

Freight Mobility Strategic Investment Board

SEPTEMBER 21, 2018

9:00 AM to 1:15 PM

*Walla Walla Regional Airport
Blue Mountain Room~Terminal Bldg Parking
45 Terminal Loop Road
Walla Walla, WA 99362*

AGENDA

9:00 AM	Welcome/Introductions	Dan Gatchet	Informational
9:10 AM	Welcome to the Port of Walla Walla	Patrick Reay, Exec. Director Port of Walla Walla	Informational
9:25 AM	Status of FMSIB Projects in Kent	Tim LaPorte, Director Kent Public Works	Informational
9:45 AM	Meeting Minutes (June 1 Reg. Meeting & July 24 Special Meeting)	Dan Gatchet	Action
9:50 AM	FMSIB Budgets (2017-19)	Brian Ziegler	Informational
10:00 AM	FMSIB Staff Transition Plan	Brian Ziegler	Action
10:10 AM	FMSIB Budget Proposal (2019-21)	Brian Ziegler	Informational
10:20 AM	Director's Report	Brian Ziegler	Informational
10:35 AM	Board Member Reports	Board Members	Informational
10:50 AM	Existing Project Updates (City of Fife)	Brian Ziegler	Informational
11:05 AM	FMSIB Policy on Cost Overruns	Brian Ziegler	Action
11:25 AM	Road-Rail Conflicts Study Adoption - Reconsideration	Brian Ziegler	Action
11:40 AM	Potential New Projects (City of Edmonds, City of Connell)	Brian Ziegler	Action
12:00 PM	Working Lunch		
12:10 PM	FMSIB 20th Anniversary Briefing	Brian Ziegler	Informational
12:30 PM	Executive Session	All	
1:00 PM	Reconvene - Discussion	Dan Gatchet	Action
1:10 PM	Next Meeting: Nov. 16, 2018 - Spokane Valley	Dan Gatchet	Action
1:15 PM	Adjourn	Dan Gatchet	Action



Directions to Meeting Rooms

[Print](#)

Terminal Building / Meeting Room

Address:

45 Terminal Loop Road, Walla Walla, WA 99362

Directions to Walla Walla Regional Airport Terminal Building Conference Rooms:

[Click Here for Google Maps Directions](#)

Eastbound on Highway 12 (coming from Burbank/Tri-Cities)

Proceed on Highway 12 past City of Walla Walla exit signs (approximately 3 miles) to the "Port of Walla Walla/Airport" exit sign. At the bottom of the off-ramp turn left on Airport Road and proceed under Highway 12. The terminal building is the two story brick building on the left.

Westbound on Highway 12 (coming from Waitsburg/Dayton)

Prior to entering the City of Walla Walla take the "Port of Walla Walla/Airport" exit. At the first stop sign turn right onto Airport Road. The terminal building is the two story brick building on the left.

Parking for users of the Community Meeting Room:

- **Option One** - Short Term Parking Lot enter terminal building looped road and take the first left turn. Follow signs to short term parking. There is no overnight parking in the short term lot. Parking is free. Enter building through departing passenger doors. The conference rooms are located on the main floor to the right behind the frosted glass doors.
- **Option Two** - Long Term Parking Lot enter terminal building looped road and take the first left turn. Follow signs to long-term parking. There is no daily hour limit. Long term parking limit is two weeks. Parking is free. Enter building through departing passenger doors. The conference rooms are located on the main floor to the right behind the frosted glass doors.

[Return to Agenda](#)

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

**June 1, 2018
Suquamish, WA**

Board members present: Mr. Art Swannack, Acting Chair; Mr. Leonard Barnes; Mr. John Creighton; Mr. Matt Ewers; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. Tom Trulove, Mr. Bob Watters, and ex-officio Mr. Aaron Hunt.

Board members not present: Chair Dan Gatchet and Secretary Roger Millar

WELCOME

Acting Chair Art Swannack opened the meeting with welcoming comments.

MINUTES

Acting Chair Swannack entertained a motion to adopt the March 16, 2018, minutes as presented. Mr. Trulove so moved to adopt the minutes as presented and Mr. Barnes seconded the motion.

MOTION CARRIED

FMSIB BUDGETS

Director Ziegler discussed the new Operating Budget graph charts: 1) FMSIB 2017-19 Operating Budget by Object and 2) FMSIB 2017-19 Operating Budget vs. Actual. The Operating Budget is on target and the only change is OFM adding the allotment for salary and benefit increases.

Director Ziegler will verify if a Board action is needed in September to approve COLA increase for staff (Note: The Board approved 2017-19 biennium COLA's at their Sept. 15, 2017 meeting). There is money budgeted for the Board to go to Washington, D.C., in 2019, if needed.

