

1
2
3
4 **BEFORE THE STATE OF WASHINGTON**
5 **ENERGY FACILITY SITE EVALUATION COUNCIL**

6 In the Matter of:
7 Application No. 2013-01

8 TESORO SAVAGE, LLC

9 VANCOUVER ENERGY DISTRIBUTION
10 TERMINAL

CASE NO. 15-001

**PREFILED TESTIMONY OF RYAN
LOPOSSA FILED BY THE CITY OF
VANCOUVER**

11 Q: Please state your name, place of employment and title, and address.

12 A: Ryan Lopossa
13 City of Vancouver
14 Department of Public Works
15 4500 SE Columbia Way
16 Vancouver, Washington, 98664

17 Q: What are your duties within the Department of Public Works?

18 A: My primary duties include managing the Transportation Development Review Section
19 within the City's Department of Public Works. This includes overseeing the completion
20 of transportation improvements associated with residential, commercial and industrial
21 development. In addition, I manage the City's Transportation Concurrency Program to
22 ensure that development does not create adverse impacts on the City's transportation
23 infrastructure.

Q: Are you familiar with the public and private crossings of the Burlington Northern Santa
Fe main railroad line within the City of Vancouver?

TESTIMONY OF RYAN LOPOSSA - 1

CITY ATTORNEY'S OFFICE
PO BOX 1995
VANCOUVER, WA 98668
Tel: (360) 487-8500
Fax: (360) 487-8501

1 A: Yes, there are two main lines that run through the city. They are:

2 • The Evergreen Line – This is the main rail corridor that runs east-west through the
3 southern portion of Vancouver along the north side of the Columbia River. The line
4 enters the City at our easternmost City limits and terminates at its intersection with the
5 BNSF main north-south line located within the Port of Vancouver. This line contains the
6 majority of the at-grade rail crossings within the City. According to our records, there are
7 a total of 25 at-grade crossings along this corridor. Of these, 4 are public crossings and 21
8 are private. All of the public crossings include safety protective measures (warning
9 signals, crossing arms, gates). However, a majority of the private crossings do not have
10 any safety protective measures installed at the crossing.

11 • The North-South BNSF Main Line – This is the main rail corridor that runs north-
12 south through the western portion of the City. The line enters the City at its crossing over
13 the Columbia River and continues north to the northernmost City limits. This line
14 includes several spur lines that link to the Evergreen Line, the BNSF Vancouver
15 Operations Center, the Port of Vancouver, the Clark County Regional Railroad and
16 several private industrial operations located in western Vancouver. According to our
17 records, there are a total of 7 at-grade crossings along this corridor. Of these, 6 are public
18 and 1 is private. Three of the public crossings and the private crossings do not have any
19 safety protective measures.

20 I have prepared an inventory of these crossings that includes their location, whether they
21 are at-grade or grade-separated; whether they are publicly or privately owned; and what
22 type of development they serve. That inventory is attached hereto as Exhibit A. I have

1 also prepared a map showing the location of those crossings. The map is attached hereto
2 as Exhibit B.

3 Q: Do you have an opinion regarding the delay that would occur at the at-grade crossings
4 when an oil train is passing by them?

5 A: Yes. I have reviewed the analysis of the calculation of "gate downtime" found at pages
6 3.14-14-15 of the Draft Environmental Impact Statement. I concur with that analysis. It
7 assumed that oil trains are on average 7,800 feet long and would be traveling at 20 mph
8 when passing through an at-grade crossing. Gate downtime is estimated to begin with the
9 gate closing 30 seconds before the train arrives (the minimum is 20 seconds) and the gate
10 opening 12 seconds after the train passes (per regulations). Using these assumptions, the
11 gate-downtime is just over five minutes (5 minutes and 8 seconds). This would be a
12 reasonable amount of time to assume a driver arriving at an at-grade crossing would wait
13 when an oil train is approaching to allow the train to safely pass where the crossing is
14 gated. Where the crossing is not gated, I would slightly decrease the amount of times I
15 would assume a driver would not cross when a train was approaching and would wait
16 after the train passed.

17
18
19 I declare under penalty of perjury of the laws of the State of Washington that the
20 foregoing is true and correct to the best of my knowledge.

21 DATED this 10 day of May, 2016 at _____, Vancouver, Washington.

22
23

Ryan Lopossa

TESTIMONY OF RYAN LOPOSSA - 3

CITY ATTORNEY'S OFFICE
PO BOX 1995
VANCOUVER, WA 98668
Tel: (360) 487-8500
Fax: (360) 487-8501