Exhibit B75

LIDER ENGINEERING PLLC
Low Impact Development Engineering Resources
Stormwater and Erosion Control Engineering
WILLIAM M LIDER, PE, CESCL

OBSERVATION REPORT AND RECOMMENDATIONS

LOCATION: Perrinville Creek Outfall to Puget Sound
8229 Talbot Road, Edmonds, WA

PREPARED BY: William Lider, PE, CESCL

DATE OF OBSERVATION: February 15, 2022

WEATHER CONDITIONS: Overcast, +/-45°F. There had been no significant rainfall in the past 48-hours.

On this date I viewed the Perrinville Creek outfall into Puget Sound at the request of Mr. Bernhoft, a neighboring property owner.

I was able to view the exposed portion of the 40-inch ductile iron pipe (DIP) Perrinville Creek outfall on the beach, just west of the BNSF railroad tracks at 8229 Talbot Road, Edmonds, WA. The DIP pipe has continued to deteriorate since my site visit on June 22, 2012[1]. Delamination of the steel pipe has progressively gotten worse, as expected. A hole about the size of a business card is visible on the top of the outfall pipe; and several smaller incipient holes were visible on the top of the pipe. There was approximately 2-inches of water flow in the DIP, estimated at 0.9-cfs.

The 40-inch DIP was designed to act only as an emergency bypass pipe from the City Edmonds' flow splitter in Perrinville Creek. However, a significant storm in December 2020 overwhelmed the flow splitter, filling it with rocks and debris, and causing it to fail. The 40-inch DIP is the only outfall now for Perrinville Creek.

Significant amounts of sediment were delivered to the primary 36-inch concrete outfall pipe, located in the tidelands at 8307 Talbot Road, about 50-feet south of the 40-inch DIP outfall. The 36-inch pipe is 90% blocked with rocks and sediment and had no flow on this date. The concrete pipe appears to be back-sloped, possibly indicating a pipe collapse may have occurred under the BNSF railroad track. Both the 40-inch DIP and 36-inch concrete pipe are owned by the City of Edmonds, who is responsible for their maintenance.

Holes or joint separations in either the 40-inch DIP or the 36-inch concrete pipe could result in fines and smaller grained soils being washed out from below the railroad bed, possibly resulting in the creation of a void under the track.

[1] Reference Lider Engineering Report dated June 22, 2012

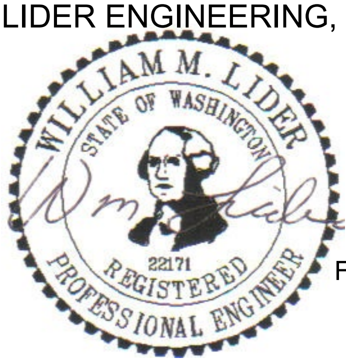
LIDER ENGINEERING PLLC 2526 - 205th Place SW, Lynnwood, WA 98036 office 425-776-0671 cell 206-661-0787 bill@liderengineering.com

This track is frequently used by BNSF to transport potentially hazardous cargo, as well as passenger trains for Sound Transit and Amtrac. A derailment of any type would endanger the life and property of adjacent residents, rail crews, their passengers, and would be environmentally catastrophic to Puget Sound. It is my professional opinion, based on the exposed portion of the 40-inch DIP, that it is no longer safe to carry Cooper E-80 live load with diesel impact, as required under BNSF's *Guidelines for Industry Track Projects*, 2018 edition.

Recommendations:

1. At the earliest possible moment, the City of Edmonds should video inspect the 40-inch DIP to determine if any holes or joint separations have opened up under the BNSF tracks indicating that soil material has been leaking into the pipe that could create a void in the rail bed.
2. If holes have opened up above the 40-inch DIP, a temporary suspension of rail traffic would be warranted, until an appropriate, temporary repair can be implemented by BNSF.
3. The City of Edmonds should expedite the replacement of the 40-inch DIP on an emergency basis, including removal of the failed Perrinville Creek flow splitter in the City's stormwater easement at 8229 Talbot Road.
4. The existing, non-functional 36-concrete pipe should be jetted and cleaned of blocking debris. The 36-inch pipe should then be inspected to determine if soils have been transported out from below the rail bed. The 36-inch pipe should then be pumped full of controlled density fill (CDF) and abandoned in place.

Respectfully submitted,
LIDER ENGINEERING, PLLC



February 15, 2022

William Lider, PE, CESCL
Principal Engineer

Attachments: Photos 1—4

cc: Bob Bernhoft, Tom Murdoch, Marjorie Fields
City of Edmonds Council, Mayor, and City Engineer
Mark Hargrove, BNSF
Kirk Lakey, WDFW

Photo 1: Perrinville Creek outfall to Puget Sound w/approximately 0.9 cfs flow.

Photo 2: Hole opening and transverse crack in the 40-inch DIP outfall pipe.

LIDER ENGINEERING PLLC 2526 - 205th Place SW, Lynnwood, WA 98036 office 425-776-0671 cell 206-661-0787 bill@liderengineering.com

Photo 3 looking west towards Puget Sound, note Brant Geese use of this area.

Photo 4: 36-inch concrete pipe was the primary outfall for Perrinville Creek, but is now 90% blocked with no flow. The pipe outfall appears to be back sloped, possibly indicating a collapse or joint separation under the BNSF tracks.

LIDER ENGINEERING PLLC 2526 - 205th Place SW, Lynnwood, WA 98036 office 425-776-0671 cell 206-661-0787 bill@liderengineering.com