Director Ziegler reviewed the changes the Board requested to the Capital Program Delivery Risk Assessment chart shows planned expenditures and forecasts future spending. The chart now includes total project cost and the date it was awarded. He then gave an update to how various projects are tracking. Of particular note is Kent's 228th project, which is the only project with a substantial change in delivery risk from green to yellow. The Board agreed to have Kent attend the September meeting in Walla Walla to discuss the status of the two active projects.

DIRECTOR'S REPORT

Director Ziegler briefly highlighted the below topics. See the meeting packet for the complete Director's Report.

Board Member Appointments~

The Governor's Office goal is to have the new appointments (chair, county, port, city) completed by June 30. The Board will be notified when appointments are made.

Project Status Updates~

City of Seattle, Lander Street Grade-Separation

The city projects a groundbreaking ceremony later this summer.

City of Spokane Valley, Barker Road

In my discussions with the City regarding the scope change on this project, I mentioned that FMSIB would likely be due a refund. They understood. I also asked that the City confirm that the new design (a roundabout) provides similar congestion relief for freight movements as the original design (an interchange). They conducted that analysis and provided me documentation. The freight benefit is slightly lower than mentioned in their original application, but still substantial.

FMSIB Annual Report~

To date FMSIB has received two inquiries about the RFQQ (Request for Quotation and Qualifications) for FMSIB's Annual Report. Proposals are due June 15, after which time the review team will assess and score them for selection. We will then begin negotiations with one consultant for a one-year contract with five, one-year extensions (at FMSIB's discretion).

Codification Legislation~

FMSIB, TIB, CRAB, and WSDOT collaborated on supporting legislation that would have made permanent the 2015 Connecting Washington revenue increases for each of our agencies. The bill did not pass in the 2018 session.

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

The agencies will collaborate on a strategy in the interim. This will likely include visits with the Transportation Committee Chairs and spending more time obtaining additional bill sponsors in 2019, as these bills will need to be reintroduced.

Coalition for Americas Gateways and Trade Corridors (CAGTC) Activities~

On February 14, the Coalition hosted a conference call to discuss the recent White House Infrastructure Plan release. On March 1, the Coalition released their summary of the testimony provided at the Senate Environment and Public Works Committee hearing on the Administration's proposal. Throughout early March, various congressional committees heard testimony on infrastructure needs and potential revenues, but it does not appear any legislation will be seriously considered this year.

One element of the White House proposal was Permit Reform. CAGTC formed a committee to evaluate the various elements of this proposal and develop a position paper. It was reviewed with CAGTC members in early May; however, there was not sufficient time for review by the FMSIB Board. WSDOT, another CAGTC member, chose not to endorse the draft position paper over concerns about some elements.

On another federal funding issue, WSDOT is still awaiting word on its funding application under the INFRA Program for the Puget Sound Gateway corridors (SR-167 and SR-509 completions).

Puget Sound Regional Council Update (PSRC)~

While the PSRC Executive Committee is evaluating whether to reformulate the Freight Roundtable, staff of member jurisdictions continue to meet monthly as a FAST Freight Advisory Committee.

FMSIB Records Management Planning~

FMSIB staff met with the Secretary of State – State Archives Division to learn ways to organize FMSIB’s paper and electronic files. Our goal was to ensure compliance with state records retention requirements while exploring ways to reduce paper and filing confusion.

Washington State Freight System Optimization Study (WSFSOS)~

After completion of the Marine Cargo Forecast (MCF), several freight interests formed a team (WSDOT, FMSIB, WPPA, and WTA) and began discussing how Washington’s landside infrastructure needs could be addressed to support the increased commodity flows identified in the report. The MCF included a short-range mainline freight rail capacity analysis identifying chokepoints that would become problematic. While train volumes will increase over the planning horizon capacity should not be constrained, due largely to the significant investments made by BNSF, UP, and the state.

The MCF did not analyze chokepoints for the trucking mode and some wonder whether we should complete that effort post-MCF publication. This topic has been the focus of the Team meetings over the last several months. The next Team meeting is May 30.

FMSIB POLICY ON COST OVERRUNS & ON EMERGENT PROJECTS

Since FMSIB does not currently have a policy for project cost overruns or for emergent projects, Director Ziegler sought the Board’s direction on these issues.

Emergent Project Funding~

In the 2017-19 Biennial budget, prior FMSIB staff allocated \$2.5 million for an emergency fund with no specific allocation for a project. There is no written procedure for how that money is to be spent. Director Ziegler sees an emergent project process to be almost as staff extensive as a regular call for projects. The acting chair, Mr. Swannack, stated his impression from the Board is that they do not want to have a “mini” call for projects. Mr. Creighton felt it might be trying to solve a problem that really is not there. Mr. Hansen stated that it is not a bad idea to have money available in case a project speeds up. However, since FMSIB is spending about \$32 million out of a \$48 million appropriation, FMSIB already has \$16 million in contingency so the \$2.5 million should be put to use. Acting chair Swannack stated that the sense of the Board was not to have a contingency fund. In summary, the Board considered a policy on emergent funds and chose not to adopt.

