



FMSIB PROJECT # 66

Agency Name and Project Title	Project Description The project will construct a concrete rail trench in the Columbia River near the existing BNSF Rail Bridge providing new access to the Port of Vancouver. The project will significantly reduce congestion on the North/South mainline by removing an at-grade crossing. The project is broken into four design phases to reduce costs and ensure appropriate contractors are selected for specific types of construction.
Port of Vancouver Rail Tie In to Mainline	
Contractor: Hamilton Construction Design: HDR Inc.	

Recent Progress
During this reporting period Hamilton Construction of Springfield, Oregon completed the primary work of driving pile for the rail super structure. The piles were driven in compliance with the "in-water" work window and complied with design specifications. The only remaining work for this phase of the project is removal of erosion control measures, site cleanup and de-mobilization.

Schedule and Scope changes
There were no changes to the scope of the Rail Tie In to the Mainline project.

State funds will be utilized for which phase (s) of the project.
State funds will be used for the Rail Tie In to the Mainline Project during the construction phase.

Environmental Impacts / Compliance	Federal fund Impacts
The NEPA/SEPA Checklist was completed with no significant findings	Federal funds will be utilized in the project during the construction phase

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved		08/09	NEPA documentation approved
RW Complete	11/11	11/11	ROW completed
Contract Advertised	06/01/12	06/01/12	Design package 1
Contract Awarded	08/08/12	08/08/12	At regularly scheduled POV Commission meeting
Groundbreaking	08/13/12	08/13/12	Design package 1 (DP 2 planned for Q2- 2013)
Open to Traffic	06/28/15		All portions of project

Project Cost Summary:	Dollars in millions	Percent of total	2011-2013 Cash Flow (FMSIB expenditures billed to WSDOT):			
			Date	Planned	Revised	Actual
Preliminary Engineering	3.41 m	9%	07/12	\$ 0	\$ 0	\$ 0
Right-Of-Way	0	0%	08/12	\$1,200,000	\$	\$1,287,507
Construction	34.890 m	91%	09/12	\$ 250,000	\$	\$ 216,055
Total Project Cost	38.341 m	100%	10/12	\$ 750,000	\$	\$ 850,062
			11/12	\$ 400,000	\$	\$ 52,632
			12/12	\$ 75,000	\$	\$ 33,133
			01/13	\$ 70,720	\$	\$ 34,558
			02/13	\$ 0	\$	\$ 43,927
			03/13	\$ 34,101	\$	\$
			Total 11-13	\$2,600,000	\$	\$
			Carryover of 09/11	\$ 0	\$ 0	\$
			Total 11-13	\$2,600,000	\$	\$ 2,565,899
			GRAND TOTAL	\$2,600,000		

FMSIB Priority Ranking **66**

Project: Port of Vancouver Rail Tie-In to Mainline
Location: Vancouver, WA
Lead Agency: Port of Vancouver
Geog. Area: SW

Current Estimated Cost
Total Project Cost: **\$ 40,991**
Dollars (in thousands)
FMSIB Share: **\$ 6,300**

Scope: The project will design and construct a concrete rail trench in the Columbia River providing new access to the Port of Vancouver. The project will improve the efficiency of port operations while significantly reducing delays or congestion on the main lines for both the BNSF and the U.P. Railroads. PIN # 4LP122F

Partnerships:

	Anticipated	Committed	Dollars
Lead Agency POV		x	19,691
FMSIB		x	6,300
FRA		x	15,000
<i>Unknown</i>	x		
Partnership Total			40,991

Original Approved Amount

Freight Mobility	\$6,300	15%
Partnership	\$34,691	85%
TOTAL Project Cost	\$40,991	100%

	Total	PE	RW	CN
FMSIB	6,300	750	-	5,550
Lead Agency	19,691	2,650		17,041
FRA	15,000			15,000
<u>Other Funds</u>				
<i>Unknown</i>				
Need				
Total	40,991	3,400		37,591
Tentative timeframe	Feb-14	Complete - 6/12	Complete - 4/12	

Cash Flow Needs:

<i>Dollars (in thousands)</i>	Prior	07 - 09	09 - 11	11 - 15	15 - 19	19 - 23	TOTAL
P.E. Phase Total				3,400			3,400
Freight Mobility				750			750
R.W. Phase Total							
Freight Mobility							
CN. Phase Total				37,591			37,591
Freight Mobility				5,550			5,550

Freight Mobility TOTAL	\$6,300
Partnership TOTAL	\$34,691
TOTAL Project Cost	\$40,991