



## CLARK COUNTY RAILROAD ADVISORY BOARD

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Clark County Planning Commission  
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VIA EMAIL [sonja.wiser@clark.wa.gov](mailto:sonja.wiser@clark.wa.gov)

November 15, 2017

I am writing to convey the recommendation of the Clark County Railroad Advisory Board for the implementation of SB5517.

We have spent many years of effort on the voluntary board pushing the agenda of the railroad. One of the major impediments to the growth of the railroad is the lack of land available for industrial development and growth of related jobs for Clark County. We have finally received the support of the Washington Legislature and the Governor to gain access to needed land adjacent to the railroad. We thank the Clark County Councilors, Planning Commission and county staff for their efforts in helping pass this important legislation and the earlier establishment of the Rural Industrial Land Bank.

We are very supportive of the work of the community planning staff, however, we believe modification of proposed revisions to the comp plan and the overlay map are appropriate. We have worked with legislators and others throughout the development and passage of SB5517. In addition we have been involved in meetings with the person who drafted the bill and clearly understands the intent of the bill. We believe the verbiage included in the attached draft of changes to the comp plan more clearly captures the intent of SB5517.

In addition the property included in the Rural Industrial Land Bank was always intended to be a property available for a large industrial development utilizing rail service. Although the land bank is now effective, it is in jeopardy as a result of legal attacks. Only a portion of the land bank property is included in the SB5517 implementation overlay. In order to give greater protection to the entire land bank property all of the Industrial Land Bank property must be included in the overlay.

We believe these implementation revisions should be adopted to clearly implement the legislation intended by SB5517.

Again we thank the County Councilors, the Planning Commission and the county staff for their efforts to implement this bill in 2017. The Railroad Advisory Board is ready to assist in any manner needed.

Sincerely,

Daniel C. Weaver, Chair  
Clark County Railroad Advisory Board

Land Use Element (p.39)

### Freight Rail Dependent Uses Overlay

This designation applies to land in Clark County, including Rural and Resource Land, where such land makes use of and is adjacent to, a class 2 or class 3 short line railroad as defined by the Surface Transportation Board. This designation is implemented with an overlay zone that identifies parcels where freight rail dependent uses adjacent to ~~the a County's~~ short line railroad are ~~permitted~~allowed.

Rural and Natural Resource Element (p.97)

Enhance and expand the overlay zone for freight rail dependent uses to additional land in Clark County, including Resource Land, where such land makes use of and is adjacent to, a class 2 or class 3 short line railroad as defined by the Surface Transportation Board.

### Freight Rail Dependent Uses

Goal: Support freight rail dependent uses where the use is dependent on and makes use of ~~the a~~ County's short line railroad.

#### 3.9 Policies

3.9.1: ~~Support F~~freight rail dependent uses are allowed, including in rural lands, as well as agriculture, forest and mineral resource lands, ~~and which~~ makes use of ~~the a~~ County's short line railroad.

3.9.2: Freight rail dependent uses ~~will be~~ allowed on parcels with a freight rail dependent use overlay and should have a goal of minimizing any significant ~~where such uses can occur with minimal~~ impact on adjacent rural and resource uses.

3.9.3: Freight rail dependent uses as defined by RCW 36.70A.030(9) are allowed for buildings and other infrastructure that are used in rail dependent activities. These facilities are both urban and rural development. The use of these facilities ~~that may either require, or may do~~ also not require urban governmental services, and shall be allowed ~~on in~~ rural lands, including in Industrial Land Bank lands and Land Bank and Rural Resource Lands, outside of the Urban Growth Area.

Transportation Element (p.155)

**Goal: Ensure mobility throughout the transportation system.**

#### **5.4 System Mobility Policies**

5.4.1 The county arterial system shall be planned in general conformance with nationally-accepted arterial spacing standards.

5.4.2 Congestion performance standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the economic vitality of the region.

5.4.3 Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway.

5.4.4 County roadways and intersections shall be designed when practical to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike and pedestrian mobility as defined in the Arterial Atlas and shall include landscaping

5.4.5 Improve mobility and access for the movement of goods and services on the county's short line railroads to enhance and promote economic opportunity throughout the county.

#### **Implementation Strategies**

- Complete regional corridors and address corridor bottlenecks.
- Allocate or reserve corridor capacity for land uses likely to produce family wage jobs.
- Reduce corridor speed and intersection delay standards where transit is available at 15 - minute headways during peak hours.
- Provide for reduced trip rate calculations for transit supportive development.
- Emphasize transit and ridesharing in the design and construction of all transportation facilities through the implementation of transportation system management techniques (signal timing, signal prioritization) and transit-only and high occupancy vehicle lanes.
- Continually test for changes in concurrency due to major development projects.
- Incorporate a “no-build” analysis into the design process for all transportation projects that would add general purpose lanes.
- Ensure that freight corridors are designed, maintained, and operated to provide efficient movement of truck and rail traffic.
- Use intelligent transportation system technology to alert motorists, bicyclists, and pedestrians to the presence and anticipated length of closures due to train crossings.
- Evaluate the feasibility which includes but is not limited to engineering, environmental, financial, right of way and consideration of existing built environment of grade separation in locations where train crossings result in significant delays and safety issues for other traffic, and improve the safety and operational conditions at rail crossings of streets.
- Work with freight stakeholders and the Port of Vancouver to maintain and improve intermodal freight connections involving Port terminals, rail yards, industrial areas, interchange tracks and regional highways.
- Support efficient and safe movement of goods by rail where appropriate, and promote efficient operation of freight rail lines, in accordance with federal law.
- Identify and minimize impacts that freight movements have on existing residential neighborhoods in accordance with federal law.
- Work with local jurisdictions and railroads to coordinate land use plans and policies to preserve and protect rail corridors, and take into account to acknowledge community needs in relation to the rail system.