



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

**March 9, 2010**

The C-TRAN Board of Directors meeting was held Tuesday, March 9, 2010 at the C-TRAN Administrative Facility, 2425 NE 65th Avenue, Vancouver, Washington.

**CALL TO ORDER**

Chair Marc Boldt called the meeting to order at 5:36 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 (arrived at 6:33 p.m.), Tom Mielke, Jeanne Stewart

ABSENT: Steve Stuart

**CHANGES TO AND APPROVAL OF THE BOARD AGENDA**

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

**CONSENT AGENDA**

1. APPROVAL OF BOARD FEBRUARY 9, 2010 MINUTES,
2. TRANSMITTAL OF CLAIM VOUCHERS NUMBERED 084065 THROUGH 084366 PLUS PAYROLL FOR FEBRUARY, IN THE TOTAL AMOUNT OF \$2,997,870.67
3. C-TRAN CODE OF ETHICS AND BOARD REQUEST FOR INFORMATION POLICIES, STAFF REPORT #10-008

The Code of Ethics and Request for Information policies were originally adopted January 12, 1999. At the original adoption, staff was directed to bring the policies to the Board annually for approval. The current C-TRAN Code of Ethics Policy was revised July 25, 2006, and adopted August 2, 2006, by the C-TRAN Board of Directors. The purpose of this Code is to establish standards of ethical conduct applicable to C-TRAN Board Members in the discharge of their duties by prescribing essential restrictions

against conflict of interest and other conduct not consistent with good ethical practices while not creating unnecessary barriers to public service. To that end, Board Members should not be denied the opportunity available to all other citizens to acquire and maintain private economic interests, except in circumstances in which a conflict of interest would reasonably result. The Code provides that all Board Members comply with the law and all other applicable rules and regulations governing the conduct of public officials. The standards in this Code shall not preclude other more stringent standards required by law. The Board Request for Information Policy provides guidance for requests for information between C-TRAN Board Members and staff.

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

#### CITIZEN COMMUNICATIONS

1. DEBBY WATTS, CONNIE LAWSON, MIKE STARKS, WILLIAM WALTER, AMY SCHRATER, AND JOE SCHRATER, letters dated August 20, 2009 regarding placement of light rail on 17<sup>th</sup> Street versus McLoughlin.

#### CITIZEN COMMENTS TO THE BOARD

STEVE HERMAN, 1511 HARNEY ST., VANCOUVER, WA 98660, stated he is opposed to light rail, and believes the \$400 million price tag for light rail is too expensive. Mr. Herman stated the money allocated to light rail should instead be used to purchase buses. Mr. Herman also expressed opposition to a subdistrict vote and a vote on operations only.

JOHN W. BURKE, 15620 NE 15<sup>TH</sup> ST., VANCOUVER, WA 98684, submitted written comments and read those comments into the record. Those written comments are attached as Exhibit A to these minutes. Mr. Burke expressed his opposition to light rail.

JIM KARLOCK, 3311 NE 35<sup>TH</sup> AVENUE, PORTLAND, OR 97217, submitted three documents entitled "Some False Arguments for Transit", "BBC News Q&A: Professor Phil Jones", and a DVD entitled "Randal O'Toole on Vancouver Light Rail". The documents are attached to these minutes as Exhibit B with the exception of the DVD, which is available for review in the office of the Executive Assistant/Clerk of the Board.

SHARON NASSET, 5003 N. LOMBARD, PORTLAND, OR 97203, addressed the Board regarding light rail and questioned the number of riders outside of downtown who would use the service. Ms. Nasset said a full range of alternatives for the crossing were not explored.

KAREN E. FEULNER, ATTORNEY AT LAW, 401 E. McLOUGHLIN BLVD., VANCOUVER, WA 98663 submitted written comments, which were entered into the record and attached to these minutes as Exhibit C.

### **BOARD RESOLUTIONS**

1. PRESENTATION TO RETIRING C-TRAN PARATRANSIT OPERATOR SANDI NEWSOME, BOARD RESOLUTION #10-006

JIM IRISH MOTIONED, JEANNE STEWART SECONDED, AND MOTION CARRIED TO APPROVE BOARD RESOLUTION BR-10-006.

### **LIGHTER SIDE INTERLUDE**

1. “READY, SET, GO” PROGRAM; SECURITY UPDATE

Coach Operator Al Purvis, Marketing/Community Outreach Administrator Ronda Peck, and Field Operations Manager Bob Medcraft gave the presentation.

Board Member Jim Irish commended the C-TRAN Coach Operator who handled a recent volatile situation professionally, and credited the Operator’s training.

### **STAFF REPORTS**

1. INFORMATION TECHNOLOGY CONTRACT MAINTENANCE, STAFF REPORT #10-009

C-TRAN maintains a variety of contract maintenance service agreements with a variety of vendors as itemized in the 2010 annual budget. These maintenance contracts are a necessary part of systems operations and ongoing maintenance. These maintenance agreements vary in price and, in the past, those exceeding the \$25,000 threshold have been brought to the C-TRAN Board of Directors on an annual basis for individual approval. In order to improve efficiency, C-TRAN would like to reduce the number of staff reports required to renew these necessary services. Renewing annual maintenance contracts allows C-TRAN to maximize system availability and provides better service that has taken on supercritical importance in today’s challenging economic and competitive environment. Reducing and controlling costs is a particularly strong area of emphasis across all functional areas, especially IT operations. Essential support offers a number of benefits, such as 24x7x365 access to vendor’s technical experts and teams in addition to version upgrades and patches of which minimize unplanned system downtime.

Board Member Jeanne Stewart suggested the Board consider increasing the level of contracts requiring Board approval to \$50,000.

JEANNE HARRIS MOTIONED, LINDA DIETZMAN SECONDED, AND MOTION CARRIED, WITH JEANNE STEWART VOTING NO, TO AUTHORIZE THE EXECUTIVE DIRECTOR/CEO TO EXECUTE PAYMENT FOR THE ANNUAL CONTRACTS, AS THEY BECOME PAYABLE, FOR THE NECESSARY MAINTENANCE AND/OR SUPPORT AGREEMENTS FOR LINE ITEMS IN THE CURRENT YEAR APPROVED CONTRACT MAINTENANCE BUDGET. IF THE CURRENT AMOUNT EXCEEDS THE APPROVED ANNUAL BUDGET, STAFF WILL REQUEST SEPARATE BOARD APPROVAL AS INDICATED BY THE INCREASE TO THE APPROVED BUDGET.

### PRESENTATIONS

1. FARE PROPOSAL, DISCUSSION ONLY PAPER #10-03

Controller Diane O'Regan made the presentation. In recent years, C-TRAN has pursued a policy of making regular periodic increases and adjustments to fares. Fares were increased May 2008 and March 2009. The 2009-2010 biennial budget assumes additional fare revenue from a modest fare increase in September 2010 including a fare adjustment on the Express service. Attachment No. 1 details the proposed fare changes.

