail. Illusion may well be good Public Relations technique, but it is not good policy. By trying to use illusion rather than substance as the basis for your actions, your C-TRAN March 2010 Telephone Survey is yet another indication that Vancouver Light Rail in particular -- and the whole I-5 Bridge Project of which it is a part -- is bad policy, and should be rejected.

John Burke
Vancouver, WA

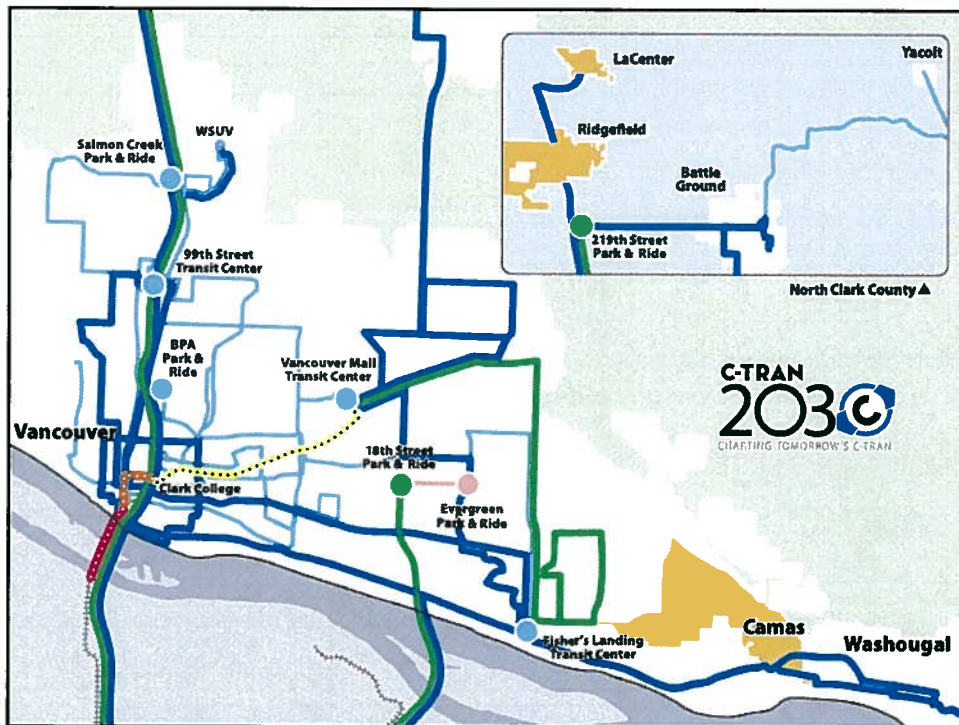
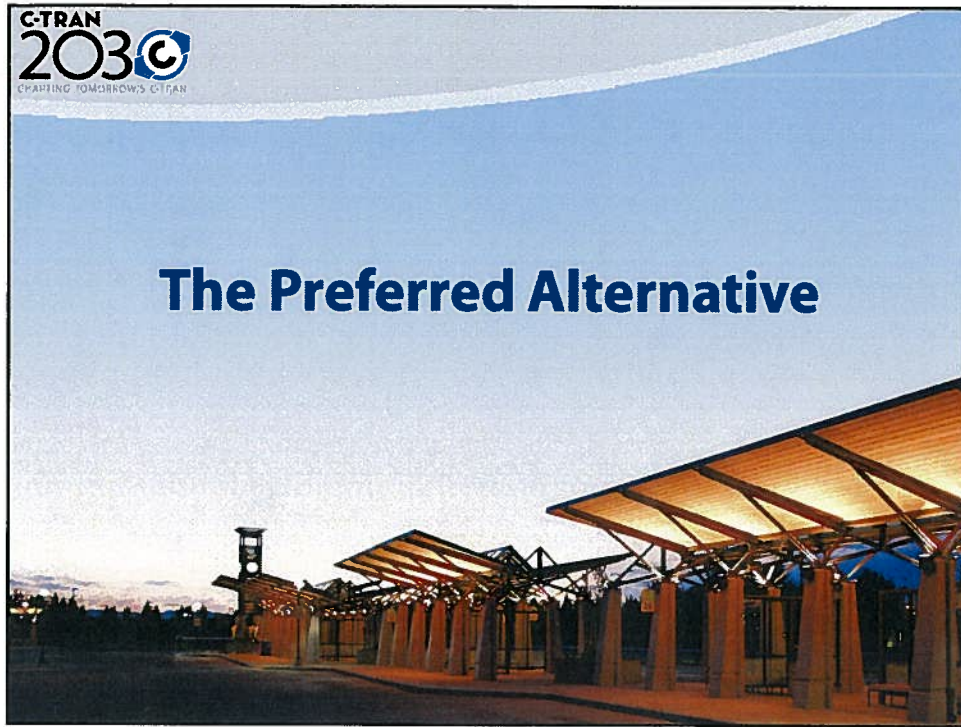