No action taken.

Project Cost Overruns~

FMSIB currently does not have a cost overrun policy; however, FMSIB award letters state that funding amount is capped. If project costs increase, FMSIB's participation does not. If project costs decrease, FMSIB's participation is fixed at the percentage shown in the letter. Director Ziegler stated that a clear policy is needed, whether it is to document past practice or to change past practice. He then reviewed with the Board some criteria to consider if the procedures are to change. The Board weighed in on the topic. A few of the Board comments are as follows:

Mr. Watters suggested FMSIB look at each request on a project-by-project basis versus a policy that does not allow flexibility. Mr. Trulove stated there might be some legitimate reason for cost overruns. Since there are multiple sponsors, it would be relatively easy to evaluate those and then consider increasing our percentage if the other sponsors participate, but make it clear there are no guarantees. Mr. Watters agreed but wanted clarification if we are in the same position whether we have a policy or not. Acting Chair Swannack said a policy at the state level might be a way to show equitable treatment. Mr. Hulcey stated that he did not think a policy was necessary and preferred to keep things flexible. Mr. Hansen stated that the cost overrun policy could be as simple as requests are to be brought to the Board and it is then up to the Board to consider an increase depending on where funding is and cash flow, etc. Acting Chair Swannack suggested that Director Ziegler bring the question before FMSIB's legal counsel. Mr. Ewers recommended review of existing TIB and CRAB policies. Mr. Trulove would like to see a draft policy based on the Board's discussion.

Director Ziegler summarized the Board discussion as follows:

- The Board wants minimum policy with maximum flexibility.
- Inquire of the AG as to whether or not the Board can have no policy and still give a cost increase.
- A policy could simply state that the Board is open to considering requests but reviews and/or approves those requests at Board discretion.

Director Ziegler will work with the AG to answer the above question and will bring a minimal policy to the Board for review at the September Board meeting.

No action taken.

CALL FOR PROJECTS –SELECTION AND FUNDING OVERVIEW

FMSIB's 2018 Call for Projects Technical Team & Board Project Selection Committee milestones:

- The Project Selection Committees participated in a webinar March 27 to prepare for receiving the project applications and to discuss the scoring process.
- The Project Selection Committees participated in a second webinar on April 24 to review the collective results of their scoring, reconcile any major differences, and select applicants to interview.
- Project interviews were conducted all day on May 15.

Allocation of FMSIB money for the next four biennium:

- 17-19 Biennium: \$48 m (with \$2.5 m currently set aside for emergent funds)
- 19-21 Biennium: \$13 m
- 21-23 Biennium: \$17 m (next call for projects)
- 23-25 Biennium: \$28 m

FMSIB received a total 16 applications for the 2018 Call for Projects. The Committees interviewed 10 of the 16 applicants. Director Ziegler gave a brief overview of the 10 projects. Based on those interviews, the Technical Committee and Board Committee came to consensus on funding seven of those projects which allows for \$8 million available for FMSIB's 2020 Call for Projects and \$20 million available for 2022 Call for Projects. The Committees recommendation to the Board is to fund the below projects in the designated biennium:

FMSIB #	Lead Agency	Project Title	From FMSIB	19-21	Requested Biennium	
					21-23	23-25
2018-5	City of Fife	70th Ave. East Freight Bottleneck Relief	\$5,000,000	\$5,000,000		
2018-16	Port of Kalama	Industrial Rail Additions	\$2,400,000	\$2,400,000		
2018-11	Spokane County	Bigelow Gulch - Phase 3	\$2,270,000	\$1,135,000	\$1,135,000	
2018-1	Chelan County	West Cashmere Bridge	\$3,000,000	\$1,500,000	\$1,500,000	
2018-3	City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$1,680,000	\$1,680,000		
2018-14	City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$6,100,000		\$3,000,000	\$3,100,000
2018-2	City of Sumner	Stewart Road	\$3,000,000		\$2,000,000	\$1,000,000
Total			\$23,450,000	\$11,715,000	\$7,635,000	\$4,100,000

Mr. Trulove so moved to accept the Committee's recommendations to adopt the above projects for the specified funding amounts in each biennium. Mr. Watters seconded. Mr. Hulcey recused himself from the vote.

MOTION CARRIED

Director Ziegler noted that the project sponsor letters would include an explanation as to why the project was adopted at a reduced rate, why the project was not adopted at all, or in some cases, encouraging the project sponsors to resubmit for a future call.

ROAD-RAIL CONFLICTS STUDY UPDATE

Director Ziegler gave a brief PowerPoint update on the Road-Rail Study. The study continues to be on schedule, and the next Advisory Committee meeting is scheduled for June 11. The Board will then take action to adopt the Committee's recommendation on July 24. The final study will be submitted to the Legislature by September 1.

