



Project Title	32nd Street Underpass
Applicant	City of Washougal
Federal Funding Requested Under this NOFO	\$40,480,000
Proposed Non-Federal Match	\$10,120,000 In-Kind: None
Does some or all of the proposed Non-Federal Match for the total project cost consist of preliminary engineering costs incurred before project selection?	No
Other Sources of Federal Funding	Not applicable
Total Project Cost	\$50.6 million
Was a Federal Grant Application Previously Submitted for this Project?	FY21 DOT RAISE – 32nd Street Underpass and Roadway Enhancement Project (not selected, highly rated) FY22 DOT RAISE – 32nd Street Underpass and Roadway Enhancement Project (not selected, highly rated)
City, State Where Project is Located	Washougal, WA
Congressional District	WA003
Identified Plans	2019 Washington State Rail Plan
Rural Area or Tribal Land?	No
Eligibility for a funding set-aside in Section B.1?	No
Is the Project located on real property owned by someone other than the applicant?	The rail tracks are owned by BNSF Rail, the 32nd Street roadway that crosses the tracks is owned by the applicant Washougal.
If yes, list real property owners and the nature of the property interest.	The rail tracks are owned by BNSF Rail.

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Project Summary

The City of Washougal requests \$40,480,000 in FRA Railroad Crossing Elimination (RCE) funding, matched with a \$5 million Move Ahead Washington (MAW) Railroad Crossing grant from the Washington State Department of Transportation (WSDOT), \$300,000 from the 2021-2023 Washington State Transportation Budget, and \$4,820,000 in local match funds, for the 32nd Street Underpass project. As part of this \$50.6 million railroad crossing elimination project, the clogged, unsafe, and inequitable at-grade Burlington Northern Santa Fe (BNSF) crossing along 32nd Street will be eliminated, and corridor improvements will be implemented to improve safety, accessibility, and efficiency along the 32nd Street corridor (Crossing ID: 090117D). The existing at-grade 32nd Street railroad crossing creates barriers to north-south connectivity, impediments to freight delivery and port workers, and major safety challenges in Washougal to vehicles, cyclists and pedestrians. As a result, the project was ranked the 51st most prominent crossing for road-rail conflicts out of the more than 2,180 public, active at-grade railroad crossings in the state of Washington in 2017, and the highest-ranking project in Washington's third congressional district. To address ongoing road-rail concerns, the 32nd Street Underpass project will provide a much-needed, grade-separated facility. The construction of this facility will require reconstruction of 1,100 feet of existing roads necessary to match back into the existing grade. The combined grade separation and roadway improvements will together reduce road-rail conflicts, support multi-modal use, and increase functionality, efficiency, and accessibility of the 32nd Street Corridor and the BNSF rail network.

The following benefits will result from separating the grade crossing and improving the roadway:

- The removal of the existing at-grade rail crossing along 32nd Street will reduce the risk of vehicle-train collisions, potentially saving lives and reducing property damage;
- Rail reliability will improve because trains will no longer have to restrict operations to avoid blocking a grade crossing for extended periods of time;
- The addition of a third BNSF track, as required for shoo-fly during construction, will avoid the current 2-track freight bottleneck at 32nd Street, and thereby increase freight and economic opportunity along this rail corridor;
- Improved access to critical amenities such as food markets, schools, affordable housing, jobs, recreational trails, and greenspaces will improve the quality of life for Washougal residents and visitors, especially for the most economically-distressed, predominantly Latino minority community immediately south of this rail track and proposed project;
- The elimination of transportation barriers and increased roadway efficiency will reduce congestion on SR-14 and 32nd Street, two critical north-south and east-west arterials and freight routes for the city;
- New transportation options will boost economic development and job creation in the Port of Camas-Washougal and Washougal Town Center, two major job hubs in Washougal, as well as revitalize vacant and underutilized lands in an immediately adjacent community core;
- The closure of this at-grade crossing will alleviate maintenance costs of surfaces and traffic control devices.

Project Funding

The City of Washougal is requesting \$40.5 million in FRA Rail Crossing Elimination Grant funding to remove the existing at-grade BNSF crossing along 32nd Street. The design of a new rail bridge and underpass structure will require the reconstruction of five key intersections along 32nd Street (from F Place to A Street). Together, the design of a new rail bridge and underpass structure with the newly-designed 32nd Street corridor and upgraded intersections will improve safety,

accessibility, and connectivity along 32nd Street. The estimated total construction cost (\$50.6 million) is based on figures provided by WSP Incorporated, the City's rail and roadway engineering consultant team. The \$40.5 million RCE grant request will fund the project through full construction. Washougal and its key state and private sector partners have agreed to match RCE funds with \$10.12 million in non-federal funds, accounting for 20% of the total project cost. See Attachment 7 for match commitments. The detailed budget includes:

Task No.	Task Name/Project Component	Cost	% of Total Cost
1.	Detailed Project Work Plan, Budget & Schedule	\$150,000	0.3%
2.	Preliminary Engineering	\$2,000,000	4.0%
3.	Permitting	\$450,000	0.9%
4.	Final Design/Construction Bid Documentation	\$1,000,000	2.0%
5.	Right of Way Acquisition	\$4,000,000	7.9%
6.	Construction	\$43,000,000	85.0%
Total Project Cost		\$50,600,000	100%
Federal Funds Received from Previous Grant		\$0	\$0
RCE Federal Funding Requested		\$40,480,000	80%
Non-Federal Funding/Match		\$10,120,000	20%
Portion of Non-Federal Funding from State		\$5,300,000	10.5%
Portion of Non-Federal Funding from the BNSF Rail		Amount Pending	-%
Portion of Non-Federal Funding from Locality		\$4,820,000	9.5%

The State of Washington, the City of Washougal, and the Burlington Northern Santa Fe (BNSF) Railway have all agreed to provide matching funds to support the necessary grade crossing elimination and associated roadway improvements. The State of Washington is providing \$5 million in MAW Railroad Crossing Program funding, a 9.9% match for this RCE request. This funding is contingent on receiving a RCE program or Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant in FY2022, as stated in the attached letter from WSDOT. This MAW Railroad Crossing funding has no obligation deadline. The state legislature of Washington has appropriated \$300,000 in WSDOT's budget for 2021-2023 to support the project. This budget runs from July 1, 2021 to June 30, 2023, so it must be spent down by the end of the fiscal year in 2023.

The City of Washougal has agreed to contribute up to \$4,820,000 as a local match for this critical project. In accordance with 23 CFR 646.210, BNSF Railway agrees to pay 5% of the costs for the grade-crossing separation elements of the project. Furthermore, substantial local funding has already been invested in the project's development, which has already been completed and is not covered by this RCE application. \$500,000 was spent on options analysis, preferred alternative selection, preliminary design, and geotechnical work.

Washougal has applied for U.S. Department of Transportation (USDOT) funding for the proposed project in FY2021 and FY2022 through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. The project received a "highly rated" rating in both funding cycles. Furthermore, the USDOT designated the project as a "project with merit" in FY2022, with the goal of encouraging sponsors with competitive projects that did not receive an RAISE award to consider applying in future funding rounds. Since submitting the FY2022 RAISE application, the City has received additional funding for the project from both WSDOT and BNSF, indicating strong partner commitment to the success of this worthwhile initiative.

Applicant Eligibility

The City of Washougal is a political subdivision of the State of Washington that was incorporated in 1908. Located in Clark County along the state's border with Oregon, Washougal is a full-service

city operating as a Non-Charter Code City, under a Council/City Manager form of government. The City Manager is appointed by the full council and serves as the City's Chief Executive, assisted by six department directors. The Council is comprised of seven members elected at-large on a non-partisan basis for four-year overlapping terms, and serves as the City's legislative body. The "legislative" Mayor is directly elected every four years, and the council selects the Mayor Pro Tem. The Council has the authority to formulate and adopt city policies and the Manager is responsible for carrying them out. The Mayor attends and presides over Council meetings, but also is entitled voting on the issues.

Detailed Project Description

Project Background and Need



FIGURE 1: WASHOUGAL LOCATION

Washougal, WA, has a population of 17,039 people and is located on the Columbia River, with its lowlands and famous prairie on the western entrance to the scenic Columbia River Gorge. Known as the "Gateway to the Gorge," Washougal is a desirable place to live and work due to its setting and proximity to the Portland/Vancouver metro area. The city is in southeastern Clark County, about 15 mi. east of Vancouver, and only 20 min. from Portland International Airport. The city's population is expected to reach 22,347 by 2035, a 34% increase over the next 15 years.¹ This will increase demand for better connectivity throughout the city and region, particularly to and through Washougal's core revitalization area and adjacent neighborhoods.

The 32nd Street Corridor, which connects State Route (SR-14) to Stiles Road and the rural areas north and east of Washougal, is the city's main north-south entrance and a vital entryway to the Port of Camas-Washougal. The port hosts 54 manufacturing and commercial enterprises producing an average of 950 truckloads on an average weekday.² Bicycle and pedestrian traffic is also frequent, traveling along and crossing the street. The location of the BNSF railway and SR-14, creates barriers to north-south connectivity and major safety challenges in Washougal.

With an average of 32 trains operating in the corridor daily and a capacity of 60 trains per day, the existing at-grade crossing along 32nd Street is one of the busiest along the BNSF line in the state of Washington. This crossing also consists of a very short stretch of just two rail lines on what is otherwise a three-line set of tracks in Washougal and the broader region extending in both directions east and west of the 32nd Street crossing, creating a chokepoint for rail traffic at this location. As a result, trains frequently block the crossing, causing vehicle and truck traffic to back up nearly a quarter mile to the north and south, including onto SR-14.

Due to geometry and built environment constraints of the rail crossing and nearby intersections, frequent congestion and queuing have dramatically decreased the capacity of 32nd Street, resulting in poor levels of service (LOS) in and around the railroad crossing. The LOS for existing (2010) conditions was found to be a C with 21 sec/vehicle in delays during PM peak hour at the 32nd Street and E Street intersection, located just to the north of the railroad crossing. PM peak LOS in 2030 is projected to be an E with 65 sec/vehicle in delays.³

¹ City of Washougal, Washougal Comprehensive Plan, 2016

² Southwest Washington Regional Transportation Council, Clark County Freight Mobility Study, 2010, <https://www.rtc.wa.gov/reports/freight/ClarkCountyFreightStudy-SummaryReport-20101207.pdf>

³ City of Washougal, Transportation Capital Facilities Plan, 2016, www.cityofwashougal.us/DocumentCenter/View/922/06-City-of-Washougal-Transportation-Capital-Facilities-Plan-PDF

This poor roadway configuration has also resulted in significant accident risk within the proposed project area. According to data provided by WSDOT on Police Traffic Collision Reports, 19 officer-reported crashes occurred from January 2017 to available 2022 data. This included one accident on the railroad crossing itself in December 2017.

Other roadway configuration considerations, such as narrow or missing sidewalk segments and lack of passive or active pedestrian crossing devices, pose a threat to pedestrian and bicycle mobility. It creates access and opportunity barriers for Washougal's poorest and most concentrated minority/Latino census tract (Tract 53011040507), which is directly adjacent to this proposed project. This neighborhood, a federally-designated Opportunity Zone with 29.6% people living in poverty and 15.3% Hispanic residents, must travel across a busy roadway and rail tracks to reach jobs, schools, and shopping.⁴ The at-grade crossing is particularly problematic for the Addy Street Neighborhood, located immediately south of the 32nd Street rail crossing area, which is the most economically distressed and racially-concentrated area in Washougal (and with a low Walk Score of only 22).⁵ This situation endangers residents' health and safety and jeopardizes access to the Town Center, the Port of Camas-Washougal, and other areas of the City as well as unincorporated Clark and Skamania counties served by this arterial.

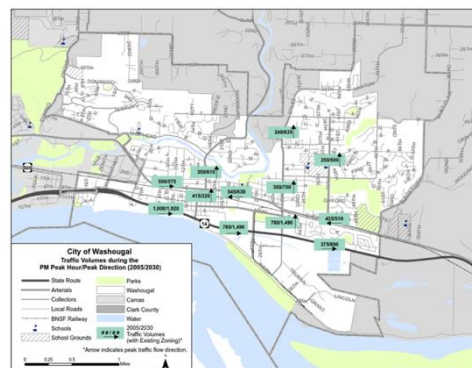
In 2017, the City initiated planning and public engagement with the goal of eliminating the safety conflict caused by the BNSF at-grade crossing in downtown Washougal.⁶ Public involvement and pre-engineering options analysis considered eight alternatives, which looked at BNSF crossing options from 20th Street to 39th Street. This selection required a robust process and several levels of assessment including an open house in which community members were asked for their input in the development of design concepts and could provide feedback. These planning efforts have determined the preferred alternative would be an underpass under USDOT rail crossing number 090117D at 32nd Street. The removal of the existing at-grade crossing will result in increased public safety, unimpeded access to emergency response, improved flow of freight trains and vehicles, safe new bike and pedestrian access to the commercial centers of the city, and reduced environmental impacts from vehicle idling, wait times, and required stormwater improvements.

The proposed grade separation along 32nd Street is currently in the early design phase with the core component of the project an underpass that travels below the 32nd Street BNSF railroad crossing.

The construction this underpass will require modifications to the surrounding roadway and 32nd Street intersections to ensure that the grade-crossing facility can properly match back into the street grade. Enhancements to the roadway will also provide the opportunity to add new multi-modal pedestrian and bicycle facilities and stormwater management infrastructure.

Transportation Challenges

Specific transportation challenges the 32nd Street Underpass Project will help address include:



⁴ U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

⁵ Walkscore, 2022, www.walkscore.com/score/addy-st-washougal-wa-98671

⁶ City of Washougal, Connect Washougal Grade Separation Project, 2018, www.connectwashougal.com/

Road-Rail Conflict: The existing at-grade rail crossing on 32nd Street between Main Street/B



FIGURE 3: GRADE CROSSING AT 32ND STREET

Street and Evergreen Way is a significant and ongoing hazard for those traveling along this vital north-south corridor. The average daily number of trains and vehicles using this crossing is 32 trains (including an increasing number of oil tanker trains) and 5,728 vehicles.⁷ As road traffic around the Port Industrial Park and surrounding neighborhoods has increased and trains have gotten longer, this rail crossing has caused longer and more unpredictable travel delays for both the general public and freight

users, increased the potential for collisions between trains, trucks, vehicles, and pedestrians, and weakened emergency response times.

Traffic Idling and Delays: As a result of the frequency of train activity along 32nd Street., vehicle traffic on both northbound and southbound sides of the rail tracks back up. In some cases, this results in spillover congestion with negative impacts to SR-14, about 0.25 miles south of the crossing, delaying east-west traffic on that major corridor. Idling is an increasing problem as cars wait up to 2 minutes average for trains to pass. Idling can cause air pollution, harm to human health, and vehicle wear. Idling over 10 seconds uses more fuel and produces more emissions that contribute to smog and climate change than stopping and restarting your engine," according to the U.S. Department of Energy.⁸ Idling personal vehicles alone emit approximately 30 million tons of CO₂ per year in this nation.



