

# Freight Mobility Strategic Investment Board

**JANUARY 18, 2019**

**9:00 AM to 1:15 PM**

*DoubleTree by Hilton-Olympia  
Olympia Conference Room  
415 Capitol Way N  
Olympia, WA 98501*

## **AGENDA**

9:00 AM	Welcome/Introductions	Dan Gatchet	Informational
9:05 AM	Meeting Minutes (Nov. 16 Regular Meeting)	Dan Gatchet	Action
9:10 AM	FMSIB Budgets (2017-19)	Brian Ziegler	Action
9:40 AM	Director's Report	Brian Ziegler	Action
10:00 AM	Legislative Visits - Recap	Board Members	Informational
10:15 AM	Board Member Reports	Board Members	Informational
10:30 AM	20th Anniversary TVW Video	Brian Ziegler	Action
10:45 AM	Codification Legislation - Status	Brian Ziegler	Informational
10:55 AM	Annual Report Recap	Brian Ziegler	Informational
11:05 AM	Revisit Connell Project	Brian Ziegler	Action
11:20 AM	State Rail Plan Update	Jason Beloso, WSDOT	Informational
12:05 PM	Working Lunch		
12:15 PM	Legislative Panel		
1:10 PM	Next Meeting: March 15, 2019 - Kalama	Dan Gatchet	Action
1:15 PM	Adjourn	Dan Gatchet	Action



# **FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

## **MEETING MINUTES**

**November 16, 2018**  
**Spokane Valley, WA**

Board Members Present: Mr. Dan Gatchet, Chair; Secretary Roger Millar; Mr. Johan Hellman; Mr. Art Swannack; Mr. John McCarthy; Mr. Leonard Barnes (participated by conference call); Mr. Matt Ewers and Mr. Ben Wick.

Board Members Not Present: Mr. Pat Hulcey, Mr. Bob Watters, Mr. Erik Hansen, and ex officio Aaron Hunt.

### **WELCOME**

Chair Dan Gatchet opened the meeting with welcoming comments and the introduction of FMSIB's two new Board members, John McCarthy and Ben Wick. All Board members introduced themselves.

City of Spokane Valley Mayor Rod Higgins welcomed the Board and gave a brief overview of the city's projects. He thanked the Board for their project funding contributions to date and highlighted future freight projects for the Board's consideration.

### **CITY OF SPOKANE VALLEY PROJECT UPDATES-ADAM JACKSON, P.E., PLANNING & GRANTS ENGINEER**

Mr. Adam Jackson gave an update/overview of three FMSIB projects. Barker Road/BNSF Grade Separation and Barker Road Corridor-Spokane River to BNSF are both on FMSIB's active project list. Pines Road/BNSF Grade Separation is on FMSIB's deferred project list and is up for review to cancel.

The city is requesting the FMSIB Board approve the phasing of funds for the *Barker Road Corridor-Spokane River to BNSF Project #99*. This is not a request for increase in funds, but a request for the original award amount of \$1,680,000 to be distributed across three segments. The city requests FMSIB allocate \$509,227 to the first phase of the project. Secretary Millar expressed a concern about scope creep, and Mr. Jackson stated that the city and other granting agencies are aware of this issue. Secretary Millar also questioned if the city has considered implementing a local improvement district or a transportation benefit district to help fund the cost of this project. Sabrina Minshall, Executive Director of the Spokane Regional Transportation Council (SRTC), shared that SRTC is in full support of the city's approach to phase this project and commends their efforts. SRTC has money in phase 1 & 2 of this project and is committed to seeing this project completed.

*Chair Gatchet entertained a motion for \$509,277 of FMSIB money be spent on Phase 1 of the City of Spokane Valley Barker Road Corridor Project #99. Secretary Millar so moved and Mr. Ewers seconded. Mr. Wick recused.*

**MOTION CARRIED**

*Secretary Millar recommended FMSIB conduct an annual review/update to monitor the progress of this project. Mayor Higgins emphasized that the city very committed to this project and has already approved the hiring of new engineers to keep this project moving forward.*

Mr. Jackson discussed the status of FMSIB's *Pines Road/BNSF Grade Separation Project #D* that was deferred in 2007. This project is a very high priority for city and since it is progressing, the city requests FMSIB not cancel the project. Design work has begun, and the city is actively seeking to procure funds. Director Ziegler reminded the Board that no money has been allocated to this project since it was moved to the deferred list in 2007. If the project remains on the deferred list, the city would have to come back to the Board and request the money but they would not have to reapply. WSDOT was the original applicant for this project before Spokane Valley became incorporated. The Board can ask for reassessment of the freight benefits.

#### **SPOKANE REGION FREIGHT ISSUES –**

**SABRINA MINSHALL, EXECUTIVE DIRECTOR, SRTC**

**MIKE ULRICH, SENIOR TRANSPORTATION PLANNER, SRTC**

SRTC Executive Director Minshall and Mr. Mike Ulrich reviewed the region's transportation funding history and discussed the current regional freight planning strategies.

#### **MINUTES-SEPTEMBER 21, 2018**

The following changes were requested:

- Secretary Millar requested "WSDOT" be deleted from page 4 under Codification Legislation.
- Mr. Johan Hellman requested to change "innovating" to *innovative* and insert comma after "and" on page 6 under Committee Recommendation to the Board.

*Chair Gatchet entertained a motion to accept the minutes with the above corrections to pages 4 and 6. Mr. Swannack so moved and Mr. Barnes seconded the motion.*

#### **MOTION CARRIED**

#### **FMSIB BUDGETS (2017-19)**

Director Ziegler provided a brief overview of the Operating and Capital Budget. The Operating Budget is on target and at seven percent under budget. Director Ziegler noted the changes in the Capital Budget since the last report at the September 21 Board meeting. The most significant change was due to the Lander Street Grade Separation Project #99 total project estimate forecasted to come in lower than expected (down from \$140 million to \$100 million). FMSIB 2017-19 biennial expenditures forecasted will now be down \$3 million, which leaves an additional \$3 million available for FMSIB to award to other projects. The Director is forecasting the biennial expenditure percentage to drop from 73% to 58%, mostly due to the Lander Street Project change.

Several FMSIB Board members suggested that FMSIB's approach to funding projects be an item of discussion at the May 2019 workshop.

## **DIRECTOR'S REPORT**

Please see the meeting packet for further details on the following topics addressed in the Director's Report:

- Road-Rail Conflicts Study – Phase 2 Update
- FMSIB Member Appointments
- Project Status Updates (Spokane County-Bigelow Gulch/Forker Road Realignment & City of Seattle-Lander Street Grade Separation)
- FMSIB Annual Report
- Potential New FMSIB Project (City of Connell)
- JTC Air Cargo Study
- Codification Legislation
- FMSIB Process Improvement Efforts
- Meetings and Conferences

Secretary Millar inquired if there has been a response from the Legislature on the Road-Rail Phase 2 Study. Chris Herman, WPPA, stated they have not heard anything specific. Mr. Ron Pate expressed a concern that projects prioritized in the study may not be eligible for federal funding.

## **DIRECTOR PURCHASE AUTHORITY**

In response to a request at the September 2018 Board meeting, Director Ziegler provided the Department of Enterprise Service's letter granting the FMSIB Director purchasing authority of up to \$50,000 based on FMSIB's procurement needs and the overall low risk level. The Board decided it was not necessary for the Director to seek any purchasing approval from the Board for expenditures up to \$50,000. The Board directed Director Ziegler to continue his current practice in keeping the Board apprised of any significant expenditures.

*No action taken.*

## **BOARD MEMBER REPORTS**

Mr. Ewers, Mr. Trulove, and Mr. Swannack attended the Bigelow Gulch Road ribbon cutting on Tuesday, October 30. Mr. McCarthy shared the largest vessel ever to call at the Port of Tacoma arrived on November 1. The Thalassa Axia is 1,200 feet long with 14,000 TEU capacity. The Seaport Alliance is developing steps in order to compete with Canadian ports. Mr. Ewers stated that the Washington Trucking Associations (WTA) is concerned about independent drivers being targeted with more regulations. Secretary Millar gave an update on management-level personnel changes at WSDOT. Truck platooning is an interest in Washington State. Mr. Barnes acknowledged WSDOT's excellent presentation at the Grays Harbor RTPO meeting and noted that the Port of Grays Harbor purchased 45 acres from WSDOT (the former pontoon graving yard) for a marine terminal operation.

## **REVISIT CONNELL PROJECT**

This topic has been postponed until the January 17, 2019 Board meeting.

### **COMPLETED PROJECTS**

Director Ziegler provided the below list of completed projects requiring Board action to move the projects from *active to completed status*:

No.	Owner	Name	Date	Comments
51-4	Seattle	Duwamish Spot Improvement-4th Ave S	1/4/2018	
85-0	Port of Vancouver	Bulk Facility Track Relocation	8/21/2018	
64-1	Port of Tacoma	Port of Tacoma Road I/C - wetland mitigation site	8/22/2018	This is a portion of the Port of Tacoma Road I/C Phase 1 & 2
68-0	City of Lacey	Hogum Bay Road Truck Route	8/31/2018	
81-0	Spokane County	Bigelow Gulch/Forker Road Realignment	10/30/2018	
92-0	Skagit County	Burlington Northern Overpass Replacement Project	anticipated 11/30/18	

*Chair Gatchet entertained motion to accept Director Ziegler's recommendation to move the above projects from active to completed status. Mr. Wick so moved and Mr. McCarthy seconded.*

### **MOTION CARRIED**

### **CANCELED AND DEFERRED PROJECTS**

Director Ziegler recommended the Board approve to cancel the below projects:

No.	Name	Year Deferred	Year Eligible for Cancellation
33	I-90 Argonne to Sullivan-Spokane	2011	2017
60	Willis Street Grade Separation-Kent	2012	2018
69	70th Avenue E Phase II-Fife	2010	2016

*Chair Gatchet entertained a motion to accept Director Ziegler's recommendation to move the above projects from deferred to canceled status. Mr. Swannack so moved and Mr. Ewers seconded.*

### **MOTION CARRIED**

**The Board *did not take action to cancel the below projects:***

Pines Rd BNSF Grade Crossing Project #D-Spokane Valley

The City of Spokane Valley requested the Board not cancel this project since it is a priority, and the city is taking steps to advance this project. The Board has agreed not to cancel at this time but will review the progress of this project in one year.

SR 202 Corridor Improvement (Trestle) Project #57 (Phase 2)-Woodinville

The City of Woodinville requested the Board not cancel this project since they are authorizing design funds in their 2019-20 Fiscal Year. The Board has agreed not to cancel at this time but will review the progress of this project in one year.

Secretary Millar suggested the Board consider discussing the current process for deferred projects at the Board retreat.

**ANNUAL REPORT - KJRI LUND**

Ms. Lund solicited feedback from the Board on design ideas, draft annual report, and possible leave-behind gifts. She will make the recommended changes and continue to work closely with Director Ziegler on this report.

**2019 LEGISLATURE - BRIAN ZIEGLER / TOM TRULOVE**

Director Ziegler and Mr. Trulove reviewed the 2019 Legislator Talking points. As the former FMSIB Legislative Committee Chair, Mr. Trulove gave an overview to the Board of FMSIB's Day on the Hill goals, process, and procedures. He shared that FMSIB is very well received on the hill and it is important to remind legislators of FMSIB's mission. It is also important to meet with new committee members, as well as check-in with Chairs to express our appreciation in supporting FMSIB.

Secretary Millar feels that codifying funds ties legislators' hands, and he does not support the legislation. Mr. McCarthy questioned if it would be better first to address any changes FMSIB may want to make in funding allocations then consider codification. Mr. Trulove noted that the Association of Washington Cities would be in full in support of codification.

Mr. Hellman questioned if codification is truly a priority in the few minutes FMSIB has with the legislators. Chair Gatchet suggested FMSIB postpone pursuing codification but support CRAB and TIB in their efforts. Secretary Millar suggested that maybe it is more important to ask legislators to put funds in FMSIB's budget for the road-rail conflict projects.

Director Ziegler summarized his sense from the Board is to downplay codification this session. The 2019 Legislator Talking Points will be updated to reflect Board discussion.

**POTENTIAL TVW SPONSORSHIP**

The Board discussed the options for FMSIB's 20<sup>th</sup> year recognition on TVW and directed Director Ziegler to finalize acquiring sponsorships for the \$25,000 program titled "*Washington Road Trip.*"

*Chair Gatchet entertained a motion for Director Ziegler to proceed with the TVW plan as submitted. Mr. Ewers so moved and Mr. McCarthy seconded the motion.*

***MOTION CARRIED***

**NEXT MEETING**

*Chair Dan Gatchet entertained a motion to hold the next FMSIB Board meeting on January 17-18, 2019, in Olympia, WA. Secretary Millar so moved and Mr. Wick seconded the motion.*

***MOTION CARRIED***

Chair Dan Gatchet adjourned the meeting at 1:20 p.m.