Exhibit: C

Meeting Date: 5/11/10

Received By: D. Jermann

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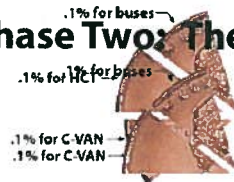
Service Improvements

- New Routes in Areas of Growth
- Added Frequency on Existing Routes
- 2 New Park and Rides
- Fourth Plain Bus Rapid Transit
- CRC Light Rail
- C-VAN Paratransit Growth



C-TRAN 2030: Funding

- Phase One: The first ten years
- Phase Two: The second ten years



Local Funding

C-TRAN to ask for 1/2 penny (0.3%) of local sales tax from each

Local Funding

C-TRAN to ask for 2/2 penny (0.2%) of local sales tax from each \$1.00 purchase



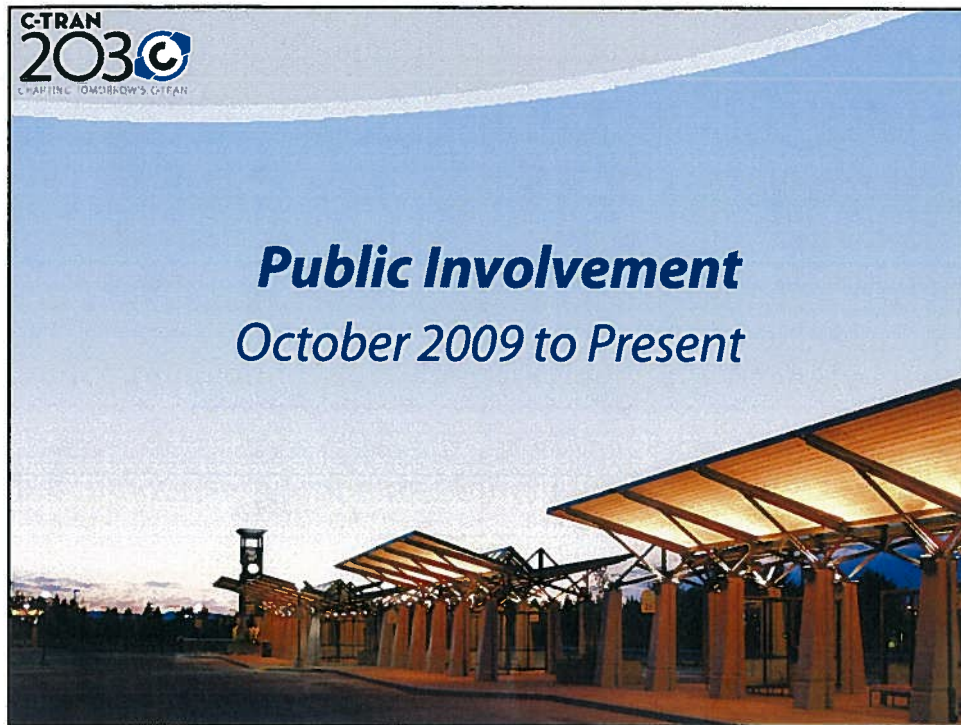
Total Funding

If ballot measure is approved, C-TRAN will receive 1/2 penny (0.8%) of local sales tax from each \$1.00 purchase

If ballot measure is approved, C-TRAN will receive 1 penny (1%) of local sales tax from each \$1.00 purchase

20 YEAR PLAN





C-TRAN
2030
CHANGING TOMORROW'S C-TRAN

Annual Report to the Community


February 14-17, 2010


- **The Columbian – 89,022**
- **The Reflector – 28,285**
- **The Post Record – 10,200**

127,507

public transit

C-TRAN

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C-TRAN 2030 

The slide features a light blue background with a subtle grid pattern. The text is in a clean, sans-serif font. A large right-facing curly bracket groups the three media reach statistics, pointing to the total number of impressions. A small thumbnail image of the report cover is positioned to the right of the statistics.



Public Involvement October 2009 to Present


- **Speaker's Bureau Presentations – 53 for 1200+**
- **Information tables – 19 for 300+ visitors**
- **Stakeholder Meetings – 3**
- **Comments by phone, email and web site**




