

PORT OF RIDGEFIELD
PIONEER STREET RAILROAD OVERPASS
RIDGEFIELD, WA

RAILROAD SAFETY GRANT APPLICATION
FOR THE SAFE TRANSPORTATION OF
ENERGY PRODUCTS BY RAIL
NOVEMBER 2015





APPLICATION AT A GLANCE

Port of Ridgefield Pioneer Street Railroad Overpass

Location: Pioneer St, Ridgefield, WA 98642
Clark County
Washington 03

Type of Project: Grade Crossing Improvement

Applicant Organization Name: Washington State DOT

Co-Applicant: Port of Ridgefield

Project Description:

Port of Ridgefield Pioneer Street Railroad Overpass project (RROP) will provide a safer and more efficient access route from downtown Ridgefield to the Port's redeveloping waterfront over the Pacific Northwest Rail Corridor (PNWRC). Currently, on average 2.5 full crude by rail trains* transverse this area each day. It is anticipated that this number will grow by an addition 11 trains per day* if all proposed facilities come to fruition. This overpass will improve the safety on the PNWRC where High-Hazard Flammable Trains (HHFT) carrying energy products such as crude oil are currently being transported. It is anticipated with the expansion and development of energy facilities in the Pacific Northwest, this number of daily trains will continue to increase along the corridor. National transportation benefits include the elimination of a Federal Railroad Administration designated dangerous rail crossing (BN 092428L, Division St) and removal of a second obstruction (BN 092426X, Mill St) along the Oregon to Vancouver, B.C. high speed rail corridor. This improved access will allow the full development of the Port's Millers' Landing project, resulting in the creation of 3,000 new direct jobs at the mixed-use development.

*Source: Washington State Dept of Ecology – State Emergency Response Commission (SERC)

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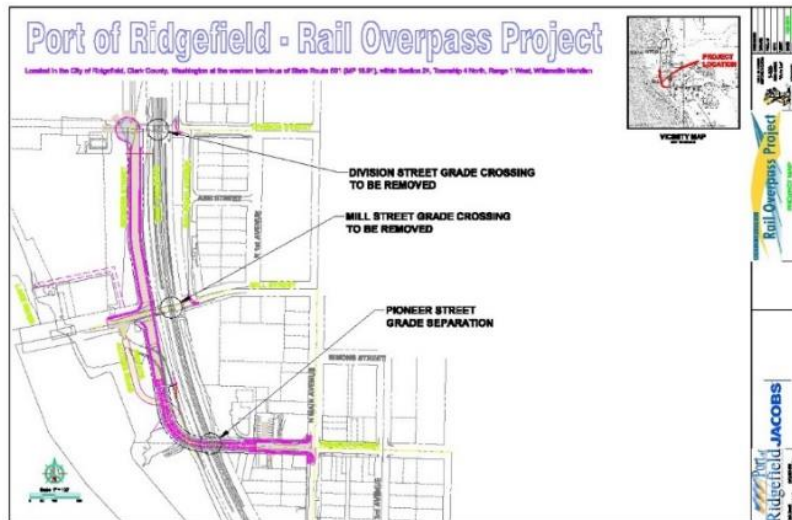
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I. ELIGIBILITY

This grade crossing improvement project results in a grade separation and the closure of two at-grade rail crossings along the Pacific Northwest Rail Corridor (PNWRC) rail corridor. This PNWRC is a shared use passenger and freight rail corridor which hosts over 50 passenger and freight trains every day, including on average of 2.5 Bakken-sourced crude oil trains. This project will result in a sealed rail segment of 5 miles along the PNWRC, one of 11 federally designated rail corridors in the United States. In October 1992, the U.S. Department of Transportation designated the PNWRC as one of five high-speed rail corridors in the United States. In locations where passenger train speeds exceed 110 mph, Federal Railroad Administration regulations would require grade separation. However, passenger train speeds are not expected to exceed 110 mph within the next 20 years within this corridor. When this occurs it will be limited and mostly in rural locations such as Ridgefield. The Washington State Rail Plan predicts 85 trains will operate over this corridor by 2035. In preparation for the projected increase train, vehicle, and pedestrian traffic anticipated at this location due to the Port's redevelopment, the applicants believe that the construction of a grade separation at this time is prudent. Due to the closure of the mill, and recent pollution remediation, vehicle and pedestrian volumes have not deemed this improvement necessary in the past. This is changing as more passenger and freight is anticipated to move along this corridor in concert with the completion of the Port's mixed use development called Millers Landing. Since 2011, WSDOT has pursued a strategy of focusing Section 130 funds to address safety deficiencies at railroad crossings along the state highway system. These crossings at state highways have been identified and prioritized by WSDOT, and endorsed by FHWA. At the current Section 130 allocation level, it is anticipated this list of prioritized projects will use all of the available funds from the next four years of anticipated funding. As the Ridgefield Rail Overpass project is not directly connected to the state highway system it is not on the priority list.

II. PROJECT FUNDING

Funding Sources	Amount in Millions	Status	Purpose	
WSDOT - Federal	\$5.4	Funded	Construction	
FHWA - STP	\$2.0	Funded	Planning and Design	
City of Ridgefield	\$0.3	Funded	Commitment of traffic impact fees	
Port of Ridgefield	\$0.3	Funded	Construction/ ROW	
BNSF Railroad*	\$0.2	Estimated	Construction	
State of WA - Connecting WA	\$7.8	Funded	Planning, Design, Construction	
RR Safety Grant Request	\$0.9	Requested	Construction	
Total Project Funding	\$16.9			
	Total Project Cost		Phase III - Overpass Construction	
Total Federal	\$8.3	49%	\$3.2	27%
Total Local	\$8.6	51%	\$8.6	73%
Total Project Funding	\$16.9	100%	\$11.8	100%

*Estimated contribution for at-grade crossing closures.

These grant funds will be used to complete the construction of a new bridge (grade separated crossing), enabling the closure of the existing Division and Mill streets at-grade crossings. This new rail grade separation



will improve both rail and public operational efficiency and safety.

An award of the requested \$0.9 M in Railroad Safety funds would constitute full funding for this project. With the design and FHWA NEPA processes complete, this final phase will construct the overpass, accompanying safety appurtenances, and traffic signalization needed to enable this grade separation to become operational by December 2018. Sixty-seven percent of the total project cost will be spent on construction. In Phase III, 79 percent is construction costs. All Railroad Safety grant funds will be expended for construction. The remaining 21 percent of Phase III has been or will be spent on engineering, construction observation, and Washington sales tax. To ensure completion of the project, a 6% contingency has been built into the project cost estimates of this phase.



This project began in 1993 and represents over twenty years of hard work, extensive public and private outreach and involvement, right-of-way acquisition, environmental clearances and construction. The project is in the City of Ridgefield’s Transportation Capital Facilities Plan, the Regional Transportation Plan, Washington State Rail Plan 2013-2035, Washington State’s STIP, and Washington State Freight Mobility Plan 2014.

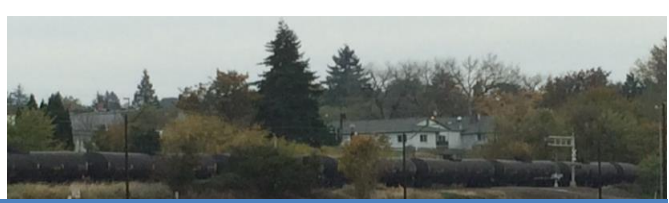
In 2012, the project was split into three phases for financial reasons. Phase I- completed in 2008, resulted in a FHWA Categorical Exclusion and preliminary design. With NEPA environmental processes complete, the second phase centered on road improvements needed on the west side of the rail line. This final phase (III) will center on the construction of the overpass needed for this grade separation to become fully operational by late 2018. As the BCA illustrates, with a 20 year Benefit Cost ratio of 6:1 at 7% and 14:1 at 3% the public impacts of this project are significant and will provide measurable, long-term benefits in the areas of safety, economic competitiveness, quality of life, and environmental sustainability.

The Port was unsuccessful in obtaining federal funding for this project in TIGERs IV (2012), V (2013) and VI (2014) funding rounds. Washington State, through its 2015 Connecting Washington Transportation Package, has provided \$7.8 million for this project.