***MEETING ADJOURNED***

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Dan Gatchet  
Chair

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Attest: Brian Ziegler  
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 835,000

Expenditure Detail through: December 31, 2018

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru Dec 31, 2018	Actual Expenditures thru Dec 31, 2018	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	528,000	396,000	376,771	19,229
Travel	57,000	42,750	25,062	17,688
Goods & Services	145,000	108,750	65,779	42,971
Personal Service Contracts	105,000	90,786	90,786	0
<b>Total Thru Dec 31, 2018</b>	<b>\$ 835,000</b>	<b>638,286</b>	<b>558,398</b>	<b>79,889</b>
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Dec 31, 2018	Actual Expenditures thru Dec 31, 2018	Biennium To Date Dollar Variance
<b>Expenditure Detail</b>				
<b>Salaries:</b>				
Staff Salary	528,000	396,000	376,771	19,229
<b>Total Salary</b>	<b>\$ 528,000</b>	<b>396,000</b>	<b>376,771</b>	<b>19,229</b>
<b>Travel:</b>				
Staff Travel	27,000	20,250	13,076	7,174
Board Travel	30,000	22,500	11,986	10,514
<b>Total Travel</b>	<b>\$ 57,000</b>	<b>42,750</b>	<b>25,062</b>	<b>17,688</b>
<b>Goods &amp; Services:</b>				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	40,000	30,000	11,257	18,743
WS DES Services	15,000	11,250	8,084	3,166
WS TIB - Office Rent & Utilities	45,000	33,750	26,366	7,384
WS Attorney General	5,000	3,750	290	3,460
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	40,000	30,000	19,782	10,218
<b>Total Goods &amp; Services</b>	<b>\$ 145,000</b>	<b>108,750</b>	<b>65,779</b>	<b>42,971</b>
<b>Personal Service Contracts:</b>				
<i>Consultant Expenses</i>				
Road Rail Study	60,000	55,525	55,525	0
FY18 - 2017 Annual Report (Lund) 20,000	20,000	20,000	20,000	
FY19 - 2018 Annual Report (Lund) 25,000	25,000	15,261	15,261	0
<b>Total Personal Service Contracts</b>	<b>\$ 105,000</b>	<b>90,786</b>	<b>90,786</b>	<b>0</b>
<b>Total Thru Dec 31, 2018</b>	<b>\$ 835,000</b>	<b>638,286</b>	<b>558,398</b>	<b>79,889</b>



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## FY 2017-19 Capital Funds

	2017-19 Total	Reappropriation	18 Supplemental	Gov 17-19 supp	19 Supplemental
Motor Vehicle Funds (state)	\$ -	\$ -	\$ -		\$ -
Motor Vehicle Funds (Federal)	\$ 3,250,000	\$ -	\$ 3,250,000	\$ 3,250,000	\$ -
Freight Investment Funds (state)	\$ 22,462,000	\$ -	\$ 22,507,000	\$ 17,321,000	\$ -
Freight Multimodal Funds (state)	\$ 21,843,000	\$ 440,000	\$ 22,283,000	\$ 11,680,000	\$ -
Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ 1,320,000	\$ 1,320,000	\$ -
Highway Safety Account	\$ 1,900,000	\$ 2,000,000	\$ 3,900,000	\$ 2,000,000	\$ -
<b>TOTAL</b>	<b>\$ 50,775,000</b>	<b>\$ 2,440,000</b>	<b>\$ 53,260,000</b>	<b>\$ 35,571,000</b>	<b>\$ -</b>

## Projects currently authorized to incur expenditures

Agency	Project Title	Total FMSIB Commitment	Previous Bien Exp	2017-19 Planned Expenditures	Current biennium exp	Future Commitment
Fife	I-5/54th Ave E I/C Improvement - Ph 1A & 1B	\$ 3,000,000	\$ -	\$ 500,000	\$ -	\$ 2,500,000
Fife	Pt of Tacoma Rd Interchange Improvements Ph 1	\$ 2,334,000	\$ -	\$ 2,334,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 1 2	\$ 4,333,000	\$ -	\$ 4,333,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 3	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,750,000	\$ 5,250,000	\$ 4,500,000	\$ -	\$ -
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Lacey	Hogum Bay Road Improvements	\$ 1,200,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -
Longview	SR 432/SR 411 Intersection Improvements	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000
Marysville	SR 529/I-5 Interchange Expansion	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ -	\$ 2,500,000	\$ -	\$ 1,250,000
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
Seattle	Lander Street Overcrossing	\$ 8,000,000	\$ -	\$ 8,000,000	\$ 48,410	\$ -
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ 579,091	\$ 1,803,909	\$ 1,557,145	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 558,546	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment 4A/5A/6	\$ 6,000,000	\$ -	\$ 4,000,000	\$ 212,389	\$ 2,000,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Sumner	SR 410 Traffic Ave/E Main	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2017-19 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 2,157,760	\$ -
Tacoma	Taylor Way Rehabilitation	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Tukwila	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
<b>TOTAL</b>		\$ 93,883,000	\$ 8,929,091	\$ 35,570,909	\$ 5,134,250	\$ 49,383,000

**Union Pacific Details:**

<b>Contribution</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
Kent	S 277th St (2003-05)	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Pt Seattle	East Marginal Way Ramps	\$ 480,000	\$ 480,000	\$ -	\$ -	\$ -
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -
Kent	Willis Street Grade Separation	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	S 212th St	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	228th Street Extension and Grade Separation**	\$ 1,250,000	\$ -	\$ 1,250,000	\$ -	\$ -
<b>Current planned UP Commitments Total</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -

<b>FMSIB GRAND TOTAL</b>	<b>\$ 97,533,000</b>	<b>\$ 11,259,091</b>	<b>\$ 35,570,909</b>	<b>\$ 5,134,250</b>	<b>\$ 49,383,000</b>
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**Funds Remaining**

**\$ 48,125,750**

**Completed / substantially complete**

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>			<u>Savings</u>
Auburn	M St SE Grade Separation (1/14)	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	-
Benton Co	Pt Kennewick/Piert Rd (7/09)	\$ 65,520	\$ 61,320	\$ -	\$ -	4,200
Benton Co	Piert Road Extension (12/13) (refund)	\$ 459,000	\$ 458,680	\$ (72,666)	\$ -	72,986
Colville	Colville Alternate Truck Route (4/13) (refund)	\$ 2,000,000	\$ 2,000,000	\$ (93,371)	\$ -	93,371
Des Moines	S 216th St Segment 1-A (7/18)	\$ 892,000	\$ 673,337	\$ -	\$ -	218,663
Everett	E Marine View Drive Widening (1/13)	\$ 600,000	\$ 600,000	\$ -	\$ -	-
Everett	Port of Everett to I-5 Improvements (8/18)	\$ 400,000	\$ 400,000	\$ -	\$ -	-
Fife	70th & Valley Ave Widening/SR 167 Alternate (8/12)	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	-
King Co	South Park Bridge (2/17)	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	-
Longview	SR 432/433 Turn Lanes (11/10)	\$ 650,000	\$ 650,000	\$ -	\$ -	-
Pt Seattle	East Marginal Way Ramps (9/13)	\$ 7,400,665	\$ 7,400,329	\$ -	\$ -	336
Pt Seattle	East Marginal Way Truck Access (8/15)	\$ 994,000	\$ 994,000	\$ -	\$ -	-
Pt Tacoma	Lincoln Ave Grade Separation (5/12)	\$ 10,200,000	\$ 10,200,000	\$ -	\$ -	-
Pt Vancouver	Bulk Facility Track Location (8/18)	\$ 3,450,000	\$ 3,450,000	\$ -	\$ -	-
Pt Vancouver	West Vancouver Freight Access (3/11)	\$ 3,700,000	\$ 3,700,000	\$ -	\$ -	-
Pt Vancouver	Rail Tie-In to Mainline (WVFA) (8/15)	\$ 6,300,000	\$ 6,300,000	\$ -	\$ -	-
Puyallup	Shaw Rd Extension (6/14)	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	-
Renton	Green Valley BNSF (7/15)	\$ 1,250,000	\$ 1,250,000	\$ -	\$ -	-
Renton	Strander Blvd/SW 27th St Connection (6/18)	\$ 6,500,000	\$ 6,496,872	\$ -	\$ -	3,128
Seattle	Duwamish Intelligent Transportation Systems (11/11)	\$ 2,500,000	\$ 2,293,032	\$ -	\$ -	206,968
Snohomish Co	Granite Falls Alternate Route Ph 1 & 2 (3/12)	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	-
Spokane	Freya Street Bridge (10/11)	\$ 2,720,000	\$ 2,136,423	\$ -	\$ -	583,577
Spokane	Havana St/BNSF Separation (7/2015)	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	-
Spokane Valley	Sullivan Road W. Bridge Replacement (5/18)	\$ 2,000,000	\$ 1,560,000	\$ -	\$ -	440,000
Walla Walla Co	SR 125/SR 12 Interconnect-Myra Rd Ext (7/09)	\$ 4,230,000	\$ 4,230,000	\$ -	\$ -	-
Walla Walla/ College Place	Myra Rd at Dalles Intersection (12/14)	\$ 500,000	\$ 500,000	\$ -	\$ -	-
Woodinville	SR 202 Corridor-SR 522 to 127th PI NE (6/14)	\$ 750,000	\$ 750,000	\$ -	\$ -	-
WSDOT	SR99/Spokane St Bridge/Replace	\$ 2,700,000	\$ 2,300,000	\$ -	\$ -	400,000
Yakima	Grade Separated Rail Crossings (5/15)	\$ 7,000,000	\$ 7,000,000	\$ -	\$ -	-
Yakima	River Rd Improvements - 6th Ave to 16th Ave	\$ 640,000	\$ 639,000	\$ -	\$ -	1,000

FMSIB 17-19 Capital Program Delivery Risk Assessment - Sorted by Size (Cost in \$1,000)											
						Report Date: 11/16/2018		Report Date: 1/18/2019			
Agency	Project Title	Total Cost	Date Awarded	17 - 19 Planned Expend.	17-19 Phase / Status	Delivery Risk	Forecast	17-19 Phase / Status	Delivery Risk	Forecast	
Seattle	S Lander St Grade Separation	\$ 140,000	2016	8,000	CN: 12-19 completion (City confirms new project cost = \$100 m. Also, reimbursement to extend into 19-21)		2,857	CN: 12-19 completion. <b>Shaft drilling and utility delays affecting 17-19 expenditures.</b>		1,714	
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 24,400	2010	5,900	Ribbon cutting 10/30/18.		4,000	<b>Substantially complete. Awaiting full reimbursement request.</b>		4,000	
Tacoma	SR 99 Puyallup River Bridge	\$ 38,760	2009	5,000	DB / CN Start 6-18 / 4-19 completion. Opening may delay due to RR agreements and weather. City expects full amount to be expended however.		5,000	DB / CN Start 6-18 / <b>6-19</b> completion.		4,000	
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	\$ 25,000	2004	4,500	CN: Phase 1 complete / Phase 2 completion 9-20. FMSIB funds to be expended by 6/30/19.		4,500	CN: Phase 1 complete / Phase 2 completion 9-20. <b>FMSIB funds must be expended by 6/30/19.</b>		4,500	
Fife	Port of Tacoma Rd Interchange Phase 2 (64-1)	\$ 35,361	2010	4,333	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		2,167	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		2,167	
Fife	Port of Tacoma Rd- Interchange Improvements - Phase 1 (64-1)	\$ 35,361	2010	2,334	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		1,167	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		1,167	
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 8,068	2009	3,750	CN / Contract awarded / Completion delayed to early 2019. 10/30: Port confirmed full award of \$3.75 m will be expended in 17-19.		3,750	CN / Contract awarded / <b>Project closeout tour schedule for 1/31/19.</b>		3,750	
Fife	I-5/54th Avenue E I/C Improvement - Phase 1	\$ 23,700	2016	3,000	Design / CN Start mid-2018 (for Phase 1A). All expended in 17-19.		500	Design / CN. Completion scheduled 4-19		500	
Kent	S 212th St BN Grade Separation	\$ 27,000	2004	2,500	Design 30% / CN start mid-2020 / Not fully funded. Board deferred project in 2014, not sure why it was funded in 17-19.		0	Design 30% / CN start mid-2020 / Not fully funded. Board deferred project in 2014, not sure why it was funded in 17-19.		0	
Tukwila	Strander Blvd/SW 27th to West Valley	\$ 38,604	2010	2,400	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City performing a VE study. Not sure why FMSIB funding authorized in 17-19.		0	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City performing a VE study ( <b>Results 3-19</b> ). (Not sure why FMSIB funding authorized in 17-19).		0	
Skagit Co	Burlington Northern Overpass Replacement	\$ 19,200	2016	2,000	CN / Nov. 2018 completion		2,000	CN / Nov. 2018 substantial completion		2,000	
Seattle	Duwamish Truck Mobility Improvement	\$ 16,031	2003	1,758	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,557	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,557	
Sumner	SR 410 Traffic Ave/E Main	\$ 18,540	2016	1,250	Design / 60% complete / 85% funded. Ad date advanced to Feb. 2019.		0	Design / <b>90% complete / 100% funded. Ad date advanced to Feb. 2019. No 17-19 expenditures</b>		0	
Longview	SR 432/SR 411 Intersection Improvements	\$ 3,540	2007	1,200	Design start 6-18 / Not fully funded. Ad date set for June 2019		0	Design <b>50% complete. Ad date set for June 2019. No 17-19 expenditures</b>		0	
Lacey	Hogum Bay Road Slip Ramp & Road Improvements	\$ 8,450	2015	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600	
Planned		462,015		48,525	Forecasted		28,098	Forecasted		25,955	
							58%			53%	
Historical Note: FMSIB capital delivery for the last five biennia has averaged 29% of the biennial appropriation. Last biennium (15-17) it was 36%											

## **FMSIB Director's Report**

*January 18, 2019*

*(Last Report : November 16, 2018)*

### **Potential New FMSIB Project**

In the recently completed 2018 Call for Projects, an application by the City of Connell was submitted but didn't score high enough for Board funding approval. Recently, the City of Connell submitted additional information about their project and requested reconsideration by the Board. (This is a little unusual but not outside the realm of consideration for FMSIB.) The Project Selection Committee reviewed the request and submitted their recommendation to the Board in September. At the September meeting, Board members asked for additional information regarding freight volumes on the line and future commitments from shippers.

