

COMMISSIONERS PROCEEDINGS
MARCH 31, 2009
CLARK COUNTY, WASHINGTON

The Board convened in the Commissioners' Hearing Room, 6th Floor, Public Service Center, 1300 Franklin Street, Vancouver, Washington. Commissioners Mielke, Stuart, and Boldt, Chair, present.

9:45 A.M.

PROCLAMATION – CHILD ABUSE PREVENTION MONTH

Commissioner Boldt read a proclamation declaring April 2009 as Child Abuse Prevention Month in Clark County.

Mary Blanchette, Director, Children's Justice Center, accepted the proclamation and said a few words. She provided a number for people to call if they suspect a child is being abused: 993-7901.

Jo Waddell, Program Director, Court Appointed Special Advocate (CASA) program, accepted the proclamation and thanked the board for their support. She provided an example of how a CASA volunteer has been instrumental in helping a young child and her family.

10:00 A.M.

PLEDGE OF ALLEGIANCE

The Commissioners conducted the Flag Salute.

PUBLIC COMMENT

Susan Gilbert, Chair, Enterprise-Paradise Point Neighborhood Association, 2600 NW 329th Street, Ridgefield, commented on what she believed to be a communication gap between the county and the Department of Ecology (DOE) regarding clean-up sites. Ms. Gilbert stated that there was a landowner in her neighborhood who came before the county with a pre-app conference, but the property is on the DOE clean-up site list. She said she drove by and noticed it had been graded and a lot of things had been dug up, including old tires and metal. She said Community Development and Code Enforcement were not aware that the property is a clean-up site and she was told by Code Enforcement that they don't have jurisdiction over clean-up. However, she said the DOE doesn't know what's going on with the land in the county and needs to be informed. Gilbert suggested an easy solution would be a flag system to identify all clean-up properties, tying it to their parcel number.

Bill Barron, County Administrator, said he would check with the Public Health Department because they have staff that specifically deals with that issue and are directly responsible to the state.

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Gilbert said she had talked with someone in Public Health who wasn't aware of the activity on the property and so she was concerned that there is a lack of communication.

Boldt said it would be a good conversation to have with the regional DOE.

CONSENT AGENDA

Boldt asked County Administrator, Bill Barron, to talk about consent item #1 (Resolution pertaining to the spending of economic recovery funds and shopping locally to stimulate the economy).

Barron explained that at the March 17 hearing, Ed Barnes presented a resolution for the Board of Commissioners to consider. He said the resolution expresses the board's resolve in regards to maximizing the creation of jobs and restoring local economic growth and, to the extent possible, expending economic recovery funds on products and services that are key to supporting the local economy. The resolution also urges citizens to stimulate the local economy by shopping in Clark County.

Boldt said he thought the resolution might also help in terms of both bidding locally and economic development. Also, he didn't think a lot of people realized how many county dollars which are generated by sales tax go into programs such as CASA. He requested that the resolution be posted on the county's web site where people can see it and hopefully make the decision to shop locally.

Mielke referenced consent item 2 (Intergovernmental Agreement with the Regional Transportation Council that provides \$10,000 from Clark County for a portion of the local match required for a grant to be used for a Freight Mobility Study.) He said the grant money is great to have, but the county continues to be required to provide a portion of the local match, in this case \$10,000.

Pete Capell, Director, Department of Public Works, responded that several of the studies are in the work plan and it's coincidental that they have come up within two weeks of each other for requests. He said this was the last RTC study this year in which the county would have to come up with a local match. He added that the Freight Mobility Study would benefit the county a great deal.

Mielke wanted to know who the other participants are.

Dean Lookingbill, Executive Director, Regional Transportation Council (RTC), said the funding partners were the City of Vancouver and the Ports of Vancouver, Ridgefield, and Camas-Washougal.

Mielke asked if the \$10,000 would come from the transportation fund.

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Capell said, yes, the Road Fund.

Boldt asked what the outcome would be.

Lookingbill said the core outcome would be the kinds of improvements they might do in the corridors to best enhance freight. Also, he would suggest looking at what kind of transportation infrastructure might be needed where they have newly developing industrial areas. He said this would also produce a countywide document regarding their freight system.

Boldt said it would be nice if the study was done now so they could tell the state that they need 139th faster than in 2019.

Capell said he thought they had plenty of studies that would say that.

Mielke stated that they're studying everything to death, but not really building and he had a problem with coming up with another \$10,000 out of their budget. He asked if money had been collected from the other partners yet.