III. PROJECT DESCRIPTION

This grant application is for a grade crossing elimination project that will construct the Pioneer Street Railroad Overpass project (RROP) as shown in the rendering to the above. This improvement will provide a safer and more efficient access route from downtown Ridgefield to the Port’s redeveloping waterfront over the Pacific Northwest Rail Corridor (PNWRC). The PNWRC is the north-south rail artery in western Washington that is used for both intercity passenger and freight trains. It runs parallel to the I-5 corridor from Vancouver, British Columbia (B.C.) to Eugene, Oregon, and is the backbone of the rail system, providing access to the east-west lines. The rail line passes through the most densely populated portions of the state; and connects thriving industrial clusters in Vancouver (WA), Tacoma, Seattle, Everett, Bellingham and points in between. This rail line is also the western segment of the Great Northern Corridor, running across the northern tier of the US,





through eight states from Washington to Illinois.

It is an essential and heavily-traveled line for passenger and freight service. In 2014, it carried up to 57 trains a day through Clark County. There are passenger/freight conflicts between Amtrak, the BNSF Railway (BNSF) and Union Pacific Railroad (UP) trains that traverse the corridor. This is exacerbated by the presence of many terminals, ports and yards along the corridor. Capacity improvements and rail upgrades have been identified as necessary along the PNWRC to prepare for the high-speed rail program. Many of these projects are part of WSDOT's American Recovery and Reinvestment Act of 2009 (ARRA) program funding which will contribute to improved reliability and increased capacity along this corridor.



several new oil transfer terminals are underway. More than 57 trains travel daily through the two at-grade crossings (092428L and 092426X) that are proposed for closure once the overpass is completed. This daily train traffic comprises of 10 passenger trains, 46 freight trains including 3 HHFT energy trains. In addition an

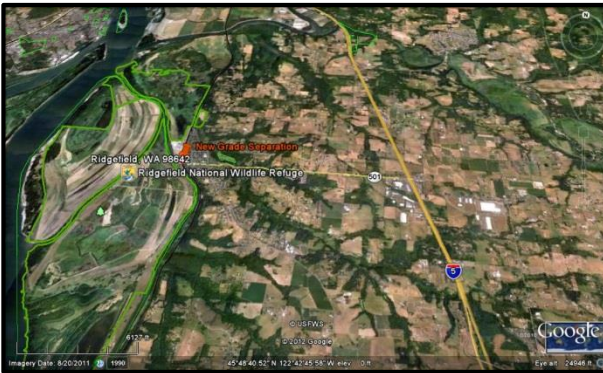


undetermined amount of the freight trains may also have more than 20 class 3 flammable liquids and therefore qualify as HHFT trains. The PNWRC is the route that is used to transport more than 210,000 bpd of crude oil to refineries and port terminals to the north of this project. With demand for domestically sourced energy growing, and the potential for federal government to allow exports of mid-continent produced crude oil, it is forecast that the volume of the HHFT's transported along this rail line will rise by as many 11 trains per day (as estimated by Department of Ecology, State of WA) as more refineries and terminals come on line over the next five years. By some, this rail line is referred to as the "Northwest's Pipeline on Rails".

Project Location

The project is located at the western terminus of State Route 501 MP 16.91 (vicinity of BNSF MP 122.5) in downtown Ridgefield, Washington. The project is within Section 24, Township 4N, and Range 1W, Willamette Meridian, Ridgefield, WA. The project limits begin at the intersection of Main Avenue/Pioneer Street and continue westward over the BNSF mainline, northward along the railroad grade and connects at Division Street.

This project will provide an improved access that will allow the full development of the Port's Millers' Landing project, resulting in the creation of 3,000 new direct jobs at the mixed-use development. National transportation benefits include the elimination of a Federal Railroad Administration designated dangerous rail crossing and removal of an obstruction along the Oregon to Vancouver, B.C. high speed rail corridor.



This project improves safety by eliminating two current at-grade rail crossings by replacing these crossings with a grade separation that will provide efficient unconstrained access to Millers' Landing. The construction of the Overpass will increase the economic capacity of the Ridgefield waterfront by enabling the creation of additional density at the mixed-use development. The current roadway configuration limits the square footage allowed at the complex. Installing a grade separation increases the roadway capacity. This added capacity equates to office

space for an additional 1,650 employees.

The Port is committed to developing North Clark County as the premier area for industry, technology, and employment. The Port is the driving force behind defining and marketing the I-5 corridor in North Clark County as the 'Discovery Corridor.' This corridor is loosely defined as the area along the Interstate-5 (I-5) freeway between the Clark County Fairgrounds (Exit 9) and the La Center (Exit 16). This area is becoming the northern gateway to the Portland / Vancouver metropolitan area.

In the past, Ridgefield was dependent on a timber-based economy. When Pacific Wood Treating Company (PWT) went bankrupt in 1993, Ridgefield lost 250 timber related jobs. This marked the end of an era as well as a major blow to local workers and their families.

As the economic development agency for the area, the Port needed to look to other industries that could fill this employment hole. As a result, the Port has been working to clean up the polluted property left behind by PWT and redevelop it into a new economic base for north Clark County.

The 30 years of wood treating by PWT left Lake River Industrial Park severely contaminated with pentachlorophenol, creosote, and copper-chromium-arsenate. In 1995, the \$90 million cleanup (one of the biggest in WA) began under the direction of Washington State Department of Ecology (WSDOE). The Port

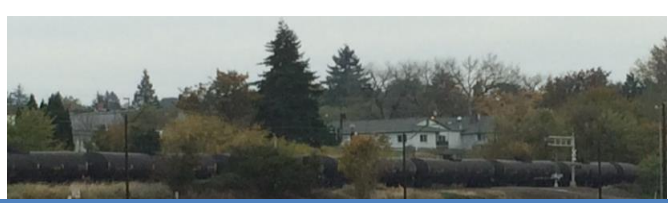


managed and completed this very complex cleanup of the waterfront earlier this year. The decade-long steam remediation of the underground contaminants is finished, and the site has been graded and capped with several feet of clean fill which serves as a protective barrier. Today the 43 acres Millers' Landing is officially clean as designated by the Washington State Department of Ecology. The Port

continues to work with the site to transform the property into a vibrant waterfront area for Ridgefield residents and the surrounding communities. Additionally, Washington State University has been working with the Confluence Project and the Port on the goal of creating an Environmental Science research and development facility at this site. Entrepreneurs and pioneers of science and technology will be recruited to Millers' Landing. Here new products and new processes will be discovered and developed for the market. These new businesses and jobs will create sustaining economic growth for the region.

When completed, the Port's Millers' Landing waterfront development project will:

- Provide over 3,000 direct new family-wage jobs*
- Stabilize and diversify the local economy*
- Increase the local tax base*
- Improve pedestrian and bike access*



The essential purpose of the Rail Overpass Project is to provide safer, unobstructed, direct motorized and non-motorized access to and from the City of Ridgefield to the Port of Ridgefield, the adjacent Lake River waterfront community, and the public boat launch.

Current Situation

Today, an average of 2.5 crude by rail trains pass through Ridgefield on a daily basis (18-19 per week). It is anticipated that the volume of crude by rail will continue to increase as more refineries and terminals come on line to the north of Ridgefield. Based upon the current proposals under review, this volume could grow by 11 trains per day. This overpass project is very important to provide safe, unconstrained access from downtown Ridgefield to the Port's redevelopment area across the BNSF rail corridor on which these energy products move. This project is at 80% design with local permitting underway. The Federal Highway Administration (FHWA) NEPA environmental review process is complete. The State of Washington and FHWA have approved a Categorical Exclusion. Right-of-way has been acquired. Phase I (road improvements on the east side of the rail line) is complete. Phase II, the improvements on the west side of the rail line, has been completed.

Phase III: Initial funds were obtained to complete the Final Engineering phase. There is a commitment of an additional \$10.9 million towards the remaining Phase III project cost of \$11.8 million. It is anticipated that the project The Port is ready to go to ad in early 2017, all documents will be ready for advertisement and bid selection.