FMSIB BOARD MEMBER 2018-19 SUB-COMMITTEE APPOINTMENTS

The Board agreed to the below FMSIB Sub-committee appointments with the understanding that the FMSIB Chair is able to assign new members to various committees:

Board & Executive

Chair ~ Dan Gatchet

Leonard Barnes

Matt Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Bob Watters

Aaron Hunt, Ex-Officio

Cities (Vacant)

Counties (Vacant)

Ports (Vacant)

Project Selection

Chair ~ Pat Hulcey

Matt Ewers

Tom Trulove

Bob Watters

Outreach

Chair ~ Bob Watters

Leonard Barnes

Legislative

Chair ~ Leonard Barnes

Matt Ewers

Dan Gatchet

Johan Hellman

Pat Hulcey

Bob Watters

Administrative

Chair ~ Dan Gatchet

Leonard Barnes

Art Swannack

No action taken.

2019 MEETING SCHEDULE

Acting Chair Swannack proposed a motion to adopt the 2019 Meeting Schedule as stated below. Mr. Watters so moved and Mr. Ewers seconded.

*January 18 Olympia
March 15 Kalama
May 30-31 Stevenson
September 20 Wenatchee
November 15 Fife*

MOTION CARRIED

NEXT MEETING

Acting Chair Art Swannack entertained a motion to hold the next FMSIB Board meeting on September 21, 2018, in Walla Walla, Washington. Mr. Watters so moved and Mr. Ewers seconded the motion.

MOTION CARRIED

Acting Chair Swannack adjourned the meeting at 1:15 p.m.

MEETING ADJOURNED

Art Swannack
Acting Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD
ROAD-RAIL CONFLICTS STUDY PHASE 2 ADOPTION MEETING
MEETING MINUTES

July 24, 2018

Olympia, WA

Board Members Present: Mr. Dan Gatchet, Chair; Mr. Leonard Barnes; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. Art Swannack and Mr. Tom Trulove.

Board Members Not Present: Secretary Roger Millar, Mr. John Creighton, Mr. Matt Ewers, Mr. Bob Watters and ex-officio Mr. Aaron Hunt.

Others Present: Jon Pascal, Transpo Group; Jay Balasbas, Utilities and Transportation Commission (UTC); Commissioner Al French, Spokane County; Chris Herman, Washington Public Ports Association (WPPA); Kevin Murphy, Skagit Council of Governments (SCOG); Ron Pate, WSDOT; Jason Beloso, WSDOT; Candice Bock, Association of Washington Cities (AWC); Shannon McClelland, AWC, Sean Eagan, Northwest Seaport Alliance; and Amber Carter, for Portland/Vancouver Junction Railroad.

WELCOME

Chair Dan Gatchet opened the meeting with welcoming comments and stated the purpose of the meeting is to review and adopt the Road-Rail Conflict Study Phase 2.

ROAD-RAIL CONFLICTS STUDY BACKGROUND AND PROVISIO

Director Ziegler briefly reviewed the background of Phase 1 and 2 of the Road-Rail Conflicts Study. In 2016, the Legislature directed the Joint Transportation Committee (JTC) to prepare a listing of all the road-rail crossings in the state and to identify the highest priority crossings. As part of the Phase 1 study, the GIS database was created. It is available on the JTC website and is being supported by the Transpo Group. Phase 2 began in 2017 when the Legislature directed FMSIB to perform updates to the Phase 1 study as noted in Engrossed Substitute Senate Bill SB 5096 (2017), Section 206. It states the following:

*The appropriation in this section is subject to the following conditions and limitations: \$60,000 of the motor vehicle account—state appropriation is provided solely for the board, from amounts set aside out of statewide fuel taxes distributed to cities according to RCW 46.68.110(2), to manage and update the road-rail conflicts database produced as a result of the joint transportation committee's "Study of Road-rail Conflicts in Cities (2016)." The board shall update the database using data from the most recent versions of the Washington state freight and goods transportation system update, marine cargo forecast, and other relevant sources. The database must continue to identify prominent road-rail conflicts that will help to inform strategic state investment for freight mobility statewide. The board shall form a committee including, but not limited to, representatives from local governments, the department of transportation, the utilities and transportation commission, and relevant stakeholders **to identify and recommend a statewide list of projects using a corridor-based approach.** The board shall provide the list to the transportation committees of the*

legislature and the office of financial management by September 1, 2018.

MPO/RTPO INPUT AND DEVELOPMENT OF TIERS 1, 2 AND 3

The Advisory Committee relied heavily on regional planning organizations to assess regional programs and plans and to compare proposed projects on road-rail crossings with the Advisory Committee's list of prioritized crossings. Director Ziegler acknowledge Mr. Kevin Murphy's role as Chair of the Advisory Committee and as Chair of MPO/RTPO Coordinating Committee in giving the Advisory Committee access to all the MPO/RTPO's, which contributed to the quality of the final product. The MPO/RTPO projects are in a variety of project development stages and as a way to differentiate those stages, the Advisory Committee developed the following three project tiers:

- Tier 1: Projects that are in design and awaiting full construction. (21%)
- Tier 2: Projects that are planned with no design completed. (43%)
- Tier 3: A crossing in the Top 300, but no project has been studied, scoped, or identified. (36%)

These tiers are not a means of prioritizing projects but a means for the Advisory Committee to assess project status. The tiers will also be a way for the Legislature to choose if they want to put money towards projects that are "shovel-ready" or to fund studies for projects that need solutions.