FIGURE 4: TRAFFIC BACKING UP ALONG 32ND STREET

Increasing Traffic: Increased traffic on Washougal River Road, 32nd Street/Stiles Road, and E Street, which crosses 32nd Street, as well as new developments in the Port industrial area and Town Center, are expected to increase traffic on roadways connecting to and through the city. Traffic on the 32nd Street Corridor is expected to nearly double, with the PM peak hour increasing from 780 to 1,490 in the northbound direction. Likewise, traffic on SR-14 is expected to double during the PM peak traffic hour in the easterly direction, all by 2030.⁹

Poor Roadway Geometry & Hazardous Intersections: The design of the intersections near the 32nd Street railroad crossing pose significant challenges. There are five at-grade road intersections within 0.2 miles of the BNSF rail crossing, with two to the south (at A Street and Main Street), and three to the north (at Evergreen, E St, and F Street). This contributes to driver confusion and traffic safety concerns, increasing the likelihood of user error when trains back up traffic. These concerns are exacerbated by lack of traffic calming measures, such as stop signs speed limit signs, or intersection warning signs, to provide drivers with the information they need to make safe and informed driving decisions. Consequentially, between 2017 and 2022 19 accidents were reported

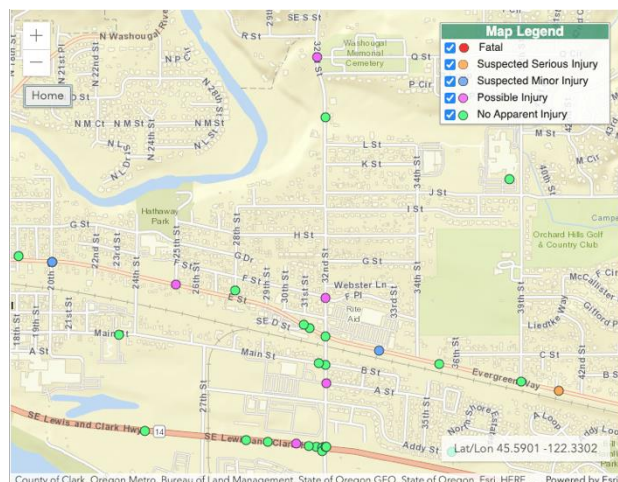
⁷ City of Washougal, Washougal Transportation Capital Facilities Plan, 2021

⁸ U.S. Department of Energy, Idling Reduction for Personal Vehicles, 2015, https://afdc.energy.gov/files/u/publication/idling_personal_vehicles.pdf

⁹ City of Washougal, Washougal Transportation Capital Facilities Plan, 2021

along this section of roadway. As traffic volumes increase and trains more frequently block the 32nd Street crossing, the number of accidents is expected to increase.

High Crash Rates: Poor roadway geometry and hazardous intersections make 32nd Street one of the most dangerous streets in Washougal. According to the Washington State Department of Transportation's Washington State Crash Data Portal, 32nd Street was responsible for 14.7% (11) of the 75 accidents that occurred within city limits in 2021. So far in 2022, five of the city's 26 crashes (19.2%) have occurred along 32nd Street.¹⁰ Addressing the link between unsafe road conditions and accidents on 32nd Street around this rail crossing is critical to achieving key quality of life goals. Eliminating the at-grade crossing and construction of the necessary, accompanying intersection improvements will enhance traffic flow and safety, mitigating accident risk.



**FIGURE 5: 2021 CITY OF WASHOUGAL CRASH SUMMARY
-TOTAL CRASHES**

North-South Connectivity Barriers: The only route to SR-14 from the Port of Camas-Washougal Industrial Park and the Dike Trail is 32nd Street. Washougal High School and Gause Elementary School, a Safeway grocery store, a Rite Aid pharmacy, and Schmid Family Park are all on the north side of the BNSF railway tracks, while the economically-distressed and predominantly minority Addy neighborhood is on the south side of the tracks at 32nd Street. SR-14 and the BNSF railroad create barriers that isolate the community and citizens who live between the two areas. This configuration disproportionately affects low-income and minority populations, who are more concentrated here than in any other neighborhood in the city. Conflicts between freight use and pedestrian and bicycle connectivity will only worsen as new development comes to the Port of Camas-Washougal and downtown Washougal unless action is taken to mitigate potential conflicts.

Impediment to Economic Growth: Washougal is currently undergoing urban growth and renewal, with efforts focusing on the adjacent Port of Camas-Washougal, the nearby Washougal Town Center, and the vacant and undeveloped land located between these areas – all of which are served primarily by 32nd Street. To fully realize the potential of these urban redevelopments, the city's transportation system must be able to meet current and future demands. The construction of the 32nd Street underpass will serve as a catalyst investment to support greater connectivity, accessibility, and mobility to encourage new development in targeted areas of the city.

Stormwater Runoff: The current stormwater system is made up of a series of catch basins and underground pipe systems that collect stormwater from the area north of the Evergreen/32nd Street intersection. These pipes and runoff are collected at the intersection and roads south of the intersection, conveyed south, and released into open ditches just north of the SR-14 right of way. Because these storm lines drain a large portion of the city north of this intersection, the ditch system occasionally floods. Flooding can negatively impact train operations, causing delays due to track washouts, landslides, and high water. This project will enable major stormwater loading reductions, upgrading the City's stormwater management infrastructure.

¹⁰ WSDOT Crash Data Portal, 2022, <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>

Expected Outcomes

Rail Grade Separation: Washougal will use RCE funds to separate the existing at-grade BNSF rail crossing through the installation of a rail-bridge and underpass structure, effectively eliminating road-rail conflicts and collision risks. In addition to providing critical safety benefits, grade separation will help to reduce traffic congestion by allowing traffic to flow more freely and efficiently, improving the level of service along 32nd Street and nearby intersections.

Improved Rail Reliability & Capacity: The proposed grade separation will help to improve train operational reliability by reducing rail traffic delays. Furthermore, the implementation of a shoofly as part of this project will incorporate a third rail line, effectively removing the chokepoint to what is otherwise a 3-rail system created at the 2-rail 32nd Street crossing. Enhanced reliability and greater capacity will support additional economic development in and around Washougal and across the BNSF Fallbridge Subdivision. According to the Clark County Freight Mobility Study conducted in 2010, the total number of freight-generating jobs in Clark County is projected to grow by more than 50,000 by the year 2030, of which, 12 percent will be in the Camas/Washougal area.¹¹

Equitable Accessibility for Low-Income Minority Neighborhood to Critical Resources: The removal of the at-grade crossing along 32nd Street will benefit one of the city's most vulnerable and diverse neighborhoods. It will reduce existing inaccessibility and barriers to critical resources located north of the BNSF rail tracks for residents of the Addy Neighborhood/Census Tracts south of the tracks. Schools, grocery stores, shopping, medical services, and greenspace are examples of these resources which currently have restricted access because of the BNSF rail crossing and the lack of pedestrians and cyclists facilities at this project area.

Improved Traffic Flows & Levels of Service: RCE funding will be used to significantly improve the flow of road vehicle traffic traveling north and southbound along 32nd Street, as well as traffic flows through the SR-14 roundabout by removing rail crossing obstructions that cause congestion and significant travel delays for all modes of traffic. The removal of the at-grade crossing along with associated roadway and intersection enhancements will reduce long roadway traffic queues and help the free flow of traffic, resulting in an average reduction in travel time delay.

Reduced Maintenance Costs: The closure of the existing at-grade crossing will alleviate maintenance costs of surfaces and traffic control devices for BNSF.

Multi-Modal Transportation Choices on 32nd Street: The removal of the at-grade railroad crossing will provide new opportunities to transform 32nd Street into a multimodal corridor with amenities for all roadway users. As part of the underpass construction, a 0.2 mile segment of 32nd Street, including five intersections, will be redesigned to include new, wider ADA-compliant sidewalks and complete street buffers to provide a safer and more direct route for cyclists and pedestrians. To encourage mode shifts, these updates will also improve connectivity to existing bicycle, trail, and transit networks, such as the existing pedestrian tunnel connecting the Town Center under SR14 to the waterfront, the Dike Trail along the Columbia River (providing access to the Lewis and Clark Centennial regional trail network), and the C-TRAN bus route.

Reduced Greenhouse Gas Emissions: This project will reduce traffic congestion and improve traffic flow at 32nd Street. Less idling and smoother driving, as well as less wasteful braking and acceleration, can reduce fuel consumption by 15% or more. This project is projected to reduce overall vehicle idling by as much as 8,900 hours per year. Moving traffic emits less pollution than

¹¹ Southwest Washington Regional Transportation Council, Clark County Freight Mobility Study Task 2B, 2009, www.rtc.wa.gov/reports/freight/Task2B-EconBackground-200911.pdf

standing still with the engines on, improving air quality. Idling reduction is also a simple way to reduce engine wear, which reduces costs as well as pollution and greenhouse gas emissions.

Safer and Calmer 32nd Street Corridor: The construction of the 32nd Street underpass and associated roadway improvements will enhance the corridor's safety, functionality, and efficiency for all road users. Best practices in road diet and complete street design will be implemented on the segments of the roadway immediately adjacent to the rail crossing which will be necessary to support the construction of the underpass, from A Street and F Place, with traffic calming techniques and improved traffic flow management to reduce congestion during peak hours. Improved intersections at A Street, Main Street/B Street, Evergreen Way, E Street, and F Place will help to reduce traffic speeds, decrease pedestrian crossing distances, and improve alignment for pedestrian and cyclist accessibility.

Connectivity to the Columbia River Waterfront & Manufacturing/Commercial Jobs Center:

RCE funds will provide the city and region with much more effective and efficient access to the Port of Camas-Washougal commercial, job, and economic hub. This Port is accessed via the 32nd Street connection to SR-14 south of the rail tracks, and all highway freight traveling to and from the Port Industrial Park's 50+ manufacturers, suppliers, warehousing operations, industrial factories, and commercial job centers must pass through the intersection of SR14 and this 32nd Street corridor. Furthermore, the Port has a major revitalization plan for a mixed-use development and jobs center known as the Waterfront at Parkers Landing, which will be built on 26.5 additional vacant acres in the area. This new development will add to the more than 2,000 total direct, induced, and indirect jobs that the activities in and around the Port of Camas-Washougal support.



FIGURE 6: PORT OF CAMAS/WASHOUGAL INDUSTRIAL PARK

Expected Users and Beneficiaries

The removal of the at-grade crossing at 32nd Street, as well as associated rail, intersection, and roadway improvements, will benefit many community and regional stakeholders including:

- The 17,039 community members within the project's direct service area;
- Economically-disadvantaged residents who do not own a vehicle and need more transportation opportunities, including in the adjacent Addy Street Neighborhood;
- Children who utilize this route to get to schools, including many via walking and cycling;
- Existing commuters and freight trucks who routinely drive between industrial areas including the Port of Camas-Washougal and key destinations across the region;
- Businesses in the Town Center, Port of Camas-Washougal, and along the route will thrive economically with increased visitors and enhanced accessibility;
- BNSF and Amtrak

- Developers who will be attracted to vacant and underutilized parcels adjacent to the project area.

Specific Components and Elements

RCE funds are requested to design, permit, acquire right-of-way, and build the 32nd Street underpass and associated roadway and intersection enhancements, effectively separating the dangerous at-grade crossing between Main Street/B Street and Evergreen Way. The creation of a grade-separated facility will transform the Corridor by eliminating road-rail conflicts, reducing traffic, and improving opportunities for multi-modal transportation.

RCE funds will take this project from conceptual design through to full construction. All activities will serve to make crossing 32nd Street safer, more equitable, and more accessible. These components include:

1. **Detailed Project Work Plan, Budget & Schedule:** The City of Washougal acknowledges that work on subsequent tasks will not commence until the Detailed Project Work Plan, Budget, and Schedule has been completed, submitted to FRA, and the City has received approval in writing from FRA. The FRA will not reimburse Washougal for costs incurred in contravention of this requirement. This will be the first stage of work at project award (along with a groundbreaking!).
2. **Preliminary Engineering:** The City of Washougal will competitively procure a qualified design and engineering team to advance the project to 60% design.
3. **Environmental Review and Permitting:** The City of Washougal will undertake all necessary permitting needed to advance the project through to construction. The project team will work closely with WSDOT/FHWA, NOAA/USFW, the Washington State Department of Commerce, and the Washington State Department of Ecology to review and approve all plans prior to the completion of the final design including the identification of applicable environmental permits that the City must apply for prior to construction, initial coordination with permitting agencies as appropriate, and compilation of permit application forms and information.
4. **Final Design/Construction Bid Documentation:** Washougal will advance design of the undercrossing of the BNSF Ralline in accordance with BNSF Railway Guidelines for Railroad Grade Separation Projects standards and associated AASHTO and WSDOT design codes. The project team will work closely with BNSF to progress the design through their review process. Separation includes a proposed shoefly alignment, temporary shoring walls, permanent retaining walls and a new railroad bridge carrying the existing railroad tracks and accommodating future railroad improvements. Additional design work includes adjacent roundabout and interchange improvements which are necessary to accompany the new undercrossing.
5. **Right of Way Acquisition:** The City of Washougal will secure additional right-of-way for the project. The project team will develop right-of-way plans, conduct property appraisals, and negotiate with the affected properties for the purposes of acquiring the impacted properties. Relocation plans, if needed, will be prepared in negotiation with the properties. This task will additionally include exercising of eminent domain, as necessary.
6. **Construction:** Washougal will manage and oversee the construction of the project and coordinate with BNSF for approval and safety procedures. Work activities include verification that efforts within the BNSF ROW follow contract agreement and safety protocol established to

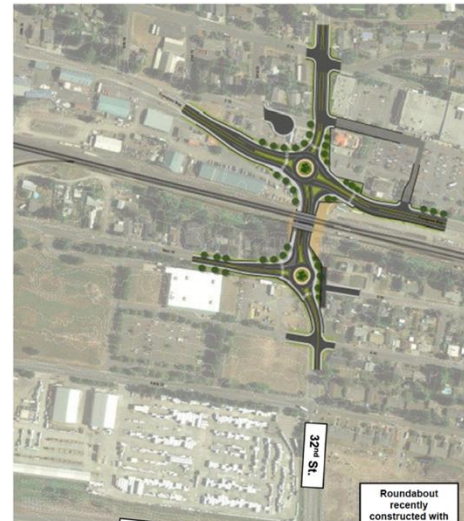


FIGURE 7: 32ND STREET UNDERPASS CONCEPTUAL PLAN

meet the City's and BNSF's standards. The City will provide procured construction management and inspection services to verify that the contractor performs per the contract, permits, and associated agreements. It will review all construction activities and submittals and respond to requests for information (RFI) and change management.

7. **Project Closeout:** Includes the successful completion of the project and opening of the roadway to traffic. Project closeout will also include a ribbon-cutting to celebrate the close of the project.

The construction of a grade-separated crossing at 32nd Street will improve transportation opportunities for rail, vehicle and freight, and pedestrian and bicycle users alike. All activities will accomplish the goals of improving citizens' quality of life, reducing commute, freight, and emergency response times, and increasing access to family wage jobs. These benefits will strengthen the momentum Washougal has built over the last 7 years in ways that create genuine opportunity for long-term economic prosperity in the City and throughout the wider region.