About the Port of Ridgefield

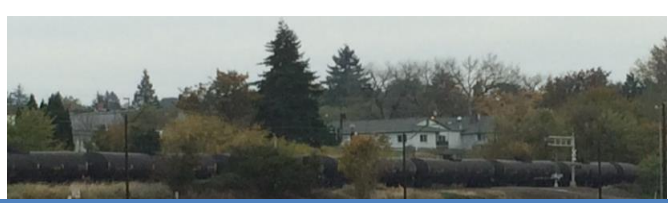
Ridgefield is located 25 minutes north of the Portland CBD, approximately three miles west of I-5 on Lake River, a tributary to the Columbia River in northern Clark County, WA. The PNW High-Speed Rail Corridor bi-sects the City of Ridgefield and its economic expansion opportunities. This project is part of the Port's Discovery Corridor development plan. The Portland/Vancouver metro area is already home to many high-tech companies, known for their innovation and expertise and the Port of Ridgefield is committed to creating a home for similar



companies in the Discovery Corridor (as outline with the blue swath along I-5 on the map to the left). The Corridor has remarkable transportation advantages and the economic power base of over 2 million people. With this potential, Port officials plan to capitalize on the port district's location near four deep-water ports and an international airport to draw economic development into their county. The Discovery Corridor is destined to attract growth-oriented companies of the new economy with high-quality jobs.

The Port is working to ensure the area develops with highly skilled jobs naturally resulting in the creation of specific employment clusters – alternative energy, and other entrepreneurial and innovative companies that will provide high quality employment opportunities. This growth will leverage the growing economic base of north Clark County.





This overpass project will foster the economic development in the Corridor by opening up improved access to waterfront and the remediated brownfield site as well as provide improved access for the residents adjoining the site that need improved connectivity to their jobs and schools on the other side of the mainline in Ridgefield. Access to the waterfront by emergency vehicles, cars, trucks, bicycles, and pedestrians will be safer and unimpeded with the construction of the Pioneer Street Rail Overpass.

Project Benefits

The construction of this project:

- Provides safer access to the Port of Ridgefield, a major job center for the city of Ridgefield.
- Removes a barrier for those living in a distressed community who would travel by public transportation, bicycle, or walk to work in the new employment opportunities that Millers' Landing development will offer.
- Allows closure of at least two at-grade railroad crossings, including the Mill Street crossing which was ranked the 5th most dangerous crossing in Washington State by FRA in 2000.
- Enables improved high performance of the higher speed rail corridor between Eugene, Oregon and Vancouver, BC.
- Supports increased efficiency of freight rail movements in the region and the nation.
- Reduces train and whistle noise.
- Improves air quality in Ridgefield neighborhoods by removing vehicle idling at the current at-grade crossings.

Safety:

At-grade Crossing Safety

In 2000, the Federal Railroad Administration and Federal Highway Administration ranked the Mill Street crossing 5th on the list of 30 most deadly public road crossings in Washington State (Gavalla and Schimmoller 2000). This remained the ranking through 2007 (Simmonds 2007) with fatalities continuing at these crossings – the most recent occurring on May 22, 2007. Although the crossings are signalized with lights and barriers, most accidents occur due to right-of-way violations by the public. The potential for accidents involving right-of-way violations should be significantly reduced with the construction of the new overpass. This project will provide a safe and convenient access over the rail. Additionally, the current access point at Division Street will be closed to eliminate the potential of a vehicle-train collision at these current crossings. **It is estimated in the BCA that the completion of the Overpass will save \$8.9 million in societal costs related to potential fatalities at these two railroad crossings.**



Emergency Access and Egress

Clark County Fire and Rescue currently utilizes the Mill Street Crossing to access their boathouse, which is currently located at McCuddy's Marina. This facility houses the fire department's marine rescue unit. This rescue unit is used to respond to shoreline fires, boating emergencies, and conducts other lifesaving operations on and near the waterway. When there is an emergency on Lake River or the nearby Columbia River, firefighters drive to the boathouse from the nearest fire station and board their rescue vessel. Encountering a closed crossing can add minutes to their response time, potentially making the difference when a ship is sinking, a houseboat is on fire, or someone is having a medical emergency.

In the event of an emergency at the Port of Ridgefield or waterfront community, blockage of the Mill Street or Division Street at-grade crossings by one or more trains prevents vehicle access into or out of the area west of



the railroad tracks. This condition could be caused by trains moving through the area or by any stoppage of a train due to accident, derailment, or track blockage. The proposed roadway upgrades would facilitate safe access that will be unaffected by train traffic or stoppage due to accidents, derailments or blockage.

Transportation Challenges:



The project’s purpose is to provide a safer, unobstructed route for the public and freight to access the Port of Ridgefield and the adjacent Lake River waterfront community. The Lake River residents are low income and need affordable transportation choices and better connectivity to the employment centers, educational and other social services in the area. This project will accomplish this purpose, while facilitating improved mobility and the elimination of two grade crossings. The proposed project addresses safety and mobility issues improved in respect to the current access conditions to and from the Port of Ridgefield and the Lake River waterfront. Access by emergency, commercial, and private vehicles and pedestrians is

considered imperfect with the current at-grade rail crossings and inadequate emergency access to and from the waterfront. The following challenges define the need for the proposed improvement.

Transportation Challenge I: Safer Access to Ridgefield Waterfront Redevelopment

As the Lake River Industrial Site cleanup is completed, the Port is collaborating with the City of Ridgefield to build connections between downtown Ridgefield and the waterfront. Currently, railroad lines divide the city from the waterfront. The construction of the overpass will eliminate two at-grade crossings, Division St and Mill St. These two at-grade crossings currently limit the mobility between the downtown and the waterfront. The Port and the City have been working together on funding plans for this railway overpass since 2005. This improvement will provide the unimpeded access to the waterfront that is needed for the community to achieve the highest possible economic return from the planned mixed – use development.

Public safety and motor vehicle mobility is currently at risk at the two at-grade access points. Combined these two crossings have a calculated Annual Predictive Collision rating of 0.047. Closing these two at-grade crossings can potentially save an estimated \$448,000 in social costs of fatalities annually. This rating has dropped in the last year from 0.084 to the current rating of 0.047 due to a better safety experience at these two crossings in the previous 5 years.

RAILROAD CROSSING SAFETY									
Crossing	Road	City	County	2015 Rank within State of 267 RR Crossings	2015 Rank within County with 69 crossings	Predictive Collision	Train Speed	# Tracks	# Trains
092426X	Mill St	Ridgefield	Clark	193	9	0.026164	65 mph	2	57
092428L	Division St	Ridgefield	Clark	270	12	0.021543	65 mph	4	57

Source: <http://safetydata.fra.dot.gov> U.S. DOT-Crossing inventory information as of 10/18/15

Transportation Challenge II: Rail Mobility

Freight and passenger mobility on the mainline railroad tracks through the Ridgefield rail corridor is threatened by the existence of the current at-grade rail crossings within the project limits. Since 2006, the Federal Railroad Administration has shown train traffic varying from 57 to 66 trains per day. Thus, east-west access is blocked on an average of 62 times per day or over 45 minutes per day. It is anticipated that the access to and from the west side of the rail line will continue to see increased blockages due to the increased passenger and



freight projections for this portion of the rail line.



This main line rail track has national significance as it supports the Pacific Northwest ports, which supply goods across the nation and internationally. When this rail line is blocked or disrupted for any length of time, the regional economies in the Midwest and upper Northeast are affected by the disruption. Rail interruption of this type, restrict the deep draft Ports of Seattle and Tacoma’s ability to receive and deliver freight to/from inland destinations. Thus, blockages of any type will interrupted the supply chain and cause delays throughout the transportation system.

Transportation Challenge III Pacific Northwest High-Speed Rail Support

The Mill Street, and Division Street at-grade crossings are within the limits of Washington State Department of Transportation’s High Speed Rail – Corridor Reliability South project that is between Olympia, Washington and Vancouver, Washington.



The Amtrak Cascades service currently runs four daily round trips through Ridgefield. In addition, there is one daily round trip by the Coast Starlight train between Los Angeles, California and Vancouver, British Columbia as well as a daily Empire Builder train.