FMSIB staff have been collecting freight volume information from various sources and planned to present that information to the Board on Nov. 16; however, the meeting ran long and this agenda item was deferred to January.

In addition, a Connell Interchange Coalition of ports and shippers was formed to support this project and they held a conference call Nov. 6. It appears the Coalition will be assisting the City of Connell (if not taking a lead role) in obtaining grants. More details are provided in the briefing paper titled "*Reconsideration of Connell Project by the FMSIB Board 1-18-19.*"

### **Road-Rail Conflicts Study – Phase 2 Update**

This report was transmitted to the Legislature and OFM on August 30. We completed the project on schedule and expended approximately 91% of the budget. Remaining funds may be used for legislative presentations, if any.

The consultant has finished preparing the Executive Summary for this report; Board members will be sharing it with legislators during 2019 "Day on the Hill." Regarding next steps on this study, the WPPA, AWC, WSAC, and WSDOT met on October 29 to discuss each organization's respective interests during the upcoming session. I am not aware of additional legislative coordination meetings that might have occurred.

### **FMSIB Member Appointments**

The Governor's Office has acted on four of the six appointment decisions affecting FMSIB. Two positions have been filled (John McCarthy representing Ports and Ben Wick representing Cities) and two reappointments were completed (Johan Hellman and Leonard Barnes). Two decisions remain (appointment to the vacant Counties position and reappointment for Dan Gatchet). We continue to have weekly conference calls with the Governor's Office to receive updates on progress. We hope to have an update on the remaining two issues prior to the January meeting.

### **Project Status Updates**

*Port of Seattle – East Marginal / Diagonal / ARGO Rail Yard*

The final phase of this multi-year project should be completed early in 2019. I have a project completion tour planned for January 31.

### *Port of Kalama – Industrial Rail Additions*

This project was awarded \$2.4 million in FMSIB's 2018 Call for Projects. It adds rail capacity to the TEMCO Grain Facility to remove trains from the mainline faster and provide quicker unloading with a second grain car dump facility. FMSIB staff are working with the Port to provide a tour of this and other projects at the March meeting in Kalama.

### **FMSIB Annual Report**

FMSIB's annual report is prepared with the assistance of consultants. Kjris Lund and I have completed Board member interviews. FMSIB staff has been collecting, with the assistance of Board members, photographs of freight workers and projects. An initial draft report concept was presented to the Board at the November Board meeting. Final reports will be printed the week of Jan. 14 and will be distributed during Day on the Hill visits.

### **JTC Air Cargo Study**

A proviso in the transportation budget directed the Joint Transportation Committee (JTC) staff to conduct a study as follows:

#### **Purpose:**

Evaluate the current and future capacity of the statewide air cargo system

#### **Objectives:**

1. Educate policy makers about air cargo movement at Washington airports;
2. Explore possibilities for accommodating the growing air cargo market at more airports around the state; and,
3. Identify the state's interest and role in addressing issues arising from air cargo.

FMSIB was not identified as stakeholder, and FMSIB staff have not been attending briefings on the study. A few months ago, JTC staff requested FMSIB, WSDOT, and the Dept. of Commerce to provide a joint memo to the JTC regarding the study's preliminary recommendations.

Commerce and WSDOT provided such a memo, and FMSIB staff concurred with those agencies' assessment of the recommendations. Recently, I became aware of conversations between some large airports discussing mutual interests and concerns with the preliminary JTC recommendations. These concerns are expected to be communicated to the JTC in the form of alternative recommendations.

I am not aware that such a letter has been delivered. However, I was recently contacted by legislative staff inquiring as to whether FMSIB would accept responsibility (and new staff) to conduct air cargo marketing and coordination, as recommended in the study. I described FMSIB's historical role in freight mobility and the funding of air cargo projects in the past.

### **Codification Legislation**

FMSIB, TIB, and CRAB are continuing to collaborate on legislation that would make permanent the 2015 Connecting Washington revenue increases for each of the agencies. A bill was introduced but did not pass in the 2018 session.

The House bill, HB2896, was heard in Committee on 2/5/18 and passed out of committee 2/6/18. The Senate bill, SB 6830, was heard on 2/5/18 but never passed out of Committee.

The agencies have collaborated on a strategy in the interim. Further work on this topic is awaiting consultation with key Senate leadership on their level of support. The CRAB Director has discussed this with Chair Hobbs and received positive responses. The TIB Director and I met with Senator King on Nov. 14. I met with Sen. Hobbs on Nov. 27. CRAB, TIB, and FMSIB met with potential House sponsors. It appears we will have sponsors identified for both a House and Senate introduction of the bill. I will provide more details at the meeting.

### **FMSIB 20<sup>th</sup> Anniversary Recognition**

I continue to work with FMSIB's freight partners and TVW to produce and finance a 30-second promotional spot on the TVW network. This spot would air approximately 3,500 times throughout 2019.

The quoted TVW fee for this sponsorship is \$25,000. To date, I have preliminary commitments from FMSIB partners for \$22,500, of which \$12,500 has already been invoiced by TVW. At the Board meeting, I will provide more updates on the financing and share a preview of the 30-second spot.

### **FMSIB Process Improvement Efforts - Update**

FMSIB staff have identified several agency processes that could benefit from rigorous review, improvement, and documentation efforts. Some of those processes include:

1. Developing Board meeting agendas
2. Arranging meeting venues and services
3. Electronic document filing
4. FMSIB project dashboard functions

Staff have completed a flowchart for items 1 and 2 and have created template schedules to reflect an ideal task delivery process. Also, over the holidays we made substantial progress on Item 3: we've completed a new electronic and paper filing structure consistent with the Secretary of State's archiving guidelines and are translating the current file structure into the new format.

### **Legislative and Other Briefings**

The Senate Transportation Committee has scheduled a Jan. 21 Committee meeting to allow FMSIB, CRAB, and TIB to brief members on each agency's mission and priorities. We expect the House Transportation Committee will be scheduling similar briefing opportunities.

The Washington State Transportation Commission has scheduled a similar FMSIB, CRAB, and TIB briefing for Jan. 24.

### **Meetings and Conferences**

In order to better understand the freight mobility issues affecting our customers, I attended the following meetings, conferences or seminars:

- Nov. 21: Briefed the new Association of Washington Cities (AWC) Transportation Lobbyist (Logan Bahr) on the variety of freight related issues shared by AWC and FMSIB.
- Dec. 4: Provided a FMSIB agency briefing to new House Transportation Committee staff member Beth Redfield (who previously staffed the Joint Transportation Committee in general and the Road-Rail Conflicts – Phase 1 Study in particular).
- Dec. 5: Presented results of the Road-Rail Conflicts – Phase 2 Study to the Washington Public Ports Association Annual meeting in Bellevue.

- Dec. 11: Briefed the Washington Transportation Commission on the Road-Rail Conflicts – Phase 2 Study.
- Dec. 18: Met with the new Chair of the House Transportation Committee, Rep. Jake Fey, to discuss codification legislation. He was supportive last year and continues to be.
- Dec. 27: Met with Rep-elect Jared Mead, D-44, to discuss codification legislation.



## ***Honoring FMSIB for Twenty Years***

1/18/19

### **Background**

In the late 90's, several pivotal events led to the creation of the Freight Mobility Strategic Investment Board (FMSIB). Depending on how one counts the years of FMSIB's existence, a celebration of FMSIB's creation could be conducted in 2017, 2018, or even 2019.

FMSIB's existence, both initially and ongoing, is owed to the longstanding efforts of many freight interests on the local, regional, and statewide levels. A variety of organizations and associations worked hard to create and sustain FMSIB over the last 20 years. Recently, some of those sustaining organizations have offered to provide financial support to mark this milestone anniversary. A variety of mechanisms are available and have been discussed by the Board including the producing and televising of several levels of TVW promotional spots.

### **Board Discussion and Direction**

In September, the Board discussed several options for celebrating FMSIB's 20<sup>th</sup> year. The Board requested the Director to take the next steps in speaking with private-sector stakeholders to see if there is an interest in sponsoring a TVW program for FMSIB's 20<sup>th</sup> Anniversary. The Director was asked to report back to the Board at the November meeting and a decision will be made at that time.

### **Staff Work to Date**

FMSIB staff identified the key associations and stakeholders who might be interested in contributing to such an anniversary promotional spot. Those stakeholders are listed below along with their current position about and contribution to the idea:

<b>Stakeholder</b>	<b>Is this a good idea?</b>	<b>Are you willing to contribute financially?</b>	<b>If yes, how much?</b>
Statewide Association A	Y	Y	\$5,000
Statewide Association B	Y	Y	\$5,000
Statewide Association C	Y	Y	\$5,000
Private A	Y	Y	\$2,500
Private B	Unknown	Unknown	Unknown
Private C	Y	Y	TBD
Private D	Y	Y	TBD
Statewide Association D	Association suggested but yet to be contacted		
<b>FMSIB</b>	<b>Y</b>	<b>TBD</b>	
<b>TOTAL</b>			

FMSIB staff also worked with TVW to provide photos and videos. TVW produced a 30-second spot which I will share at the January meeting.

**Question for the Board:** Do you want to contribute the remainder of the \$25,000 promotional fee? At this time, I estimate the balance to be between \$2,500 and \$5,000. Worst case, it go as high as \$7,500. Our agreement with TVW is very clear that FMSIB will not be obligated to fund any portion of the \$25,000 fee.

## **Briefing to the FMSIB Project Selection Committees**

Reconsideration of City of Connell Rail Interchange Project

9/4/18

**Updated 1/18/19 for Board Consideration**

### **Purpose**

To provide information to the combined FMSIB Board and Technical Project Selection Committees regarding the request received from the City of Connell to reconsider the Board's June 1 decision on the city's Connell Rail Interchange Project.

### **Project Background (see Vicinity Map attached)**

The primary goal of the Connell Rail Interchange project is to enable long trains operating westward on BNSF's Lakeside Subdivision (R1) from Spokane to be interchanged to the CBRW short-line (R2) in Connell without the need to break trains apart. The existing interchange configuration is outdated and leads to time-consuming switching and extensive roadway blockage at two at-grade crossings in Connell's city center. It also impedes the efficient flow of rail traffic along the BNSF Lakeside Subdivision.

The Port of Warden's Pacific Coast Canola Processing Facility receives unit trains of 100 cars of canola from Canada every three weeks. These trains come westbound (southbound) from Spokane but because of the interchange configuration at Connell, they cannot be processed there. The train is moved further west (south) to Pasco where the engines are moved from the western (southern) end of the train to the eastern (northern) end of the train before the train can return 35 miles back up to Connell. The train is then taken apart and placed into the existing interchange yard to await CBRW engines to reconnect the segments into a full train which is then taken to the Pacific Coast Canola Facility for delivery. On the outbound leg, the train operations repeat in order to return the empty cars back to Canada for the next delivery to Warden.

### **Reconsideration Factors**

The 2018 Call for Projects Selection Committees scored this project in the top 10 of 17 applications received. The Committee interviewed the project sponsor on May 15 and after deliberation, the Committee's decision was not to award funding at this time. The Committee rationale was as follows:

*"Some mainline freight rail benefits, project in early fundraising, ask if city prefers a smaller FMSIB contribution now or larger one later, consider contributing rebates from Barker Rd."*

On June 1, the FMSIB Board reviewed the recommendations of the Project Selection Committees, concurred in not awarding funds to the Connell Rail Interchange Project. The Director was asked to reach out to the project sponsor to explore alternative funding options. On July 13, the Director participated in a conference call with many stakeholders, which included the following:

- Burlington Northern Santa Fe Railway
- Columbia Basin Railroad Company
- Port of Moses Lake
- Port of Warden
- Port of Royal Slope
- Port of Pasco
- Adams County EDC
- Grant County EDC
- Senator Judy Warnick
- Representative Mary Dye
- County Commissioners from Adams, Grant and Franklin Counties
- Washington Public Ports Association
- Washington State Department of Transportation

This Connell Interchange Coalition reviewed the 60 percent design and cost estimates prepared by BNSF for the project. Based upon that presentation, a group of the Coalition members led by the Port of Moses Lake joined together to help the city prepare and submit an application under the US DOT Build program for \$16.6 million. The Coalition is also working on a CRISI FY 18 application to submit in September.