Performance Measures

The project's success will be evaluated with the following performance measures:

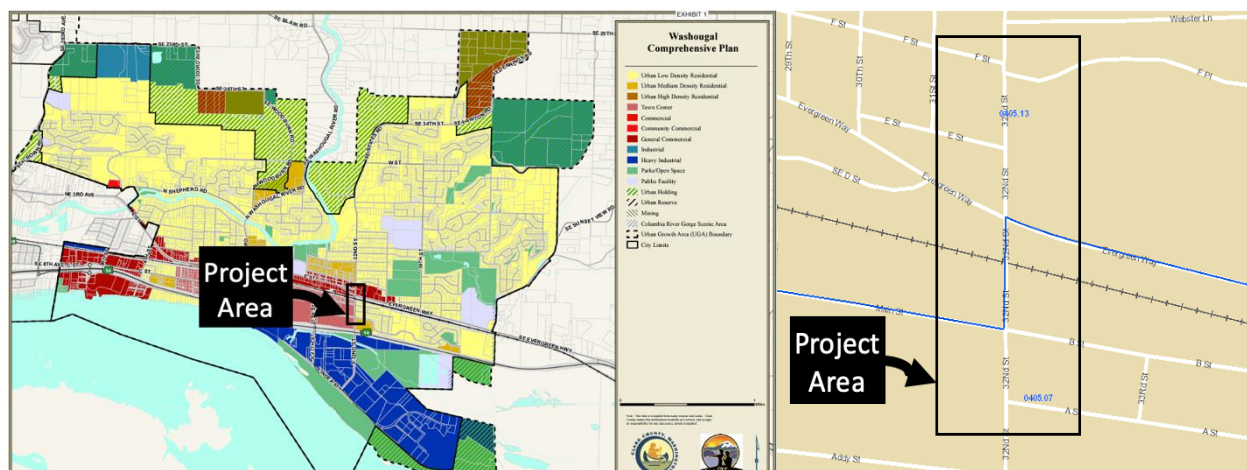
- **Safety Benefits:** By removing a major conflict point for vehicles and other travel modes at the 32nd Street crossing, this project will reduce the number and severity of vehicle crashes caused by BNSF rail congestion, and reduce the likelihood of fatalities, injuries, and property damage caused by such crashes. The benefits of safety will be measured by keeping track of crashes.
- **Travel Time Savings:** Reduced travel times for drivers and passengers, both in-vehicle and wait time, will result from improved traffic flow when the at-grade crossing is eliminated. This will include time savings for passenger vehicles, truck freight vehicles, and emergency response vehicles on the 32nd Street route.
- **Rail Operation Time Savings:** With elimination of this grade crossing, freight trains on this BNSF line will operate at faster and more efficient speeds, for two reasons. First, the new 32nd Street facility will eliminate the existing 2-track bottleneck on this 3-track line. Second, is that freight trains, which normally travel at 70 mph, will no longer have to reduce train speeds to 30 mph at this grade crossing. This will be measured by total freight train time savings on tracks within Washougal city limits, and annually on pre-project and post-project basis.
- **Gross Ton Expansion:** The increase in annual gross tonnage of freight shipped in the project area will be tracked to measure the economic benefits of the project.
- **Operating & Maintenance Cost Savings:** Improved road conditions will save carriers money on vehicle and rail operating costs, such as reduced fuel consumption, maintenance, and other expenses. Reduced wear and tear on-road vehicles, trains, roadways, and rail facilities should result in real cost savings in dollars (\$) annually over the course of the project. The City will monitor its own roadway operations and maintenance costs, as well as collaborate with BNSF and the Port of Camas-Washougal to assess project impacts on these private sector partners.
- **Pedestrian & Bicycle Service Levels:** The construction of a new multi-use path and sidewalks will provide new opportunities for pedestrians and bicyclists to safely and easily navigate 32nd Street. Based on the geometry and conditions of the roadway, the project team will measure bicycle and pedestrian level of service to determine the level of comfort of these non-vehicular users. The Pedestrian and Bicycle Level of Service along 32nd Street will be determined by evaluating pre- and post-construction sidewalk width, posted speed, number of through traffic lanes, pavement condition, and vehicle traffic volume, among other factors. The performance

- ***Emission Reduction & Health Benefits:*** Reduced traffic delays and vehicle miles traveled will lower emissions and fuel consumption. Furthermore, less idling will improve air quality. Poor air quality increases the risk of respiratory ailments such as asthma and bronchitis, increases the risk of life-threatening conditions such as cancer, and burdens the healthcare system with significant medical costs. The Environmental Protection Agency's Motor Vehicle Emission Simulator (MOVES) will be used to calculate emission benefits for vehicle mobile sources at the 32nd Street project area and local level for criteria air pollutants, greenhouse gases, and air toxics, on an annualized basis pre- and post-project.

This RCE project is located in Washington's Third Congressional District at FRA Crossing #090117D in the City of Washougal, Clark County, WA. The project area stretches approximately 0.20 miles along 32nd Street and is bounded by A Street to the south and F Street to the north, with geospatial coordinates of 45.579790, -122.336965 at the northern terminus and 45.576658, 122.336938 at the southern terminus.



The 32nd Street Corridor includes a mix of residential, public space, commercial, and industrial uses. Most of the project is in Census Tract 53011040507 (Clark County Tract 405.07), with the northern portion of the project crossing into Tract 405.07. The Columbia River Waterfront, the Port of Camas-Washougal Industrial Park, and the Addy Street Neighborhood are all part of Tract 405.07. Tract 405.07 has an overall Social Vulnerability Index (SVI) score of 0.4764, one of the highest/worst in Washougal, indicating moderate vulnerability, according to the Centers for Disease Control's (CDC) Social Vulnerability Index.¹² This tract has a higher proportion of renter-occupied housing (32.8%) than the city (25.6%). Furthermore, the tract has a higher vacancy rate (6.5% vs. 4.5%) and a much lower median home value of only \$237,900.



FIGURES 9 & 10: VICINITY MAPS OF PROJECT AREA

11

Because many critical amenities are located to the north of the tracks, the neighborhoods south of the BNSF crossing, particularly the Addy Neighborhood, are severely impacted by this connectivity barrier. Due to their level of economic distress, Tract 405.7 and the adjacent tract, 405.09, were designated Federal Opportunity Zones in 2018. With 23.5% of residents classified as minorities, this census tract is one of the most diverse in the city. Tract 405.07 had significantly higher poverty (29.6%) and lower median household income (\$57,279) than Washougal (13.7%; \$89,608), Clark County (9.1%; \$77,184), and WA (10.2%; 77,006), according to the Census Bureau. Tract 405.07 households are also considered low-income and have limited access to food, according to food access indicators provided by the U.S Department of Agriculture.

Currently, most Washougal residents (83.9%) rely on private vehicles to get to work. As a result of the fixed costs associated with financing an automobile purchase and the lack of viable public transit and active transportation alternatives, many people spend a disproportionately large portion of their income on transportation. Transportation costs are typically the second-largest expenditure for a household, after housing. Transportation costs account for 23% of household income in Tract 405.07, which is higher than housing costs (22%).¹³ Transportation costs will continue to inequitably burden low-income community members unless there are sufficient transportation options to support shifts away from private vehicle use, such as access to public transportation, pedestrian, and bicycle facilities.

Grade Crossing Information

DOT Crossing Inventory #	Latitude/ Longitude	Location	Roadways at Crossing	Railroad Owner	Primary Railroad Operator
090117D	45.5779716, - 122.336897	Washougal	32 nd Street	BNSF	BNSF

Evaluation and Selection Criteria

Project Benefits

The proposed 32nd Street Underpass project meets all the FRA Railroad Crossing Elimination Program criteria. The project will use best design practices to build a much-needed rail grade separation at 32nd Street to reduce highway-rail and surrounding roadway conflicts and accidents, upgrade existing road infrastructure for multi-modal use, and improve roadway conditions along a critical stretch of 32nd Street to increase functionality, efficiency, and accessibility of this arterial.

(A) Safety and Separation at Highway-Rail Grade Crossings

The primary goal of this transportation project is to replace the existing at-grade crossing along 32nd Street with a new and improved rail bridge and multimodal underpass. Replacing the crossing with a grade-separated facility provides the highest level of crossing safety as the point of intersection between highway and railroad is removed.

The BNSF rail line is a major north-south divider for the City of Washougal, with eight at-grade rail crossings bisecting the City or approximately 1.6 crossings per mile. Of these eight, the State of Washington Joint Transportation Committee has evaluated grade crossing risk and prioritized two crossings: the 32nd Street Crossing (090117D) and the 6th Street Crossing (090112U). The crossing at 32nd Street was ranked 51 of the more than 2,180 public, at-grade, active railroad

¹³ H+T Affordability Index, 2021, <https://htaindex.cnt.org/map/>

crossings in the state based on factors including safety, mobility, and community, while the crossing at 6th Street was ranked 176.¹⁴

Presence of an alternate grade-separated crossing, the number of mainline tracks, and the proximity to emergency services were all factors that were used to determine the conditions that increase the overall safety risk at the road-rail crossing intersection. The Washington Joint Transportation Committee Road-Rail Conflicts study found that there are no alternate grade-separated crossings available for the 32nd Street. This results in interrupted access across the corridor, increasing the number of vehicles concentrated at the at-grade crossing, resulting in higher exposure risk.

This exposure risk is exacerbated by increasing traffic volumes on both the road and the rail network. Traffic studies have reported a volume of 5,728 vehicles/day along the 32nd Street Corridor. Congestion and significant delays occur at all hours of the day, particularly during peak morning and late afternoon hours and at times of train crossings, typically 32/day. Continued economic activity in the Town Center, Port Industrial Park, and surrounding neighborhoods is expected to increase these trips to 6,549/day by 2030.¹⁵ Likewise, freight train traffic on this BNSF line is projected to increase by more than 65%, from 32 trains a day to 54 trains by 2035.¹⁶ This increase in traffic volumes, coupled with extended rail gate downtimes and signal delays, present an ongoing and increasing safety hazard for those traveling across or along 32nd Street.

While no rail-automobile accidents have occurred along this at-grade crossing in the past 5 years, creating a north-south access point in the east part of the City will prevent individuals from making unsafe decisions at other crossings throughout the city. There have been three train involved crashes in Washougal along this same rail line since 2018, all of which resulted in serious injury or fatality. These crashes occurred in 2018, 2019, and 2022. The most recent crash occurred when a 65-year-old pedestrian was struck and killed by a BNSF freight train on July 21. At the 32nd Street BNSF crossing, a 15-year-old boy was run over by a train and lost his leg.

By removing the at-grade crossing entirely, the project team will reduce future fatalities and accidents along this crossing. The BNSF rail crossing will continue to generate conflicts between trains, vehicles, trucks, bicyclists, and pedestrians unless 32nd Street is redesigned and rebuilt. Because the point of intersection between roadway and railroad is to be removed, grade-separating potential conflict points with the construction of a rail bridge and underpass structure will provide the highest level of crossing safety. The primary advantages of eliminating crossings are reduced collisions, highway vehicle delays, rail traffic delays, and maintenance costs for crossing surfaces and traffic control devices.

(B) Improves the mobility of both people and goods & Improves access to communities

The proposed project is critical for ensuring the safe, reliable, and efficient movement of people and goods as well as improving connectivity between major destinations in Washougal and the surrounding region. 32nd Street is one of the main access points to SR-14 on the east side of the city and provides access and traffic circulation within residential as well as commercial/industrial areas. Residential areas include the economically-distressed Addy Neighborhood to the south-east of the railroad crossing, while commercial areas include the Town Center to the west, and the Port of Camas-Washougal Industrial Park south of SR-14. 32nd Street also provides a critical connection to Gause Elementary School and Washougal High School, located to the north of the project area,

¹⁴Washington Joint Transportation Committee, Prioritization of Prominent Road-Rail Conflicts in Washington State, 2017, https://leg.wa.gov/JTC/Documents/Studies/Road_Rail_Study_2016/FinalReport_Road_RailConflicts_January_2017.pdf

¹⁵ City of Washougal, Washougal Transportation Capital Facilities Plan, 2021

¹⁶ Washington Joint Transportation Committee, Road-Rail Study Crossing Analysis, 2022, <http://gisdev.transpogroup.com/jtccrossingstudy/>

and to the Columbia River at the south of this rail grade crossing, including the Captain William Clark Park and the 1,049-acre Steigerwald Lake National Wildlife Refuge.

In addition to access to key destinations within Washougal, 32nd Street also serves as a T-5 freight route, which connects to SR-14, a critical urban freight corridor (CUFC) as part of the National Highway Freight Network (NHFN) due to high truck volume/tonnage and its location near a manufacturing and warehouse industrial land cluster that exceeds 200 acres and hosts 54 manufacturing and commercial businesses. Freight-dependent industries in Washington represent nearly \$213 billion in GDP and support 1.5 million Washington workers.¹⁷

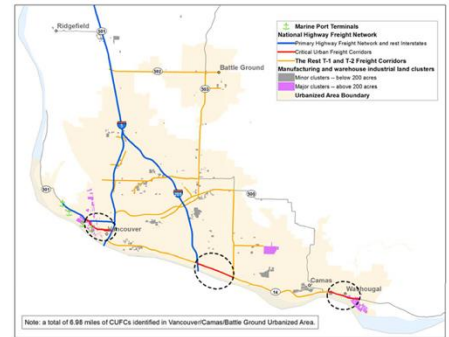


FIGURE 11: CRITICAL URBAN FREIGHT CORRIDORS IN VANCOUVER UA

The existing at-grade crossing creates major barriers to accessibility for those trying to get to key destinations or transport goods, due to significant delays caused by extended gate downtimes. According to the Washington Joint Transportation Committee Road-Rail Conflict Study findings, the total gate-down time at 32nd Street in 2017 was 148.05 minutes or roughly 2.5 hours a day.¹⁸ This is further exacerbated by the crossing's proximity to major intersections, traffic signals and major urban roadway systems, which result in the need for more time to clear after the crossing gates rise. Together, the extended gate downtimes and queuing result in traffic backing up more than a quarter mile in each direction of the crossing, including onto the roundabout at SR-14 to south of the project area.

With the introduction of a new grade-separated facility, gate time delays, queuing, and congestion will be addressed to support current and future freight and people demand, translating into more than 900 hours of travel time saved each year. Removing at-grade intersections with railroads substantially increases speed for both trains and cars. As street traffic can move freely under railroad tracks, wait times will be reduced for passing trains and will increase travel speed and capacity of both the roadway and the freight rail lines.

Further, the proposed configuration of the grade-separated facility will allow for creation of new bicycle and pedestrian pathways. New ADA-compliant pedestrian and bicycle infrastructure will integrate seamlessly from the new grade separation facility into the city's existing non-motorized network, creating new connections between residential neighborhoods, the Town Center, and the Port of Camas-Washougal and Port Industrial Park. These modifications will improve last-mile access to key destinations such as a grocery store, a pharmacy, several public schools, and public parks as well as access to the C-TRAN bus system. New connections to downtown and other Washougal economic hubs, as well as RCE-created multi-modal transportation options, will provide residents with new access to jobs, educational institutions, health centers, and other opportunities beyond the project area. Removing barriers to these important facilities and amenities is critical to ensuring equitable growth that promotes a high quality of life.

Other key project elements, such as the reconfiguration of intersections necessary to bring the roadway back to grade, are critical for community accessibility, as the implementation of bicycle and pedestrian infrastructure alone could create new points of contention between users. Expanding the roadway's capacity and efficiency will benefit vehicle and freight traffic, as well as

¹⁷ WSDOT, 2022 Washington State Freight System Plan Economic Context and Trends, 2022, <https://storymaps.arcgis.com/stories/e9a4ac6012fc442d968c0988035722cb>

¹⁸ Washington Joint Transportation Committee, Road-Rail Study Crossing Analysis, 2022

bicyclists and pedestrians, by reducing congestion caused by long train crossing times and ensuring the ease of movement using an individual's preferred mode of safe, convenient transportation.

All project elements will be designed to accommodate the broadest range of potential users, including people with mobility and visual impairments, as well as those with other special needs. The project team will use visual, audible, and tactile design elements to effectively guide people through the street environment. This will include ADA-compliant design best practices outlined in the United States Access Board's Public Right-of-Way Accessibility Guideline (PROWAG). These guidelines address pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other elements of public rights-of-way.

(C) Reduces emissions, protects the environment, and provides community benefit (including noise reduction)

Removing the at-grade rail crossing and improving bicycle and pedestrian infrastructure will result in significant environmental benefits such as reduced fuel consumption, greenhouse gas mitigation, improved air quality, lower stormwater runoff, and green infrastructure improvements.

The current configuration of 32nd Street hinders free flow of traffic. With multiple intersections, a rail crossing, and business ingress/egress all within a half-mile of one another, traffic is frequently bumper to bumper, and congestion is common. Every day, approximately 32 trains pass through 32nd Street. These crossings cause both cars and trains to slow down, increasing travel time and congestion for vehicles while decreasing overall rail network efficiency.