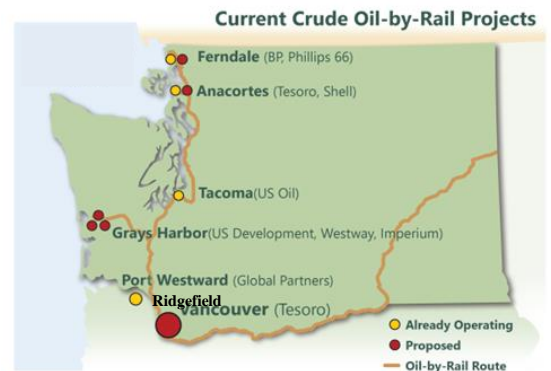
In 2010, Washington State was selected to receive American Recovery and Reinvestment Act (ARRA) funds from the High Speed Intercity Passenger Rail program. As a result of ARRA funding, two additional daily round trips will be added to the Cascades service in 2017 for a total of six round trips daily between Seattle and Portland. On-time reliability is a priority and a metric for the passenger rail service.

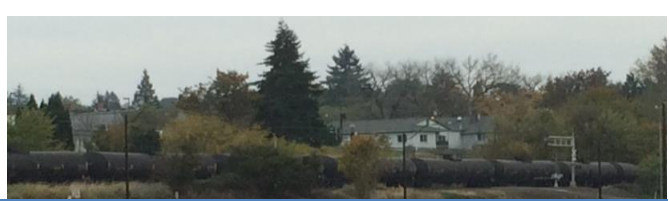
The State is spending \$800 million in Federal funding to improve the efficiency of the Corridor running along the BNSF main line. Over \$86 million is being used to improve the south part of the Corridor, known as the South Reliability project. The Mill Street and Division Street at-grade crossings are within the limits of the South Reliability project. The Pioneer Street Railroad Overpass project complements the State’s rail improvement projects by providing incremental improvements in Ridgefield to increase safety within the corridor.

The Pioneer Street Railroad Overpass Project fully supports the State’s service objectives for the Pacific Northwest High-Speed rail corridor. This project also reduces the probability of train- vehicle incidents in the City of Ridgefield from a total predicted factor of 0.05 to zero as Mill and Division crossings are closed.

Transportation Challenge IV – Energy Movements

Energy movements on the PNWRC will continue to increase. Currently, an average of 2.5 crude by rail trains pass through Ridgefield on a daily basis (18 per week). Based upon the facilities that are under construction or in the permitting process to the north of Ridgefield, the number of crude by rail trains could increase by an additional 11 trains per day.





Potential Growth in HHFT

WA Facilities accessed to the North of Ridgefield by Seattle- Vanc, WA subdivision							
Facility Name	Location	Type	Size	Status	Notes	Unit Trains	Future trains/day
BP Cherry Point	Cherry Point	Refinery	26 offload stations	Active	Came online 12/26/2013	1/day, permitted for 2/day	1
Phillips 66	Ferndale	Refinery	54 offload stations	Construction	Completion anticipated Q4 2014	1/day	1
Tesoro	Anacortes	Refinery	100 offload stations	Active	Receiving oil since 9/2012	1/day	
Shell Anacortes	Anacortes	Refinery		Proposed	Starting Environmental review process	2/ day estimated	2
Targa Sound	Tacoma	Terminal	12 offloading stations existing 36 additional planned	Proposed	Still in permitting	2/ day estimated	2
US Oil	Tacoma	Refinery	64 offload stations existing 48 additional planned	Active	Receiving oil at 60 stations as of 4/13	15/ month	
US Development	Hoquim	Terminal		Proposed	Still in discussion phase	2/day estimated	2
Imperium	Grays Harbor	Terminal	4 existing offload, possible expansion to 12	Proposed	Existing biodiesel facility proposing to add Crude by Rail	2/day estimated	2
Westway	Grays Harbor	Terminal	18 existing offload, planned increase to 76	Proposed	Existing methanol terminal proposed to add Crude by Rail	1/day estimated	1
Currently, 13 oil trains pass through Ridgefield per week, an estimated additional 11 trains per day (84 per week) if all proposed facilities come online. Source: Dept. of Ecology, State of Wa. http://www.ecy.wa.gov/programs/spills/oilmovement/index.html							13

Solution to Transportation Challenges I, II, III and IV

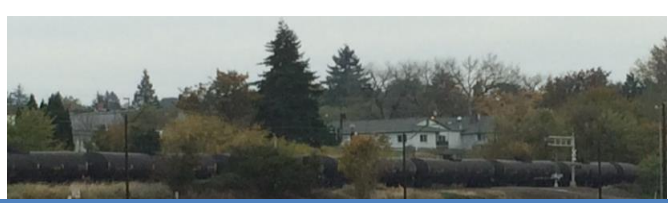
Completing the construction of the rail overpass would address these challenges. The requested federal investment in this overpass will address the current community public safety and motor vehicle mobility concerns of the project’s two at-grade crossings. The award of these federal funds will also enhance the multi-jurisdictional economic recovery of the area by enabling the overpass to be built in a timely manner, which will quickly bring new construction and permanent jobs into the region.

These all support the State’s High-Speed Rail objectives. The removal of up to two existing at-grade crossings supports the goal of “reduced collisions” and “improving trip reliability”. The potential for train-vehicle collisions is virtually eliminated with the at-grade crossings closed and removed. In addition, the new grade separated crossing at Pioneer Street with its pedestrian and bicycle accommodations will significantly reduce the potential for train-pedestrian and/or bicycle collisions.

IV. PROJECT PARTIES

The Washington State Department of Transportation and Port of Ridgefield in partnership with the City of Ridgefield and the Ridgefield National Wildlife Refuge have worked diligently to secure public and private sector stakeholder support the construction of this overpass project. Project parties include BNSF, AMTRAK, and the City of Ridgefield. Other parties supportive of the project and involved in the planning include the City of Ridgefield, Clark County Fire and Rescue, the Board of Clark County Commissioners, the Regional Transportation Council (the local MPO), C-TRAN (Clark Transit, the local transit agency), and the US Fish and Wildlife Service. Each entity listed below has provided a financial commitment or a letter of support for the project.





Senator Patty Murray
Representative Jaime Herrera Beutler
City of Ridgefield
WA. State DOT
Washington Public Ports Association (WPPA)

Senator Maria Cantwell
Great Northern Corridor Coalition
Port of Ridgefield
BNSF Railway

V. SELECTION CRITERIA

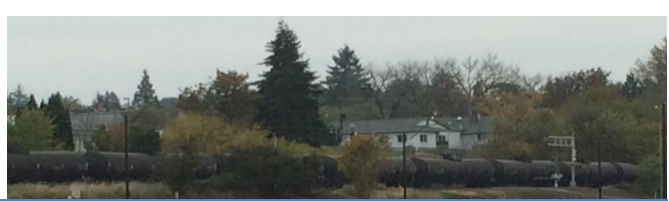
This Project meets all Evaluation Criteria as described in the Notice of Funding Availability 4910-06-P for the Railroad Safety Grants for the Safe Transportation of Energy Products by Rail Program. The technical merit of this project is demonstrated in this application and the attached Statement of Work.

- The detailed Statement of Work (SOW) has been prepared by the Port and its consulting engineers in accordance with best practices that WSDOT and FRA have used in other projects.
- The Project Costs are Realistic as demonstrated in the detailed budget by line item with quantity and price details can be found in the Project's Supplemental Documentation.
- The project is also financially feasible, as illustrated by the budget outlined below.