Based on this renewed interest on the part of the Coalition and its willingness to fund two federal grant submittals, the City of Connell requested FMSIB reconsider the city's application and stated they would accept a \$2 million grant award in lieu of the \$4 million previously requested.

**Recommendation Options**

1. Deny the reconsideration request
2. Approve the full request
3. Modify the request
4. Ask for more information
5. Schedule a second project interview

**Committee Recommendation to the Board:** Direct staff to contact the coalition of ports supporting this project and determine the level of shipper commitments to use the line. In particular, identify new shippers coming online with the Port of Moses Lake project.

**Justification:** The level of freight use identified in the City application is insufficient to warrant FMSIB contributions.

**FMSIB Board Discussion Sept. 21, 2018 (from the Draft Meeting Minutes)**

*"City of Connell-The Connell Interchange Coalition met on July 13 to review BNSF's 60-percent design and cost estimates. Now that the Coalition is willing to fund two federal grant submittals, the city has requested FMSIB reconsider awarding \$2 million in lieu of the original \$4 million request.*

*Committee Recommendation to the Board: Direct staff to contact the Coalition of ports supporting this project and determine the level of shipper commitments to use the line. In particular, identify new shippers coming online with the Port of Moses Lake project.*

*Mr. Swannack moved to accept the above Committee recommendation for staff to gather additional information before making a decision on this project. Mr. Watters seconded.*

**MOTION CARRIED"**

## Post Board Meeting Staff Research

### 10/2 Jeff Bishop Conversation:

Connell and Pasco believe that the project benefits accrue more to Grant and Adams County than Franklin County. Unit trains bound for the Connell I/C create a mess. The Port of Warden still getting unit trains. Moses Lake spur won't be done until 2022. No traffic projections. TIGER grant application includes traffic numbers. Genie the biggest potential user (steel) - currently using trucks. Port of Moses Lake paid for last federal BUILD grant application.

### Freight Figures from the Port of Moses Lake TIGER Grant:

ANNUAL DEMAND PROJECTIONS			
	PROJECT OPENING YEAR	2030	2040
Diverted Trucks	6,948	7,549	8,360
Diverted Truck Miles	3,105,045	3,578,320	4,217,985
Diverted Truck Ton-Miles	49,680,727	57,253,122	67,487,764
Added Carloads	1,829	1,986	2,200
Added Rail Miles	984,479	1,152,988	1,337,345
Added Rail Ton-Miles	54,856,297	68,979,665	81,310,559

### Nov. 6th Connell Coalition Conference Call:

The Ports and shippers are concerned that the current interchange requires an extra day each way to ship eastbound from Moses Lake, Othello, Warden, etc. (due to need to take train into Pasco and then turn it around before heading eastbound). Shippers would of course prefer a direct route to Spokane rather than via Pasco. Rail sidings are expanding in Othello, Warden, etc. so it is only going to get worse

The WSDOT has stated the project will be included in the 2019 Rail Plan, mostly to ensure it is eligible for state and federal grants.

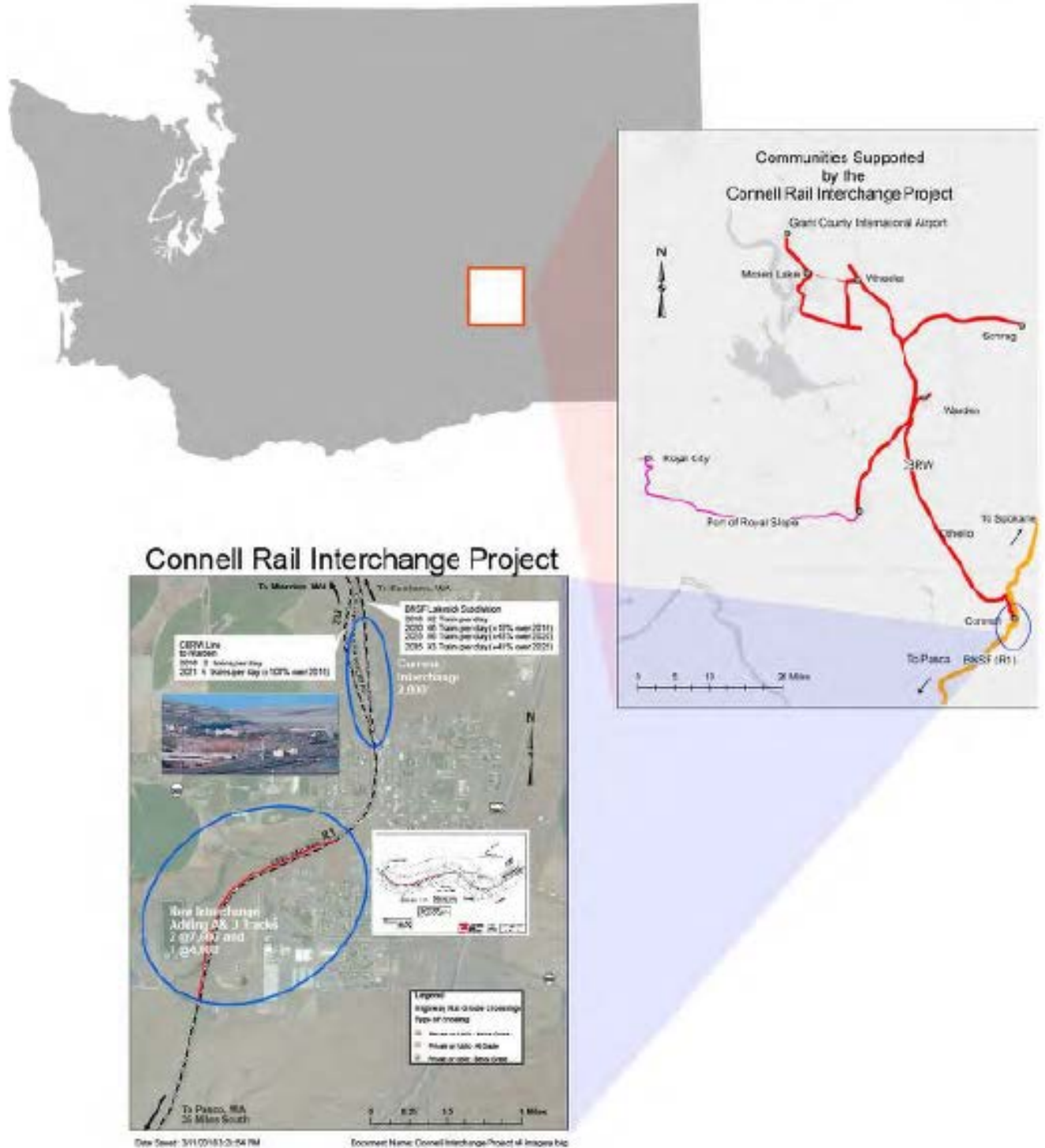
There was some discussion about who should be the project lead. Connell said they want to be involved but they are going to need help. For the City, it is more a safety project than an economic development project. The Port of Moses Lake has expressed interest in helping.

I heard the group say that the eventual owner of the improved assets would be BNSF. This could be problematic for FMSIB participation, as FMSIB projects need a state or local government sponsor (Note: Use of state funds to benefit a private sector asset has been allowed on other FMSIB and WSDOT projects).

There was some discussion about the benefits of this project to BNSF operations. Randy Hayden with the Port of Pasco stated that there is plenty of capacity in the Pasco yard so removing these trains from Pasco does not provide any benefits to the yard. A representative of BNSF (a Ms. C. Rutherford) said that no specific capacity analysis has been completed. However, it makes logical sense there would be some capacity improvements from an improved interchange.

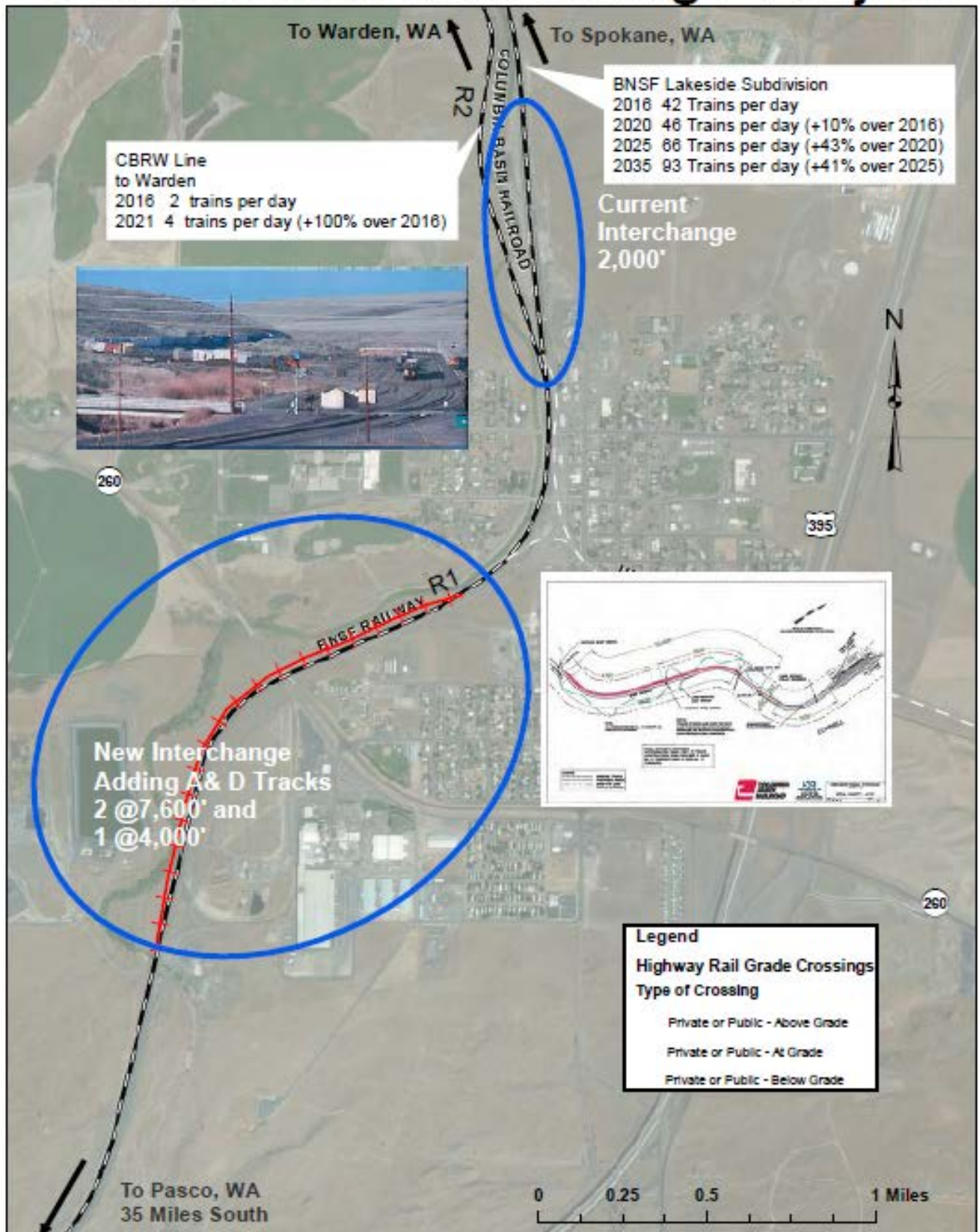
Someone else pointed out that it must have some priority for the railroad since the project keeps showing up as a priority on the Great Northern Corridor Coalition list of projects.

# Location Map for Connell Rail Interchange Project





# Connell Rail Interchange Project



Connell Rail Interchange



On-Track  
For Growth!

EASTERN  
WASHINGTON'S  
HARVESTLAND



# Connell Rail Interchange Project

FMSIB Presentation  
May 15, 2018

# Project Overview

## The Need:

Reconfiguring and expansion of the Connell interchange is needed for CBRW to improve, and modernize, service to growing agricultural producers and manufactures in the region.





# Primary Project Goal:

The primary goal of the project is to enable long trains operating westward on BNSF's Lakeside Subdivision to be interchanged to the CBRW without the need for breaking the train apart, time-consuming switching, or extensive roadway grade-crossing blockages.