BNSF trains are a mile long on average and traveling at 30mph, take about two minutes to clear the crossing. While waiting for trains, idling cars emit harmful greenhouse gases, air toxics, and criteria pollutants that cause smog, soot, and acid rain, contributing to climate change and poor air quality. According to the Sierra Club, an idling vehicle emits 20 times the pollution of a vehicle traveling at 30 miles per hour, and an idling engine for ten minutes emits one pound of carbon dioxide into the atmosphere.¹⁹ Idling also prolongs the exposure time of these harmful emissions to human health. The increased frequency of trains at crossings, as well as the lengthening of trains, will cause vehicle delays at blocked crossings. Expanding ADT on 32nd Street in the coming years will cause additional vehicle delays.

The removal of the at-grade rail crossing, which will allow for a more continuous, free flow of traffic and the elimination of over 148 minutes of delays per day, is the most effective idling mitigation measure. In addition to removing the at-grade crossing on 32nd Street, the redesign of key intersections along the roadway will improve traffic flows and further reduce fuel consumption. Kansas State University conducted studies that compared traffic flow at intersections before and after they were converted to roundabouts. In each case, installing roundabouts reduced delay by 20%. Additional IHS studies of intersections in three states, including Washington, found that roundabouts reduced delays by 89% and vehicle stops by 56%. This project will also make 32nd Street safer for bicyclists and pedestrians, encouraging them to use other forms of transit besides a private vehicle. The shift away from single occupancy vehicle use will further aid in the reduction of vehicle emissions and pollution.

(D) Improves access to emergency services

There are no alternative grade-separated north-south access routes on the east side of the City of Washougal. Since 32nd Street serves as the primary emergency response route for the Camas-

¹⁹ Sierra Club, Lifestyle Eco-Actions: Stop Idling, Start Breathing, 2018, www.sierraclub.org/loma-prieta/blog/2017/08/lifestyle-eco-actions-stop-idling-start-breathing

Washougal Fire Department, emergency response is severely restricted due to lack of responder access during train blockages. With over 2.5 hours of gate downtime during a typical day, the extended and increasing period for which trains block the crossing could mean life or death. The improved traffic flows created by the road-rail separation will support enhanced emergency response in the city. The continuous and efficient flow of traffic across railroad tracks and through major intersections will reduce the time it takes for emergency services to respond. This will result in savings of life and property.

(E) Provides economic benefit

32nd Street is an important north-south economic corridor in Washougal, connecting State Route 14 (SR-14), the Port of Camas-Washougal Industrial Park, the Washougal Town Center, and prime undeveloped land. The project's improvements benefit the regional economy significantly by reducing travel times and distances to the Washougal Town Center and the Port Industrial Park, improving transportation efficiencies for both the road and rail network, and ensuring economic competitiveness. This project will facilitate over \$60 million in new private investment and the creation of over 360 new jobs associated with development of vacant lands around the project area. The improved north-south access will also directly attract businesses to the Port's Industrial Park and the City of Washougal. New travel efficiencies will reduce the distance and time required to reach economic opportunities and get goods to market.

Removal of the 32nd Street grade crossing will also directly benefit the City and County's strong freight economy. The Clark County Freight Mobility Study found that most freight-generating jobs in the County are located within a few miles of the Columbia River, between the Port of Vancouver and Washougal.²⁰ Camas/Washougal accounts for 12% of freight-generating jobs in the County. Camas/Washougal is also expected to witness strong job growth in freight-generating industries, accounting for 17% of new jobs by 2030, or roughly 15,000 jobs. Each job in the freight-generating sector in Clark County creates 0.97 additional jobs in the County and 1.09 additional jobs in the State. However, this growth will require a road system adequate to handle increasing levels of truck traffic associated with new jobs, and a more effective rail freight route.

The City and State have recently invested \$21 million in downtown street and infrastructure improvements, and private investment has followed, including \$25 million in mixed-use building development. The Port of Camas/Washougal has also made significant investments in its 300-acre industrial park, which is located immediately adjacent to this proposed RCE project, along the Columbia River west of the Steigerwald National Wildlife Refuge. The Port Industrial Park has a 100% occupancy rate and is home to over 50 businesses that support 1,000 jobs. On the property, there are currently 19 buildings totaling nearly 350,000 sqft. In addition, the Port owns 210 acres to the west for future expansion. The Port has entered into a development agreement with the City for the development of Steigerwald Commerce Center, an adjacent 120-acre industrial park, and the first phase of development is nearly complete. All of these critical economic areas of the City are linked (and blocked) by the dangerous, and inequitable 32nd Street corridor, which must be improved to provide adequate transportation access.

(F) Uses contracting incentives to employ local labor, to the extent permissible under Federal law.

The project team will develop local hiring requirements and incentives for employers using best practices in contracting and supplier diversity. The city will establish specific hiring targets within agreements and contracts to support local hiring efforts. To encourage participation from small and diverse businesses, the project team has set aside three months to publicize this contract and

²⁰ Southwest Washington Regional Transportation Council, Clark County Freight Mobility Study Task 2B, 2009

procurement opportunity. The city will also use the Washington Electronic Business Solutions portal and the OMWBE directory to identify master contracts with small and diverse vendors. This contracting opportunity will be advertised on the city's website, in newsletters, and on social media. It will also be shared with the state's Office of Minority and Women Business Enterprises (OMWBE), the Governor's Office of Indian Affairs (GOIA), the Equity Commissions, and other organizations responsible for distributing contracting opportunities.

Technical Merit

(A) Appropriate Statement of Work

Washougal's engineering team conducted a thorough alternatives analysis, which resulted in the proposed tasks and subtasks. Eight BNSF crossing options were assessed from 20th Avenue east to 39th Street. The most feasible solution necessitated several levels of evaluation, including a public open house at which community members were asked for input on design concepts and given the opportunity to provide feedback. Over 90 residents attended the in-person open house, and 250 filled out the online open house survey.

This alternatives analysis produced the preferred option for building an underpass along 32nd Street. The project will separate the existing at-grade railroad crossing to reduce traffic congestion, improve safety, and increase efficiency. Further, the reconstruction of this railroad crossing will require and allow for the creation of a roundabout at 32nd and Main Street/B Street south of the underpass, a roundabout at 32nd and Evergreen Way north of the underpass, intersection improvements at A Street, F Street, and E Street, as well as the addition sidewalk and multi-use path along the 0.2 mile stretch of 32nd Street, all areas which will be directly benefitted by the removal of the at-grade crossing and replacement with a grade-separated facility.

(B) Strong Project Readiness

The project team is ready to commence the project upon project award. This project is the direct result of over seven years of City planning efforts. The City is already underway with activities to refine the design, confirm right-of-way needs, finalize cost estimates, perform additional public outreach, and develop high level scopes of work and schedules required to prepare this project for federal funds and the scope proposed above. With DOT RCE funding requested here, Washougal can move directly into full design and engineering, and then construction. The proposed project budget is based on experiences implementing similar rail-crossing elimination, railway, complete street, and roadway improvement projects in partnership with the State of Washington Department of Transportation (WSDOT).

(C) Qualification and Experience of Key Personnel, Primary and Supporting Organizations

To manage this grant award, the City has assembled a strong project team. The team is ready to start work as soon as the FRA Railroad Crossing Elimination funds are approved, and significant local funding has already been invested in the project's development. Work previously conducted by this team includes \$500,000 in options analysis, selection of a preferred alternative, preliminary design, and geotechnical work. The BNSF rail crossing elimination project has been conducted with and will continue to be coordinated with both BNSF and WSDOT.

Washougal has the technical capacity to complete the proposed scope of work, as evidenced by completion of similar projects such as the \$2 million pedestrian tunnel under the SR-14 connecting the Town Center to the Waterfront, completed in 2010 and funded by federally directed spending, and the \$6 million E Street Road Diet project. Both projects were completed on time and on budget. Trevor Evers, the City's Director of Public Works, will oversee the project. Trevor has over 20 years of experience managing transportation infrastructure projects and meeting all federal funding

requirements. Trevor will be supported by the City's new Civil Engineer, Scott Collins, who brings 16 years of experience in engineering and construction project management in both the private and public sectors. Scott has extensive experience delivering large transportation projects in communities including Stockton and Modesto, CA.

Further, Washougal has already competitively procured and will continue to fully utilize, consulting engineers and design firms with substantial experience in transportation planning, rail crossing elimination, railway safety, freight rail, tunnels, road and bridge, and construction management skills and personnel.

The project team will work with transportation partners, including the Washington State Department of Transportation (WSDOT) for inclusion in the State Transportation Improvement Plan (STIP), the Southwest Regional Transportation Council for continued inclusion in the Transportation Improvement Plan (TIP), BNSF for project execution coordination, and C-TRAN for improved access to critical bus routes and stops. The City worked closely with key local and regional partners such as the Port of Camas-Washougal, a major beneficiary of the project, business owners in the Town Center, and local nonprofit housing groups such as REACH, the owner of the Gateway Gardens Apartment complex in the Addy neighborhood, during the initial public engagement process. Additionally, to ensure the environmental sustainability of proposed activities, the Friends of the Columbia Gorge will provide environmental expertise to support best practices for complete streets and green infrastructure.

(D) Applicable Planning Documents

The State of Washington identified this project as a high priority in the State Rail Plan, which was completed in 2019 (No. 64).²¹ The project has also been prioritized in the 2016 Washington Freight Mobility Strategic Investment Board (FMSIB) Road-Rail Conflicts Study.²² The 32nd Street Underpass project was ranked 10th in Phase 2 of this study completed in 2017. In addition to prioritization at the State level, this crossing is a regional priority, having been designated as a 2040 RTP Project priority in Clark County's 2019 RTC Regional Transportation Plan²³ and as a critical regional project in the Clark County Transportation Alliance's 2021 priorities (Project F).²⁴

(E) Project Innovation

In this 32nd Street Underpass project, Washougal intends to use cutting-edge transportation connectivity, traffic calming, and low-impact development techniques. The roundabouts in this project will be designed with special features to accommodate all roadway users, including freight traffic from the Port of Camas-Washougal, while maintaining roundabout safety features.

This project will provide new access to the undeveloped areas of Washougal, encouraging investment in infill development and downtown revitalization rather than sprawling growth in this unique natural resource region. These improvements will be designed to make the Columbia River more resilient to future climate change and weather impacts by utilizing green infrastructure techniques to prevent excessive stormwater and runoff from entering the waterway, equalize access to environmental protection, and create a healthier environment in which to work and live.

²¹ WSDOT, Washington State Rail Plan Appendix A, 2019-2040, 2019, <https://wsdot.wa.gov/sites/default/files/2021-10/APPENDIX-A-Illustrative-List-of-Investments.pdf>

²² FMSIB, Rail Conflicts in Cities, 2016, <https://fmsib.wa.gov/studies>

²³ Southwest Washington Regional Transportation Council, Regional Transportation Plan for Clark County, 2019, <https://www.rtc.wa.gov/reports/rtp/Rtp2019Clark.pdf>

²⁴ Clark County Transportation Alliance, 2021 Policy Statement, 2021, <https://iccbusiness.org/docs/CCTA-2021-Policy-Statement.pdf>

The project will also use an approach to shoofly construction for temporary freight train continuity of operations during the construction of the new 32nd Street underpass-rail bridge facility, which allows this shoofly to become a permanent facility integrated with the underpass-rail bridge after the project is completed, thus allowing the extension of a third rail line through this area, which is currently a freight bottleneck because of a reduction in the rail lines from three rails to only two where the 32nd Street roadway is crossed.

To improve project development efficiency and accelerate project delivery, the project team proposes collaborating with the Washington Department of Transportation, the regional Federal Highway Administration (FHWA), BNSF, and the Southwest Washington RTC. The project team will continue to advance project readiness and hold another public open house while the FRA Railroad Crossing Elimination application is being reviewed. This public participation will aid in reaching an agreement on the scope of work for the project.

Further, the project team will encourage use of FHWA-recommended positive protection measures to help reduce the risk to construction workers and travelers. To lessen vehicle intrusion into the workspace, devices to contain and redirect vehicles will be required. Such measures include barriers, shadow vehicles with energy-absorbing attenuators, and vehicle arresting systems. Other construction techniques will include night work/off-peak work to reduce traffic disruptions, as well as worker and driver exposure to traffic and work zones.

(F) Rail Carrier Financial Support

BNSF Railway is a strong and committed partner in this 32nd Street Underpass project, as demonstrated by the attached letter of support. BNSF has committed to providing the required 5% match for the elimination of the at-grade crossing based on the costs for preliminary engineering, right-of-way, and construction within the limits of 23 CFR 646.210. This 5% cost share will not include road diet, intersection, or other project elements beyond the removal and reconstruction of the railway and will be calculated further along in the design and engineering phase.

(G) Multi-Modal Transportation Mobility Improvements

This 32nd Street Underpass project encourages mode shifts away from private vehicle use by increasing mobility and accessibility. Reducing congestion caused by long train crossing times will expand the roadway's capacity and efficiency to benefit both vehicle and freight traffic. The project will also allow for the ease of movement using an individual's preferred mode of safe, convenient transportation as the reconstruction of the 32nd Street railroad crossing will provide opportunities to improve sidewalks, enhance intersections with accessible pedestrian signals, adjust curb extensions, and modify vehicle travel lanes along 0.2 miles of this busy roadway. Higher levels of active transportation are associated with higher levels of perceived safety and comfort. Active transportation relieves congestion, reduces emissions, and reduces reliance on oil. The potential monetary benefits of lower health-care costs are substantial. The cost of treating obesity-related diseases is now second only to the cost of treating tobacco-related diseases (an estimated \$111 million in Clark County per year). Considering these high costs, studies have found that every dollar spent on bicycle infrastructure saves up to \$5 in direct medical costs.²⁵

New ADA-compliant pedestrian and bicycle infrastructure will seamlessly integrate this project into the city's existing non-motorized network, establishing new connections between residential neighborhoods to the north and east, the Town Center to the west, and the Port of Camas-Washougal and Port Industrial Park to the south. Access to the C-TRAN bus system will be

²⁵ Clark County Public Health, Growing Healthier, 2012, <https://clark.wa.gov/sites/default/files/dept/files/public-health/data-and-reports/GrowingHealthierReport23Mar2012-1.pdf>

improved as the nonmotorized infrastructure is improved. These changes will improve last-mile access to critical destinations like a grocery store, a pharmacy, several public schools, and public parks. Through new links to downtown and other Washougal economic hubs, as well as multi-modal transportation options, RCE funding will also provide residents with new access to jobs, educational institutions, health centers, and other opportunities beyond the project area. Removing barriers to these vital facilities is critical to ensuring equitable growth and high quality of life.

Selection Criteria

(A) **Safety:** Rail crossings pose a threat to the safety of street and rail traffic alike. The NHTSA found that in 2021, there were more than 1,600 collisions between vehicles and freight and commuter trains. Most of these accidents are preventable. While no serious injuries have occurred since 2017, the 32nd Street crossing is especially dangerous due to its proximity to numerous high-volume intersections, creating numerous conflict points for cars, trains, and pedestrians. As both vehicular and train traffic are projected to increase in the coming years, these conflicts are likely to increase. According to the Highway Safety Manual of the American Association of State Highway and Transportation Officials (AASHTO), converting a signalized intersection into a grade-separated interchange reduces injury crashes by 28%.

In addition to the direct safety benefits resulting from the grade separation, as discussed in the Project Benefits section, Washougal intends to integrate redesign and reconstruction of 0.20 miles of roadway (from F Place to A Street) and five key intersections along 32nd Street into project, to better support pedestrians, cyclists, and motorists. This redesign will feature complete street improvements and best practices to improve safety with better traffic flows, cleared crosswalks, improved sidewalk conditions, pedestrian buffers, and clearer signage. While 32nd Street provides primary access to the Town Center via Main Street/B Street, the existing sidewalk is narrow and there is no bike lane unprotected from oncoming traffic. As a result, most Washougal residents are dependent on their private vehicle despite their close physical proximity to key community assets.