Port of Ridgefield Pioneer Street Railroad Overpass Project				
Total Project Cost				
Description	Phase I Total	Phase II Total	Phase III Total	Total Project
SUBTOTAL	220,000	\$ 1,562,839	\$ 8,197,592	\$ 9,980,431
Construction Inspection and Management (10%)		\$ 156,284	\$ 763,903	\$ 920,187
ESTIMATING CONTINGENCY (5%)		\$ 78,142	\$ 381,951	\$ 460,093
CONSTRUCTION TOTAL	\$ 220,000	\$ 1,797,265	\$ 9,343,446	\$ 11,360,711
Right of Way Costs	\$ 870,000			\$ 870,000
Preliminary Engineering	\$ 1,923,246		\$ 375,000	\$ 2,298,246
Construction Engineering (10%)		\$ 179,726	\$ 940,000	\$ 1,119,726
Construction Contingency (4%)		\$ 71,891	\$ 351,395	\$ 423,286
Sales Tax at 8.4%	\$ 18,040	\$ 31,452	\$ 784,849	\$ 834,341
Total	\$ 3,031,286	\$ 2,080,334	\$ 11,794,691	\$ 16,906,311

In 2012, the project was split into multiple phases to allow the Port to precede with the construction of Phases I and II while they continued to work to secure additional funding for Phase III. This phasing method enabled the Port to purchase right of way, complete the improvements on both the east side (Phase I) and west side (Phase II), and prepare a 95% design for Phase III.

This sets the project up for its final phase (III) which will build the railroad overpass span and close the two current at-grade crossings adjacent to the Millers' Landing site.



**Preliminary Schedule Phase III
November 2015**

Submit all required documents to USDOT	No later than June 30, 2016
Obtain USDOT Approval/ Obligation	No later than December 31, 2016
Issue Notice to Proceed and Begin Construction	July 1, 2017
Complete Construction	December 31, 2018



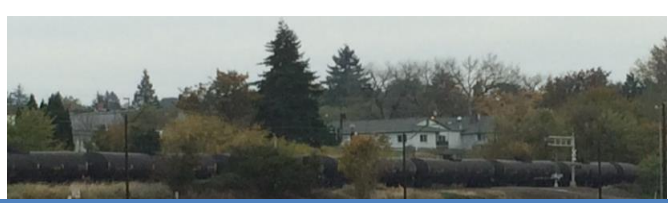
The Port has now entered its Marketing Phase for Millers' Landing. With an eye toward sustainable middle class job creation at Millers' Landing, port representatives are investing time and resources to participate in a national conferences such as the annual public-private partnership conference held this year in Dallas, TX. Representatives from the Columbia River Economic Development Council, Ports of Camas-Washougal and Port of Vancouver accompanied the Port of Ridgefield contingent to the February event. For this conference, the port secured an exhibit booth as well as presented at the annual conference in order to talk with some of the 800 people in attendance.

Project Benefits

Technical Merits	
Project Benefits	<ul style="list-style-type: none"> • Safety • Economic Competiveness • Quality of Life • State of Good Repair • Environmental Sustainably
Aligns with DOT Strategic Goals and Priority	<ul style="list-style-type: none"> • Improves Transportation Safety by closing an at-grade rail crossing • Maintains Infrastructure in a state of good repair by building a bridge over the BNSF mainline. • Promotes economic competitiveness by enabling the development at full density a mixed use development on a reclaimed brownfield. • Advances environmental sustainability by reducing vehicle idling at the at-grade rail crossing • Furthers the USDOT's six Livability Principles: • Enhances the quality of life of the current residents of the City of Ridgefield as well as future residents and stakeholders. • The development that will be supported by this project will provide the local residences with ladders of opportunity through availability of new local jobs in the community

The benefit-cost for this project was obtained using both FRA's GradeDec.Net Model and a fully loaded model based upon Executive Order 12839 and related OBM Circulars. The results are as follows:

GradeDec.Net Model: System for Highway- Rail Grade Crossing Investment Analysis Tool produced a BCA of 1.643 based upon the current (2014) train volumes of 57 trains as shown on the FRA crossing inventory for



the two rail crossings within the project.

The benefit-cost analysis based upon Executive Order 12839 and related OBM Circulars is shown below. The results from this model also indicate that the overpass project will provide substantial socioeconomic benefits to the region. This model encompassed other economic elements such as increase rental values as well as is discounted at both 3% and 7%. The results of this model are much higher than the GradeDec.Net model. In this model, the total project costs of all phases are detailed and include all three phased of the project including: road improvements, right of way purchases, utilities, construction of the overpass and maintenance. Benefits include the differential rental rate as well as the increase rental square footage, reduction in potential fatalities, fuel savings due to reduced idling at the rail crossings and reduced pollution due to reduced idling at the rail crossings. Appendix A has a full write up of the BCA including worksheets.

Summary of BCA

Port of Ridgefield Pioneer St. Railroad Overpass Project					
Benefit to Cost Ratio Analysis					
Selection Criteria	Description	Inputs	Value	Monetized Value	
				Discount Rate 7%	Discount Rate 3%
Safety	Reduced fatalities	Reduction of 0.95 potential fatalities	\$8.9 million saved	\$ 3,624,394	\$ 5,927,756
Economic Competitiveness	Travel time saved	Reduction of idle time	969,700 hours saved by reduced idling	\$ 3,881,026	\$ 7,456,203
Economic Competitiveness	Increased Rents Received due to Overpass Construction	Incremental sf times incremental rent rates	Net \$205 million in incremental rents received	\$ 69,232,907	\$ 125,712,636
Economic Competitiveness	Fuel savings due to reduced idling time	Gallons of fuel saved	1,454,603	\$ 298,540	\$ 573,554
State of Good Repair	Reduction of maintenance on the two at-grade crossings that will be closed	Not calculated	not calculated		
Environmental Sustainability	Environmental Benefits from Reduced Emissions	CO ₂ cost savings	12,988 metric tons of CO ₂ saved	\$ 477,193	\$ 477,193
Quality of Life	Increased Accessibility	Not calculated	Not calculated		
Total Cost				(\$11,992,512)	(\$9,976,078)
Total Benefits				\$ 77,514,061	\$ 140,147,342
Net Present Value				\$ 65,521,549	\$ 130,171,264
Benefit to Cost Ratio				6:1	14:1

The benefits of the project that have been used in this monetized analysis include:

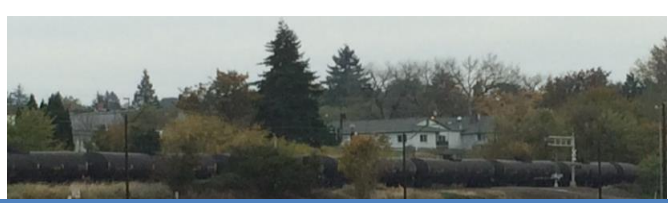
a.) Safety- reduction in accident costs to society

The construction of this overpass will **save society an estimated \$448,000 per year in the reduction of potential fatal accident costs** based upon the combined Predictor Collision Rate for Mill Street and Division Street.

b.) Economic Competitiveness

The construction of the Pioneer Street Railroad Overpass creates additional development capacity on the Ridgefield Waterfront. Development capacity on the waterfront is currently limited by the traffic capacity of the Mill Street and Division Street crossings, which limit the amount of square feet that the City can allow to be built at Millers' Landing.





This project increases the economic capacity of the Ridgefield waterfront by facilitating the implementation of the Port Master Plan. This will enable additional employment capacity (square footage) be created, beyond what is available now. The development agreement between the city and the port limits the development capacity of waterfront, as long as the current at-grade crossings are in place, to a 50-room hotel and approximately 360,000 square feet of office/retail space. Once the Pioneer Street Rail Overpass project is complete, the additional traffic capacity allows development of an additional 413,000 square feet of employment capacity. Based on the uses in the port's adopted master plan for the Ridgefield waterfront, this equates to additional office and work space for 1,650 employees.

The Benefit Cost calculations have been calculated as the incremental benefit, which the Port will receive from the Developed Area as rents are collected. Outside real estate professionals caution that without the project in place the safety and traffic concerns of the existing at-grade crossings may entirely prevent investment in leasable port facilities. To illustrate, the top drawing shows the limited build out allow without the overpass. The second drawing shows full build out with the overpass completed.

The differential is 413,000 sq. feet of office space or 1,650 jobs.

The BCA analysis estimated that there **will be a differential of \$205 million received in rental revenues** between the current rail crossing alignment (no build) versus the construction of the Overpass.