## Pacific Coast Canola, Warden, WA

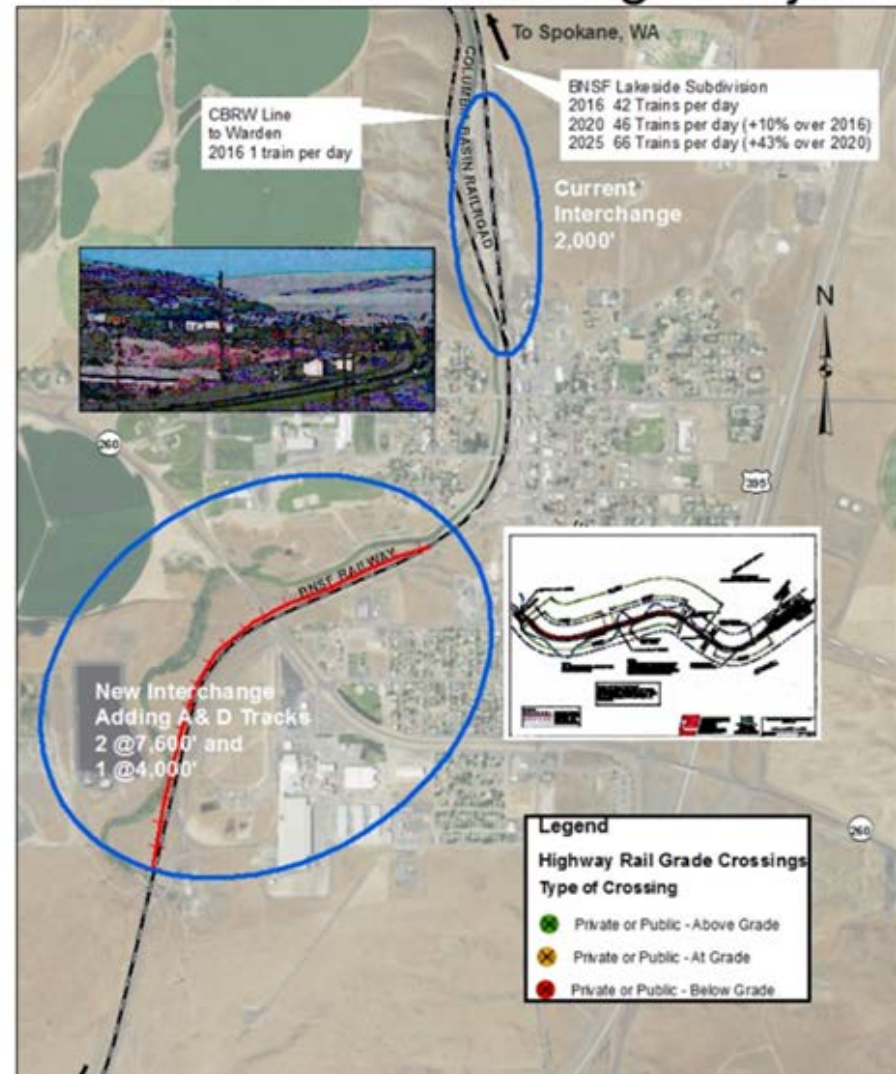
- \$100 M Facility  
Opened 2013
- Designed to handle  
canola only
- Produces canola oil  
and meal
- Oil is food-grade and  
can produce  
biodiesel if market  
dictates
- Processes 1,100 MT  
per day
- Meal sold into dairy  
and other feed  
markets


# Project relocates Rail Interchange Yard 1 mile south

- Reducing the Rail to Rail conflict
- Reducing the delay at the two downtown crossings

Improving Freight movement on both rail and road

## Connell Rail Interchange Project






## Freight Benefit #1

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- The interchange reconfiguration will improve rail operations efficiency such as:
  - switching arriving BNSF trains, or
  - repositioning or reconfiguring locomotive power.
- All of these train operations will be able to occur without blocking the BNSF Lakeside Subdivision main line.



## Freight Benefit #2

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- The interchange reconfiguration will allow for the simultaneous accommodation of an inbound and an outbound train between BNSF and CBRW, without one blocking the path of the other.
- The minimum number of tracks required for this type of operation is three, with a clear length of 8,600 feet (7,500 feet minimum) each.



A red and white CBRW locomotive, numbered 166, is pulling a freight train through a dry, hilly landscape. The locomotive has a white stripe and a logo on its side. The train is moving along a gravel track. The background shows a dry, hilly landscape with sparse vegetation.

## Freight Benefit #3

- This configuration will enable unit trains, with a typical length of 7,400 feet, to arrive or depart from any track, with adequate stopping and clearance distance in each track.

## Freight Benefit #4

- Relocating the Interchange Yard South of the Downtown , will reduce blockages of two at-grade intersections.

# Freight related Benefits Monetized in BCA

Long Term Outcomes	Impact Category	Description	Estimated 20 year Results
<b>Economic</b>	Decreased Shipping Costs	Shipper benefits from decreased cost of shipping on rail rather than truck	\$32 million operational costs savings to shippers
<b>Mobility</b>	Reduced Pavement Damage	Having rail capacity will reduce the number of trucks on the roads and decrease pavement maintenance costs of public roads	\$5.5 million of Road maintenance savings to state and region
<b>Mobility</b>	Reduced Congestion Costs	Available Rail capacity will result in fewer costs related to traffic congestion (fuel savings)	\$16 million of fuel savings
<b>Safety</b>	Improved Road Safety	Reducing the growth in trucks on the public roads will reduce traffic fatalities	\$4.7 million of reduced fatalities from reduction of Vehicle Miles Traveled



# Project Funding (Original HDR estimates)

<b>Funding Sources</b>	<b>Amount in Millions</b>	<b>Status</b>	<b>%</b>	<b>Use</b>
Total Project	\$ 24.1		100%	
City of Connell/ Local	\$ 0.1	Committed		PE
Connecting WA	\$ 10.0	Committed		FE, Enviromental, and Construction
Subtotal	\$ 10.1			
GAP	\$ 14.0			
Federal TIGER 2017 / INFRA	\$ 14.0	Requested		Construction
FMSIB	\$ 4.0	Requested		Construction

# Current Status

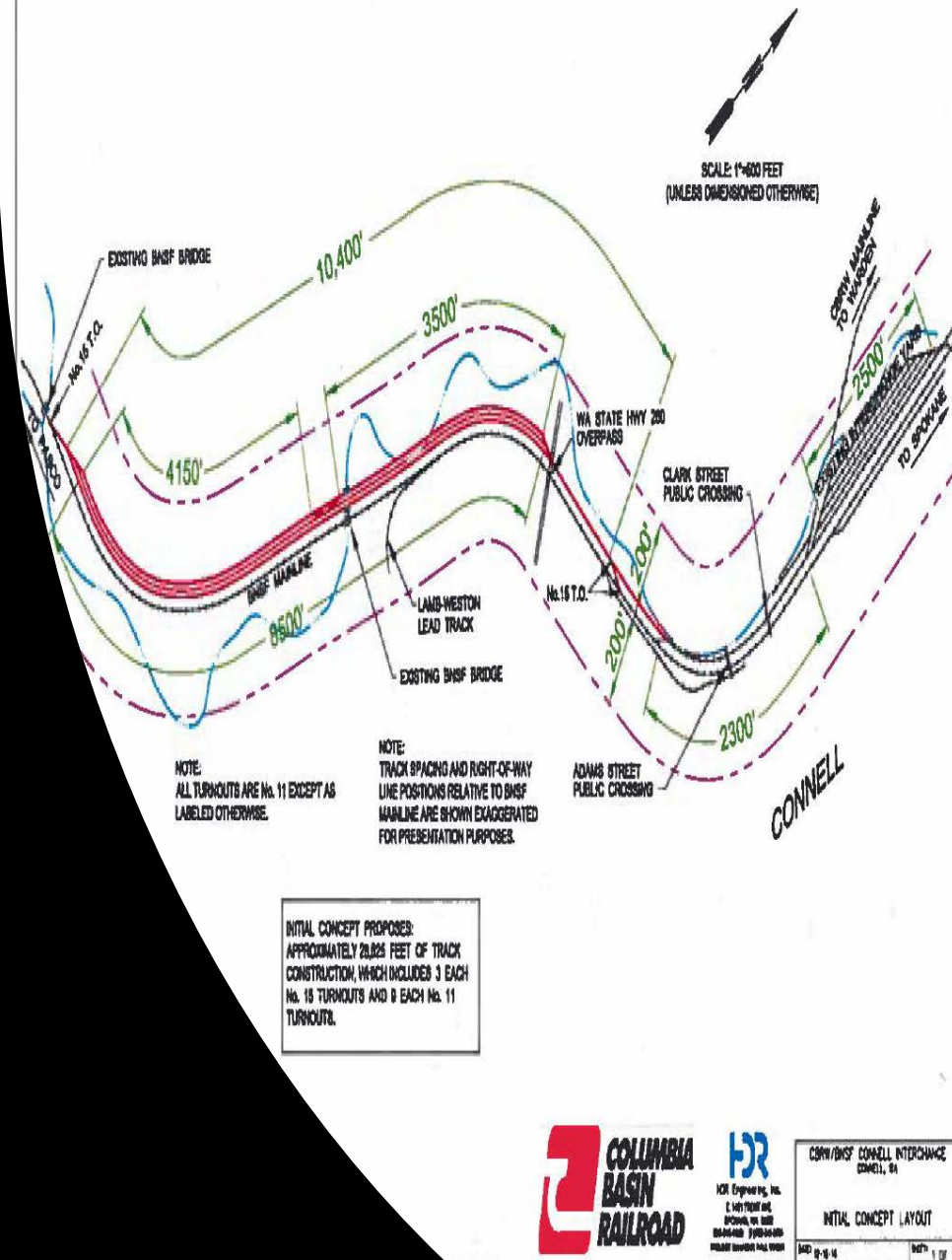
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- All survey and geotechnical work is complete.
- 30% Plans have been delivered to, reviewed, and approved by BNSF. Required WSDOT review is underway.
- 60% plans will be completed shortly. Initial environmental and utility investigation has been completed, determination of applicable permits is pending 60% design submittal.
- 30% construction estimates have been completed and incorporate initial BNSF signal project estimates.



# Next Steps

- Continue to submit funding requests to fill the gap
- Potential Phasing Alternatives



# No Non-Freight Related Scope or Budget

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- All capital improvements are freight related.
- This is not a grade separation project, it is a rail yard relocation project.
- Improves Freight fluidity on road and rail.
- 100% Rail is Freight, 26% of AADT at 2 crossing is Freight
- Non-freight benefits of the Project include:
  - Emergency Response Time Improvement across the BNSF Mainline
  - Local Mobility at 2- at grade crossings will improve due to less time blocked by train movements (total of 64 school buses cross these crossing each school day)







Questions

[Return to Agenda](#)