FMSIB member Matt Ewers shared in an earlier phone conversation with Director Ziegler that the proponents of the Pines Road project in Spokane Valley are still debating the right solution and whether it should be a Tier 2 project, not a Tier 1 as currently listed on the report. The final report will reflect the error noted, and the Pines Road project will be moved from Tier 1 to Tier 2.

Director Ziegler reviewed the map that illustrates the location of the three different tiers throughout the state. Mr. Jon Pascal noted that the map needs to be updated to include a project in Aberdeen.

PROJECT CATEGORIES AND CRITERIA

Director Ziegler explained the process for taking all of this data and developing a benefit-cost analysis and that this analysis is based on the following five project categories used to calculate the benefits:

- 1) Grade Separation
- 2) Pedestrian-only Grade Separation
- 3) Safety Enhancements
- 4) Mobility Solutions
- 5) Railroad Enhancements

Of the 19 original criteria from the Phase 1 Study, only the following six will change if a project is implemented:

- 1) Incident History: Total
- 2) Incident History: Severity
- 3) Level of Protection
- 4) Gate Down Time
- 5) Daily Emissions
- 6) Noise Quiet Zones

SCORING METHODOLOGY AND PROJECT COST BENEFITS

The scoring methodology for Phase 2 considered the type of crossing improvement (project type listed above) and considered the benefits to nearby crossings to account for a “corridor-based approach” directed by the Legislature.

Mr. Swannack asked if any consideration was given to the possibility that a grade-separation might increase traffic to that area and possibly increase in emissions. Director Ziegler stated that there was discussion around this issue and that a more detailed assessment would use a network-based model. However, due to time and money constraints, the Advisory Committee made the simple assumption that daily emissions are tied directly to the traffic volumes.

Mr. Ziegler briefly reviewed the slide on Measuring Costs & Benefits which illustrates how the before and after scores of the crossings are used to calculate the points. Each project is ranked within their respective tier.

Mr. Ziegler stated that there are many funding programs that work on this grade-crossing question, including FMSIB, WSDOT, and UTC. At the federal level, there is a fairly detailed FRA model for assessing benefits. Any federal funds require an additional analysis called GradeDec. Mr. Ron Pate added that FRA would be willing to come out and help with that process.

After the Advisory Committee reached agreement on the methodology and scoring, it was a fairly straight-forward approach to calculate the cost-benefit and to rank them from lowest to highest (most cost-effective). Of the 16 Tier 1 projects, 10 were already fully funded. These 10 projects were left on the list to validate the methodology, to validate good funding decisions, and to recognize that good work is already being done to solve the problem crossings in the state. Tier 1 identifies six crossings (it will be five when Pines Road moves to Tier 2) with a total cost of \$1 billion dollars of which about \$824 million has been secured. There is still \$192 million dollars of work to do on non-fully funded projects and \$56 million has been secured. The Tier 2 list was prioritized in the same way as Tier 1. The Tier 3 list consisted of 24 crossing with no solutions and the Advisory Committee could not use the same process so the ranking defaulted to the ranking in the Phase 1 study.

Mr. Barnes commended the Advisory Committee and staff on their work and contributions to this study. Mr. Barnes also wanted to be sure that all the partners’ (ports, counties, cities, railroads and maritime) expectation were met with the study. Mr. Ziegler shared that based on working through the Advisory Committee and several other meetings to reconcile differences; he thinks that all the partners are supportive of the Study’s findings and recommendations.

FINDINGS AND RECOMMENDATIONS

Director Ziegler reviewed the Advisory Committee's findings and recommendations.

Findings:

- The need for solutions to road-rail conflicts remains high and has been better quantified since the Phase 1 Study.
- Projects throughout the state are in various stages of project development and MPO/RTPO awareness of project status varies throughout the state.
- Planners and project sponsors are having a difficult time identifying, developing, and completing plans and projects to address road-rail conflicts because of the high costs and lack of available funding.
- Several state programs at WSDOT, UTC, FMSIB and other sources fund safety and mobility improvements at road-rail conflicts, but the need is still great.
- Besides the 2017 Update of the Freight and Goods Transportation System (FGTS), other data elements in the Phase 1 database have not substantially changed.

Recommendations:

- 1) Implement ongoing efforts to continuously identify and recommend funding for road-rail conflict needs throughout the state.
- 2) Prioritize road-rail projects based substantially on the evaluation criteria developed through the Phases 1 and 2 study process.
- 3) Prior to providing design or construction funding to projects, ensure that the project sponsor has provided verifiable status of project development and committed funding.
- 4) Before providing funding to project sponsors, require that the project sponsor coordinate with other existing road-rail conflict funding programs.