In addition, the elimination of vehicles idling at the rail crossings waiting for trains to pass will **save more than 1,456,000 gallons of fuel, reducing vehicle-operating costs by \$1.0 million.**

c.) Productivity- estimated increase in productivity due to reduced travel times

The construction of the overpass is estimated to **save 970,000 hours of idling** over the 20-year timeframe of the analysis. This will **save society \$12.6 million in travel time.**

Benefits where Monetized Values could not easily be calculated

Quality of Life and State of Good Repair are difficult to monetize for this project. Sometimes, future project maintenance is difficult to monetize but an estimate has been included in this BCA. The completed facility will be maintained by the City of Ridgefield, from Main Avenue to Mill Street, and by the Port of Ridgefield from Mill Street to Division Street. The roadway and bridge facility does not create any unusual long-term maintenance costs. It is anticipated that these cost can be accommodated within the respective budgets of the city and port. The estimated differential in costs between the current at-grade crossing and the overpass were included in the BCA calculations for this application.

A. ALIGNMENT WITH DOT GOALS AND PRIORITIES

This project is part of the Port of Ridgefield's Comprehensive Plan, the City of Ridgefield's Transportation Capital Facilities Plan, the RTC Metropolitan Transportation Improvement Program, and Washington's Statewide Transportation Improvement Program.

An important aim of the project is to upgrade the connection of the Ridgefield waterfront to the rest of Ridgefield and the surrounding area. The existing at-grade crossings limiting capacity reduces the potential for jobs and economic development on the Ridgefield waterfront. The upgrade will also allow residents of this distressed community to travel to the newly created jobs at Millers' Landing by walking, public transportation, or bicycle.

State of Good Repair

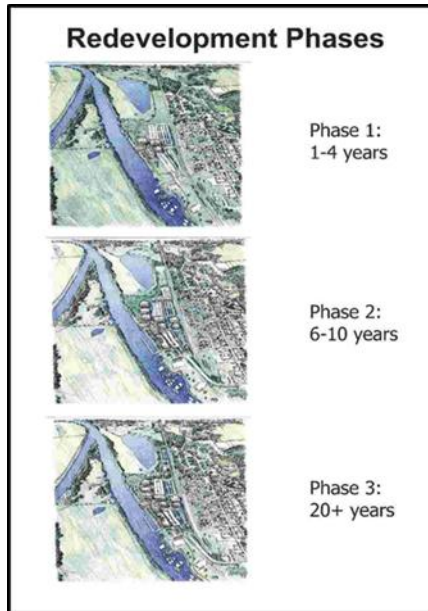
The completed facility will be maintained by the City, from Main Avenue to Mill Street, and by the Port, from



Mill Street to Division Street. The completed roadway and bridge facility does not create any unusual long-term maintenance costs, these costs can be accommodated within the respective budgets of the City and the Port. The life of the overpass is estimated to be 80-year useful life with standard maintenance practices.

Economic Competitiveness

By replacing the existing at-grade rail crossings with a separated crossing and by allowing for the addition of a 3rd rail track and high-speed rail, this project improves efficiency of the movement of people and goods on this BNSF rail corridor. This rail line is the only north-south rail line from Vancouver, BC to Vancouver, WA.



This project increases the Ridgefield waterfront's economic capacity by facilitating the implementation of the Port Master Plan. The development agreement between the city and the port limits the development capacity of waterfront to a 50-room hotel and approximately 360,000 square feet of office/retail space, as long as the current at-grade crossings are in place. Once the Pioneer Street Rail Overpass project is complete, the additional traffic capacity allows development of an additional 413,000 square feet of office space or an increase of 114% for a total of 773,000 sq. ft. This added space equates additional 1,650 employees.

Other alternatives to expand access to the Ridgefield waterfront have been studied. It has been determined that by expanding the road capacity by any other method, such as expanding or adding to the existing crossings, is not feasible.

BNSF Company representatives have indicated to port and city officials on numerous occasions that they prefer to decrease the number of at-grade crossings, and oppose adding new ones or expanding the existing

ones. Other crossing methods such as tunnels are much more expensive and technically challenging.

Completing this project will contribute to the long-term growth in the productivity of the American economy by

- *Resolving a transportation impediment to a safer and more efficient east-west travel route through the City,*
- *Expediting the movements of both international and domestic cargos along the north-south rail corridor,*
- *Reducing travel times and improving response times for first responders,*
- *Supporting additional construction and middle class job development, and*
- *Renewing the employment base in downtown Ridgefield*

This project will be the pillar to support employment opportunities at private sector companies that will locate new facilities along the waterfront. It is anticipated that there will be a wide range of employment opportunities in Millers' Landing, as it will have both service related and professional jobs located in the complex.

As illustrated in the Benefit Cost Analysis (BCA), the economic competitiveness impacts of this project are significant and will provide measurable long-term public benefits. **For example, it is estimated that more**



than 1,454,600 gallons of fuel will be saved by eliminating idling at the current two grade crossings.

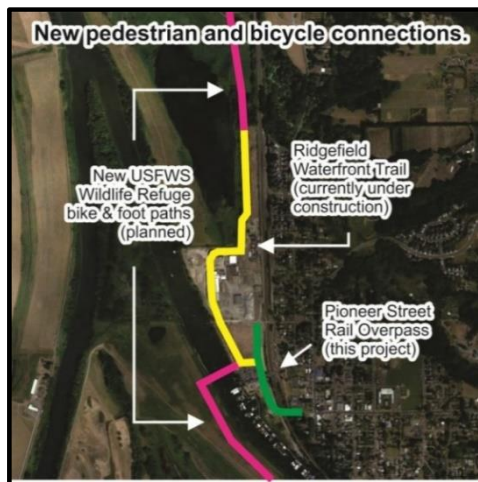
Quality of Life- Supports Livability Principles

The project will improve the quality of life in Ridgefield and along the PNW HSR Corridor, as it supports the core livability principles established by the Partnership for Sustainable Communities that are being used by the federal agencies as guidance for project selection. The project's purpose is to provide a safer, unobstructed access for the workers and freight from the City of Ridgefield to the Port of Ridgefield and the adjacent Lake River waterfront community. The proposed project addresses community and property owner issues of the current access conditions to the Port of Ridgefield and the Lake River waterfront. Access by emergency, commercial, and private vehicles as well as pedestrians and bicycles is currently limited to at-grade crossings and provides for inadequate emergency access. **It is estimated that current vehicle idling time will be reduced by 970,000 hours over the 20-year BCA horizon.**

Provides more transportation choices by supporting PNW HSR

The Mill Street and Division Street at grade crossings are within the limits of Washington State HSR Corridor. This project will provide more transportation choices for freight and passenger movements in and out of Washington State by grade separating the east-west movement of vehicles and pedestrians from the north-south movement of freight and passenger rail in the City of Ridgefield.

Supports the existing community and improves community connectivity



This project supports the existing community connectivity goals by adding bicycle and pedestrian connectivity from downtown Ridgefield, the new employment center at Millers' Landing, and the housing and schools located southeast of Ridgefield National Wildlife Refuge. This is important as the trails through the Refuge will connect to residential and educational facilities south of Millers' Landing. This improved connectivity will provide additional safe choices for local residents to travel by non-motorized methods between the areas, which currently can only be accessed by busy roads.

This project, coupled with the planned USFWS improvements to the refuge, adds bicycle and pedestrian connectivity from downtown Ridgefield to both the Carty and River S units of the Ridgefield National Wildlife Refuge. The Pioneer Street Rail Overpass will have bicycle lanes and sidewalks beginning at Overlook Park in the heart of downtown Ridgefield, at the intersection of Pioneer Street and Main Avenue.

Those bicycle lanes and sidewalks will connect to the Ridgefield Waterfront trail. Currently, there is not any safe bicycle or pedestrian routes to the employment areas on the Ridgefield waterfront. The at-grade crossings at Division and Mill streets have no bicycle lanes or sidewalks. Bicyclists and pedestrians desiring to cross must now do so in the vehicular lanes of traffic.

Additionally, the elimination of the existing at-grade crossings will also eliminate the need for train whistles in downtown Ridgefield. Currently trains sound their whistles hundreds of times every day and night, disrupting life during the day and sleep at night. Based on public comments about the project, the cessation of train whistle noise will be a great relief for area residents.