Staff's assessment of the proposed changes would increase revenue by \$226,000 per year (3.2 percent). Ridership may be reduced by 91,000 (i.e. approximately 150 passengers); however 3,000 of those rides may also save the agency C-VAN expense of \$105,000. Total net impact of the proposed fare recommendation is positive \$331,000, which equals about 2.75 Days Cash on Hand.

In an effort to follow Board of Directors direction to have smaller frequent fare increases so passengers can plan for an increase and C-TRAN can avoid more substantial fare increases, staff is proposing C-Zone cash fare to increase 5 cents from \$1.50 to \$1.55 and All-Zone cash fare to increase 5 cents from \$2.35 to \$2.40. The C-Zone monthly pass would increase from \$52 to \$54 and the All-Zone monthly pass would increase from \$86 to \$88. The increase in All-Zone cash and pass fares are consistent with TriMet's proposed fare increase. C-TRAN's All-Zone monthly pass should always be equal to or slightly higher than TriMet's to encourage Oregon residents to purchase TriMet's fare instruments.

Approximately 35 percent of rides on C-TRAN's local and limited routes are generated from C-TRAN's most discounted monthly pass, which generates only 12 percent of the revenue. Within C-Zone, this fare instrument is used about 46 times per month per pass for an average fare per ride of \$0.43. All-Zone pass purchasers also use this pass within TriMet's system beyond the 46 C-Zone rides.

Staff is not proposing a cash fare increase to the C-Zone discounted group because a 5-cent increase in adult fare would have a corresponding 2-cent increase in discounted fare. It becomes less efficient when the passenger boards because more coins are necessary to pay the fare at the farebox. Staff is proposing the C-Zone discounted monthly pass to increase from \$26 to \$27, the All-Zone cash fare to increase from \$1.15 to \$1.20, and the All-Zone discounted monthly pass to increase from \$30 to \$31.

In March 2009, C-TRAN implemented separate monthly passes for discounted fares in C-Zone and All-Zone. The new C-Zone monthly pass has been quite popular which accounts for 60 percent of all discounted pass sales being C-Zone. The updated reciprocity agreement would continue to make available a discounted All-Zone pass for Senior, Disabled, and Youth. The Low Income category will no longer be offered a discounted monthly pass when traveling into TriMet's system, as TriMet does not have a Low Income discount category.

Staff is proposing the Express cash fare to increase 25 cents from \$3.00 to \$3.25 and the monthly pass would increase from \$105 to \$115. During off peak times a discounted cash fare would be offered to Medicare cardholders. This proposal increases their fare 10 cents from \$1.50 to \$1.60. This is the first fare increase for this group since May 2005, 5 years ago. This group's fare doubled in May 2005 and ridership decreased about 39 percent. In an effort to stabilize ridership, fare increases for this group have been postponed but the financial struggles of C-TRAN call for a fare increase in September 2010.

Staff is proposing the C-VAN cash fare to increase the same as C-Zone adult fixed route fare. This is an increase of 5 cents from \$1.50 to \$1.55 for cash fare and \$2 on the monthly pass from \$46 to \$48.

Special Events current fare is \$2 cash fare for round trip and \$4 for groups of six or more. The group fare was implemented to have a fare for families to use to keep the cost of transportation down for them. Unfortunately, there has been significant misuse by adults, which has made the group fare problematic and overused. Staff proposes for the group fare to be eliminated.

In February 2010, staff presented a C-TRAN/TriMet fare reciprocity discussion paper to the Board of Directors (see Attachment No. 2) which benefits C-TRAN customers who ride in TriMet's system. At TriMet's request, staff is proposing to postpone full implementation of the regional fare for more analysis of impacts to C-TRAN and TriMet customers. TriMet is requesting partial implementation to move the two systems a step closer to full regional fares. The updated current reciprocity agreement with TriMet shall include:

- Updated eligibility criteria to better align the two systems accepted fare categories. This will assist each system in fare enforcement. (see Attachment No. 3 for the detailed changes to the eligibility criteria)
- Individuals who qualify within C-TRAN for a low-income monthly pass will not be eligible for an All-Zone monthly discounted pass. TriMet does not have a low-income fare category within their system and will not to continue to accepting C-TRAN All-Zone discounted monthly passes if the agency includes this category. C-TRAN will continue to offer a discounted C-Zone monthly pass for the low-income fare category.
- C-TRAN does not accept TriMet's LIFT pass on C-VAN or our Fixed Route services. Alternatively, TriMet will no longer accept the C-VAN monthly pass on their Fixed Route service. C-TRAN will continue to accept the C-VAN monthly pass on our Fixed Route services.
- The Summer Blast Pass is a reduced youth pass beyond the agreed upon monthly discounted pass. TriMet will no longer accept this pass as All-Zone pass. C-TRAN will change this pass to a C-Zone only pass and continue to accept the Summer Blast Pass on our fixed route services.

Title VI and Environmental Justice (EJ) require that C-TRAN analyze impacts of a fare change to minority and low income populations to ensure there will not be a disproportionate adverse impact to these groups. An important part in complying with Title VI/EJ guidelines is ensuring affected minority and low-income populations are notified and engaged in the development process prior to a final decision. Open houses and a public hearing will be scheduled. After receiving comments, the C-TRAN Board of Directors will be asked to approve the final Fare Policy on April 13, 2010.

Board Member Jeanne Stewart said if the All-Zone Pass for low-income riders is eliminated, she is concerned for those riders who have employment in both Washington and Oregon.

Board Member Jeanne Harris asked staff to consider a lower increase for Express Fare.

Board Member Bill Ganley said C-TRAN is a smaller system, which provides transportation to the larger system and suggested a \$5.00 fare increase in September 2010 for Express Fare and then another \$5.00 increase in February 2011.

Controller O'Regan advised staff will be conducting public outreach on the proposed fares will provide all comments received from the outreach at the public hearing, and consider those comments when preparing staff's recommendation.

***Board Member Tim Leavitt arrived at 6:33 p.m.***

Board Member Tom Mielke advised even if the Express Fare is increased to \$115 as proposed, it is more economical than paying the daily cash fare.

Board Member Jeanne Stewart questioned if it makes more sense to eliminate the Youth All-Zone pass rather than the C-VAN and Low Income All-Zone Pass since youth are more than likely the heaviest users of the TriMet system. Board Member Stewart asked if transfers have been eliminated. Controller O'Regan responded transfers for All-Zone are still available, but not for C-Zone. The intent with eliminating the C-Zone transfer is to encourage purchase of a monthly pass.

*Consensus of the Board was to direct staff to take the proposed fare changes to the public for review and comment.*

## 2. 2009 RIDERSHIP

Executive Director/CEO Hamm and Controller O'Regan made the presentation and submitted the "2009 Annual Performance Report, Passenger Boardings", attached to these minutes as Exhibit D.

Board Member Jeanne Harris said the drop in ridership could be affected by unemployment.

Board Member Leavitt asked how these numbers compare to other transit agencies. Executive Director/CEO Hamm stated a reduction in ridership is the trend throughout the industry.