Lookingbill said they had the ports of Vancouver, Ridgefield, and Camas-Washougal. They didn't have the signature from the City of Vancouver, but the document was in process.

Boldt wanted to know if they had input from the freight industry.

Lookingbill said yes. He added that one of the key components was a stakeholders committee and one has been somewhat formulated for the Fruit Valley area, which they want to expand countywide. Their goal is to get input/feedback about what their needs are and where bottlenecks exist.

Boldt said when they first talked about this last year, Commissioner Morris had said that no one likes a warehouse because it doesn't provide many jobs and takes a lot of land; however, a warehouse is a key to the economy for the rest of the county and the location affects all kinds of things throughout the county.

Stuart said in 2007 when they passed the growth plan, they set the most aggressive employment targets that have ever been set in the county for the number of new jobs they expect to create over the next 20 years. He said his hope for the study was that it could be quickly and before the June 2010 deadline, if possible. He agreed with Commissioner Mielke in that they spend a lot of time studying and they need to spend more time building the projects that pave the way for new jobs in their community.

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Lookingbill said their intent was to get the study underway and by the coming fall/winter be on top of what the improvements are and ensure everything is completed by the end of June 2010.

Boldt asked if they would be following the railroad industrial zone concept because that would be a key part of this.

Lookingbill said it would be incorporated in that they would also look at rail branch line and main line.

Boldt asked if they had people for an oversight board.

Lookingbill said they haven't picked anyone yet and would be open to suggestions.

Boldt suggested Commissioner Mielke, since he has dealt with transportation.

Mielke encouraged them to hire someone from Washington state to help add to their tax base.

Boldt asked for more information on consent item 4 (consulting agreement with DKS Associates for transportation modeling and other concurrency related services).

Capell said it was an ongoing contract that is up for renewal. He explained that DKS Associates are traffic engineering consultants that have provided transportation modeling for the county's concurrency work on an overflow basis and provided some expertise that the county doesn't have in-house for some of the analysis.

Boldt said he hoped they had tried their best to see if this could be done in-house. Also, they just approved money for the household survey, which he understood would impact the modeling. He wanted to know how they can do the survey and the modeling at the same time and also if there was anyone in Washington who could do it.

Capell said this was an on-call contract and as development applications come in that need to run the current model to determine compliance, DKS would be able to do that work for them. As the survey gets completed, things would be adjusted and the model would be adjusted to incorporate that. With respect to doing the work in-house, *Capell* stated that they have used DKS because of their expertise and also because they don't do the transportation work for the applicants so there's no conflict of interest.

Mielke said he was seeing a duplication and overlap with county staff who have the ability to do this, as well as RTC for which they are partners. He said they could be spending the equivalent of up to one FTE for the agreement, possibly an employee who was laid off, and he couldn't support it.

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Steve Schulte, Department of Public Works-Transportation, stated that the \$80,000 was deceptive. He explained that they need the budget authority to hire DKS at the time of permitting, but those dollars are largely paid back to the county by developers. So they may get a bill from DKS for \$500 for the modeling they do at the time of permitting, but a condition of approval for developers is that they need to pay the county back for those monies. So there's off-setting revenue coming in.

Boldt wanted to know if having a third party was important for this.

Schulte said it was important because they are down to a single concurrency engineer and that person does all the pre-applications, negotiations, staff reports, discussions, and simply doesn't have time to do the modeling. Another reason for keeping the modeling separate is that oftentimes when they have contested cases it helps to have an outside party who has made the finding, versus county staff.

Stuart asked if the \$80,000 was annually or over the biennium.

Schulte said they hoped it would go much longer than 12 months.

Stuart asked what the maximum allowed amount is.

Barron said the total is \$80,000 however long it lasts.

Stuart said they could give that work to an engineer who may potentially be laid off.

Capell said one of the advantages of the consultant is that they don't know how long the \$80,000 would last because it depends on the application activity level. With a full-time staff member they're drawing a salary every day whereas they would only be paying for a consultant on an as needed basis.

Stuart said they discussed pulling the engineers to make sure that when the workload is low in one area and high in another then there is a shift in the workload with the existing staff to maintain a baseline level of staff that can do the work, but be flexible enough to do the work where it's needed within the organization.

Capell said they have pulled their engineers to use them and try to keep everyone busy; however, this is a specific type of expertise and they don't have the type of engineers to do this kind of work without a considerable amount of training. In addition, they haven't been able to recruit people with that particular expertise.

Schulte added that they have one signal engineer and two traffic engineers and all three staff persons are very busy.