Studies have shown that roundabouts are safer than traditional stop sign or signal-controlled intersections. The creation of two roundabouts at the Evergreen Way and Main Street intersections along 32nd Street will minimize potential conflicts between motorists, pedestrians and cyclists and shorten the distance pedestrians need to cover to cross the street. Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS).

(B) Equitable Economic Strength and Improving Core Assets

The 32nd Street Underpass project will have significant economic benefits within Washougal and across the greater region. Improving system reliability of the BNSF railway while also expanding service opportunities through the creation of a third line will enhance the company's already strong presence in the region. As one of the seven Class I freight railroads in the United States, BNSF annual earning revenue exceeds \$500 million. BNSF also operates more than 1,400 route miles in Washington, which represents 44% of the rail system in the state.²⁶ The new jobs in the transportation industry that these changes will create are also among the highest paying occupations, earning \$122,920 in average wages and benefits in Washington.²⁷ The enhanced reliability of rail service will also serve to benefit the Port of Camas-Washougal as these major freight hubs become more competitive for cargo.

²⁶ WSDOT, Washington State Rail Plan, 2019, <https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf>

²⁷ Association of American Railroads, Freight Railroads in Washington, 2019 www.aar.org/wp-content/uploads/2021/02/AAR-Washington-State-Fact-Sheet.pdf

Furthermore, this project will lower the barriers that exist between workers and employment centers. The improved roadway connections, improved intersections, shortened driving time, transit access improvements, improved stormwater management, increased job opportunities, and greater walkability of the 32nd Street Corridor will mean that both current residents and future new residents will benefit from new development. Accessibility improvements brought about by rail transportation upgrades have also been shown in studies to increase real estate values in urban areas.²⁸ This will help to revitalize Washougal's depressed Addy Street neighborhood and spur investment in the city's two federally designated Opportunity Zones.

(C) Equity and Barriers to Opportunity

The existing BNSF railway effectively splits the City in two. As a result, there are residential neighborhoods that have been closed off from key amenities including schools, grocery stores, shopping centers, and from the opportunities of job centers. The primary area of concern is the Addy Street Neighborhood which is bounded by SR-14 to the south, 32nd Street to the west, Evergreen Way to the north, and the Columbia River Gorge National Scenic Area to the east. The physical barriers on 32nd Street inequitably burden the area's low-income, minority residents who are experiencing increasing transportation costs due to car dependency.

The implementation of this 32nd Street Underpass project would directly support accessibility. 32nd Street connects local and rural communities to the City's job-creating business district, schools, healthcare clinics, grocery stores, and other social and governmental facilities. This project will provide multimodal connectivity through new pedestrian paths incorporated into the underpass and 0.2 miles of surrounding roadway, which allow individuals the choice to walk to destinations in Downtown or along the Columbia River.

(D) Climate Change and Sustainability

Major idling discounts and improved freight efficiencies will have significant fuel reduction benefits to help fight climate change and improve the environmental sustainability of the Corridor. According to U.S. EPA's EJScreening tool, the 32nd Street Corridor has above-average levels of particulate matter 2.5 and ozone for the State of Washington. While air toxic cancer and respiratory hazard are lower than average, wastewater discharge is high (98th worst percentile). Stormwater discharges from the City enter several surface waterbodies, including Campen Creek and the Washougal and Columbia Rivers. The construction of a grade-separated rail facility will support enhanced stormwater management to protect these waterways from runoff and potential toxic concentrations, detain stormwater flows, and reduce stormwater volumes.

The stormwater runoff from the underpass will be collected via a closed conveyance system and pumped to the converted combined wetland and detention pond. The majority of stormwater discharged will be directed to the wetland located directly south; however, a small amount will be directed towards the Washougal River to maintain existing hydrology during the summer months via a secondary control structure. The amount of pond discharge that will be directed to the river will never exceed 0.5-cubic feet per second. Additionally, the installation of green infrastructure including street trees, drought tolerant landscaping, pervious surfaces, and planter boxes will increase stormwater infiltration and storage capacity; thereby slowing and reducing stormwater runoff discharges associated with pollutant loading, flooding, sewer overflow events, and erosion. The deployment of these stormwater strategies is a major improvement over current conditions, under which all stormwater runoff is dumped untreated into a ditch south of SR-14.

²⁸ O'Sullivan, A. Urban Economics. 8th ed., 2010

The proposed project will also provide brownfields remediation benefits including the potential redevelopment of over 25 acres of land located around the Town Center adjacent to this RCE project. Located in the vicinity of and at a currently operating wood treatment plant, the current conditions of these sites are unknown. Unknown exposure pathways may be putting neighborhood residents at risk for cancer and non-cancer health hazards. The City plans to seek EPA Brownfields Assessment funds to further analyze the condition of these potential brownfields.

(E) Transformation of Our Nation's Transportation Infrastructure

The existing 32nd Street Corridor's poor road quality and insufficient capacity cannot meet current and future transportation demands, including the redevelopment of the Port Industrial Park and Town Center. As a result, existing roadway assets cannot operate safely because current levels of service are below acceptable levels of service, and the existing at-grade railroad crossing is an extreme safety hazard given the current status of the signalized intersection on the tracks.

Based on available funding, the City of Washougal is committed to achieving and maintaining the highest Pavement Condition Index (PCI) possible in the street network. Every year, various street reconstruction, repair, replacement, rehabilitation, or improvement projects are planned to accomplish this. The City plans to conduct a PCI study every three years to identify the current and target PCI, as well as a prioritized and planned schedule of street reconstruction, repair, replacement, rehabilitation, or improvement projects. The current study is titled the March 2016 Pavement Management Budget Options Report (PMBOR). The 2010 Level of Service (LOS) rating for the E Street and 32nd Street intersection was a "C," with delays of 21 seconds per vehicle, according to the PMBOR. Without improvements, the E Street and 32nd Street intersection will have a LOS "E" by 2030, with delays of 65 seconds per vehicle.²⁹ Without the proposed RCE grant improvements, projected levels of service will continue to increase lifecycle costs while decreasing the effectiveness and capacity of the roadway.

Washougal can prevent increasing roadway deterioration, improve traffic flows, improve train efficiency, and better use roadway capacity to serve system travel needs by constructing a new underpass. This will allow for integrated complete streets, roundabouts, intersection enhancements, bus access, and improved pedestrian and bicycle facilities at one of the busiest roadway areas in the city. Rider quality improvements will also reduce wear and tear on vehicles, trucks, and trains, increase traveler comfort, reduce traffic congestion, and reduce fuel consumption. Additionally, replacing old asphalt streets with new concrete materials will reduce wear and O&M costs over the project's life.

The project will be funded with dedicated transportation capital funds, state appropriations, state grant funds – and big help from the Biden Administration's Bipartisan Infrastructure Law and RCE grant program. Once construction is completed, the City will incorporate the project into its asset management data system, and the project will routinely be reviewed for future maintenance requirements. Together with the significantly increased municipal tax revenue that will result from the revitalization of the Town Center and Columbia River, these savings will ensure that these infrastructure systems are in good repair for the long term.

Safety Benefit

One of the primary project goals is to improve safety for all modes of transportation. 32nd Street's current configuration is insufficient to meet the needs of freight trains, pedestrians, bicyclists, trains, freight trucks, and motorists. It is a two-lane street with a center two-way left turn lane, insufficient pedestrian sidewalks, and no bike lanes. There are also several major intersections, a

²⁹ City of Washougal, Washougal Transportation Capital Facilities Plan, 2021

BNSF railroad crossing, and business ingress/egress points, all of which slow traffic, cause conflicts and delays, and make transportation difficult for any vehicle or nonvehicular user.

In the 2017 Prioritization of Prominent Road-Rail Conflicts in Washington State, the 32nd Street crossing was ranked 51st out of the state's more than 2,180 public, active at-grade rail crossings due to ongoing road-rail conflicts.³⁰ This is the 3rd Congressional District's worst rail crossing. There is no alternative route with a grade-separated crossing anywhere on the east side of the city or serving the Port of Camas-Washougal.

32nd Street already has some the highest crash rates in the City. In 2021, 32nd Street accounted for over 14% of crashes in Washougal. Nineteen crashes occurred within the project limits (32nd Street from A St to F Place) between 2017 and 2022 with seventeen of these crashes occurring at intersections.³¹ Four of these crashes resulted in possible injuries. The BNSF railroad crossing on 32nd Street, which is located between Main Street/B Street and Evergreen Way, is currently a major safety hazard. Trains have become longer and more frequent to efficiently accommodate the demand for freight tonnage on the existing track system. This has included an increase in crude oil train traffic through the Columbia River Gorge, which has raised concerns about potential spills, explosions, and other major threats to safety. The proposed project will remedy all these hotspots.

DOT Strategic Goals

The 32nd Street Underpass and Roadway Enhancement Project aligns with all six of DOT's strategic goals, including safety, economic strength and global competitiveness, equity, climate change and sustainability, transformation, and organizational excellence.

Safety: Proposed project activities will not only remove the dangerous at-grade crossing along 32nd Street to save lives and reduce damage to property, but will also include road diet, intersection enhancements, and new roundabouts to provide additional safety benefits for all roadway users.

Economic Strengthen and Global Competitiveness: Rail reliability will improve as trains will no longer have to restrict operations and idle to avoid blocking a grade crossing for extended periods of time. The addition of a third BNSF track, will increase freight and economic opportunity along this important rail corridor. Further, new transportation options will help to boost economic development and job creation in the Town Center, Port-of Camas-Washougal, two major job hubs for the City of Washougal, and will help to revitalize vacant and underutilized lands in Washougal's immediately adjacent community core.

Equity: New multimodal opportunities will be added to this important travel corridor. Enhancing accessibility to critical amenities including food markets, schools, affordable housing, jobs, recreational trails, and greenspaces will improve the quality of life for residents and visitors particularly economically distressed and minority communities such as the Addy Neighborhood.

Climate Change and Sustainability: This project will result in major freight train, freight truck, and roadway vehicle idling reductions associated with the blocked intersection. Further, mode shifts through the creation of new, safe multi-modal travel will reduce vehicle miles traveled, idling, fuel consumption, and vehicular emissions, while enhancements to stormwater management within the project area will help to protect the health of the nearby Columbia and Washougal Rivers.

Transformation: The removal of transportation barriers and improved roadway efficiency will reduce congestion on both SR-14 and 32nd Street, two critical north-south and east-west arterials and freight routes for the city. This opens up the vacant brownfields in the Washougal Town

³⁰ Prioritization of Prominent Road-Rail Conflicts in Washington State, 2017, https://leg.wa.gov/JTC/Documents/Studies/Road%20Rail%20Study%202016/FinalReport_Road%20RailConflicts_January%202017.pdf

³¹ Washington State Patrol, Collision Analysis Tool (CAT), 2021, <https://fortress.wa.gov/wsp/collisionanalysistool/>

Center area, and key properties Port of Camas-Washougal, the Port Industrial Park, and the future Steigerwald commercial area for economic growth and community revitalization.

Organizational Excellence: The City of Washougal, alongside key partners, have the capacity and experience to successfully execute this RCE grant agreement using innovative design and construction practices that can serve as a model of intergovernmental and public-private collaboration for other communities across the country.

Project Implementation and Management

In previous transportation improvements involving federal funding, the City of Washougal used the project implementation and management structure outlined below. Washougal has the technical capacity to carry out the proposed scope of work, as evidenced by the on-time and on-budget completion of similar projects such as the \$2 million pedestrian tunnel under the SR-14 connecting the Town Center to the Waterfront, completed in 2010 and funded by federally directed spending, and the \$6 million E Street Road Diet project. To date, the proposed structure has proven to be successful, and it will serve as the model for any RCE grant agreement.

Project Contracting: The City of Washougal will procure design and engineering contractor services and construction contractor services per its standard and customary procurement procedures and all applicable federal, state, and local regulations. Washougal, for example, will comply with the FRA's Disadvantaged Business Enterprises requirements, which include veteran-owned small businesses and service disabled veteran-owned small businesses.

Contract Oversight: Monthly calls will be held among the City of Washougal, BNSF, FRA, and other project partners to discuss overall progress. On-the-ground construction management consultants will monitor the project's progress as well as the various tasks and deliverables. Washougal and these construction managers will oversee and address completion of tasks, potential delays in the project schedule, budget questions, issuance of RFP/RFQs, and requests from FRA for updated documents involving the sub-recipient or project partners, such as work plans, statements of work, and necessary agreements including operating agreements. The City of Washougal will review all contracts and operating agreements throughout the project to ensure they align with the commitments and deliverables promised in the grant agreement with FRA.

Complying with Reporting Requirements: One month after the end of FRA's fiscal quarter, Washougal will submit quarterly SF-425s and financial reports to Grant Solutions. During this time, Washougal will also email the quarterly progress report to the grant's FRA managers. Requests for reimbursement will be expeditiously uploaded to FRA's Delphi system for processing at the end of the quarter. The City will promptly bring any pressing issues to the attention of the FRA. It will also keep and continually update a calendar of important dates, such as quarterly reporting deadlines.

Project Modifications and Change Order Procedure: The City of Washougal will address any project changes and updates, including project scheduling changes during the monthly project status calls. If the change necessitates an amendment to the grant agreement, the City of Washougal will consult with FRA and make any changes that FRA deems necessary.

Invoicing Procedure: The City of Washougal will submit all reimbursement requests, including contractor invoices, in a single upload on a quarterly basis. The City will ask contractors to submit all invoice requests for the quarter about a month before the quarterly deadline. This timeline will give Washougal enough time to review the invoices, request clarification or changes as needed, and then submit the invoices to FRA on time.

Quality Assurance and Quality Control Procedure: Contractors and project partners will be required to build time into their project schedules to allow review by the City, BNSF, consultants,

and FRA of key draft and final documents, such as the budget, project schedule, request for proposal/qualification, and key agreements, to ensure quality control and promote quality assurance functions. Washougal will emphasize that draft documents, not just final versions should be made available for review to allow input from the aforementioned groups as well as quality assurance checks.

Risk Management: Washougal will identify potential issues through monthly FRA/BNSF check-in calls as well as individual calls and emails with contractors, as stated in the quality control section. The City will coordinate monitoring with on-the-ground construction management consultants, who will report any issues they notice on the ground. All issues discovered will be addressed with FRA, as needed. Washougal will keep a global worksheet that documents which projects and deliverables require special attention or are at risk of delaying the project schedule.

Closeout Process: The City of Washougal will conduct an audit of all project tasks when they are scheduled to be completed. Washougal will conduct a final audit of all project deliverables on the grant closeout date and summarize all relevant information in the final report, which is due within the 90-day grant closeout period. The City of Washougal will meet with the FRA and project consultants to confirm the audit's findings and determine whether the project has been completed.

Environmental Readiness

The completion of the NEPA process has been budgeted into the scope of work for this RCE grant. Following preliminary discussions with WSDOT in 2019, the project team expects to complete an Environmental Assessment for this project by January 2024. A Finding of No Significant Impact (FONSI) is projected for this project because no impacts other than those already occurring from significant road and rail use are expected. Following project award, the City of Washougal will be able to obtain environmental clearance from the Washington State Department of Transportation.

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STATEMENT OF WORK

City of Washougal, WA
32nd Street Underpass Project
FY2022 Railroad Crossing Elimination Program

I. AUTHORITY

Authorization	49 U.S.C. § 22909
Funding Authority/Appropriation	Bipartisan Infrastructure Law, 2021 (Pub. L. No. 116-260, November 15, 2021
Notice of Funding Opportunity	Railroad Crossing Elimination Program for Fiscal Year 2022, 87 FR 40335, July, 6, 2022, 14344 FR 2022

I. BACKGROUND

The City of Washougal, WA seeks \$40,480,000 in FRA Railroad Crossing Elimination (RCE) funds matched with \$5 million in Washington State Department of Transportation (WSDOT) MAW Railroad Crossing Grant funding, \$300,000 from the 2021-2023 Washington State Transportation Budget, and \$4,820,000 in local match funds, for the 32nd Street Underpass and Roadway Enhancement project (Project). The existing at-grade Burlington Northern Santa Fe (BNSF) crossing along 32nd Street will be eliminated as part of this \$50.6 million railroad crossing elimination project through the creation of a vehicle underpass and rail overpass (Crossing ID: 090117D). The 32nd Street Corridor, which connects State Route 14 (SR-14) to Stiles Road and the rural areas north and east of Washougal, is the main north-south entrance in the eastern section of the city and a crucial entryway to the Port of Camas-Washougal. Pedestrian and bicycle traffic is also prevalent here, with both types of traffic using the same parts of this unsafe 32nd Street corridor.