TrainWatcher

# 2019 Washington State Rail System Plan

An Integrated Plan for  
Future Rail Growth and  
Action

## Freight Mobility Strategic Investment Board

January 18, 2019

Jason Beloso | Planning Program Manager



Roger Millar, Secretary of Transportation

Keith Metcalf, Deputy Secretary of Transportation



# Objective and Key Tasks



## DRAFT 2019 Washington State RAIL SYSTEM PLAN

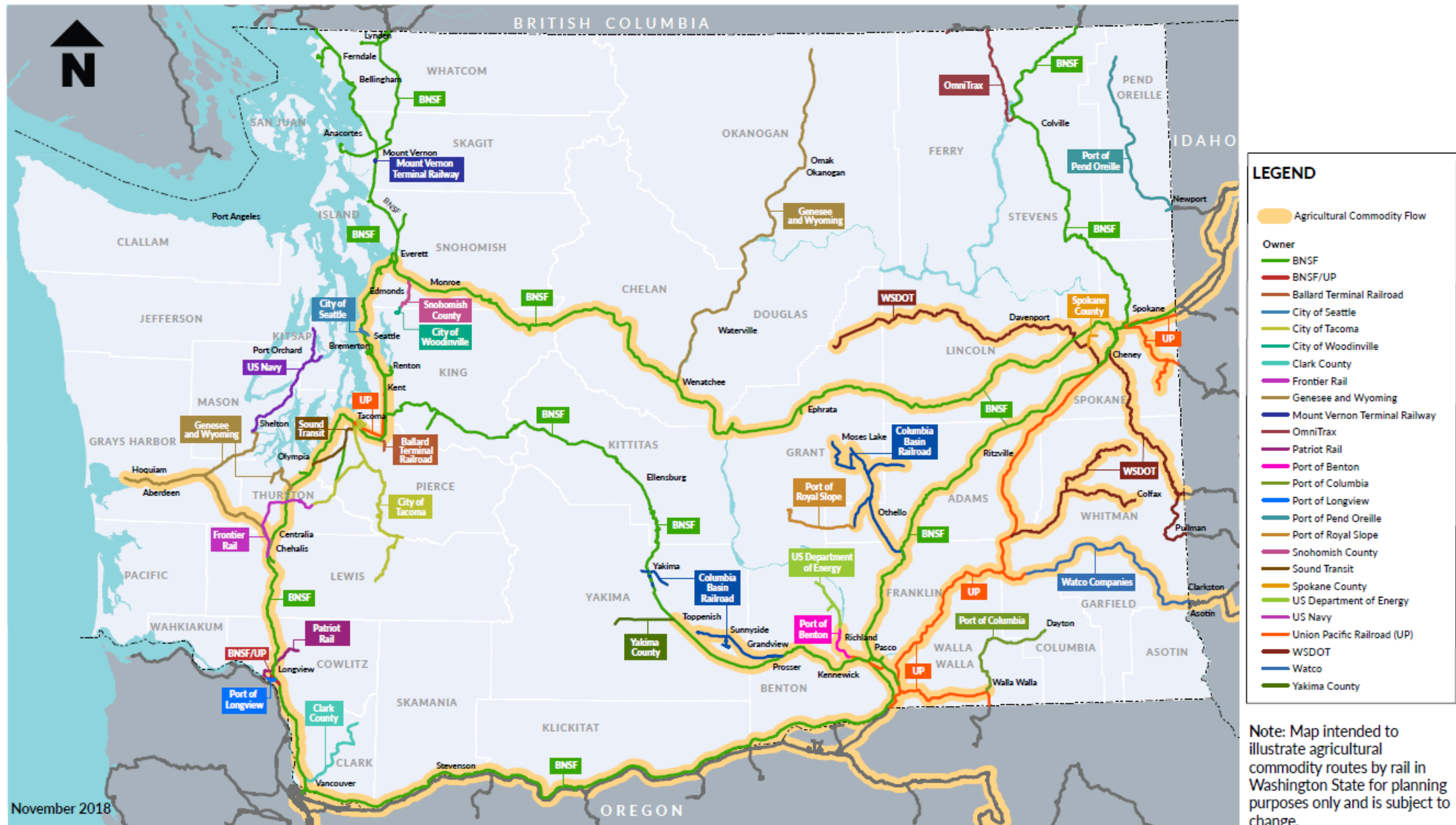


## Objective

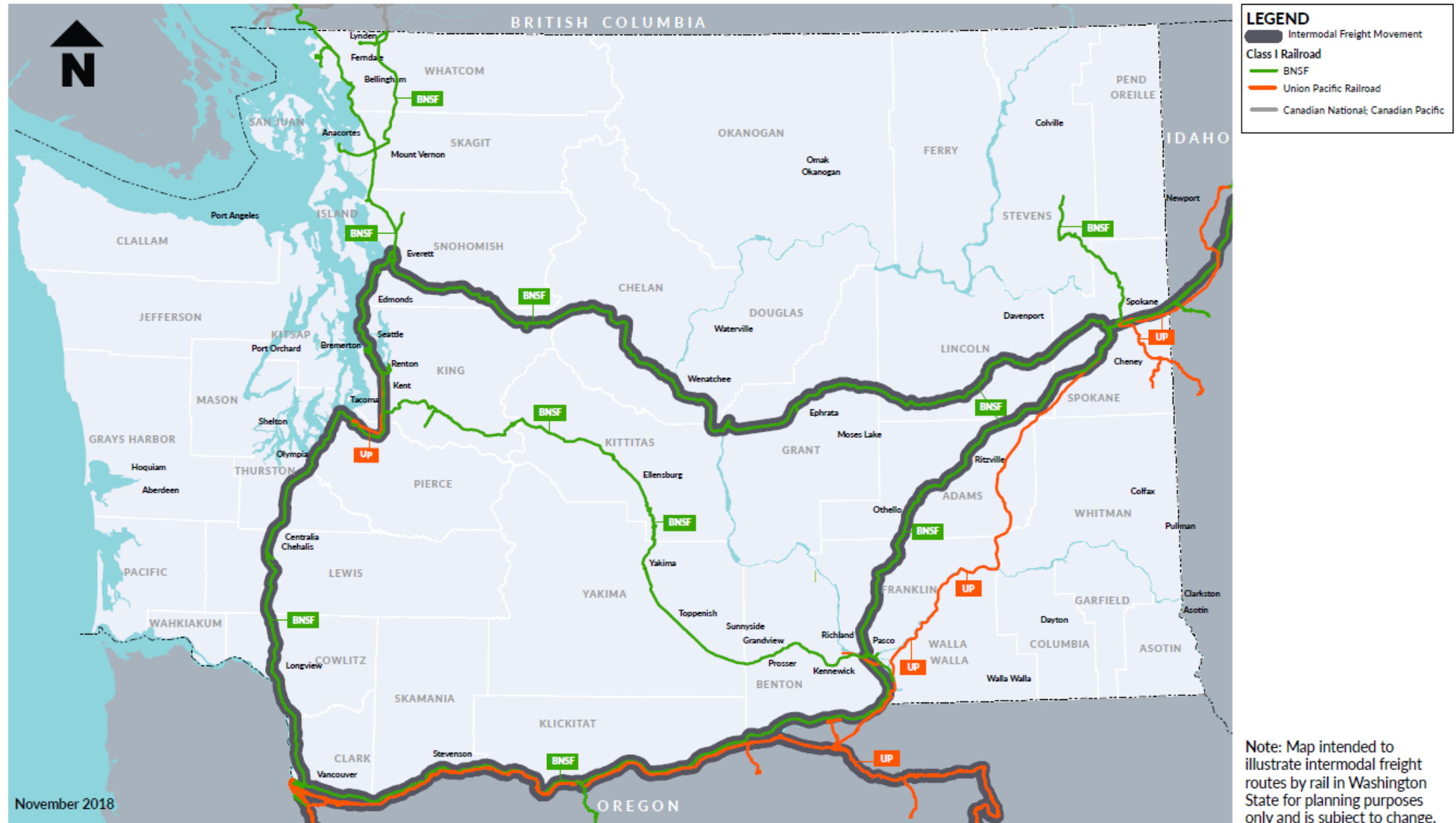
Provide a framework for accommodating growth and implementing strategic actions for future passenger and freight rail service

## Key tasks

- Inventory of existing conditions
- Freight and passenger rail modeling and forecasting
- Rail system capacity analysis
- Passenger rail multimodal connectivity analysis
- Stakeholder survey and outreach

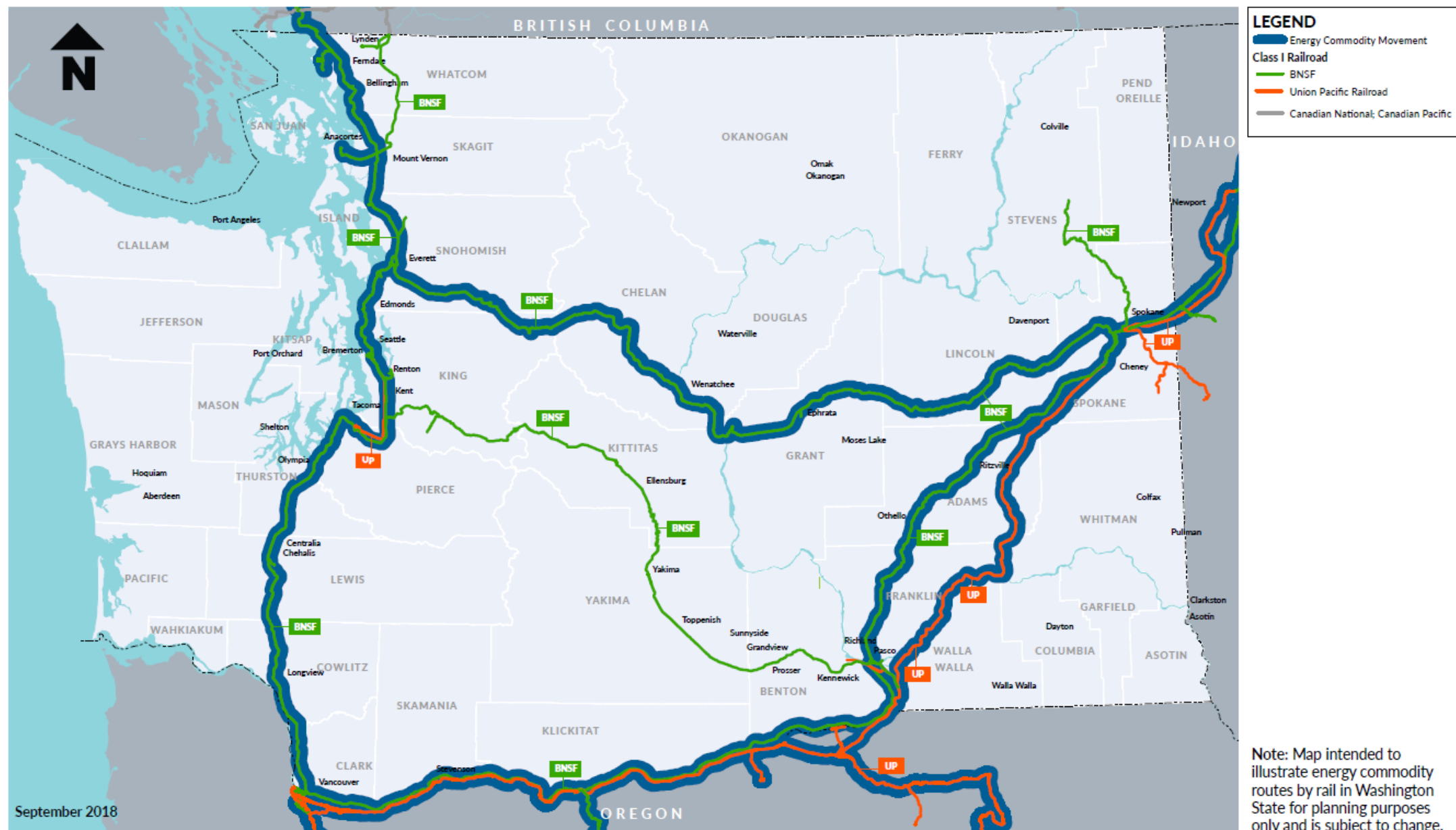






November 2018

# WSDOT Energy Commodity Movement by Class I Railroad in Washington State



# Freight Rail Forecast Modeling

## Various data sources were utilized to develop freight rail forecast model

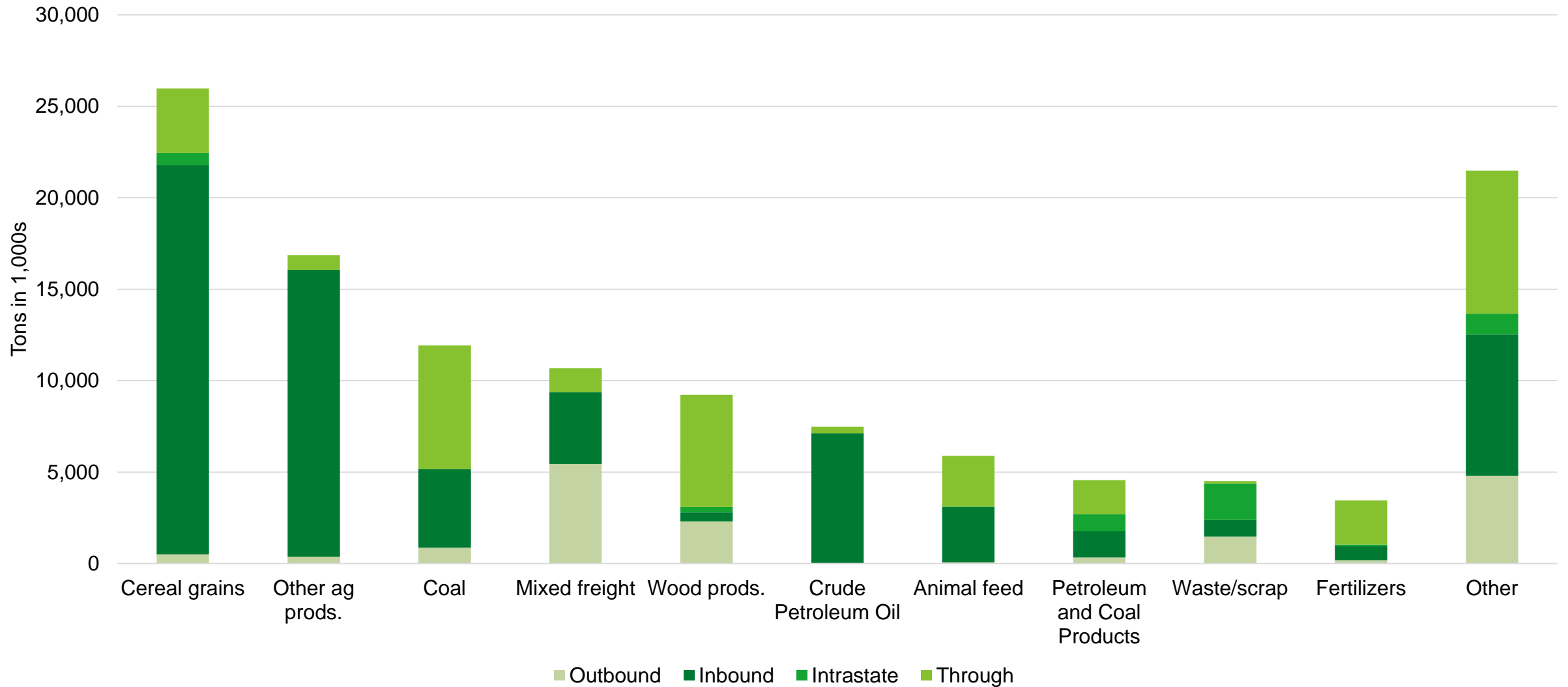
- Surface Transportation Board 2016 Confidential Carload Waybill Sample
- Rail volume data from top Washington ports
- FHWA Freight Analysis Framework 4
- REMI Economic model for Washington State forecast