Board Member Leavitt asked staff to provide the Board a summary of a reduction in ridership compared to fare increases.

Board Member Bill Ganley asked that staff provide the Board information comparing TriMet fare increases to C-TRAN fare increases.

Chair Marc Boldt asked if there is a way to survey riders who have quit using the system. Executive Director/CEO Hamm responded it might be possible to survey pass holders.

Board Member Jeanne Stewart asked what affect a drop in ridership has on Federal Funding. Executive Director/CEO Hamm stated the drop in ridership impacts 5307 funds, which are based on density, passenger miles, etc.

#### 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

###### 1. Employer Pass Program

Executive Director/CEO Hamm advised this program is a new concept and staff is working in conjunction with GTEC. If GTEC decides to consider and form the Transportation Management Association, staff will come back to the Board for further discussions.

Board Member Jeanne Harris asked if the focus of the program is on employers in Downtown Vancouver, and Executive Director/CEO Hamm responded yes.

## 2. Columbia River Crossing (CRC) Update

Executive Director/CEO Hamm advised the next three C-TRAN Board meetings will include substantial discussion on CRC related matters, including the light rail alignment on April 13, and the FEIS on May 11 and June 8.

Board Member Mielke said he would like to propose the C-TRAN Board of Directors direct that an advisory vote on the CRC project be placed on the ballot.

TOM MIELKE MOTIONED TO PREPARE VERBIAGE FOR THE NEXT MEETING OF THE C-TRAN BOARD OF DIRECTORS FOR CONSIDERATION OF PLACING AN ADVISORY MEASURE ON A FUTURE BALLOT.

Board Member Tim Leavitt said the project is following a Federal process and the L4 group is working diligently to address the 142 conditions of approval from the locally preferred alternatives. A work plan is being developed to forward to the State partners, and the plan includes additional analysis they would like to have completed to minimize the impacts to cities.

Board Member Mielke said to date; \$87 million has been spent on the CRC project, with very little progress, and questioned what further studies were necessary.

Board Member Levitt said appropriate project design, movement of freight and commerce need to be addressed. The financing plan is in draft form and evolving.

Board Member Mielke said at each C-TRAN Board meeting, there are several people who appear to speak in opposition to the CRC project and he wants to ensure that C-TRAN is protected.

Board Member Jeanne Stewart said it is important to remember that when reference is made to the "L4 Group", this group named themselves, were not formally created, and have no legal standing outside of the Project Sponsors Council (PSC).

Board Member Leavitt advised others name the group, which consists of the only four elected officials on the PSC.

Chair Boldt asked that during the upcoming FEIS discussions, the C-TRAN Board concentrate the discussion on how it relates to C-TRAN and if any questions can be addressed before the discussions, convey those to Executive Director/CEO Hamm. This will allow the FEIS discussions to remain focused.

THE MOTION FOR AN ADVISORY VOTE DIED FOR LACK OF A SECOND.

*Staff was directed to bring back information on an advisory vote to the next meeting, including potential ballot expenses.*

### 3. State Legislature

Executive Director/CEO Hamm advised the legislation, which would allow a union member to sit on the Board as a non-voting member, has passed both the House and Senate and it is expected the Governor will sign the legislation. If signed, the legislation would become effective in July 2010. The legislation does exclude the union representative from attending Executive Sessions where union negotiations are being discussed, and gives the Board of Directors the ability to change the bylaws to exclude the union representative from attending all Executive Sessions.

Board Member Jeanne Stewart asked if staff has been contacted by the Governor on appointments to the Project Sponsors Council. Executive Director/CEO Hamm advised he would contact the Governor's Office and get a status report on appointments.

### ADJOURNMENT

The meeting was adjourned at 7:34 p.m.

Prepared By: Debbie Jermann

## **John W. Burke Comment**

### **March 9, 2010 C-TRAN Board Meeting**

This is C-TRAN's Mission Statement: *"Provide safe, reliable, efficient mobility choices"*

Are you living up to it with regards to extending Portland's light rail system into Vancouver?

My focus here will be on its efficiency. Is the Vancouver light rail extension the highest and best use for the \$850 million that it will cost to build it? Light rail adds at least 31% to 49% to the I-5 Bridge Project's currently-estimated total costs (of \$3.6 Billion on the high end to \$2.6 Billion at the low end). Yet very few commuters will use light rail to cross the river to or from Vancouver. High costs coupled with very low benefits is the definition of inefficiency, not efficiency. Light rail is a grossly inefficient use of public funds.

So if you take your our mission statement seriously, the C-TRAN Board should -- indeed, must -- oppose Vancouver light rail.

If this \$850 million were instead put into paying for a new I-5 bridge with the 12 lanes that would maximize its carrying capacity for the cars, buses, and trucks that will massively predominate the traffic upon this span, the I-5 Bridge Project could be build without the need for the high vehicle tolls that most Clark County residents fear and loathe. So why not choose this efficient option?

One answer we're often given is "Sam Adams doesn't want it" -- He will veto any bridge design lacking in the Vancouver light rail and the high bridge tolls that he craves. For Sam Adams, hundreds of millions must be squandered. For Sam Adams, Clark County commuters are expected to pay high tolls to finance this waste.

Exhibit:

A

Meeting Date:

3/9/10

Excuse me, but Clark County voters did not elect Sam Adams! Why should Clark County -- and this Board, which is responsible for determining its transportation policy -- prostrate themselves to the whims of Mr. Adams? Is the C-TRAN Board supposed to just rubber-stamp the grossly inefficient scheme he stubbornly insists upon?

I hope that you will have enough respect -- respect for Clark County voters, respect for your responsibility to provide efficient transportation choices for them, respect for yourselves -- to just say no to all that.

## **Resolution: For A New I-5 Bridge With 12 Lanes and Without Tolls, Light Rail, or a Covered Foot/Bike Path**

**Whereas**, The I-5 Replacement Bridge Project currently proposed by politicians and planners is loaded with costly design features like a Vancouver light rail extension and a covered bicycle/pedestrian pathway; and,

**Whereas**, Together these two design features are projected to cost *nearly \$1 billion*, (light rail's estimated cost is **\$850 million**, and the covered bicycle/pedestrian pathway's estimated cost is another **\$100 million**<sup>1</sup>); and,

**Whereas**, Together these two design features will add 36% to 58% to the project's currently-estimated total costs<sup>2</sup>; and,

**Whereas**, The huge expenditures for these two design features will provide no benefit to the vast majority of bridge users, who will travel over this span in cars, buses, or trucks; and,

**Whereas**, In order to finance these two costly design features, **bridge tolls or taxes** will have to be imposed on Clark County residents; and,

**Whereas**, If bridge tolls are imposed, they are likely to be levied on users of **both** the new I-5 bridge and the currently-existing I-205 span, and their estimated **cost** for regular commuters is acknowledged to be **in excess of \$1,000/year**<sup>3</sup>; and,