The City of Washougal 2015-2035 Comprehensive Plan clearly identifies the need to expand north-south transportation connections as well as improve multimodal facilities for pedestrians, bicyclists, public transit, and automobiles. The Transportation Capital Facilities Plan (CFP) is the Transportation Element of the Comprehensive Plan. The purpose of the CFP is to develop an efficient, cost effective and comprehensive transportation management strategy consistent with regional plans and local needs. This document explicitly distinguishes “major concerns involve the need for improved access to and from SR-14 to provide for regional mobility, improved north-south and east-west traffic and pedestrian/bicycle circulation within the City of Washougal, and construction of a new grade-separated crossing over the BNSF Railroad.”¹

¹ City of Washougal, Washougal Transportation Capital Facilities Plan, 2021

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In 2017, the City of Washougal initiated planning and public engagement for the 32nd Street Underpass project, with the goal of eliminating the safety conflict at the 32nd Street at-grade crossing in downtown Washougal.² Eight options were developed, which looked at BNSF crossing options from 20th Avenue east to 39th Street. The selection of the most feasible solution required a robust process and several levels of assessment including a public open house in which community members were asked for their input in the development of design concepts and were given the opportunity to provide feedback.

The first community open house for the 32nd Street Underpass project was held at City Hall in the Council Chambers on Wednesday, November 14, 2018 from 5:00pm to 7:00pm. An open house announcement was mailed to 5,500 residents in the Washougal zip code. Approximately 90 community members attended the open house. Attendees could view displays and ask questions about the project. Nine display boards provided an overview of the project, introduced the project goals, and illustrated the eight design options and the preferred option. Attendees provided oral and written comments to project team members. An online open house was also available for community members unable to attend. The online open house received over 250 responses from the community. The proposed tasks and subtasks outlined in the Objectives Section below directly result from these thorough alternatives analysis performed by Washougal's engineering team.

II. OBJECTIVE

Transportation Problem

A major transportation challenge in Washougal is the location of the BNSF railway and SR-14, which each cross 32nd Street, creating barriers to north-south connectivity, impediments to freight delivery and port workers, and major safety challenges. The existing at-grade crossing on 32nd Street is one of the busiest on the BNSF line in the state of Washington, with an average of 32 trains operating daily at speeds of up to 70 MPH and a capacity of 60 trains per day. This configuration has caused ongoing road-rail conflicts, as trains frequently block the crossing, causing traffic to back up nearly a quarter mile onto SR14 to the south. As a result, access to Washougal's core, the Town Center District, is indirect and limited, posing a significant barrier to downtown and waterfront revitalization along the Columbia River and the Port of Camas-Washougal jobs center.

The current configuration of 32nd Street also poses a significant accident risk. Eight of the 63 total crashes reported in Washougal in 2021, or 12.7 percent, occurred along 32nd Street. Poor roadway conditions, including narrow or missing sidewalk segments, threaten pedestrian and bicycle mobility. This design creates access and opportunity barriers for Washougal's poorest and most concentrated minority/Latino census tract (Tract 53011040507), which is directly adjacent to this proposed RCE project. The BNSF at-grade crossing in this neighborhood, a federally designated Opportunity Zone with 29.6 percent poverty and 15.3 percent Hispanic residents, has cut off pedestrians, cyclists, and families who need the amenities north of the tracks, forcing many to walk across this busy rail crossing and busy roadway to reach jobs, the two schools serving the neighborhoods south of the tracks, and shopping. This situation jeopardizes residents' health and safety, as well as access to the Town Center, Port of Camas Washougal, and areas of the City of Washougal, as well as unincorporated Clark and Skamania Counties, served by this arterial.

² City of Washougal, Connect Washougal Grade Separation Project, 2018, <http://www.connectwashougal.com/>

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As a result of this safety, equity, and accessibility issues, the Washington Freight Mobility Strategic Investment Board (FMSIB) designated the 32nd Street Underpass project as the 10th highest Tier 2 railroad crossing improvement project (5th highest Tier 2 crossing elimination project) in the State of Washington in August 2018, and the only Tier 2 priority project in the Southwest Washington RTC region and Washington's 3rd Congressional District. As of 2022, the 32nd Street Underpass Project is now the 3rd highest remaining Tier 2 crossing elimination project from the FMSIB priority project list. Tier 2 projects are those that have been planned and/or scoped but have not yet begun significant engineering or design. The State has considered 34 Tier 2 projects in total, and the Washougal 32nd Street crossing is in the top 15th percentile in state priorities for grade crossing improvements. The total incident history, incident severity, level of protection, gate downtime, daily emission, and noise quiet zones were used to prioritize these projects.

Scope of Work

The city has established a bold plan to transform 32nd Street into a modern, mixed-use roadway that can meet the needs of all users, by integrating corridor improvements into this badly-needed rail grade crossing elimination. This will require the separation of the existing at-grade rail crossing, which currently hinders freight rail operations, impedes community growth, creates congestion hotspots, decreases safety, reduced connectivity, and limits multi-modal opportunities for economically struggling and minority neighborhoods. The City of Washougal has secured \$5 million from the WSDOT Railroad Crossing Program and \$300,000 through state transportation budget for a \$50.6 million project to fully design and engineer, acquire right-of-way, and build a much-needed grade separation and associated road improvements along 32nd Street.

Key project scope components are as follows:

- The development of a Detailed Project Work Plan, Budget, and Schedule
- Completion of Preliminary Engineering
- Acquisition of all necessary approvals and permits
- Conclusion of final design and construction bid documentation
- Acquisition of necessary right-of-way
- Construction including the following key elements:
 - A new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street. This will include construction of a shoofly bridge/rail structure to allow continuing of freight rail operations during the construction project. At completion of the crossing elimination project, the shoofly will be integrated into the rail bridge/underpass structure, to allow for a third BNSF rail line to remain, eliminating the current chokepoint that exists at 32nd Street, where the regional rail lines reduce from three rails to only two rails over this roadway.
 - Integration of approximately 0.2-miles of roadway and intersection improvements between A Street to the south and F Street to the north, the required termini for the project due to grading requirements. This will include:
 - A new roundabout at the Main Street/B Street and 32nd Street intersection.
 - A new roundabout at the Evergreen Way and 32nd Street intersection.
 - Intersection improvements at A Street and 32nd Street.

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- Intersection improvements at E Street and 32nd Street
 - Intersection improvements at F Street and 32nd Street.
 - Improved pedestrian and bike facilities on this underpass roadway facility.
 - Roadside Stormwater Management on this underpass roadway facility.
- Project Closeout

Public Benefits:

The project will employ best design practices to construct a much-needed grade separation at 32nd Street to reduce highway-rail conflicts and accidents, upgrade existing road infrastructure on the new underpass for multi-modal use, and improve key intersections at this grade-crossing project to increase functionality, efficiency, and accessibility. This 32nd Street Underpass project supports increased mobility and accessibility, encouraging mode shifts away from private vehicle use. Enhancements to sidewalks with street buffers, intersections with accessible pedestrian signals, curb extensions, and modified vehicle travel lanes will make 32nd Street a much safer, more efficient corridor for all transportation users. Greater perceived safety and comfort is associated with higher levels of active transportation. Active transportation helps to relieve congestion, reduce emissions, and decrease dependence on oil. The potential monetary benefits resulting from reduced health care costs are significant. The cost of treating obesity-related diseases is now second only to the costs of treating those related to tobacco (an estimated \$111 million annually in Clark County). Considering of these high costs, studies have estimated that for every dollar spent on bicycle infrastructure, as many as five dollars are saved in direct medical costs.³

The project will improve connectivity to adjacent neighborhoods, economically distressed and predominantly minority communities, as well as the Town Center and Port of Camas-Washougal developments. This corridor improvement will encourage mode shifts to reduce vehicle miles traveled, idling, fuel consumption, and vehicle emissions. The proposed improvements also improve the state of good repair since they directly support and enhance existing infrastructure. Furthermore, this project will improve the quality of life for Washougal residents and visitors by improving access to critical amenities such as schools, food markets, affordable housing, job centers, recreational trails, and green spaces.

This project will also improve and secure access to a multi-component economic development project to revitalize vacant and underutilized lands in Washougal's immediate community core. This includes the Camas-Washougal Port, the Camas-Washougal Industrial Park, the growing Washougal Town Center, and 85 acres of vacant and redevelopment land. The 500-acre Camas-Washougal Industrial Park is home to 50+ businesses that employ over 1,000 people and have an annual payroll of more than \$35 million. As the downtown core, the 185-acre Town Center District is ready to support new, high-intensity uses such as municipal, commercial, industrial, and residential uses in multi-story mixed-use developments. This Railroad Crossing Elimination project will also help to revitalize an additional 26.5 acres of waterfront property along the Columbia River that the Port has now purchased for commercial, office, mixed-use, and retail development. As the Port and Town Center are revitalized, the project team anticipates that redeveloping this vacant land will result in an additional 360 jobs, \$21.6 million in annual wages, and more than \$60 million in private investment.

³ Clark County Public Health, Growing Healthier, 2012, <https://clark.wa.gov/sites/default/files/dept/files/public-health/data-and-reports/GrowingHealthierReport23Mar2012-1.pdf>

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III. PROJECT LOCATION

The City of Washougal seeks RCE funds to remove one at-grade crossing and update surrounding roadway infrastructure to improve safety, access and mobility for all transportation users. The proposed 32nd Street Underpass project's geospatial coordinates are 45.579790, -122.336965 at its northern terminus and 45.576658, 122.336938 at its southern terminus. The project stretches approximately .20 miles and will directly impact DOT Crossing ID: 090117D, which is owned and operated by Burlington Northern Santa Fe (BNSF).

This Railroad Crossing Elimination project is located within the Washougal city limits and the Portland OR-WA Urbanized area (UA Code 71317) designated by the U.S. Census Bureau. Washougal was officially incorporated in 1908 and became the site for one of the first Pendleton Woolen Mills manufacturing facilities, which still operate in the city today. With scenic vistas of the Columbia and Washougal Rivers and Mount Hood, the City boasts a small town charm while situated close to the major metropolitan amenities found in the Greater Portland-Vancouver area.

Spanning just under 6 square miles, Washougal has a population density of 2,784 people per square mile, significantly higher than the Washington State population density of 106.3 people per square mile and the United States population density of 92.9 residents per square mile.⁴ Despite being a dense, compact city, Washougal still enjoys a small-town appeal with *Best Places* ranking the city as the best city for seniors in 2005 and the #2 city for “hygge,” a Danish concept of creating cozy environments that foster well-being and contentment.⁵ As a result, Washougal has been characterized by rapid growth. Based on OFM data, Washougal has seen relatively steady growth with a population increase of nearly 50% from 7,575 in the year 2000 to 15,170 in 2015.

The city is less racially diverse than the state or the Portland metropolitan area, with a population that is 82.4% white and 8.6% Hispanic. Washougal has a significant youth and elderly population with 23.5% of residents under the age of 18 and 20.2% of residents 60 years of age or older (median age of 37.8).⁶ The City maintains a moderate poverty rate of 13.7%. The median income in Washougal is \$89,608 and the median home value is \$349,300. Most of Washougal's housing stock is a newer development with only 32.1% of the homes built before 1980.

The larger project area, Clark County, has a population of 503,311 and is the fifth largest county in the state by population. Census data shows that about one-third of workers travel outside of the state to work, and almost two-thirds of workers do not work in the city where they live. While there are good examples of walkable neighborhoods in Clark County, the region is dominated by drivable suburban development. Just 2.1% of Clark County commuters use active transportation modes to get to and from work, tied for the lowest of the 10 largest counties in Washington and the lowest in the Portland-Vancouver Region.⁷ In many areas of Clark County, large arterials are the only through-routes. Buildings are often low and set back from the sidewalk by large parking lots presenting barriers to active transportation. Washougal seeks to alter this trajectory using this

⁴ U.S. Census Bureau, 2016-2020 American Community Survey

⁵ Best Places, Washougal, 2021, <https://www.bestplaces.net/rankings/city/washington/washougal>

⁶ Ibid

⁷ Clark County Public Health, Growing Healthier, 2012, <https://clark.wa.gov/sites/default/files/dept/files/public-health/data-and-reports/GrowingHealthierReport23Mar2012-1.pdf>

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proposed RCE project, with smart infill development served by walkable, bikeable, and equitable transportation and development approaches.

Most of the project is located in Census Tract 53011040507, a federally designated Opportunity Zone, with the northern project area crossing into Census Tract 53011040508. Census Tract 53011040507 includes the Columbia River Waterfront, the Port of Camas-Washougal Industrial Park, and the Addy Street Neighborhood. According to the Center for Disease Control's (CDC) Social Vulnerability Index (SVI), Tract 53011040507 has an overall Social Vulnerability Index score of 0.4764, one of the highest in Washougal, indicating a moderate level of vulnerability.⁸ This tract has more renter-occupied housing (32.8%) than the city overall (25.6%). In addition, the tract has a higher vacancy rate than Washougal (6.5% vs. 4.5%) and a much-lower median home value of only \$237,900.

American Community Survey 2016-2020	Tract 405.07	Washougal	Clark County	Washington	United States
Median Household Income	\$57,279	\$89,608	\$77,184	\$77,006	\$64,994
Median Home Value	\$237,900	\$349,300	\$355,000	\$366,800	\$229,800
Poverty	29.6%	13.7%	9.1%	10.2%	12.8%
No Vehicles in Household	2.6%	3.9%	4.6%	6.9%	8.5%
Commute by Car, Truck, or Van	92.5%	83.9%	85.5%	79.4%	83.8%
Commute by Public Transit	1.9%	0.6%	2.0%	6.0%	4.6%
Walk to Work	2.9%	2.0%	1.5%	3.6%	2.6%
Bike to Work	0.0%	0.0%	0.3%	0.8%	0.5%
Minority	38.3%	26.0%	36.2%	47.3%	57.1%
Disabled Persons	14.2%	12.2%	12.1%	12.7%	12.7%
Age 18 and Under	31.7%	23.5%	23.9%	22.0%	22.4%
Age 62 and Over	13.0%	18.2%	19.0%	19.2%	19.6%

At present, most Washougal residents (83.9%) rely on private vehicles to get to work. As a result, many individuals spend a disproportionately large amount of their income on transportation due to the fixed costs associated with financing an automobile purchase and the lack of viable public transit and active transportation alternatives. Transportation costs are typically a household's second-largest expenditure behind housing. In Tract 53011040507, transportation costs, accounting for 23% of household income, are higher than housing costs (22%).⁹ Without sufficient transportation opportunities to support shifts away from private vehicle use, including access to public transportation, pedestrian, and bicycle facilities, transportation costs will continue to inequitably burden low-income community members who have limited financial resources.

⁸ Center for Disease Control, Social Vulnerability Index, 2018, <https://svi.cdc.gov/map.html>

⁹ H+T Affordability Index, 2021, <https://htaindex.cnt.org/map/>

ATTACHMENT 2

Map of Project Location:



ATTACHMENT 2

IV. DESCRIPTION OF WORK

Task 1: Detailed Project Work Plan, Budget, and Schedule

Description of Task: The City of Washougal acknowledges that work on subsequent tasks will not commence until the Detailed Project Work Plan, Budget, and Schedule has been completed, submitted to FRA, and the City of Washougal has received approval in writing from FRA. The FRA will not reimburse the City of Washougal for costs incurred in contravention of this requirement.