Mr. Barnes commented that is important for FMSIB to continue to provide leadership to keep moving the Tier 2 & 3 projects forward. He also requested clarification now that the study is complete, who will own the project, keep track of it, keep it up-to-date, and will there be a webpage available. Director Ziegler shared that Phase 1 is owned by JTC, including the database, which is maintained by the Transpo group. The phase 2 is study owned by FMSIB but only the data contained in the study, not the database.

Chair Gatchet asked if people see the ranking and methodology substantially changing in the future based on what has been done in Phase 1 and 2. Director Ziegler stated it would take a lot of work to do something different. He noted that FRA uses a different methodology for prioritizing federally funded crossings. The Legislature may decide there needs to be a comparison between the GradeDec approach and the FMSIB approach. Director Ziegler thinks the Board and the Advisory Committee can stand behind the Study's approach, given the constraints.

Chair Gatchet entertained a motion to adopt the Advisory Board's recommendations. Mr. Barnes made a motion to adopt the Advisory Committee Recommendations as presented. Mr. Art Swannack seconded. Mr. Johan Hellman requested clarification that the motion is to accept this study with the findings and recommendations. Chair Gatchet confirmed that is correct. Mr. Swannack asked if it also means the study will be forwarded to the Legislature. Director Ziegler confirmed that FMSIB is required by the proviso to forward the report to the Legislature. Mr. Ziegler also requested a roll call vote.

Board Member Roll Call Vote~YEAS:

Mr. Dan Gatchet, chair; Mr. Leonard Barnes; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. Art Swannack and Mr. Tom Trulove.

The vote was unanimous.

MOTION CARRIED

NEXT STEPS

Director Ziegler stated that the proviso directs FMSIB to send the report to the Transportation Committees and to the Office of Financial Management by September 1, 2018, which leaves a month to make any necessary changes to the report. FMSIB will distribute an electronic version of the report and it will be available on the website. Hard copies will also be printed and distributed as requested.

Director Ziegler noted that the report could be discussed and distributed during FMSIB's meetings with legislators in January. Ms. Candice Bock, AWC, commented that AWC wants this to continue being a relevant document. Mr. Chris Herman, WPPA, commented that WPPA is in agreement with AWC and wants to this study to maintain relevance. Mr. Jay Balasbas, UTC, added that UTC is happy to provide any support and expertise they can in an effort to keep this study going forward. Mr. Ron Pate, WSDOT, stated that they want to make sure there is an opportunity to better align with existing programs, and from state transportation side, to make sure we can leverage several funds and help Tier 3 projects.

Chair Gatchet asked how conducting this study affected FMSIB staff. Director Ziegler stated the \$60 million allocated to this study went to consultant and travel costs; FMSIB staff did not charge any time to the grant and was able to maintain all other work.

Chair Gatchet adjourned the meeting at 11:08 a.m.

MEETING ADJOURNED

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 818,000

Expenditure Detail through: August 31, 2018

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru Aug 31, 2018	Actual Expenditures thru Aug 31, 2018	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	527,000	307,417	299,972	7,444
Travel	57,000	33,250	21,445	11,805
Goods & Services	141,000	82,250	49,098	33,152
Personal Service Contracts	110,000	72,446	72,446	0
Total Thru Aug 31, 2018	\$ 835,000	495,363	442,962	52,402
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Aug 31, 2018	Actual Expenditures thru Aug 31, 2018	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	527,000	307,417	299,972	7,444
Total Salary	\$ 527,000	307,417	299,972	7,444
Travel:				
Staff Travel	27,000	15,750	11,676	4,074
Board Travel	30,000	17,500	9,769	7,731
Total Travel	\$ 57,000	33,250	21,445	11,805
Goods & Services:				
Other State Agency Services				
WSDOT Labor & Svcs/TIB Svcs	40,000	23,333	8,800	14,533
WS DES Services	16,000	9,333	6,324	3,009
WS TIB - Office Rent & Utilities	45,000	26,250	20,508	5,742
WS Attorney General	5,000	2,917	290	2,626
Misc. Operating Expenses				
Misc. Office, Mtg, Equipment Costs	35,000	20,417	13,175	7,241
Total Goods & Services	\$ 141,000	82,250	49,098	33,152
Personal Service Contracts:				
Consultant Expenses				
Road Rail Study	60,000	49,571	49,571	0
FY18 - 2017 Annual Report (Lund)	20,000	20,000	20,000	0
FY19 - 2018 Annual Report (TBD)	30,000	2,875	2,875	0
Total Personal Service Contracts	\$ 110,000	72,446	72,446	0
Total Thru Aug 31, 2018	\$ 835,000	495,363	442,962	52,401