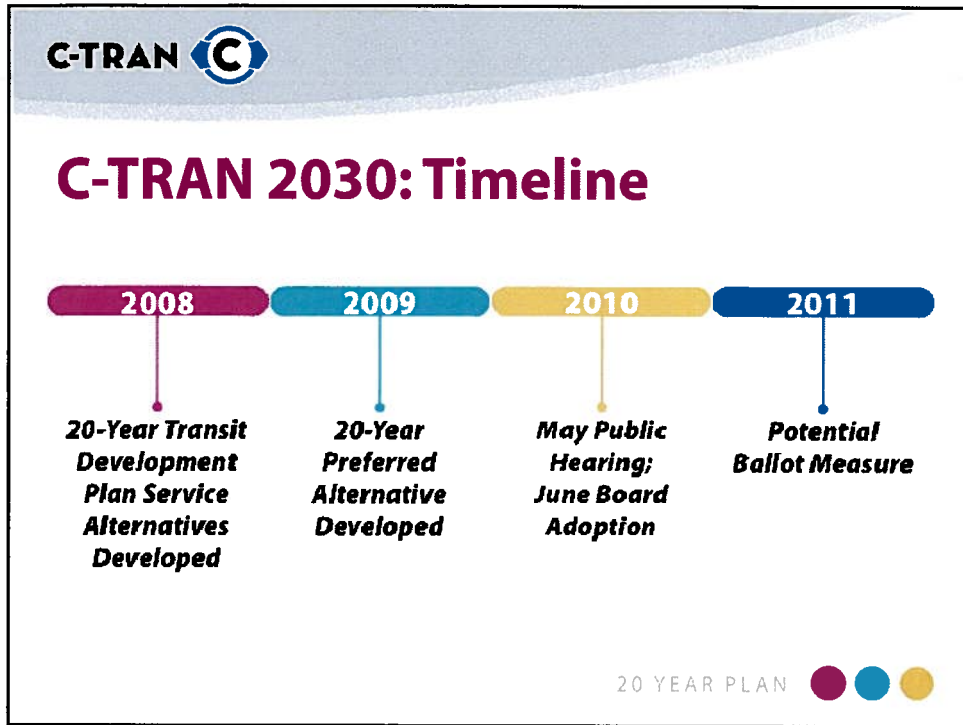
Public Involvement October 2009 to Present

Feedback Themes...

- **Overall support for plan**
- **Meet needs of an aging population**
- **C-TRAN 2030 vs. CRC Project**
- **Regional benefits of transit – environmental, economic development , jobs & mobility**
- **CCAC voted to endorse at April 2010 mtg.**



C-TRAN 2030 PUBLIC INVOLVEMENT 





Fourth Plain Bus Rapid Transit

C-TRAN 

20 YEAR PLAN 

The image is a composite graphic. The top portion is a large aerial rendering of a city street intersection. A long, white, articulated bus rapid transit vehicle is traveling down the center of the road. The street is wide with multiple lanes, and there are sidewalks with a few pedestrians. In the background, there are large, modern brick buildings. In the bottom right corner of the main rendering, there is a smaller inset image showing a bus stop shelter with a person waiting. Below the main rendering, the text 'Fourth Plain Bus Rapid Transit' is written in a bold, blue font. At the bottom left, the 'C-TRAN' logo is displayed, consisting of the text 'C-TRAN' followed by a blue circle containing a white 'C'. At the bottom right, the text '20 YEAR PLAN' is followed by three colored circles: a purple circle, a teal circle, and a yellow circle.

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 Budget Planning - Timeline
 Assumption: 0.3% sales tax ballot measure fails with two attempts in 2011-2012 timeframe

Scenario	2010 Apr-Jun	2010 Jul-Sep	2010 Oct-Dec	2011 Jan-Mar	2011 Apr-Jun	2011 Jul-Sep	2011 Oct-Dec	2012 Jan-Mar	2012 Apr-Jun	2012 Jul-Sep	2012 Oct-Dec	2013 Jan-Mar
#1 90 Days Cash on Hand Cliff Early Spring 2012	Budget Planning	ballot measure decision; Budget Planning	Budget approval			Ballot attempt #1?	Ballot attempt #1?	90 Days Cash on Hand Cliff; 31 - 39% service reduction			Ballot attempt #2?	10 - 14% service reduction
#2 90 Days Cash on Hand Cliff Summer 2012	Budget Planning	Sales tax ballot measure decision; Budget Planning	Budget approval		Approximately 15% service reduction	Ballot attempt #1?	Ballot attempt #1?			90 Days Cash on Hand Cliff; 28 - 33% service reduction	Ballot attempt #2?	
#3 90 Days Cash on Hand Cliff End of 2012	Budget Planning	Sales tax ballot measure decision; Budget Planning	Budget approval		Approximately 15% service reduction	Ballot attempt #1?	Ballot attempt #1?	9 - 14% service reduction			90 Days Cash on Hand Cliff; Ballot attempt #2?	17 - 21% service reduction
#4 60 Days Cash on Hand Cliff End of 2012	Budget Planning	Sales tax ballot measure decision; Budget Planning	Budget approval		Approximately 15% service reduction	Ballot attempt #1?	Ballot attempt #1?				60 Days Cash on Hand Cliff; Ballot attempt #2?	27 - 31% service reduction
#5 60 Days Cash on Hand Cliff Summer 2012	Budget Planning	Sales tax ballot measure decision; Budget Planning	Budget approval			Ballot attempt #1?	Ballot attempt #1?	15 - 23% service reduction		60 Days Cash on Hand Cliff	Ballot attempt #2?	23 - 27% service reduction

Exhibit: D
 Meeting Date: 5/11/10
 Received By: D. Germann