Task 1 Deliverables

- a) An agreed upon detailed work plan between the Federal Railroad Administration (FRA) and City of Washougal, including identification of necessary sub-agreements between the City of Washougal and other entities to fulfill the overall grant deliverables.
- b) An agreed upon revised project budget between the FRA and City of Washougal if necessary, including identification of sub recipients and finalization of non-federal match.
- c) An agreed upon revised project schedule, if necessary to complete the grant deliverables in the detailed work plan.

Task 2: Preliminary Engineering

Description of Task: The City of Washougal will competitively procure a qualified design and engineering team to advance the project to 60% design.

Task 2 Deliverables:

- Prepare bid solicitation and competitively solicit the bid for the design, engineering, and permitting project.
- Select the contractor and confirm the overall design team, including city, BNSF, WSDOT, and FHWA officials.
- Consultant will provide monthly progress reports summarizing work accomplished, review status of draft documents, updates to schedule, and updates to action item assignments.
- Complete environmental and technical studies including:
 - Traffic study:
 - Geotechnical study
 - Archaeological study
- Complete environmental analysis for the preferred option.
- Coordinate with environmental and SHPO agencies.
- Advance the project to 60% design.

Task 3: Environmental Review and Permitting

Description of Task: The City of Washougal and its contractors will undertake all necessary permitting needed to advance the project through to construction. The project team will work closely with WSDOT/FHWA, NOAA/USFW, the Washington State Department of Commerce, and the Washington State Department of Ecology to review and approve all plans prior to the completion of the final design including the identification of applicable environmental permits that

ATTACHMENT 2

the City of Washougal must apply for prior to construction, initial coordination with permitting agencies as appropriate, and compilation of permit application forms and relevant information.

Task 3 Deliverables:

- Complete project review in accordance with National Environmental Policy Act
- Complete project review in accordance with Endangered Species Act
- Complete project review in accordance with National Historic Preservation Act
- Complete project review in accordance with State Environmental Policy Act
- Work with city staff to complete Critical Areas Review/Permit.
- Trade permits
- Construction Stormwater General Permit
- Prepare and submit permitting application package to WSDOT/FHWA, NOAA/USFWS/ and the Washington State Department of Ecology.
- Coordination with federal and state agencies.

Task 4: Final Design/Construction Bid Documentation

Description of Task: The City of Washougal will advance the design of the undercrossing of the BNSF Ralline in accordance with the BNSF Railway Guidelines for Railroad Grade Separate Projects document and associated AASHTO and WSDOT design codes. The project team will work closely with BNSF to progress the design through their review process. The separate includes a proposed shoefly alignment, temporary shoring walls, permanent retaining walls and a new railroad bridge carrying the existing railroad tracks and accommodating future railroad improvements. Additional design work includes adjacent roundabout and interchange improvements and associated civil design that accompanies the new undercrossing.

Task 4 Deliverables:

- BNSF Railroad submittals of 30% and final design for approval.
- Advance the project to 100% design and engineering.
- Construction bid documentation finalized.

Task 5: Right of Way Acquisition

Description of Task: The City of Washougal will secure additional right-of-way for the project. The project team will develop right-of-way plans, conduct property appraisals, and negotiate with the affected properties for the purposes of acquiring the impacted properties. Relocation plans, if needed, will be prepared in negotiation with the properties. This task will additionally include exercising of eminent domain, as applicable.

Task 5 Deliverables:

- Establish right-of-way plans consistent with state/federal regulations and with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA).
- Conduct property appraisal utilizing the Right of Way Funding Estimate following the procedures outlined in Chapter 25 of the LAG Manual M 36-63.
- A qualified Review Appraiser shall review all appraisals of real property and/or property rights prior to initiation of negotiations.

ATTACHMENT 2

- Negotiate purchase and sale agreements in an amount no less than WSDOT's approved appraisal of the market value of such properties.
- Acquired private property.

Task 6: Construction

Description of Task: The City of Washougal will manage and oversee the construction of the project and coordinate with BNSF for approval and safety procedures. Work activities include verification that efforts within the BNSF ROW follow the contract agreement and safety protocol established to meet the City's and BNSF's standards. The city will provide construction management and inspection services to verify contractor performs per the contract, permits, and associated agreements. The city will review all construction activities and submittals and respond to requests for information (RFI) and change management.

Task 6 Deliverables:

- Prepare bid solicitation and competitively solicit the bid for construction services.
- Select the contractor and confirm the overall construction team, including city, BNSF, WSDOT, and FHWA officials.
- Establish contract administration protocols and construction management plan.
- Complete construction inspection.
- Submit final construction documents for BNSF Railway for approval.
- Procure, oversee, and utilize construction management and inspection services.
- Coordinate with the railroad for shoefly construction and track alignment modifications.
- Implement railroad flagging and safety procedures.
- Complete all required construction support services (e.g., RFI, Submittal Review, and change management)

Task 7: Project Closeout

Description of Task: Project closeout includes the successful completion of the project and opening of the roadway to traffic. Project closeout will also include a ribbon-cutting to celebrate the close of the project.

Task 7 Deliverables:

- Complete final inspection.
- 32nd Street corridor reopens to traffic.
- Ribbon-cutting ceremony held.
- Closeout audit of grant to ensure all deliverables are completed in line with the grant agreement.
- Final Performance Report

ATTACHMENT 2

V. PROJECT COORDINATION

The City of Washougal will perform all tasks required for the project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- BNSF
- Federal Railroad Administration
- Washington State DOT
- Southwest Washington RTC
- Port of Camas-Washougal

VI. PROJECT MANAGEMENT

The City of Washougal is responsible for facilitating the coordination of all activities necessary for the implementation of the Project. Upon award of the grant, the City of Washougal will monitor and evaluate the Project's progress through regular meetings scheduled throughout the period of performance. This will be undertaken in close coordination with the Washington Department of Transportation. The City of Washougal will:

- Participate in a project kickoff meeting with FRA and Washington DOT
- Complete necessary steps to hire a qualified consultant to perform required Project work
- Hold regularly scheduled project meetings with FRA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform project close-out audit to ensure contractual compliance and issue close-out report
- Submit to FRA all required project deliverables and documentation on-time and according to schedule, including periodic receipts and invoices
- Comply with all FRA project reporting requirements, including, but not limited to:
 - a. Status of project by task breakdown and percent complete
 - b. Changes and reason for change in project's scope, schedule and/or budget
 - c. Description of unanticipated problems and any resolution since the immediately preceding progress report
 - d. Summary of work scheduled for the next progress period
 - e. Updated Project schedule
- Read and understand the Terms and conditions of this Agreement
- Notify FRA of changes to this Agreement that require written approval or modification to the Agreement

ATTACHMENT 3

DELIVERABLES AND APPROVED PROJECT SCHEDULE

City of Washougal, WA
32nd Street Underpass Project

I. DELIVERABLES AND APPROVED PROJECT SCHEDULE

The deliverables associated with this Agreement are listed below. The Grantee must complete these deliverables to FRA's satisfaction to be authorized for funding reimbursement and for the Project to be considered complete.

Unless otherwise approved, requests for extensions of the Project Performance Period must be submitted not later than 90 days before the end of the Project Performance Period, consistent with Section 4(b) of Attachment 1.

Deliverables

<u>Task #</u>	<u>Deliverable Name</u>	<u>Due Date</u>
1	Detailed Project Work Plan, Budget, and Schedule	June 2023
2	Preliminary Engineering	December 2023
3	Permitting	January 2024
4	Final Design/Construction Bid Documentation	May 2024
5	Right of Way Acquisition	November 2024
6	Construction	December 2025
7	Project Closeout	February 2026

ATTACHMENT 4

APPROVED PROJECT BUDGET

City of Washougal, WA
32nd Street Underpass Project

I. APPROVED PROJECT BUDGET

The total estimated cost of the Project is \$50,600,000 for which the FRA grant will contribute up to 20% of the total Project cost, not to exceed \$40,480,000. The Grantee's Non-Federal Contribution is comprised of cash contributions valued at \$10,120,000. Any additional expense required beyond that provided in this Agreement to complete the Project will be borne by the Grantee.

Project Budget by Task

Task #	Task Name	Federal (FRA) Contribution	Non-Federal Contribution	Total Cost
1	Detailed Project Work Plan, Budget, & Schedule	\$0	\$150,000	\$150,000
2	Preliminary Engineering	\$1,000,000	\$1,000,000	\$2,000,000
3	Permitting	\$200,000	\$250,000	\$450,000
4	Final Design/Construction Bid Documentation	\$500,000	\$500,000	\$1,000,000
5	Right of Way Acquisition	\$3,000,000	\$1,000,000	\$4,000,000
6	Construction	\$35,780,000	\$7,220,000	\$43,000,000
7	Project Closeout	\$0	\$0	\$0
Total		\$40,480,000	\$10,120,000	\$50,600,000

Revisions to the Approved Project Budget shall be made in compliance with Attachment 1 of this Agreement. The Grantee will document expenditures by task, and by Federal and Non-Federal Contributions, when seeking reimbursement from FRA.

ATTACHMENT 4

Project Budget by Source

Funding Source	Project Contribution Amount	Percentage of Total Project Cost
Federal Contribution (Amount of FRA Grant)	\$40,480,000	80%
Non-Federal Contribution	\$10,120,000	20%
<i>Washington State</i>	<i>\$5,300,000</i>	<i>10.5%</i>
<i>City of Washougal</i>	<i>\$4,820,000</i>	<i>9.5%</i>
<i>BNSF</i>	<i>pending</i>	<i>-%</i>
Total Project Cost	\$50,600,000	100%

Project Budget by Cost Categories

Cost categories will be provided with the Detailed Project Budget that is part of Task 1.

ATTACHMENT 5

PERFORMANCE MEASUREMENTS

City of Washougal, WA
32nd Street Underpass Project

I. PERFORMANCE MEASUREMENTS

The table below contains the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess Grantee's progress in achieving strategic goals and objectives. The Grantee will report on these performance measures per the frequency and duration specified in the table.

Table 1: Performance Measurement Table

Performance Measure	Description of Measure	Measurement	Reporting
Safety Benefits	<i>By removing potential conflict points for vehicles and other travel modes at this at-grade 32nd Street crossing, this project will reduce the number and severity of vehicle crashes caused by BNSF rail congestion, and reduce the likelihood of fatalities, injuries, and property damage caused by crashes on the facility. The benefits of safety will be measured by keeping track of annually reported crashes in the project area.</i>	Pre-Project (Baseline) Performance as of December 2021: <i>three reported crashes</i>	Actual Project Performance After Project Completion: Comparison of actual performance of asset(s) versus the baseline and expected post-project performance.
			Frequency: Annual
		Expected Post-Project Performance: <i>zero reported crashes</i>	Duration: For three years after the Project Performance Period end date.

Performance Measure	Description of Measure	Measurement	Reporting
Travel Time Savings	<i>Reduced travel times for drivers and passengers, both in-vehicle and wait time, will result from improved traffic flow when the at-grade crossing is eliminated. This will include time savings for passenger, truck freight, and emergency response vehicles on the 32nd Street route. Travel time savings will be measured by</i>	Pre-Project (Baseline) Performance as of December 2021: <i>\$0/year</i>	Contents: Comparison of actual performance of asset(s) versus the baseline and expected post-project performance.
			Frequency: Annual

ATTACHMENT 5

	<i>multiplying average daily gate downtime (2.4675 hours/day) by the DOT recommended hourly values of travel time savings (\$17.80) by 10% of the number of trips per year (209,072) as approximately 10% of vehicles are impacted by gate-down times on the roadway.</i>	Expected Post-Project Performance: \$9,182,755.85/year	Duration: For three years after the project's Project Performance Period end date.
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Performance Measure	Description of Measure	Measurement	Reporting
Gross Ton Expansion	<i>The increase in annual gross tonnage of freight shipped in the project area (both rail and truck) will be tracked to measure the project's economic benefits, on an annualized pre- and post-project basis. Data will be collected at the County wide level.</i>	Pre-Project (Baseline) Performance as of December 2010 23,545 tons/year	Contents: Comparison of actual performance of asset(s) versus the baseline and expected post-project performance.
			Frequency: Annual
		Expected Post-Project Performance: 30,000 tons/year	Duration: For three years after the Project Performance Period end date.

Performance Measure	Description of Measure	Measurement	Reporting
Operating & Maintenance Cost Savings	<i>Improved road conditions will save carriers money on vehicle and rail operating costs, such as reduced fuel consumption, maintenance, and other expenses. Reduced wear and tear on road vehicles, trains, roadways, and rail facilities should result in real cost savings in dollars (\$) annually over the course of the project. The City will monitor its own roadway operations and maintenance costs, as well as collaborate with BNSF and the Port of Camas-Washougal to assess project impacts on these private sector partners.</i>	Pre-Project (Baseline) Performance as of December 2021 \$200,000/year	Contents: Comparison of actual performance of asset(s) versus the baseline and expected post-project performance.
			Frequency: Annual
		Expected Post-Project Performance: \$50,000/year	Duration: For three years after the Project Performance Period end date.

Performance Measure	Description of Measure	Measurement	Reporting
Pedestrian & Bicycle Service Levels	<i>The construction of a new multi-use path and sidewalks will provide new opportunities for pedestrians and bicyclists to safely and easily navigate</i>	Pre-Project (Baseline) Performance as of October 2022 E	Contents: Comparison of actual performance of asset(s) versus the baseline and

ATTACHMENT 5

	<i>32nd Street. Based on the geometry and conditions of the roadway, the project team will measure bicycle and pedestrian level of service to determine the level of comfort of these non-vehicular users. The Pedestrian and Bicycle Level of Service along 32nd Street will be determined by evaluating pre- and post-construction sidewalk width, posted speed, number of through traffic lanes, pavement condition, and vehicle traffic volume, among other factors. The performance metric for this factor will be increased numbers of pedestrians and cyclists, measured on average annually, making use of 32nd Street corridor, on pre- and post-project bases.</i>		expected post-project performance.
			Frequency: Annual
		Expected Post-Project Performance: A	Duration: For three years after the Project Performance Period end date.

Performance Measure	Description of Measure	Measurement	Reporting
<i>Emission Reduction</i>	<i>Reduced traffic delays and vehicle miles traveled will lower emissions and fuel consumption. Furthermore, less idling will improve air quality. Poor air quality increases the risk of respiratory ailments such as asthma and bronchitis, increases the risk of life-threatening conditions such as cancer, and burdens the healthcare system with significant medical costs. The Environmental Protection Agency's Environmental Justice Screening Tool (EJScreen) will be used to calculate emission benefits for vehicle mobile sources at the 32nd Street project area and local level for criteria air pollutants and air toxics, on an annualized basis pre- and post-project.</i>	Pre-Project (Baseline) Performance as of October 2022 <i>Ozone (ppb) 38</i> <i>Particulate Matter 2.5 (ug/m3) 7.34</i> <i>Air Toxic Cancer Risk (risk per MM) 30</i>	Contents: Comparison of actual performance of asset(s) versus the baseline and expected post-project performance.
			Frequency: Annual
		Expected Post-Project Performance: <i>Ozone (ppb) 32</i> <i>Particulate Matter 2.5 (ug/m3) 5</i> <i>Air Toxic Cancer Risk (risk per MM) 25</i>	Duration: For three years after the Project Performance Period end date.