## Modeling methodology

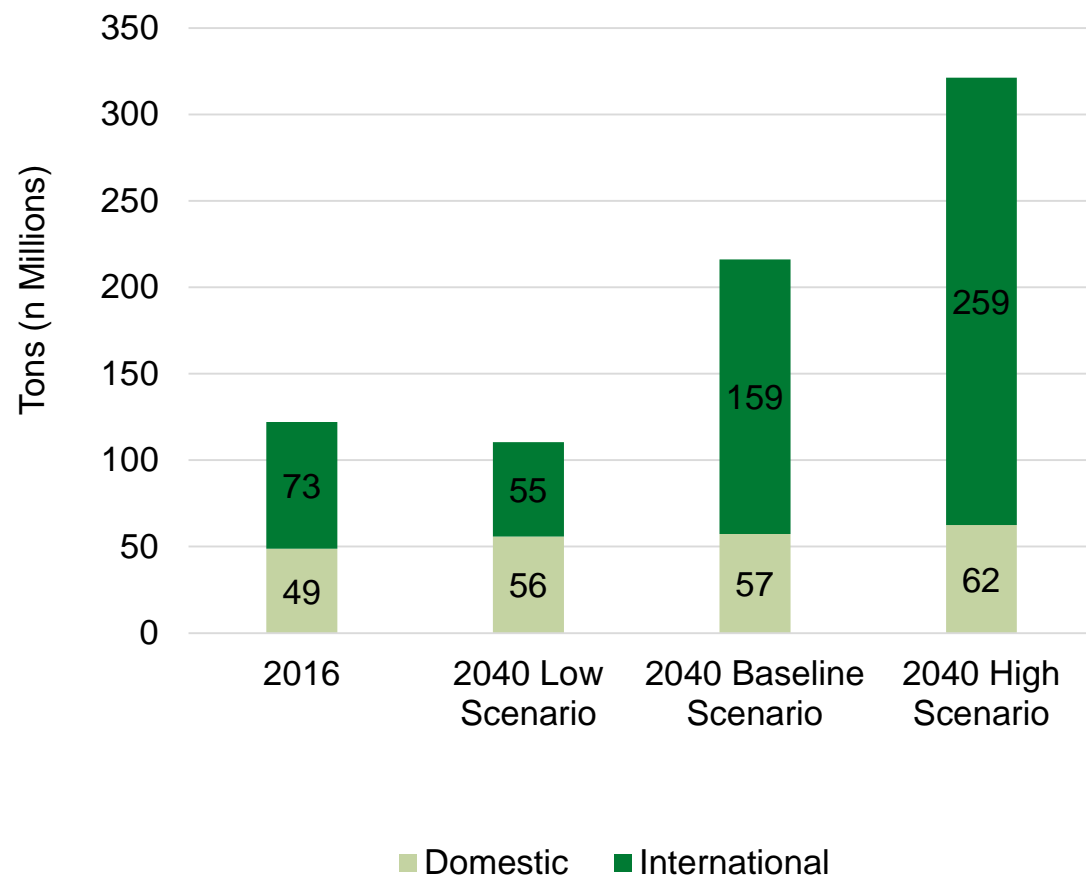
- Base year methodology: identified WA port-related and NAFTA rail traffic flows in 2016 Waybill OD flow data
- Forecast year methodology: applied growth rate derived from FAF 4 and REMI economic forecast data sources to base year modeling results
- Alternative scenarios: developed baseline, low, and high growth scenarios to forecast a range of different futures considering robust growth or substantial decline in export

## Adjustments made to the base year modeling results based on rail volume data from WA ports

# Top Commodities: 2016 Base Year



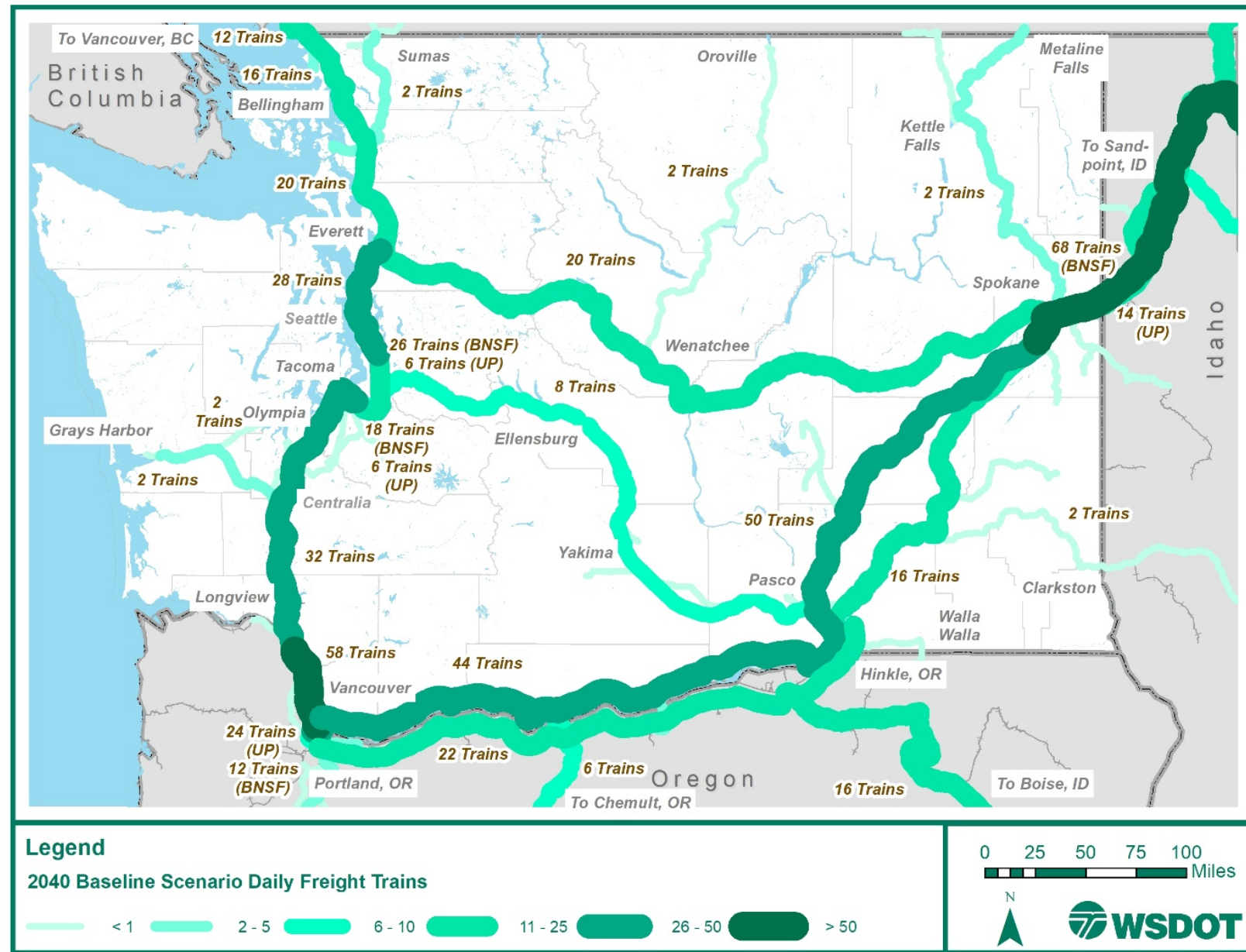
# Freight Rail Preliminary Forecast Results



- Baseline forecast Compound Annual Growth Rate (CAGR):  
Domestic 0.7% / International 3.3%
- Low growth scenario CAGR:  
Domestic 0.6% / International -1.2%
- High growth scenario CAGR:  
Domestic 1% / International 5.4%
- High international growth driven by cereal grains, and agricultural products

# 2040 Freight Rail System

Preliminary Results:  
Daily Train Counts  
under Baseline  
Scenario





# Illustrative Rail Project List Update

## **WSDOT sent request for rail project information to all MPOs and RTPOs in Aug 2018**

- Review 2014 list and provide updated information for active/new projects
- Coordination with local jurisdictions encouraged

## **Project must meet following criteria**

- Included in the current Statewide Transportation Improvement Program; or
- Adopted in an official plan, such as a Regional Transportation Plan, TIP, or comprehensive plan for a city, county; or
- Vetted through an appropriate public process, such as a regional planning process

## **Five MPO and RTPOs submitted rail project information**



# Illustrative Rail Project List Update

## WSDOT is also reviewing other publicly available sources to identify rail projects for consideration

- FMSIB road/rail conflict study phase 2
- 2017 State Freight Plan
- Sound Transit System Plan

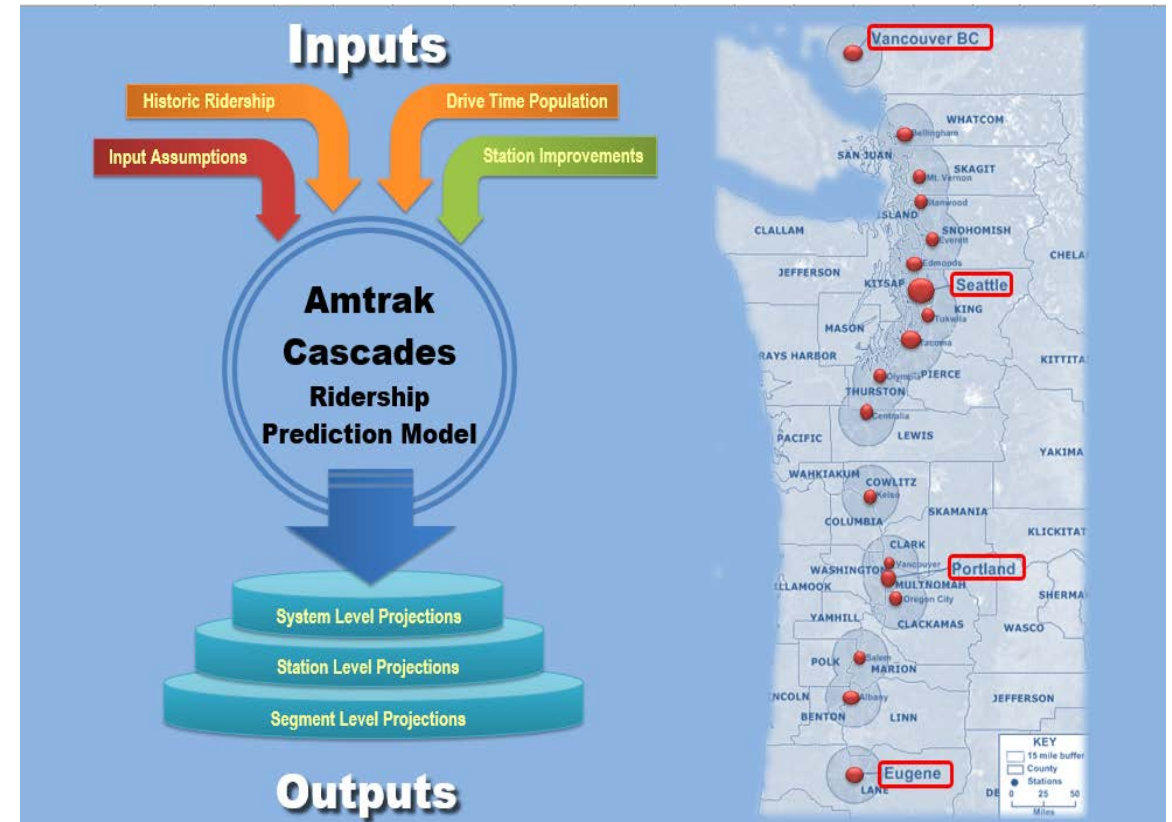
## Initial review of FMSIB project list indicated

- Half of FMSIB Tier 1 and Tier 2 list (25 projects) are on WSDOT illustrative rail project list
- For the rest 25 projects on Tier 1 and 2 list:
  - 9 projects are fully funded and not recommended for inclusion
  - 7 projects were not submitted to WSDOT by MPOs
  - 9 projects are in MPOs which did not respond to WSDOT project request
- Does not apply federal benefit/cost methodology to evaluate grade crossing investments (*i.e. FRA GradeDec Net*)