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FY 2017-19 Capital Funds

	2017-19 Total	Reappropriation	18 Supplemental	19 Supplemental
Motor Vehicle Funds (state)	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Funds (Federal)	\$ 3,250,000	\$ -	\$ 3,250,000	\$ -
Freight Investment Funds (state)	\$ 22,462,000	\$ -	\$ 22,507,000	\$ -
Freight Multimodal Funds (state)	\$ 21,843,000	\$ 440,000	\$ 22,283,000	\$ -
Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ 1,320,000	\$ -
Highway Safety Account	\$ 1,900,000	\$ -	\$ 1,900,000	\$ -
TOTAL	\$ 50,775,000	\$ 440,000	\$ 51,260,000	\$ -

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	\$ -	\$ 3,000,000	\$ -	\$ -
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	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000
Lacey	Hogum Bay Road Improvements	\$ 1,200,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -
Longview	SR 432/SR 411 Intersection Improvements	\$ 2,100,000	\$ -	\$ 1,200,000	\$ -	\$ 900,000
Marysville	SR 529/I-5 Interchange Expansion	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ -	\$ 3,750,000	\$ -	\$ -
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
Seattle	Lander Street Overcrossing	\$ 8,000,000	\$ -	\$ 8,000,000	\$ -	\$ -
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	\$ 537,524	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment 4A/5A/6	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 2,576	\$ -
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	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000

<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	\$ -	\$ 2,400,000	\$ -	\$ 2,600,000
TOTAL		\$ 93,883,000	\$ 8,929,091	\$ 48,670,909	\$ 4,855,005	\$ 36,283,000

Union Pacific Details:

Contribution		\$ 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	\$ -	\$ -
Current planned UP Commitments Total		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -

FMSIB GRAND TOTAL	\$ 97,533,000	\$ 11,259,091	\$ 48,670,909	\$ 4,855,005	\$ 36,283,000
--------------------------	----------------------	----------------------	----------------------	---------------------	----------------------

