

**CLARK COUNTY  
STAFF REPORT**



**DEPARTMENT/DIVISION:** General Services-Railroad

**DATE:** October 2, 2013

**REQUEST:** That the Board of County Commissioners (BOCC) approve the below proposed reprogramming of Washington State Department of Transportation (WSDOT) Freight Rail Assistance Program (FRAP) grant funds.

**CHECK ONE:**  Consent  County Administrator

**BACKGROUND:** Clark County made application and was subsequently awarded grant funding through WSDOT FRAP. The intended use expressed in the July 27, 2012 FRAP application was to upgrade portions of mainline track under Portland-Vancouver Junction Railroad (PVJR) freight operations between Milepost 0.0 and Milepost 6.5 (Vancouver to Barberton) including:

- 1.) Replace 0.5 miles of lightweight 85-lb mainline track in poor condition with new 115RE rail and track materials between Milepost 0.0 and Milepost 2.5;
- 2.) Replace the switch at the Linde Gas spur near Milepost 4.1;
- 3.) Replace 950 ft of lightweight 66-lb mainline track with new 115RE rail near Milepost 6.0;
- 4.) Replace deteriorating rubber panel public grade crossing at NE Fruit Valley Road with new concrete crossing panels, rail, ties, ballast, and subgrade;
- 5.) Replace approximately 1,000 timber crossties;
- 6.) Add 1,000 net tons of ballast rock at spot locations;
- 7.) Line and surface up to one mile of track.

In the time since this grant application was submitted, other issues have emerged with respect to deteriorating conditions between Milepost 0.0 and Milepost 14.1 which impede the safe, efficient movement of freight and present unacceptable risk to the public at grade crossing locations. It is therefore proposed that, pending BOCC approval, this FRAP grant award funding be reprogrammed to address critical issues in the railroad infrastructure which are growing increasingly urgent and severe on a scale of days and weeks as opposed to the aforementioned scope, where deterioration is worsening on a scale of months and years. The following projects are proposed as a revised scope in order of priority:

- 1.) Reconstruct the NE Fruit Valley Road public grade crossing as originally programmed; it is believed that this can be partially funded through a WUTC grant (\$20,000);
- 2.) Reconstruct the NE St. Johns Road public grade crossing in Vancouver in a manner similar to that proposed for the NE Fruit Valley Road public grade crossing; it is believed that this can be partially funded through a WUTC grant (\$20,000);
- 3.) Replace two #9 turnouts in the Rye Yard switching complex in Vancouver (between Milepost 3.0 and Milepost 4.0) with new switches comprised of heavier rail to support the increasing operational activity in this area; this will be funded in part by the Portland Vancouver Junction Railroad (\$10,000);

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- 4.) Battle Ground Rail Yard select rehabilitation projects (located between Milepost 13.6 and Milepost 14.1) to reconfigure switches and rail alignment such that the Anderson Plastics railspur will be returned to service, negating the need for the industry to store and discharge railcars on the main line; replace a deteriorating switch on the south end of the yard and improve the adjacent siding near SE Rasmussen Blvd to support the movement of locomotive power from one end of the railcar consist to the other, such that the train can transition from eastbound to westbound following switch service at Anderson Plastics; the switches removed from the Rye Yard project will be used in this project, reducing cost; additionally, spare rail from previous grant projects will be used to rehabilitate the siding near SE Rasmussen Blvd; improve crossing surface conditions at the East Main Street public grade crossing, possibly with partial funding from WUTC (\$20,000 grant);
- 5.) Remaining funds (if any) will be used to replace 85-lb main line rail between Milepost 0.0 and Milepost 3.0, and address recently-identified maintenance concerns on Bridge 1.5 (Hazel Dell, overcrossing Highway 99 in Vancouver) and Bridge 12 (overcrossing Salmon Creek between Vancouver and Battle Ground).

The County has had discussions with the WSDOT Rail office regarding the proposed reprogramming of the FRAP funding, and WSDOT Rail has approved of the proposed changes, and is awaiting a final work scope document and cost estimates.

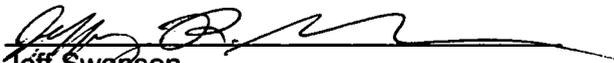
**COMMUNITY OUTREACH:** No public outreach is required for this action.

**BUDGET AND POLICY IMPLICATIONS:** No total grant or budget dollar amounts change as a result of this amendment, therefore there are no fiscal or budget impacts.

**FISCAL IMPACTS:**  Yes  No

**ACTION REQUESTED:** That the Board of County Commissioners (BOCC) approve the proposed reprogramming of Washington State Department of Transportation (WSDOT) Freight Rail Assistance Program (FRAP) grant funds as outlined above.

**DISTRIBUTION:** General Services file, Mark McCauley

  
Jeff Swanson  
Rail Employment Corridor Manager

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APPROVED: \_\_\_\_\_  
CLARK COUNTY, WASHINGTON  
Board of County Commissioners

October 8, 2013 SR 196-13