**Whereas**, If new property or sales taxes are imposed, then **all taxpayers** -- many who may only rarely use the bridge -- will be **forced** to bear the burdens of constructing this span with these costly design features; and,

**(OVER)**

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<sup>1</sup> "Oregon Renews Its Support For I-5 Crossing", June 6, 2009, *The Columbian* (Vancouver, WA). Text accessible at: <http://www.istockanalyst.com/article/viewiStockNews/articleid/3260450>

<sup>2</sup> Additional 36% cost based on Columbia River Crossing Project's (CRCP) high estimate for Total Project Costs (\$3.6 Billion). Additional 58% cost based on CRCP's low estimate for Total Project Costs (\$2.6 Billion). Source for Total Project Cost estimates: "Columbia River Crossing Kulongoski shores up support for new bridge", December 3, 2009, *The Columbian*. Text accessible at:

<http://www.columbian.com/news/2009/dec/03/columbia-river-crossing-kulongoski-shores-up/>

<sup>3</sup> "Crossing Project at a Crucial Juncture", February 12, 2010, *The Columbian*. Text accessible at: <http://www.columbian.com/news/2010/feb/11/crossing-project-at-a-crucial-juncture/>

**Whereas**, By way of a response to citizen protests against these excesses, politicians and planners have offered slightly less expensive alternatives which **retain** this Project's **costly** light rail and bicycle/pedestrian pathway design features, while **reducing** the number of vehicle lanes the new I-5 bridge will carry from twelve to as few as six lanes; and,

**Whereas**, These lane-reducing alternatives **degrade** the one design feature **essential** to making cross-river transit quicker and easier for car, bus, or truck users; and,

**Whereas**, The need for tolls or taxes to finance the I-5 Replacement Bridge Project could be **avoided** by the simple expedient of: (1) **eliminating** its expensive light rail and bicycle/pedestrian pathway design features, and, (2) **using the nearly \$1 billion saved** -- most of this federal money -- to **fund a simpler twelve lane bridge** capable of eliminating a transportation choke point obnoxious to both local users and travelers from outside the region; and,

**Whereas**, The only thing standing in the way of this solution are those politicians and bureaucrats -- in Portland, Salem, Vancouver, Olympia, and Washington D.C. -- who are ideologically fixated on **discouraging** vehicle traffic and **forcing** light rail upon an unwilling Clark County, all in furtherance of a **utopian** vision of car-free commuting; now, therefore,

**BE IT RESOLVED** That the Clark County Public Transportation Benefit Area (C-TRAN) will only support an I-5 Replacement Bridge Project consistent with these four characteristics: **(1)** A new I-5 bridge with **twelve** lanes, **(2) No** bridge tolls on either the new I-5 bridge or the current I-205 bridge, **(3) No** light rail extension to Vancouver, and, **(4) No** covered bicycle/pedestrian pathway

*Presented by John W. Burke  
to the C-TRAN Board on Tuesday,  
March 9th, 2010*

# Why Bus Riders Should Oppose Light Rail

- Bus is usually the first to be cut & light rail is the last to be cut during times of financial stress. In city after city, when money gets short, bus service has been cut before light rail. We are even seeing this in Portland.
- **Question:** Is C-Tran willing to promise rail will be cut before bus in hard times?
- Once built light rail CANNOT be cancelled as the Federal funding requires continued operation OR RETURNING THE MONEY!
- LRT (& BRT) will never serve most areas because of its very high construction cost.
- Bus riders are usually forced to transfer to light rail as light rail is very seldom run in parallel with bus lines. (Portland's Trimet cut express buses on the Banfield and Sunset highway when the MAX lines opened )
- **Question:** Will C-Tran promise to continue express bus service to Portland after light rail begins? If so what will this do to rail ridership. (Or will bus service be made less attractive to make rail more attractive.)
- Current bus service from downtown Vancouver to downtown Portland takes 15 min. Light rail currently takes 30 min from Portland's Expo center to downtown.
- C-Tran will be giving Vancouver tax money to Portland's Trimet to operate light rail in Vancouver.
- **Question:** If light rail is so good, why does it need a tax increase to operate it?

## Other interesting facts:

The \$750 million projected cost is enough to build 4-8 miles of 6 lane elevated freeway above the current one. That would reach from the proposed bridge, to the Fremont or Marquem bridges, truly solving traffic problems.

Exhibit:

B

Meeting Date:

3/9/10

Received By:

D. Germann

More at: [NoLightRail.com](http://NoLightRail.com) [AmericanDreamCoalition.org](http://AmericanDreamCoalition.org) & [PublicPurpose.com](http://PublicPurpose.com)

# Some False Arguments For Transit

## Congestion Relief

Transit only relieves congestion in high density city cores like New York, Chicago and other big cities. NOT Vancouver. However, TRANSIT CAN INCREASE CONGESTION when it turns a four lane street into two lanes like they did to Interstate ave. in Portland and like C-Tran is proposing for parts of Fourth Plain in Vancouver! (YES, that's right C-Tran will be asking for money to remove two automobile travel lanes from Fourth Plain to install bus rapid transit!)

## Rising Gas Prices

Gas cost is only about 1/2 the cost of driving a car and driving a car costs about 1/3 what transit actually costs (all costs for both car & transit, including the 80% tax subsidy for transit, which mainly comes from car taxes) This means that gas would have to increase to about 6 times its current cost, or around \$15-\$20/gal. to make driving as expensive as the true cost of transit. Last year's gas price increase caused severe financial problems for transit -- imagine what \$15/gal gas would do to transit! Contrary to planner's claims, and at triple our gas prices, Europeans drive for 78% of their motorized travel and transit, except air, has been declining for decades. (<http://www.portlandfacts.com/transit/eurotransistshareloss.htm>)

**Ageing Population** The Brookings Institute said:

*In fact, driving is often the easiest physical task for older people. Long before they lose the ability to drive, older people may be unable to board or ride public transit, or to walk to a bus stop or train station. Even though many may still be able to use special transit services, the overwhelming majority of older people, regardless of their stage of disability, are able to ride in a car and choose to do so first.* ([http://www.brookings.edu/reports/2003/07/transportation\\_rosenbloom.aspx](http://www.brookings.edu/reports/2003/07/transportation_rosenbloom.aspx))

## Greenhouse Gases & Global Warming

First, transit uses MORE fuel per passenger-mile than a car, so transit DOES NOT reduce CO2. More importantly, top climate scientists are beginning to realize that global warming may have stopped and that it was nothing unusual anyway - the top UN IPCC scientist & head of the Climatic Research Unit said, in a recent BBC interview, that **there has been no statistically-significant global warming from 1995 to the present and the rates of global warming from 1860-1880, 1910-1940 and the recent warming cycle (1975-1998) were identical.** <http://news.bbc.co.uk/go/pr/fr/-/2/hi/science/nature/8511670.stm>

## Running Out of Oil

Few people realize that oil can be made from coal by a process used by Germany in WWII that is still in use today by Sasol of South Africa which can also make oil from natural gas. Additionally, basic economics says that when prices rise, supply increases due to people chasing the profit potential of exploring for more oil while usage drops due to the higher prices. Recently we saw an increase in discoveries and less driving in response to high prices, proving basic economics once again! World oil production is being held back by the artificial shortages of OPEC, not the lack of oil in the ground. (<http://www.sasol.com>)(Google: Fischer-Tropsch process)

## Notes:

C-Tran expects a tripling in ridership will drop subsidies from 80.6% to 75%. But almost a tripling of tax support will be needed. Are you ready to pay triple the C-Tran tax?