Coordinates policies and leverages investment

This project is included in the State Transportation Improvement Plan and is a critical component of the City



of Ridgefield’s Growth Policy, which looks to attract public and private investments into the region. These grant funds will be leveraged with an additional \$10.9 million of committed funds to complete this final phase of the project.

Values communities and neighborhoods

North Clark County is a wonderful and unique place to live, work, recreate, and prosper. The community of Ridgefield offers a rural small town for both working and middle class families. It is a setting where kids grow up working hard, knowing their neighbors, and have a great place to call home. Throughout the development of the Port’s plans, the Port has been careful to prioritize the community’s values. With the economy starting to recover, there is a renewed sense that the future is brighter and that Millers’ Landing will provide the community with expanded job opportunities at this new employment center.

The community of Ridgefield has a strong sense of place. People are proud of their town and enjoy life in Ridgefield. This is a place where people, young and old matter. Over the years, people have worked hard to provide children a safe, healthy place to grow and prosper. It is important to the citizens that these town jewels remain for future generations.

The implementation of this project will concentrate development funds into a single, multi-phased project that will spur economic renewal and revitalization in the City of Ridgefield and in northern Clark County. The unconstrained development of Millers’ Landing will provide economic opportunities to this economically distressed county with an unemployment rate of 10%. The project will eliminate the current motor vehicle traffic bottlenecks that now occur at the at-grade railroad crossings. This interaction of passenger vehicles, trucks and the railroad puts public safety at risk. This completion of this overpass will return the local neighborhoods to walkable neighborhoods and improve the mobility and safety of the area.

Enhances Economic Diversity

The Port was formed by a vote of the people for the purpose of making strategic investments that improve the local economy and enhance the economic well-being of the citizens living within the Port District. This project is a good example of the types of strategic investments that improve the local economy as well as provide a more diverse economic base for the community

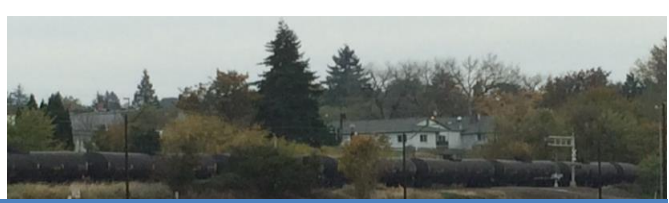
“We plan, develop, manage, and invest in projects that strengthen and diversify both the local economy and the Port as a business entity. We gauge the value and success of our investments on the social, environmental as well as the financial returns they generate. Our aim is to balance financial and economic returns with the livability and sustainability needs of our citizens, our surrounding communities, and our environment. As a community-owned business, we believe in creating a business and world that are sustainable for generations to come. We evaluate and monitor the sustainability of our investment practices, development standards, projects, and programs.”

-Brent Grening, CEO of the Port of Ridgefield

Environmental Sustainability

Maintains, Protects and Enhances the Environment

Protecting the environment was a key element when evaluating and designing this project. The project will decrease the overall loading of total suspended solids, zinc, and copper in stormwater flowing across the site



by: incorporating stormwater treatment (filter vault system) for all new Pollution Generating Impervious Surfaces (PGIS) (1.41 acres), eliminating 0.46 acres of existing PGIS, and retrofitting (providing water quality treatment for) 1.27 acres of existing untreated PGIS. Additional measures such as minimizing impacts to Lake River riparian vegetation, avoiding wetlands, and avoiding in-water work would help preserve existing habitat for ESA-listed salmon present in the adjacent river. The project is also expected to improve or preserve air quality by reducing the current vehicle idling that occurs that the two at-grade crossings today that will be closed upon completion of the overpass project.

B. PROJECT DELIVERY PERFORMANCE

The applicant and sub-applicant have a record of delivering previous DOT grants on time, budget and scope. A listing of prior port grant funding for this project can be found in supporting documentation. The list demonstrates the extensive experience the Port has with remediating the polluted site with the help of grant funds.

This project compliments the ARRA-funded passenger rail improvements being done by WSDOT on the PNWRC as described earlier in this application. WSDOT secured nearly \$800 million in federal funds to help passenger rail. The state is delivering critical rail infrastructure improvements to improve travel choices, preserve the ability to move freight and foster economic growth across our state. The Cascades High-Speed Rail Program consists of a series of projects that will increase service reliability, reduce travel time and add two Amtrak Cascades round trips between Seattle and Portland for a total of six daily round trips.

C. REGION AND LOCATION

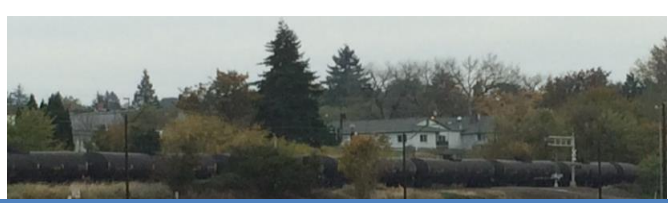
This project increases the economic productivity of the port-owned land, leverages prior capital investments of the stakeholders as well as provides economic ladders of opportunity to the residences of this distressed community. The project is consistent with national transportation and rail network priorities and objectives.

D. INNOVATION/ RESOURCE DEVELOPMENT

The Port has been very innovative in the partnerships, funding, and vision for this project. Most Port's would not look at an overpass as the economic driver for their community. In this case, the completion of this new overpass will enable Clark County to expand its employment base and for the region to leverage this federal investment into additional private investment.

E. PARTNERSHIPS

WSDOT and the Port of Ridgefield in partnership with the City of Ridgefield and the Ridgefield National Wildlife Refuge has worked diligently to secure public and private sector stakeholder support for the property clean up and the construction of this overpass project. Project parties include BNSF, AMTRAK, and City of Ridgefield. Other parties supportive of the project and involved in the planning include the City of Ridgefield, Clark County Fire and Rescue, the Board of Clark County Commissioners, the Regional Transportation Council (the local MPO), C-TRAN (Clark Transit, the local transit agency), and the US Fish and Wildlife Service. Each entity listed below has provided a financial commitment or a letter of support for the project.



Multiple Jurisdictions, Joint Planning and Prioritization of the Project

Many other parties have been involved in this project from the initial planning phases, and will continue to be involved after completion.

During their 2015 session, the Washington State Legislature passed “Connect WA”, a transportation package which included \$7.77 million for this project.

The Regional Transportation Council (the local Metropolitan Planning Organization) identified the Pioneer Street Rail Overpass project on their latest Priority Project List, recognizing that this project was one of a handful of local transportation projects that merited support from federal transportation funds that may become available.

Senator Patty Murray

Senator Maria Cantwell

City of Ridgefield

Port of Ridgefield

Clark County

Southwest WA Regional Transportation Council

C-TRAN (Clark County Transit)

WSDOT (Washington State Dept. of
Transportation)

Representative Jaime Herrera Beutler

Ridgefield Police Department

BNSF Railway Police

McCuddy’s Marina

Clark County Fire and Rescue

Washington Public Ports Association (WPPA)

BNSF Railway

Great Northern Corridor Coalition

Clark County Fire and Rescue, the local fire and emergency services has supported this project from its inception, recognizing that the at-grade crossings are extremely risky and a potential source of injuries and fatalities. The safety risks of these at-grade crossing increases daily as more and more energy trains pass through the community along the rail corridor to destinations north of this project.

The port, while planning this project, has coordinated closely with both BNSF and the WSDOT Rail Division to ensure that the proposed overpass would accommodate future plans for high speed rail in the area. This includes space for a future “3rd track”, as well as preserving the capacity to super-elevate the tracks at a later date for higher rail speeds. The Washington State Department of Transportation chose to apply for this project based on the fact that it enhances the extensive work to improve service and performance on the HSR corridor. The project is also included in the US Fish and Wildlife Service’s Comprehensive Conservation Plan for the Ridgefield National Wildlife Refuge.



This project would be nearly impossible to complete without federal assistance. The cost of the project is well outside the financial capacities of both the Port of Ridgefield and the City of Ridgefield. The State of Washington recently approved funding \$7.77 million from the Connect Washington Transportation Package for this project. The Federal assistance from this Railroad Safety Grant for the Safe Transportation of Energy Products by Rail program will be the final funding required for this project. The State of Washington and the local entities recognize the economic and safety benefits of this project, but do not have sufficient funds available to pay for the project in its entirety.