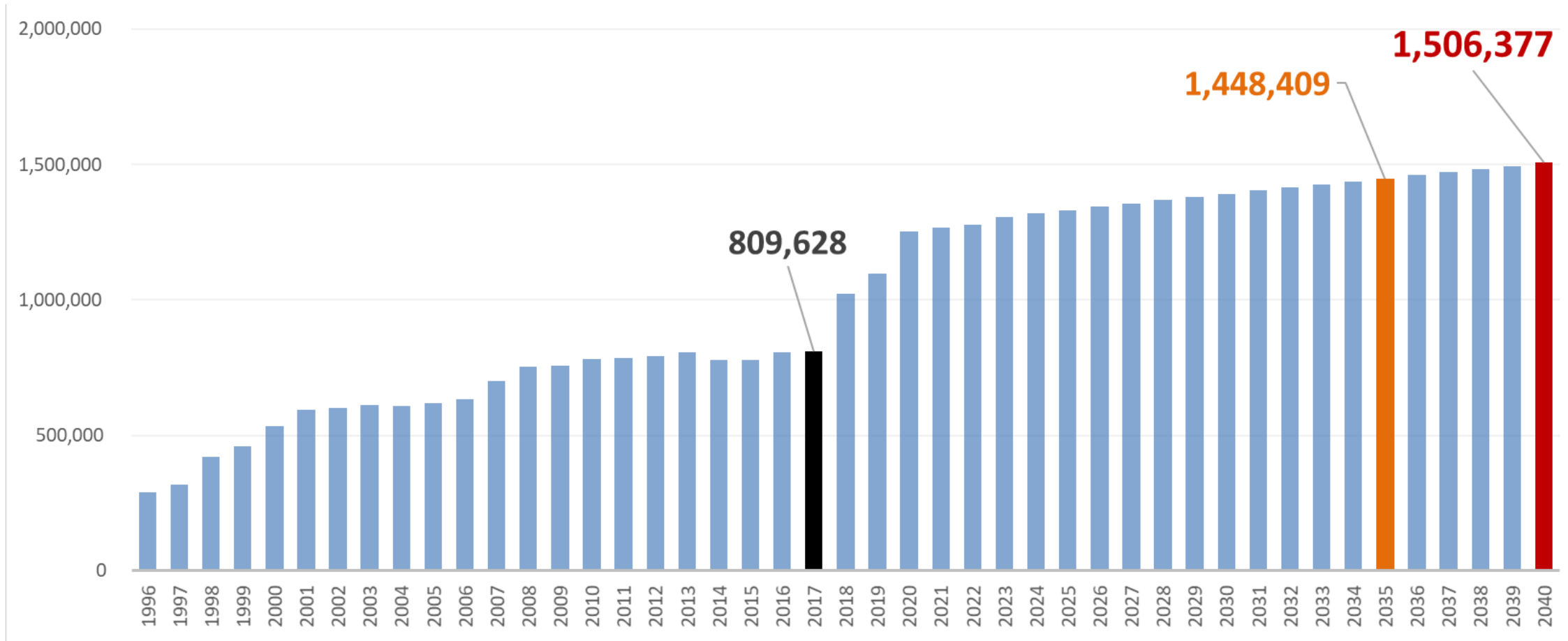
# Amtrak Cascades Ridership Forecast Modeling

## Modeling methodology

- Bottoms-up approach: ridership forecasts developed at station level then summed up to system level
- Linear regression model:
  - Modeled following key variables:
    - *On-time performance*
    - *Service frequency*
    - *Travel Time*
    - *Drive time population*
  - Utilized historical data from 1996 through 2017 to predict future ridership
- Alternative scenarios: developed baseline, minimal, intermediate and high growth scenarios



# 2040 Amtrak Cascades Ridership



Preliminary Forecast Result under Baseline Scenario

# Multimodal Connectivity Analysis

## Connectivity evaluation measures

- Land Use
- Safety
- Mobility
- Connected Transportation System

Categories & Criteria	Maximum Points Possible	Criteria Score	Category Total	Category Score
LAND USE				
Attractors	3	3	9	3.0
Station Location Context	3	3		
Zero Car Household	3	3		
SAFETY				
Crash History	n/a	n/a	3	1.0
# of at grade RR Crossings	3	3		
MOBILITY				
Transportation Connectivity Options	3	3	5	1.7
Human Service Transportation Plan	3	2		
CONNECTED TRANSPORTATION NETWORK				
# of Transit Routes	3	2	12	4.0
Connecting Sidewalks	3	3		
Connecting Bike Lanes/Routes	3	3		
Drop-off/Pick-up	3	2		
Wayfinding Signs	3	2.0		
	Station Connectivity Score			9.7

## Connectivity-candidate improvements: By station

- | Project Name/Location                      | Type       | Description  |
|--|------------|--|
| 11th Street: Amtrak Station to King Street | Pedestrian | Construct new sidewalks, with curb and gutter, on both sides of street connecting to existing sidewalks, east of railroad tracks before King Street. |
| Bicycle Rack - Station                     | Bicycle    | Install bicycle racks at Amtrak Station  |
| 11th Street and BNSF Tracks                | RR Xing    | Install and improve pedestrian RR crossing to include sidewalk, signing, striping, pedestrian gates, detectable warnings up to ADA standards         |





# Outreach and Schedule

## Outreach

- **Early 2019:** Sharing preliminary results and draft strategies with technical workgroup for feedback

## Schedule

- **Spring 2019:** Internal review of plan
- **Mid Spring/Early Summer 2019:** Public review of plan
- **Summer 2019:** Plan complete





# Thank You



**For more information:**

<http://www.wsdot.wa.gov/Rail/staterailplan.htm>

Jason Beloso

[belosoj@wsdot.wa.gov](mailto:belosoj@wsdot.wa.gov)

[Return to Agenda](#)

# Representative Andrew Barkis Biography



Andrew Barkis represents the 2nd District. He was appointed in February 2016 to fill the vacancy of Graham Hunt.

Andrew was born and raised in Chehalis. He is a graduate of Seattle University with a degree in Communications. Andrew's personal knowledge and experience as a local business owner foster his priorities to have limited, but effective government that is focused on being fiscally responsible, creating more jobs, and enhancing small business growth within the 2nd District and state.

Andrew and his wife, Lisa, live in Olympia and have been married for 23 years. They have two sons and enjoy doing anything outdoors, especially hiking and camping around the Pacific Northwest. Andrew is active in several community organizations including the Lacey Chamber Commerce, Yelm Chamber of Commerce, Gateway Rotary, Lacey Sunrise Lions, and the National Federation of Independent Businesses.

# Representative Jake Fey Biography



Jake Fey's background of hard work and service to others drives him to continue to serve our community, first on the Tacoma City Council, as Deputy Mayor and now as State Representative in Olympia.

The son of German immigrants, Jake Fey was born and raised in Port Angeles, Washington. His father was a mill worker and card-carrying member of the IWW. His mother worked in the home. Jake's father passed away when he was 13 years old, leaving Jake to care for his mother as his older brothers had already left the house. Jake went to school and worked 30 hours a week to support the family because the only income they had was his survivor benefit from his father's social security. Jake and his

mother struggled to make ends meet and could not afford health care.

With the pressures at home, Jake struggled in high school. At that point he had the choice of two divergent paths, but encountered a number of adult mentors who directed his life in a positive direction. The many mentors in Jake's life invested valuable time and compassion. They taught Jake about personal responsibility and caring for others. One mentor in particular encouraged him to participate in the YMCA Youth and Government program in Olympia where he developed a passion for public service.

Jake was the first in his family to attend college, earning a Bachelor's of Arts Degree in Political Science from the University of Washington. He then went on to earn a Master's Degree in Public Administration from the University of Puget Sound.

Jake's experiences growing up had a profound effect on him. He understands how a positive adult mentor can have an important impact on youth and has made his involvement in Big Brothers and Big Sisters and other youth programs a top priority.

In his professional career and community involvement, Jake's efforts have always focused on the legacy left for future generations. In his leadership with Washington State University managing an alternative energy and energy efficiency program, community volunteer efforts on the Sound Transit and Pierce Transit Boards, work on The Pierce County Public Health Board, Vice Chairmanship of the Puget Sound Clean Air Agency and as Deputy Mayor of Tacoma, Jake has always made decisions that will ensure the long term welfare of our city, state and country. Jake is committed to a sustainable and vibrant future for generations to come.

Jake has lived in Tacoma for over 30 years. He has two children, two grandchildren and a partner Janine.

## **Community Service**

Puget Sound Regional Council Economic Development District & Transportation Policy Board;  
Board Member

Pierce Transit and Sound Transit; Vice-Chair

Puget Sound Clean Air Agency; Chair

Tacoma Public Utility Board; Board Member

Tacoma-Pierce County Health Department; Board Member

Boys and Girls Club of South Puget Sound; Board President

Tacoma-Pierce County Big Brothers/Big Sisters; Rotary 8



## Senator Steve Hobbs Biography

Senator Steve Hobbs has been a member of the Washington State Senate since 2006. He serves as Chair of the Transportation Committee and serves on the Financial Institutions & Insurance Committee as well as the Agriculture, Water & Rural Economic Development Committee.

In addition to representing the people of the 44th district, he is a member of the Washington Army National Guard and proudly served in Kosovo and Iraq.

Based on strong input from his constituents, Senator Hobbs has adopted an expansive policy agenda which includes promoting local job creation through helping small businesses and improving our transportation infrastructure ; promoting legislation that holds state government accountable for the dollars we spend; and working with the community to create new and innovative approaches to strengthening our education system. He is particularly focused on expanding programs in our high schools and colleges that will prepare our students for the growing demand in the high-tech industries both at home and globally.

Steve also continues to advocate for our service members and their families in Washington State by drafting policies that recognize the complex needs of the men and women serving in our military. Steve has worked with service members across our state to develop useful legislation to service members and their families ranging from help in education, finding good family wage jobs, and protecting veterans' rights since his time in the Senate.

Steve is a proud husband and father. He's been married to his wife Pam since 1995 and together they are raising three boys: Gavin, Truman, and Winston all of whom attend public schools.

Raised in a working class family, Steve was taught to value education and hard work. In 2011, he received a Master's of Public Administration from the University of Washington Evans School. In 1994 he earned a bachelor's degree in political science at the University of Washington. He also holds an associate's degree from Everett Community College.

**Steve has been honored by numerous civic and community organizations for his legislative work and military service. His public service honors include:**

- 2014 President's Appreciation Award, Dairy Federation
- 2014 Certificate of Commendation, Washington Farm Bureau
- 2014 Power of Choice Award, NARAL Pro-Choice Washington
- 2014 Honorary Member of the Year, PSE
- 2013 Legislator of the Year, Washington Low Income Housing Alliance
- 2013 Proud Partner Award, Washington State Housing Finance Commission
- 2013 Department of Defense Certificate of Appreciation
- 2012 Housing Hero, Housing Consortium of Everett and Snohomish County
- 2012 Legislative Recognition Award, Public School Employees of Washington
- 2012 Bringing Washington Home Advocacy Award, Washington Low-Income Housing Alliance
- 2011 Legislator of the Year, The Aerospace Futures Alliance
- 2011 Matson Award, Association of Washington Business
- 2010 Pioneer Educator
- 2010 NAACP Distinguished Armed Services Award
- 2010 Farm Bureau, Friend of Farm Bureau Award
- 2010 WASA Region Certificate of Achievement
- 2009 Housing Hero, Snohomish County Camano Association of Realtors
- 2009 Certificate of Appreciation, American Legion 96 Snohomish County
- 2008-2010 Legislator of the Year, Washington Association for Career and Technical Education
- 2008 Legislator of the Year, Washington Council of Police and Sheriffs
- 2007 Super Star Award, Washington State Skills Center
- 2007-2009 Business Champion, Joint Snohomish County Chambers of Commerce
- 2007-2008 Legislative Leadership Award, Statewide Poverty Action Network
- Commanders Award, Disabled American Veterans Dept. of Washington

During his free time Steve enjoys listening to music and reading. One of his favorite musicians is Huey Lewis.



## Senator Curtis King Biography



Senator Curtis King represents South Central Washington's 14th Legislative District in the Washington State Senate. Since his original appointment to the Legislature in 2007, he has been a member of the Senate Transportation Committee on which he currently serves as the Ranking Minority Member. He is also the Ranking Minority Member on the Senate Labor & Commerce and serves on the Rules Committee.

King served as chair of the Senate Transportation Committee from 2015 through 2017, following two years as a bipartisan co-chair. During that time, he was the primary sponsor of the first successful transportation revenue package in more than a decade. The \$16 billion infrastructure package funds six transportation megaprojects, more than 140 regional congestion-relief and road safety projects, and invests \$1.4 billion for the maintenance and preservation of existing roads and bridges.

King is a past president of the Central Washington State Fair Board and has served as an active member for 16 years. He ran a commercial cabinet shop with his father and brother, growing it into a successful company with 40 employees.

He holds B.S. degrees in Physics and Mathematics from the University of Washington. While working for General Electric on the East Coast, he received his M.B.A. from Clemson-Furman Universities.

King, a Yakima-native, and his wife Lois have two daughters and two grandchildren.