A 30 year plan for transit, ignores the long term downward trend in transit usage, instead guessing that this trend will magically reverse. (All over the world, as people get more affluent, they buy a car as soon as they can afford one to save time and avoid the inconvenience of transit.)

Some people falsely believe that if people only paid the real cost of a car, they would switch to transit. The fact is that car users not only pay their entire cost (with a few local exceptions), they also pay for transit - that is where most of the federal funds for transit come from - the federal gas tax.

There is a growing recognition that the best way to improve life for people who cannot afford cars is to help them get a car.

**More at: [NoLightRail.com](http://NoLightRail.com) [AmericanDreamCoalition.org](http://AmericanDreamCoalition.org) & [PublicPurpose.com](http://PublicPurpose.com)**

## **Q&A: Professor Phil Jones**

**Phil Jones is director of the Climatic Research Unit (CRU) at the University of East Anglia (UEA), which has been at the centre of the row over hacked e-mails.**

**The BBC's environment analyst Roger Harrabin put questions to Professor Jones, including several gathered from climate sceptics. The questions were put to Professor Jones with the co-operation of UEA's press office.**

**A - Do you agree that according to the global temperature record used by the IPCC, the rates of global warming from 1860-1880, 1910-1940 and 1975-1998 were identical?**

An initial point to make is that in the responses to these questions I've assumed that when you talk about the global temperature record, you mean the record that combines the estimates from land regions with those from the marine regions of the world. CRU produces the land component, with the Met Office Hadley Centre producing the marine component.

Temperature data for the period 1860-1880 are more uncertain, because of sparser coverage, than for later periods in the 20th Century. The 1860-1880 period is also only 21 years in length. As for the two periods 1910-40 and 1975-1998 the warming rates are not statistically significantly different (see numbers below).

I have also included the trend over the period 1975 to 2009, which has a very similar trend to the period 1975-1998.

So, in answer to the question, the warming rates for all 4 periods are similar and not statistically significantly different from each other.

Here are the trends and significances for each period:

**B - Do you agree that from 1995 to the present there has been no statistically-significant global warming**

Yes, but only just. I also calculated the trend for the period 1995 to 2009. This trend (0.12C per decade) is positive, but not significant at the 95% significance level. The positive trend is quite close to the significance level. Achieving statistical significance in scientific terms is much more likely for longer periods, and much less likely for shorter periods.

**C - Do you agree that from January 2002 to the present there has been statistically significant global cooling?**

No. This period is even shorter than 1995-2009. The trend this time is negative (-0.12C per decade), but this trend is not statistically significant.

**D - Do you agree that natural influences could have contributed significantly to the global warming observed from 1975-1998, and, if so, please could you specify each natural influence and express its radiative forcing over the period in Watts per square metre.**

This area is slightly outside my area of expertise. When considering changes over this period we need to consider all possible factors (so human and natural influences as well as natural internal variability of the climate system). Natural influences (from volcanoes and the Sun)

over this period could have contributed to the change over this period. Volcanic influences from the two large eruptions (El Chichon in 1982 and Pinatubo in 1991) would exert a negative influence. Solar influence was about flat over this period. Combining only these two natural influences, therefore, we might have expected some cooling over this period.

**E - How confident are you that warming has taken place and that humans are mainly responsible?**

I'm 100% confident that the climate has warmed. As to the second question, I would go along with IPCC Chapter 9 - there's evidence that most of the warming since the 1950s is due to human activity.

**F - Sceptics of anthropogenic global warming (AGW) suggest that the official surface record paints a different story from the actual station records. To restore trust, should we start again with new quality control on input data in total transparency?**

First, I am assuming again that you are referring to the surface record from both land and marine regions of the world, although in this answer as you specifically say "station" records, I will emphasise the land regions.

There is more than one "official" surface temperature record, based on actual land station records. There is the one we have developed in CRU, but there are also the series developed at NCDC and GISS. Although we all use very similar station datasets, we each employ different ways of assessing the quality of the individual series and different ways of developing gridded products. The GISS data and their program are freely available for people to experiment with. The agreement between the three series is very good.

Given the web-based availability of the Global Historical Climatology Network (GHCN), which is used by both NCDC and GISS, anyone else can develop their own global temperature record from land stations.

Through the Met Office we have released (as of 29 January 2010) 80% of the station data that enters the CRU analysis (CRUTEM3).

The graphic in the link below shows that the global land temperature series from these 80% of stations (red line) replicates the analysis based on all 100% of stations (black line).

<http://www.metoffice.gov.uk/climatechange/science/monitoring/data-graphic.GIF>

The locations of the 80% of stations are shown on the next link in red. The stations we have yet to get agreement to release are shown in grey.

<http://www.metoffice.gov.uk/climatechange/science/monitoring/locations.GIF>

I accept that some have had their trust in science shaken and this needs the Met Office to release more of the data beyond the 80% released so far. Before all the furore broke we had begun discussions with the Met Office for an updated set of station temperatures. With any new station dataset we will make sure we will be able to release all the station temperature data and give source details for all the series.

**G - There is a debate over whether the Medieval Warm Period (MWP) was global or not. If it were to be conclusively shown that it was a global phenomenon, would you accept that this would undermine the premise that mean surface atmospheric temperatures during the latter part of the 20th Century were unprecedented?**

There is much debate over whether the Medieval Warm Period was global in extent or not. The MWP is most clearly expressed in parts of North America, the North Atlantic and Europe and parts of Asia. For it to be global in extent the MWP would need to be seen clearly in more records from the tropical regions and the Southern Hemisphere. There are very few palaeoclimatic records for these latter two regions.

Of course, if the MWP was shown to be global in extent and as warm or warmer than today (based on an equivalent coverage over the NH and SH) then obviously the late-20th century warmth would not be unprecedented. On the other hand, if the MWP was global, but was less warm than today, then current warmth would be unprecedented.

We know from the instrumental temperature record that the two hemispheres do not always follow one another. We cannot, therefore, make the assumption that temperatures in the global average will be similar to those in the northern hemisphere.

**H - If you agree that there were similar periods of warming since 1850 to the current period, and that the MWP is under debate, what factors convince you that recent warming has been largely man-made?**

The fact that we can't explain the warming from the 1950s by solar and volcanic forcing - see my answer to your question D.

**I - Would it be reasonable looking at the same scientific evidence to take the view that recent warming is not predominantly manmade?**

No - see again my answer to D.