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Mielke wanted to know if they had approached staff persons who had been laid off to see if they would be interested in part-time work.

Capell said they didn't lay off any engineers; they laid off technicians, but no one with this particular expertise.

Stuart asked for clarification.

Schulte explained that last year they had two concurrency engineers—one concurrency engineer and one FTE that was an unfilled position.

Capell said the unfilled position had been vacant for a long period of time partly because of not being able to find that kind of expertise.

Schulte said they also wanted to stay “skinny” and be efficient so they elected to not fill the second concurrency engineer and then let the position go at the end of 2008.

Barron noted that DKS does pay sales tax, although they are from Oregon.

Boldt asked how much it would cost to train their engineers for that expertise.

Schulte said he thought they had two employees who could get up to speed on running this particular model at a cost of \$2,000-\$3,000 for the training. He said staff was very busy, however.

Stuart said that was why they pooled the engineers and this seemed to be a good opportunity to make it work.

Barron said what he was hearing from the County Engineer and Concurrency Engineer was that they have done the manpower loading and they don't have the time, which is why they are seeking outside consultation—because they don't have the expertise and the other people are booked.

Stuart said if they are going to be doing any sort of adjustments in development review, he would expect that they have no engineers that would be lacking work within that group. If they are being used to their maximum extent possible, then he would expect all of the engineers are full up. Otherwise, it's not being used to its maximum extent.

Boldt said they could put money into training.

Stuart suggested they see if they can come up with something and if they find they are unable to make that work, then letting the board know might help them to understand.

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Boldt said the board wasn't trying to go against staff, but every other board in the county was going to be aggressive in keeping employees on board.

Mielke said that's the message. It's tough for them to keep spending and look at possibly laying off more people. He said if they could squeak by this and re-address it at another time, he felt they had a need here and would look forward to hiring someone full time if that's what they need.

Stuart agreed. He said along with the economic stimulus and creating new jobs, they need to remember to try and keep people in the jobs they have.

Mielke referenced consent item 5 (Certification of the 2008 NPDES Municipal Stormwater Permit Annual Report/2009 Stormwater Management Program Plan). He said he read it as a change.

Capell explained that it's an annual report that they send to the Department of Ecology (DOE) for compliance with their permit and in past years the County Administrator has signed, but it was decided that it should come to the Board of Commissioners for approval before forwarding to the DOE. He said this was a report on what took place in 2008.

There being no public comment, **MOVED** by *Stuart* to approve consent agenda items 1 through 3 and 5 through 10. Commissioners *Boldt*, *Stuart*, and *Mielke* voted aye. Motion carried.

COMMISSIONER COMMUNICATIONS

Boldt commented on the meeting held March 30 to consider nominees for appointment to the 15th Legislative District position. He said four counties, 12 county commissioners, came together to appoint David Taylor.

Mielke said he was impressed with all three candidates, who were all very well qualified, and it was a tough decision.

Stuart agreed with Commissioners *Boldt* and *Mielke* on the quality of the candidate. He also pointed out that the board would be holding its first evening hearing on April 7 at 7:00 p.m. in the Commissioners' hearing room of the Public Service Center, 1300 Franklin Street. He said they looked forward to seeing people and hearing what's on their mind.

Mielke said they are doing that because people have expressed the interest.

Adjourned

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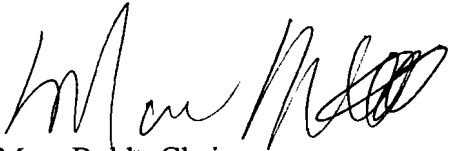
2:00 P.M. PUBLIC BID OPENING

Present at bid opening: Rebecca Tilton, Board of Commissioners Office; Beth Balogh and Laura Pedersen, General Services-Purchasing Department

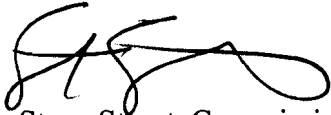
BID OPENING 2528 – ANNUAL FERTILIZER

Held a public hearing for Bid Opening 2528 – Annual Fertilizer. Laura Pedersen, General Services-Purchasing, opened and read bids and stated it was the Purchasing Department's intention to award Bid 2528 on April 7, 2009 at 7:00 p.m. in the Commissioners' hearing room, Public Service Center, 6th Floor.

BOARD OF COUNTY COMMISSIONERS



Marc Boldt, Chair



Steve Stuart, Commissioner

Tom Mielke, Commissioner

ATTEST:



Rebecca Fitter
Clerk of the Board Deputy

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