Strengthens Human Capital and Workforce Opportunities

Job creation and economic stimulus remain a top priority for the current administration and the project sponsors. This project is a good example of a ladder of opportunity as described by President Obama. An estimated 139 family wage jobs are expected to be created during the Phase III construction period. In addition, this project will open up the Ridgefield waterfront to create an additional 3,000 permanent on-site jobs with the full build out of the Millers' Landing project by 2035. These long term jobs will be a diverse mix of occupations that will range from entry level service jobs in the retail, hotel, and restaurants to highly skilled professionals in the office complexes. This range of employment opportunities will provide the local disadvantaged low income residents access to a new employment center that is both easy to access and has a diverse range of jobs. These jobs will need a broad range of education and skill levels that will offer the community a new ladder of opportunity to move up the economic scale.

Remediation of the site provided many full time management and technical positions as well as stimulating a broader economic base through the use of consultants, engineers, sub-contractors and local suppliers. As the cleanup progresses into development, quality jobs will be created as infrastructure is put into place and buildings erected; architects, engineers, utility workers, plumbers, electricians, landscape designers, masons, painters, and communications specialists. Hundreds of quality jobs are currently starting to stimulate the regional economy before the first business tenant even calls Millers' Landing "home".

Employees creative approaches to workforce diversity

As discussed throughout this application, the completion of this overpass will enable the full build out of Millers' Landing. This mixed-use development will offer many different opportunities for the local population to find a diversity of employment opportunities from entry level service jobs to highly skilled technical and professional occupations.

Engagement of Local Community and Stakeholders

Improving safety is a key objective of this project. Many hours have been spent public engagement and outreach. Accordingly, outside organizations responsible for safety have been involved in the project planning, and include Clark County Fire and Rescue, the BNSF Police, and the City of Ridgefield Police. Letters of support from these organizations and others are attached to this application.

The project is also supported by numerous public agencies, such as FHWA, US Fish and Wildlife, and Clark County





F. PROJECT READINESS

As of October 2015, this project is at 80% design with local permitting underway. The NEPA environmental review process is complete. The State of Washington and the Federal Highway Administration (FHWA) have approved a Categorical Exclusion. Right-of-way has been acquired. Phase I (road improvements on the east side of the rail line) is complete. Phase II, the west side road improvements, was completed in late 2014. Phase III: has been designed to the 80% level and is ready to proceed once final funding is secured. There is a commitment of \$10.9 million towards the remaining Phase III project cost of \$11.8 million. It is anticipated that contract documents will be ready in early 2017 for this project to be advertised for construction.



This project is ready to go. The NEPA environmental process has been completed. The project is technically feasible. The schedules below demonstrate that the project has been deemed both technically and financially feasible.

G. PASSENGER RAIL IMPACT

This project supports the expansion of passenger rail and transportation of increased energy products along the PNW High-Speed Rail Corridor as describe earlier in this application.

V. PROJECT IMPLEMENTATION AND MANAGEMENT

Detailed Statement of Work

The project is technically feasible and will be constructed beginning July 2017. Final design of the Ridgefield Overpass Project was prepared by Jacobs working closely with BNSF, the Port and the City. Final design approval from the City and the department (WSDOT) is anticipated in early 2016. The design team foresees no complicating or project ending factors. Currently, there are no significant environmental or complicating features. The project will meet all local requirements for approvals and permits. Project risks have been identified and mitigation strategies incorporated (see below). The project schedule illustrates that contract bid documents will be finalized and the Overpass ready for bid spring 2017.

All post-award reporting will be completed per FRA requirements.

Assessment of Project Risks and Mitigation Strategies

In regard to project risks and mitigation strategies, the Port has worked with a professional engineering firm to complete the design, environmental approvals and prepare all necessary bid documents. To ensure completion of the project, a 6% contingency has been built into the construction estimates. A 60-day contingency has been built into the project schedule to accommodate for any unexpected project delays. The Port has already obligated funds for the project and these funds are available. State funds are committed and will be available



for reimbursement to the Port per agreement.

The Port of Ridgefield certifies that the work performed under the contract by this grant will be required to comply with all applicable state and federal laws including but not limited to Subchapter IV of chapter 31 of Title 40 of the United States Code.

Potential Risk Area	Risk Type	Current Status/ Proposed Mitigation	Risk Level
Technical Feasibility	Feasibility	Preliminary design developed with input from railroad	Low
Design Standards Conformance	Feasibility	Preliminary design developed with input from railroad	Low
Partner Railroad Approvals	Schedule	Preliminary design developed with input from railroad; railroad to continue as funding partners in project	Low
Local Jurisdiction Approvals	Schedule	Past history of multi-agency cooperation and collaboration will continue.	Low
Environmental Approvals	Cost, schedule	Overpass is within existing right-of-way. FHWA approvals have been received. Impact on built and natural environment appears low but has not been fully assessed by FRA.	Low to Medium
Public and Stakeholder Support	Cost, schedule	Extensive public involvement effort included as part of design and environmental work. Level of public interest is high, in particular from nearby residential neighborhoods.	Low
Construction	Cost, schedule	Currently in final Design Phase. To mitigate potential risks, conservative prices and quantities were used. In addition, Project Budget contains a \$0.73M contingency fund.	Low to Medium



VI. ENVIRONMENTAL AND HISTORICAL PRESERVATION IMPACTS

NEPA and other Environmental Approvals:

The Federal Highway Administration approved the Categorical Exclusion for the project in March 2008. A detail cost estimate has been prepared based on the 80% plan set. The detailed estimate and full environmental review documentation is in the Supplemental Documentation. The design for this project will be “shovel ready” early 2017 and the project is waiting for the final piece of funding. The project is just waiting for the final piece of funding needed to move to construction. Alternative methods for this transportation infrastructure have been reviewed and found unfeasible. The project is financially feasible with this final funding for Phase III construction.

The project requires only local permits to obtain final design approval, prior to going to ad.

Closure Agreement between BNSF, City of Ridgefield and the Port

Per the NEPA, The City of Ridgefield and the BNSF have agreed to close the crossings within 10 business days of the opening of the overpass.

Historical Preservation Impacts

The FHWA NEPA documents indicates “No parks, recreation areas, historic properties, or 4(f)(6) resources occur within the project area. Although the boat launch facility is a public-use facility (owned by Port of Ridgefield), it lies outside the project limit and would not be used, impacted, or harmed by the project. Lake River is not a scenic river or byway. The USFWS Ridgefield National Wildlife Refuge lies across Lake River, west of the project area. For details see the land use technical memorandum (Normandeau Associates 2007)”.

In Conclusion

The PROP is transformative for the community. This project is a model for meaningful public involvement; appropriate federal and state investment; local and regional collaboration that reaches across political jurisdictions; creation of public-private partnerships; addressing environmental sustainability and furthering economic growth for the region.



VIII. APPENDIX

A: Benefit Cost Analysis

B: Supplemental Documentation

- Planning Documents
 - MTP and STIP documentation
 - Local Funding documentation
 - At-grade Crossing Closure Agreement
 - Project Schedule and Budget
 - Draft Statement of Work (SOW)
 - Summary of Applicant Grant Experience
 - NEPA and SEPA Documentation
 - Set of Project Plans- these have been sent to John Winkle at FRA per the NOFA
- Federal Wage Rate Certificate
- Support
 - Letters of Support
 - Affected Property Owners Statement of Support

Links:

These documents can all be found at: www.portridgefield.org under the Port Projects tab, labeled as FRA Railroad Safety Grant.

Additional Resources:

Washington State 2014 Marine and Rail Oil Transportation study
<https://fortress.wa.gov/ecy/publications/documents/1508010.pdf>

Washington State Dept of Ecology – Crude by Rail Proposals <http://www.ecy.wa.gov/ecyhome.html>

WA State Emergency Response Commission (SERC) - <http://mil.wa.gov/other-links/state-emergency-response-commission-serc>

BNSF 9-18-2015 submission to SERC - <http://mil.wa.gov/uploads/pdf/seismic/bnsf-9-18-2015.pdf>