**J - Are there lessons to be learned for society or scientists about the way we see uncertainty and risk?**

Yes - as stated by Sir John Beddington - the government chief scientist. And this doesn't just apply to climate science.

**K - How much faith do you have - and should we have - in the Yamal tree ring data from Siberia? Should we trust the science behind the palaeoclimate record?**

First, we would all accept that palaeoclimatic data are considerably less certain than the instrumental data. However, we must use what data are available in order to look at the last 1,000 years.

I believe that our current interpretation of the Yamal tree-ring data in Siberia is sound. Yamal is just one series that enters some of the millennial long reconstructions that are available.

My colleague Keith Briffa has responded to suggestions that there is something amiss with the Yamal tree-ring data. Here is his response:

<http://www.cru.uea.ac.uk/cru/people/briffa/yamal2009/>

**L - Can you confirm that the IPCC rules were changed so lead authors could add references to any scientific paper which did not meet the 16 December 2005 deadline but was in press on 24 July 2006, so long as it was published in 2006? If this is the case, who made the decision and why?**

This is a question for the IPCC.

**M - What advice did you seek in handling FOI requests?**

The university's policy and guidelines on FOI and the Environmental Information Regulations are on our website and the information policy and compliance manager (IPCM) takes responsibility for co-ordinating responses to requests within that framework. We also have colleagues in each unit and faculty who are trained in FOI to help in gathering information and assessing any possible exceptions or exemptions.

I worked with those colleagues and the IPCM to handle the requests with responses going from the IPCM. He also liaises with the Information Commissioner's Office where necessary and did so on several occasions in relation to requests made to CRU. Where appropriate he also consulted with other colleagues in the university on specific issues.

**N - When scientists say "the debate on climate change is over", what exactly do they mean - and what don't they mean?**

It would be supposition on my behalf to know whether all scientists who say the debate is over are saying that for the same reason. I don't believe the vast majority of climate scientists think this. This is not my view. There is still much that needs to be undertaken to reduce uncertainties, not just for the future, but for the instrumental (and especially the palaeoclimatic) past as well.

**O - Can you tell us about your working life over the past decades in climate science. Paint a picture about the debate with your allies and scientific rivals etc.**

I have been at CRU since November 1976. Up until 1994, my working life was almost totally in research. Since 1994, I have become more involved in teaching and student supervision both at the postgraduate and undergraduate level. I became a Professor in 1998 and the director of the Climatic Research Unit in 2004 (I was joint director from 1998).

I am most well known for being involved in the publication of a series of papers (from 1982 to 2006) that have developed a gridded dataset of land-based temperature records. These are only a part of the work I do, as I have been involved in about 270 peer-reviewed publications on many different aspects of climate research.

Over the years at scientific meetings, I've met many people and had numerous discussions with them. I work with a number of different groups of people on different subjects, and some of these groups come together to undertake collaborative pieces of work. We have lively debates about the work we're doing together.

**P - The "Climategate" stolen emails were published in November. How has your life been since then?**

My life has been awful since that time, but I have discussed this once (in the Sunday Times) and have no wish to go over it again. I am trying to continue my research and supervise the CRU staff and students who I am responsible for.

**Q - Let's talk about the e-mails now: In the e-mails you refer to a "trick" which your critics say suggests you conspired to trick the public? You also mentioned "hiding the decline" (in temperatures). Why did you say these things?**

This remark has nothing to do with any "decline" in observed instrumental temperatures. The remark referred to a well-known observation, in a particular set of tree-ring data, that I had used in a figure to represent large-scale summer temperature changes over the last 600 years.

The phrase 'hide the decline' was shorthand for providing a composite representation of long-term temperature changes made up of recent instrumental data and earlier tree-ring based evidence, where it was absolutely necessary to remove the incorrect impression given by the tree rings that temperatures between about 1960 and 1999 (when the email was written) were not rising, as our instrumental data clearly showed they were.

This "divergence" is well known in the tree-ring literature and "trick" did not refer to any intention to deceive - but rather "a convenient way of achieving something", in this case joining the earlier valid part of the tree-ring record with the recent, more reliable instrumental record.

I was justified in curtailing the tree-ring reconstruction in the mid-20th Century because these particular data were not valid after that time - an issue which was later directly discussed in the 2007 IPCC AR4 Report.

The misinterpretation of the remark stems from its being quoted out of context. The 1999 WMO report wanted just the three curves, without the split between the proxy part of the

reconstruction and the last few years of instrumental data that brought the series up to the end of 1999. Only one of the three curves was based solely on tree-ring data.

The e-mail was sent to a few colleagues pointing out their data was being used in the WMO Annual Statement in 1999. I was pointing out to them how the lines were physically drawn. This e-mail was not written for a general audience. If it had been I would have explained what I had done in much more detail.

**R - Why did you ask a colleague to delete all e-mails relating to the Fourth Assessment Report of the IPCC?**

This was an e-mail sent out of frustration at one FOI request that was asking for the e-mail correspondence between the lead authors on chapter six of the Working Group One Report of the IPCC. This is one of the issues which the Independent Review will look at.

**S - The e-mails suggest you were trying to subvert the process of peer review and to influence editors in their decisions about which papers to publish. Do you accept that?**

I do not accept that I was trying to subvert the peer-review process and unfairly influence editors in their decisions. I undertook all the reviews I made in good faith and sent them back to the editors. In some e-mails I questioned the peer-review process with respect to what I believed were poor papers that had appeared. Isn't this called freedom of speech? On some occasions I joined with others to submit a response to some of these papers. Since the beginning of 2005 I have reviewed 43 papers. I take my reviewing seriously and in 2006 I was given an editor's award from Geophysical Research Letters for conscientious and constructive reviewing.

**T - Where do you draw the line on the handling of data? What is at odds with acceptable scientific practice? Do you accept that you crossed the line?**

This is a matter for the independent review.

**U - Now, on to the fallout from "Climategate", as it has become known. You had a leading role in a part of the IPCC, Working Group I. Do you accept that credibility in the IPCC has been damaged - partly as a result of your actions? Does the IPCC need reform to gain public trust?**

Some have said that the credibility in the IPCC has been damaged, partly due to the misleading and selective release of particular e-mails. I wish people would spend as much time reading my scientific papers as they do reading my e-mails. The IPCC does need to reassure people about the quality of its assessments.

**V - If you have confidence in your science why didn't you come out fighting like the UK government's drugs adviser David Nutt when he was criticised?**

I don't feel this question merits an answer.

**W - Finally, a personal question: Do you expect to return as director of the Climatic Research Unit? What is next for you?**

This question is not for me to answer.

*Some brief answers have been slightly expanded following more information from UEA.*

<http://news.bbc.co.uk/go/pr/fr/-/2/hi/science/nature/8511670.stm>

Published: 2010/02/13 16:05:54 GMT

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**KAREN E. FEULNER**  
ATTORNEY AT LAW  
401 E. McLOUGHLIN BOULEVARD  
VANCOUVER, WASHINGTON 98663  
(360) 699-1321

Thursday, March 4, 2010

Vancouver City Council  
PO Box 1995  
Vancouver, WA 98668-1995


Re: East McLoughlin Boulevard Light Rail objection

Dear Council Members:

Accompanying this correspondence please find a Petition from property owners and business owners on McLoughlin Boulevard impacted by the potential alignment. The Petition and accompanying map speak for themselves. As additional signatures are pending, the original document is not submitted at this time.

