

Coalition for Sustainable Land Management

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Federal 501c3 Non Profit Organization Formed 2021

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Teams: Jeff Cox, Lead

- History and Updates
 - Jackie Lane
- Railroad Overlay
 - Jim Byrne
 - Dan Fife
- Railroad Safety
 - Positions open

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Subcategories: History and Updates

- Financial viability of railroad to taxpayers or county
 - Estimated \$52,000 income from 10,000 cars per year vs \$12 million slated to be spent through 2025.
 - No economic study of FRDU
 - No economic study of Business that might locate in FRDU
- Resident Quality of Life
 - Noise associated with railroad
 - Seismic Implications
 - Property Values
- Development and Implementation of FRDU
 - Public Disclosure Requests (PDR)
 - Document Collection and Collation

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Subcategories: Overlay

- Review of technical elements of FRDU
 - Review and assessment of current documents
- Monitoring progress of Development and Implementation
 - Status of Grants Applied for and Received
 - Construction and Repairs to railroad line
 - Analysis of Effects of Construction and Repairs

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Subcategories: Safety

- Rail line construction
 - Specifications to meet standards
 - Neighborhood Specific Safety Issues
 - Bridge and Crossings meet Current Standards

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History Of Portland Vancouver Junction Railroad aka' Chelatchie Prairie Railroad

1887 Portland Vancouver Yakima Railroad

1999 Harbor Plywood Sells RR to Private Investors

- Becomes Chelatchie Prairie Railroad

1984 Owners File to Abandon RR to recover assets and return property original owners

1986 Clark County Purchases RR

2004 Clark County Enters into Lease Portland Vancouver Junction Railroad

2017 3ESB Creation of Freight Rail Dependent Use(FRDU) Zoning

2019 Clark County Sues PVJR for Declaratory Relief Lease was Invalid

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History Of Portland Vancouver Junction Railroad aka' Chelatchie Prairie Railroad

2019 PVJR Sues Clark County That Lease Was Valid

2022 Clark County and PVJR Reach Settlement and New Lease is Approved by County Council

2023 County Council Solicit Legal Opinion on Aspects of FRDU Legislation

2022-2023 PVJR Grants to Rehabilitate RR Bridges, Bed, and Ties.

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3ESB 5517 Freight Rail Dependent Uses (FRDU)

- Passed in Washington State Legislative 2017 session
- Creates FRDU overlay specifically and only for short line railroad
- FRDU overlay only applies to Clark County and Okanogan County WA
- Requires Minimum Standards be developed by local government.
- Provides for industrial uses in areas that might not be currently compatible
- Public hearings and comment mid to late 2018.
- Litigation by Clark County begins 2019
- Litigation settled out of court late 2022
- Amended Lease signed December 2022
- <https://clark.wa.gov/community-planning/freight-rail-dependent-uses>

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Issues With FRDU

Land Use Conflicts

- Proximity of existing and planned residential areas to railroad track
- Destruction of wetlands and agriculture land.
- Liberal re zoning requirements

Economic issues

- Lack of environmental studies,
- Lack of financial viability studies
- Lease terms don't provide any Return on Investment of \$12.5 million taxpayer dollars

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Issues With FRDU

Safety

- Outdated railroad crossings related to train and vehicular traffic
- Neighborhood specific safety issues
- Continued residential housing development adjacent to railroad tracks
- Proximity of rail line and industry to schools

Residents' Quality of Life

- Noise
- Seismic activity of rail cars compromising structural integrity of homes
- Significant property value decline due to proximity of railroad line

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Construction since FRDU Implemented



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Bridge 6, located at MP 6.53 is a wooden bridge with subgrade ballast approach, rotting ties and in an area heavily used by existing rail customers that if left unrepaired could jeopardize rail service.



Bridge 12 at Salmon Creek has rotting and shifting timbers.

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Current Issues

- Chelatchie Bluff and Curtain Creek
 - Unauthorized and unpermitted road construction, logging, filling, and grading
 - Stream destruction causing death to Coho Salmon and Steelhead
 - Attempts to secure a Surface Mine Overlay(SMO) by Granite Construction
 - Enabling 1 million ton of aggregate to transported through Battleground. 70 car trips per day
 - Enabling an asphalt/concrete plant on Lagler Ag property near 131st and Laurin Road

- Railroad Operator issues.
 - Outright lying and bullying to county officials
 - Lack of transparency
 - Multiple instances breach of lease agreement
 - Unbridled willingness to use Eminent Domain to secure railroad wants and needs.

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Summary

- Financially not viable to taxpayers of Clark County
- Safety Issues abound. Lest we not forget Palestine Ohio recently
- Extreme close proximity of railroad to homes and schools
- Loss of home values.
- Damage to homes and schools due to railroad ground vibration
- Loss of important agricultural land
- Exponential increase in rail traffic due to million ton of aggregate being transported out of the north county area

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