ATTACHMENT 6

LETTERS OF SUPPORT

City of Washougal, WA

32nd Street Underpass Project

See attached letters of support from the following individuals and organizations:

1. Washington State Department of Transportation (WSDOT)
2. Burlington Northern Santa Fe Railway (BNSF)
3. Representative Jamie Herrera Beutler
4. Southwest Washington Regional Transportation Council (RTC)
5. Port of Camas-Washougal
6. Washougal School District
7. REACH Community Development
8. Washington Freight Mobility Strategic Investment Board (FMSIB)
9. C-TRAN
10. Representative Hoff and Representative Vick
11. Senator Wilson
12. Representative Harris



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 30, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Washington State Department of Transportation (WSDOT) supports the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions including narrow or no sidewalks impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

We hope you will this project full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar'.

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation



French Thompson
General Director
Public Infrastructure & Investments

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2600 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 352-6316

French.Thompson@BNSF.com

October 11, 2022

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: BNSF Letter of Support – 32nd Street Underpass Project

Dear Administrator Bose,

BNSF Railway supports efforts by the City of Washougal to secure federal discretionary funding under the 2022 Railroad Crossing Elimination (RCE) grant for the 32nd Street Underpass Project. If awarded, the project will construct a new railroad bridge and road underpass at 32nd St, improve multiple intersections, bicycle and pedestrian facilities, and improve roadside stormwater management.

BNSF values our working relationship with the City of Washougal and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of final engineering and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with the City of Washougal through this important project.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized loop followed by a horizontal line and a small, sharp hook at the end.

French Thompson
General Director – Public Infrastructure & Investments

JAIME HERRERA BEUTLER
3RD DISTRICT, SOUTHWEST WASHINGTON

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON LABOR, HEALTH AND
HUMAN SERVICES, EDUCATION
AND RELATED AGENCIES
SUBCOMMITTEE ON LEGISLATIVE BRANCH
SUBCOMMITTEE ON ENERGY AND
WATER DEVELOPMENT AND RELATED AGENCIES

U.S. JOINT ECONOMIC COMMITTEE



Congress of the United States
House of Representatives
Washington, DC 20515-1602

□ 2352 RAYBURN HOB
WASHINGTON D.C. 20515
(202) 225-3536

□ GENERAL O.O. HOWARD HOUSE
750 ANDERSON STREET, SUITE B
VANCOUVER, WA 98661
(360) 695-6292

WWW.JHB.HOUSE.GOV

September 20, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing in support for the City of Washougal's application for the 32nd Street Underpass Project through the U.S. Department of Transportation's, Federal Railroad Administration (FRA) Railroad Crossing Elimination Grant Program.

Washougal is in Southwest Washington, just fifteen miles from the Vancouver metropolitan area. The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and poor roadway conditions. The portions of narrow and no sidewalks impact pedestrian mobility. This configuration also creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

I am pleased to support this application for funding, and I ask for full and fair consideration of this request. Please direct information to Colin Swanson at Colin.Swanson@mail.house.gov or via telephone (360) 695-6292.

Sincerely,

Jaime Herrera Beutler

Jaime Herrera Beutler
Member of Congress



1300 Franklin Street, Floor 1
P.O. Box 1366
Vancouver, WA 98666-1366

564-397-6067
564-397-6132 fax
<https://www.rtc.wa.gov>

Member Jurisdictions

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Camas
City of Washougal
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington DOT
Port of Vancouver
Port of Camas-Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Cowlitz Indian Tribe
Metro
Oregon DOT
14th Legislative District
17th Legislative District
18th Legislative District
20th Legislative District
49th Legislative District

October 6, 2022

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Southwest Washington Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Clark County region of Washington State, I would like to express our support for the City of Washougal's efforts to seek federal Railroad Crossing Elimination grant for the "32nd Street Underpass Project."

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. This presents an obstacle to downtown and waterfront revitalization efforts. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track.

The 32nd Street Underpass project is included in the RTC Regional Transportation Plan and will provide significant benefit to the region by providing improved mobility, access, and safety. We urge you to support the City of Washougal's 32nd Street Underpass project.

Thank you for your consideration of Washougal's 32nd Street Underpass project, and please do not hesitate to contact me directly if you have questions. We thank you for your continued support of our region.

Sincerely,

Matt Ransom
Executive Director

Southwest Washington Regional Transportation Council



The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to convey my strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions including narrow or no sidewalks impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

I am pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future. Thank you for your time and consideration on this important proposal.

Sincerely,

David Ripp
Chief Executive Officer



WASHOUGAL SCHOOL DISTRICT

#Washougal Rising

4855 Evergreen Way
Washougal, WA 98671
Tel: 360.954.3000
Fax: 360.954.3099
www.washougal.k12.wa.us

September 26, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to convey my strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions including narrow or no sidewalks impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

I am pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project, and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future. Thank you for your time and consideration on this important proposal.

Sincerely,

Dr. Mary Templeton
Superintendent



Everyone deserves a place to call home.

September 28, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of REACH Community Development, I write to convey our strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The at-grade rail crossing at 32nd Street is a barrier to access for residents living at our Gateway Gardens Apartments, an affordable housing community serving households living on lower incomes and others in the Addy neighborhood. REACH supports the 32nd Street Underpass initiative because it will significantly improve safety along this busy arterial. It will also offer increased access to critical basic needs north of the railroad tracks, such as schools, shops, and businesses, particularly for low-income and minority residents.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

We are pleased to support the City of Washougal as it seeks funding to implement the 32nd Street Underpass grade separation and accessibility project. We urge you to make this federal Railroad Crossing Elimination investment in Washougal's future. Thank you for your time and consideration of this important proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Valliere", written over a horizontal line.

Dan Valliere
CEO



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

Dan Gatchet,
Chair

Brian Ziegler,
Director

Board Members
Leonard Barnes

Peter Bennett

Matthew Ewers

Erik Hansen

Johan Hellman

Temple Lentz

John McCarthy

Anne McEnery-Ogle

Roger Millar

Arthur Swannack

Ben Wick

Website
www.fmsib.wa.gov

September 21, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to convey FMSIB's strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington State. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions including narrow or no sidewalks impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

FMSIB is pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future. Thank you for your time and consideration on this important proposal.

Sincerely,

Dan Gatchet
Board Chair



SMD/dj

September 20, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to convey my strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington State. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions including narrow or no sidewalks impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

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I am pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project, and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future. Thank you for your time and consideration on this important proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shawn M. Donaghy", with a stylized flourish at the end.

Shawn M. Donaghy
Chief Executive Officer

« OUR COMMUNITY, OUR PROMISE »

C-TRAN 360.696.4494 • C-VAN 360.695.8918 • www.c-tran.com • 10600 NE 51st Circle • Vancouver, WA 98682



Washington State Legislature

September 20, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

We are writing to convey our strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions including narrow or no sidewalks impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

We are pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future. Thank you for your time and consideration on this important proposal.

Sincerely,

A handwritten signature in black ink that reads "Larry Hoff".

Representative Larry Hoff
18th Legislative District

A handwritten signature in black ink that reads "Brandon Vick".

Representative Brandon Vick
18th Legislative District



Washington State Senate

205 Irv Newhouse Building
PO Box 40417
Olympia, WA 98504-0417

Senator Lynda Wilson
17th Legislative District

Phone: (360) 786-7632
Hotline: 1-800-562-6000
Lynda.Wilson@leg.wa.gov

September 26, 2022

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to convey my strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state. This has created ongoing conflicts as trains frequently block the crossing, resulting in significant traffic backups. As a result, access to the Town Center District in Washougal is limited which presents an obstacle to downtown and waterfront revitalization efforts around the Columbia River and Port of Camas-Washougal. This configuration results in accidents and the poor roadway conditions – including narrow or no sidewalks – impacts mobility. Additionally, it creates barriers to access and opportunity for Washougal's low-income residents and underserved communities who require access to amenities north of the railroad track. Many of these residents are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response and rail freight, and enhance safety and connectivity at 32nd Street.

I am pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future.

Thank you for your time and consideration on this important proposal.

Sincerely,

A handwritten signature in black ink that reads "Lynda Wilson".

Senator Lynda Wilson
17th Legislative District



September 21, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: City of Washougal (WA) / FRA Grant

Dear Secretary, Buttigieg:

I am writing to convey my strong support for the City of Washougal's application to use U.S. Department of Transportation's, Federal Railroad Administration (FRA) *Railroad Crossing Elimination Grant Program* for the 32nd Street Underpass Project.

The current at-grade crossing along 32nd Street is one of the busiest at-grade crossings along the BNSF line in Washington state.

Current issues include:

- Ongoing conflicts as trains frequently block the crossing
- Significant traffic backups
- Limited access to the local Town Center District in Washougal (minimizing efforts made by the Port of Camas-Washougal on their waterfront revitalization project)
- Increased motor vehicle accidents
- Poor roadway conditions, including narrow or no sidewalks, impact mobility (ADA)
- Barriers to Washougal's low-income residents and underserved communities, many of whom are forced to walk across this busy road to reach jobs, schools, and shopping.

The 32nd Street Underpass project would include a new railroad bridge and underpass structure between Main Street/B Street and Evergreen Way along the BNSF crossing at 32nd Street, new roundabouts, intersection improvements, improved pedestrian and bike facilities, and roadside stormwater management. Additionally, this project would reduce congestion and idling, improve emergency response, rail freight, and enhance safety and connectivity at 32nd Street.

I am pleased to support the City of Washougal as it seeks funding to implement 32nd Street Underpass grade separation and accessibility project and urge you to make this federal Railroad Crossing Elimination investment in Washougal's future.

Thank you for your time and consideration on this important proposal.

Sincerely,

A handwritten signature in cursive script that reads "Paul Harris".

Paul Harris, Representative
17th Legislative District
House of Representatives, WA

Cc: City of Washougal

ATTACHMENT 7

MATCH COMMITMENTS

City of Washougal, WA 32nd Street Underpass Project

See attach documentation of match commitments, which include:

1. A City of Washougal Council resolution committing local match funds;
2. A letter from the Washington State Department of Transportation committing state funds;
and,
3. An excerpt from the Washington State Transportation Budget.

Resolution No. 1217

A RESOLUTION authorizing and supporting the application for a U.S. Department of Transportation Railroad Crossing Elimination Grant for the City of Washougal 32nd Street Underpass and Roadway Enhancements Project.

WHEREAS, the City of Washougal is an eligible applicant for a grant awarded by the U.S. Department of Transportation (“DOT”); and

WHEREAS, the City of Washougal is submitting a grant application to DOT for \$50.6 million in funding. The City has secured matching funds including \$5 million in state funding from the Washington State Department of Transportation (“WSDOT”), and \$300,000 in funding from the 2021-2023 Washington State Transportation Budget, and up to \$4.82 million in local funding from the City of Washougal to support the Washougal 32nd Street Underpass and Roadway Enhancements Project, and

WHEREAS, the City of Washougal has additional match funding pending from Burlington Northern Santa Fe (“BNSF”) Railway pursuant to 23 CFR 646.210, and

WHEREAS, the City Council of the City of Washougal supports the completion of the project if a grant is awarded by DOT;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WASHOUGAL as follows:

Section I

The above recitals are hereby incorporated as findings by the City Council of the City of Washougal.

Section II

The City Council of the City of Washougal strongly supports the DOT Railroad Crossing Elimination Grant program application for the 32nd Street Underpass and Roadway Enhancement project and plans to match the grant with up to \$4.82 million in local funds or a lesser amount as determined by BNSF match funding.

Section III

The City Council of the City of Washougal will authorize the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with WSDOT and/or the DOT.

Section IV

If the grant is awarded, the City Council of the City of Washougal hereby authorizes the City Manager to sign the grant agreement with the WSDOT and/or DOT.

PASSED by the Council of the City of Washougal at regular meeting on the 26th day of September, 2022.

City of Washougal, Washington

David Stuebe

Mayor

ATTEST:

Daniel Lgr

Finance Director / City Clerk

APPROVED AS TO FORM:

Kenneth Woodricle

City Attorney

August 9, 2022

David Scott
City Manager
City of Washougal
1701 C Street
Washougal, WA 98671

**City of Washougal
32nd Street Undercrossing Project
Moving Ahead Washington – Railroad Crossing Grant
Program
State Match**

Dear Mr. Scott:

WSDOT is pleased to advise you that the above-mentioned project has been identified to receive state funding contingent upon receiving a Railroad Crossing Elimination (RCE) program grant or Consolidated Rail Infrastructure and Safety Improvements (CRISI) federal award for Federal Fiscal Year (FFY) 2022.

The state funding for this project is limited to the maximum amount shown below:

32nd Street Undercrossing	\$5,000,000
---------------------------------------------	--------------------

To access the funds, the city must provide WSDOT with a copy of the notification from the Federal Railroad Administration (FRA) of the successful FFY 2022 grant award, to finalize the state funding.

In the event the City does not receive a FFY 2022 RCE or CRISI grant for this project, the State Match funds will not be awarded, however the city may reapply in future cycles.

If you have any questions regarding this conditional award, please contact Kyle McKeon, HQ Local Programs Engineering Services Manager at (360) 705-7375.

Sincerely,



Jay Drye P.E.
Director
Local Programs

cc: Michael Williams, Region Local Programs Engineer

OFM Transportation Document 21GOV001 as developed December 17, 2020

Local Programs Program (Z)

(Dollars In Thousands)

Project	Project Title	Funding Source				2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	2033-35	2035-37	Future	Total
		TPA	Nic	CW	Oth											(incl Prior)
L1000201	Covington Way SE Intersection Improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	265	35	0	0	0	0	0	0	0	0	300
L1000202	Coal Creek Drive Repairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	0	0	0	0	0	0	0	125
L1000285	Washougal 32nd St Underpass Design & Permitting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	150	150	0	0	0	0	0	0	0	0	300
L2000237	Renton Avenue Pedestrian Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	150	440	0	0	0	0	0	0	0	0	590
L2000239	Bus Lane Signage Vashon Ferry Terminal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	65	0	0	0	0	0	0	0	0	0	75
L2000240	4th Ave SW Enhancement Project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1	0	0	0	0	0	0	0	0	0	620
L2000248	Bingen Walnut Creek Railroad Crossing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	0	0	0	0	0	0	0	130
L2000249	Butler Road Railroad Crossing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	0	0	0	0	0	0	0	207
L2000251	Tremont Street Widening/Port Orchard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	0	0	0	0	0	0	0	2,000
L2000262	Columbia River Renaissance Trail Connection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	300	200	0	0	0	0	0	0	0	0	500
L2000264	South Lake Stevens Multi-Use Path	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,300	0	0	0	0	0	0	0	0	0	1,300
L2000267	35th Ave. SE Reconstruction Project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	500	0	0	0	0	0	0	0	0	0	500
L2000270	NE 132nd Street Sidewalk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	429	0	0	0	0	0	0	0	0	0	500
L2000272	Viking Way	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	500	0	0	0	0	0	0	0	0	0	500
L2000275	Shelton - Downtown Connector Project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	0	0	0	0	0	0	0	1,000
L2000276	Lyman - Prevedal Road Repairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8	0	0	0	0	0	0	0	0	0	300
L2000277	White Salmon- Courtney Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	750	750	0	0	0	0	0	0	0	0	1,500
L2000284	Port of Moses Lake - Hangar Expansion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	24	0	0	0	0	0	0	0	0	0	100
L2000285	Odessa - County Road Bridge Replacement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	100	0	0	0	0	0	0	0	0	0	100
L2200089	Slater Road Bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	175	175	0	0	0	0	0	0	0	0	350
WLBTRSTL	Wilburton Trestle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	100	2,400	0	0	0	0	0	0	0	0	2,500
L1000284	Ridgefield South I-5 Access Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	200	50	0	0	0	0	0	0	0	0	250
L1000175	West Main Street Realignment Project - Phase II	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,533	0	0	0	0	0	0	0	0	0	3,000
L1000185	SR 9/4th Street NE - Frontier Village Access Improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	420	0	0	0	0	0	0	0	0	0	420
L2000360	SR 9/South Lake Stevens Road Culvert	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	250	750	0	0	0	0	0	0	0	0	1,000