We appreciate your review and consideration of the Petition and map in your discussions about and work related to CRC.

Sincerely,

  
Karen E. Feulner

enclosure: Petition and map  
cc: Council Members, C-Tran Board, and Doug Ficco Director CRC Project

Exhibit: C

Meeting Date: 3/9/10

Received By: D. Germann

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# ORIGINAL

## OBJECTION TO McLOUGHLIN BOULEVARD LIGHT RAIL ALIGNMENT

We the business and/or property owners on McLoughlin Boulevard object to any light rail placement on McLoughlin Boulevard. Placement of light rail on McLoughlin Boulevard would cause irreparable harm to my property and/or business interests. We therefore ask you to deny placement of light rail on McLoughlin Boulevard.

Printed Name                      Signature                      Property Address                      Telephone Number

LOU M. BARAN	<i>[Signature]</i>	613 E. McLoughlin	(360) 699-1440
Richard B Payne	<i>[Signature]</i>	314 E. McLoughlin	360-694-8303
LINDA PAYNE	<i>[Signature]</i>	314 E. McLoughlin	360-694-8303
Karen E. Feulken	<i>[Signature]</i>	401 E. McLoughlin	360-699-1321
AL ANGELO JR.	<i>[Signature]</i>	400 Mill plain	360-6943343
Albert Angelo III	<i>[Signature]</i>	1801 D St. <sup>Vine</sup> <del>W.A.</del>	360-6943343
GARY ANGELO	<i>[Signature]</i>	E McLoughlin Blvd. <sup>Vine</sup> <del>W.A.</del>	(360) 6943343
CRIS ANGELO	<i>[Signature]</i>	404 E. MILL PLAIN	360-6943343
Margaret Madison Phelan	<i>[Signature]</i>	602 E McLoughlin	360 6902069
Willie Lee	<i>[Signature]</i>	510 E McLoughlin	360 1090 0892
Robert Halberg	<i>[Signature]</i>	405 E McLoughlin	360 903-4349
GARY OGIER	<i>[Signature]</i>	611 E. McLoughlin	360-896-9069
BRYAN KENYON	<i>[Signature]</i>	704 E. McLoughlin	360 737 0358
Heidi Ramos-Morales	<i>[Signature]</i>	1803 F St.	360 433 2954
Bill Byrd	<i>[Signature]</i>	700 E. MCL.	360-433-0255
Marie Ogier	<i>[Signature]</i>	611 E. McLoughlin	360.896.9069

OBJECTION TO McLOUGHLIN BOULEVARD LIGHT RAIL ALIGNMENT-1



~~ORIGINAL COPY~~

OBJECTION TO McLOUGHLIN BOULEVARD LIGHT RAIL ALIGNMENT

We the business and/or property owners on McLoughlin Boulevard object to any light rail placement on McLoughlin Boulevard. Placement of light rail on McLoughlin Boulevard would cause irreparable harm to my property and/or business interests. We therefore ask you to deny placement of light rail on McLoughlin Boulevard.

Printed Name                      Signature                      Property Address                      Telephone Number

<del>LOU M. BARAN</del>	<del>Lou M Baran</del>	<del>613 E. McLoughlin</del>	<del>(360) 699-1440</del>
<del>Richard B Payne</del>	<del>Rich Payne</del>	<del>314 E. McLoughlin</del>	<del>360-694-8303</del>
<del>LUCINDA PAYNE</del>	<del>Lucinda Payne</del>	<del>314 E McLoughlin</del>	<del>360-694-8308</del>
<del>Karen E. Feulner</del>	<del>Karen Feulner</del>	<del>401 E McLoughlin</del>	<del>360-699-1321</del>
<del>AL ANGELO JR.</del>	<del>Al Angelo Jr</del>	<del>400 Millplain</del>	<del>360-694-3343</del>
<del>Albert Angelo III</del>	<del>Albert Angelo III</del>	<del>1801 D St. Vancouver, WA</del>	<del>360-694-3343</del>
<del>GARY ANGELO</del>	<del>Gary Angelo</del>	<del>E McLoughlin Mill Plain</del>	<del>(360) 694-3343</del>
<del>CRAIG ANGELO</del>	<del>Craig Angelo</del>	<del>404 E. Mill Plain</del>	<del>360-694-3343</del>
<del>Margaret Madison Phelan</del>	<del>Margaret Phelan</del>	<del>502 E McLoughlin</del>	<del>360 694 2069</del>
<del>Carroll Sims</del>	<del>Carroll Sims</del>	<del>810 E McLoughlin</del>	<del>360 694 0892</del>
<del>CHRISTINA SIMS</del>	<del>Christina Sims</del>	<del>605 E McLoughlin</del>	<del>360-694-6019</del>
<del>CHRISTINA SIMS</del>	<del>Christina Sims</del>	<del>601 E McLoughlin</del>	<del>360-694-6019</del>

ORIGINAL

OBJECTION TO McLOUGHLIN BOULEVARD LIGHT RAIL ALIGNMENT-1

**OBJECTION TO McLOUGHLIN BOULEVARD LIGHT RAIL ALIGNMENT**

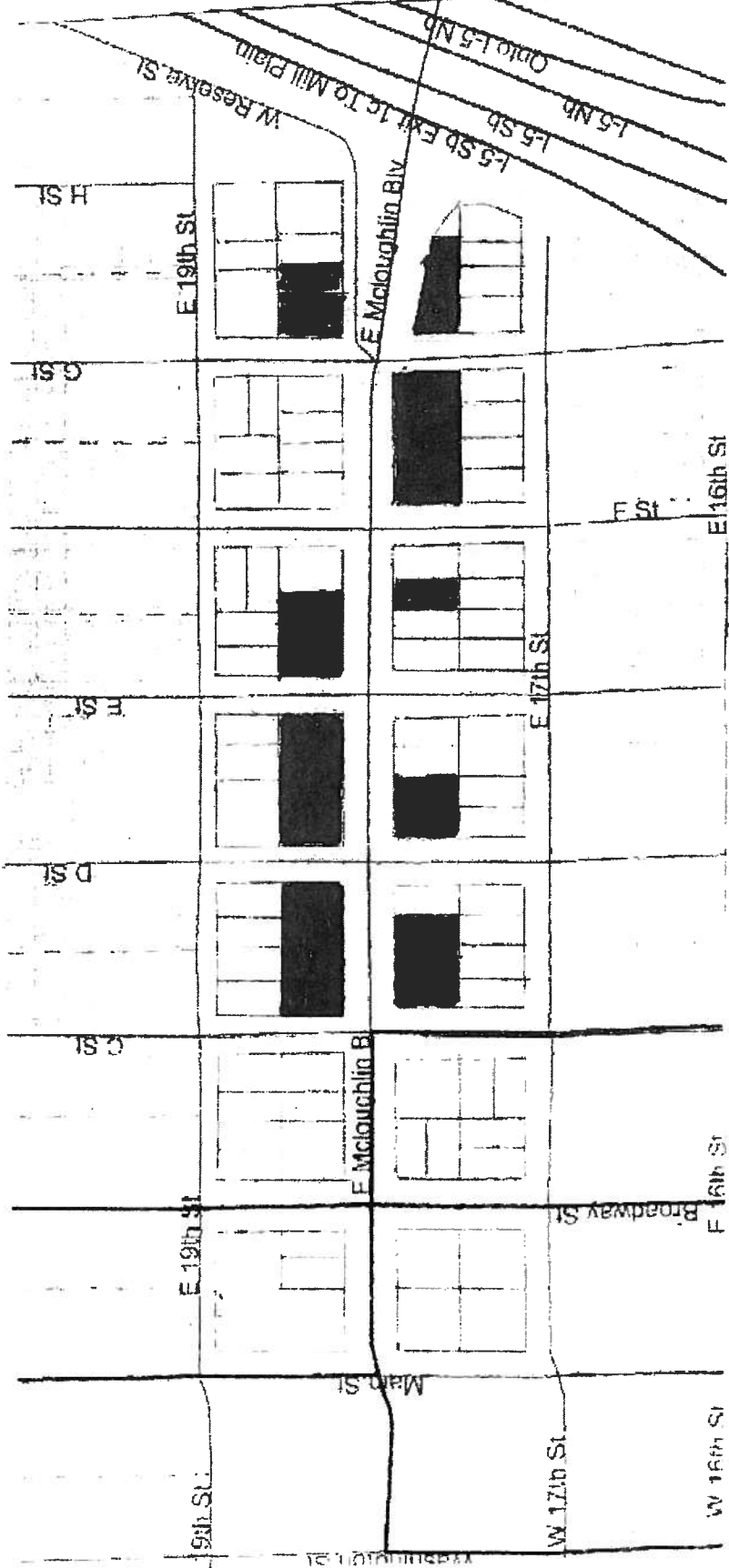
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Printed Name                      Signature                      Property Address                      Telephone Number

<u>Printed Name</u>	<u>Signature</u>	<u>Property Address</u>	<u>Telephone Number</u>
<del>DAVID BARAN</del>	<del>[Signature]</del>	<del>603 E. McLoughlin</del>	<del>(360) 699-1440</del>
<del>Richard B Payne</del>	<del>[Signature]</del>	<del>314 E. McLoughlin</del>	<del>360-694-8303</del>
<del>Lucinda Payne</del>	<del>[Signature]</del>	<del>314 E. McLoughlin</del>	<del>360-694-8303</del>
<del>Karen E. Feltner</del>	<del>[Signature]</del>	<del>441 E. McLoughlin</del>	<del>360-699-1321</del>
<del>AL ANGENO JR</del>	<del>[Signature]</del>	<del>400 Mill Plain</del>	<del>360-644-3343</del>
<del>Albert Angelo III</del>	<del>[Signature]</del>	<del>1801 D St. WIA</del>	<del>360-694-3343</del>
<del>GARY ANGELO</del>	<del>[Signature]</del>	<del>E McLoughlin Blvd. WIA</del>	<del>(360) 694-3343</del>
<del>CHRIS ANGELO</del>	<del>[Signature]</del>	<del>404 E. Mill Plain</del>	<del>360-694-3343</del>
* <del>Laura Wolosh</del>	<del>[Signature]</del>	<del>701 E. McLoughlin</del>	<del>360-254-2010</del>
* <del>John Wolosh</del>	<del>[Signature]</del>	<del>701 E. McLoughlin</del>	<del>360-210-7033</del>

**ORIGINAL**

**OBJECTION TO McLOUGHLIN BOULEVARD LIGHT RAIL ALIGNMENT-1**



**2009 Annual Performance Report  
Passenger Boardings**

	<b>2008</b>	<b>2009</b>	<b>Percent Change</b>
<b>Local Urban</b>			
#2 Lincoln	86,534	63,269	-26.9%
#3 City Center	151,495	130,611	-13.8%
#4 Fourth Plain	1,852,806	1,643,802	-11.3%
#7 Battle Ground	143,520	132,005	-8.0%
#9 Felida/Salmon Creek	65,631	60,449	-7.9%
#19 Salmon Creek	87,053	99,604	14.4%
#25 St. Johns-Fruit Valley	296,812	264,147	-11.0%
#30 Burton	426,573	374,490	-12.2%
#32 Evergreen/Andresen-Hazel Dell	397,046	362,243	-8.8%
#37 Mill Plain-Highway 99	1,481,921	1,316,606	-11.2%
#39 Clark College/Medical Center	42,473	31,789	-25.2%
#41 Camas/Washougal Limited	14,286	14,583	2.1%
#44 Fourth Plain Limited	135,348	108,259	-20.0%
#47 Battle Ground Limited	12,505	8,337	-33.3%
#65 Parkrose Limited	159,054	139,990	-12.0%
#72 Orchards	110,780	91,307	-17.6%
#78 78th Street	114,276	99,710	-12.7%
#80 Van Mall/Fisher's	278,366	276,297	-0.7%
#92 Camas/Washougal	151,449	131,523	-13.2%
<b>Total</b>	<b>6,007,928</b>	<b>5,349,021</b>	<b>-11.0%</b>
<b>Express Commuter</b>			
#105 I-5 Express	160,919	138,641	-13.8%
#134 Salmon Creek Express	187,150	158,764	-15.2%
#157 Lloyd District Express	41,348	36,485	-11.8%
#164 Fisher's Landing Express	256,883	232,395	-9.5%
#177 Evergreen Express	44,092	40,838	-7.4%
#190 Marquam Hill Express	67,648	61,892	-8.5%
#199 99th Street Express	157,450	142,327	-9.6%
<b>Total</b>	<b>915,490</b>	<b>811,342</b>	<b>-11.4%</b>
<b>Connector</b>			
Camas	20,316	14,853	-26.9%
LaCenter/Ridgefield	12,156	10,348	-14.9%
<b>Total</b>	<b>32,472</b>	<b>25,201</b>	<b>-22.4%</b>
<b>Other</b>	<b>49,298</b>	<b>30,475</b>	<b>-38.2%</b>
<b>Total Local Urban, Express, Connector</b>	<b>7,005,188</b>	<b>6,216,039</b>	<b>-11.27%</b>
<b>Paratransit</b>	<b>224,773</b>	<b>200,115</b>	<b>-11.0%</b>
<b>Vanpool</b>	<b>n/a</b>	<b>14,129</b>	<b>100.0%</b>

HP Data, updated 1/26/2010

Exhibit:

Meeting Date:

Received By:

D

3/9/10

D. J. Mann