Funds Remaining

\$ 45,919,995

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

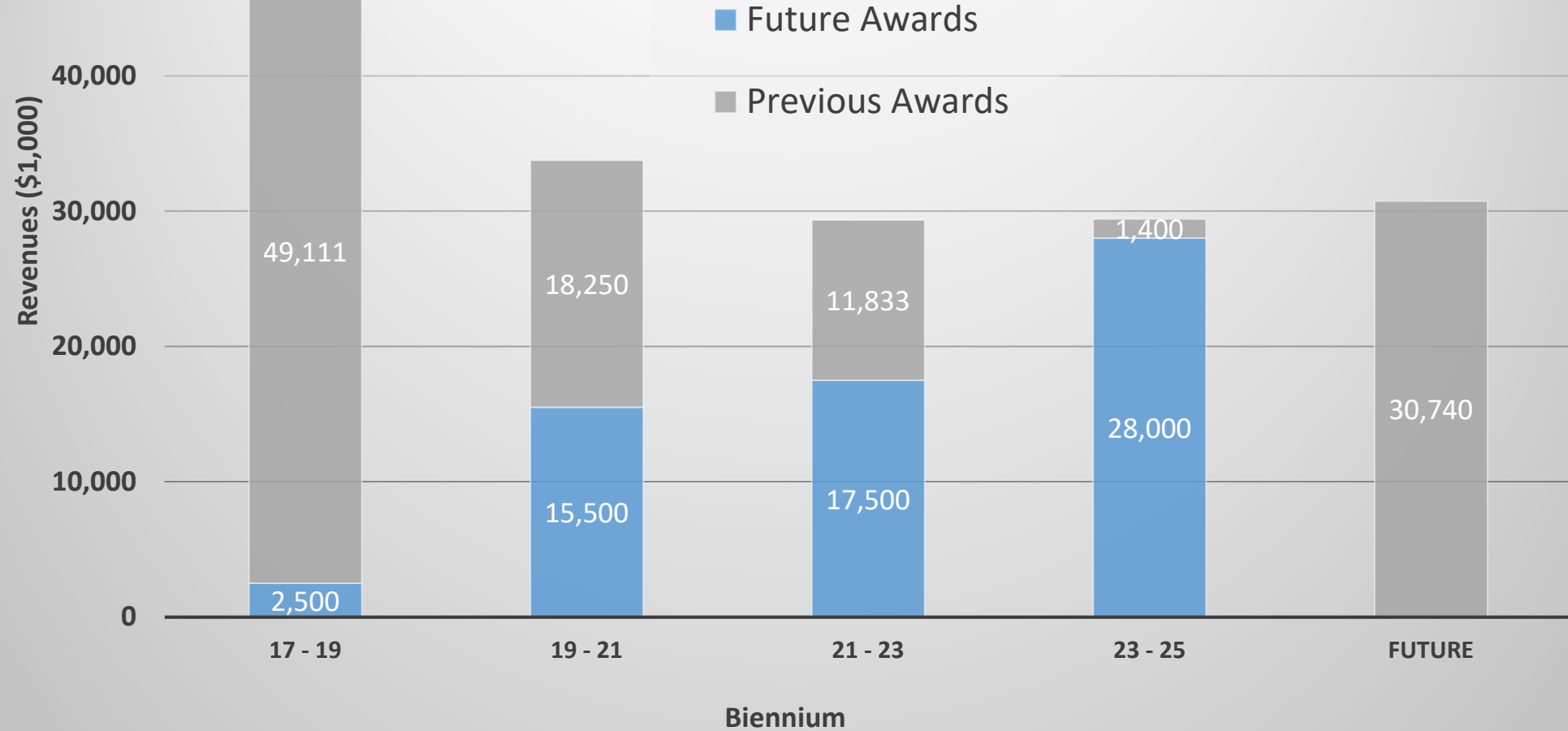
Effects of 2018 Project Awards

Before and After Comparison of Current and Future Awards

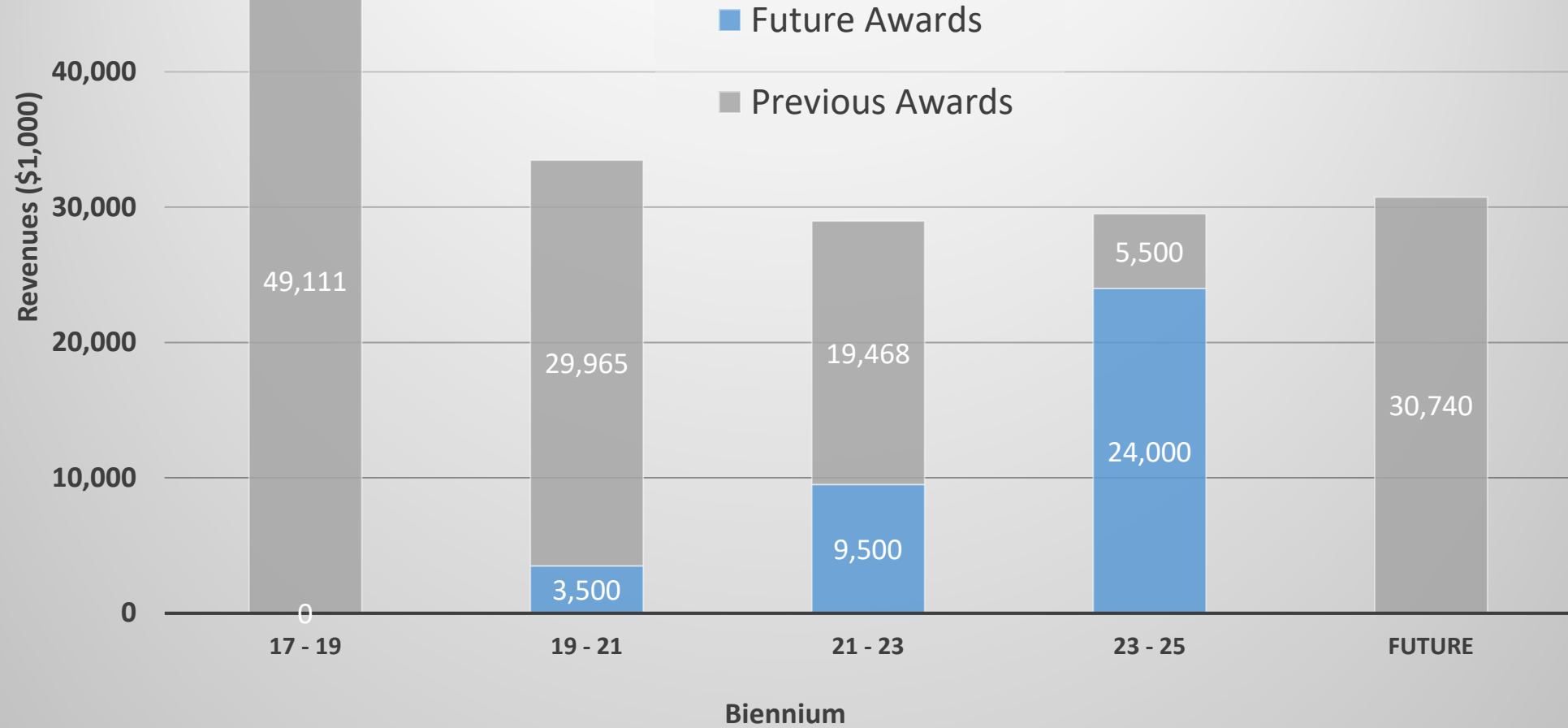
2018 Awards

Lead Agency	Project Title	FMSIB ID #	Project Total	Committed	REVISED from FMSIB
City of Fife	70th Ave. East Freight Bottleneck Relief	95	\$ 41,371,624	\$ 36,371,624	\$ 5,000,000
Port of Kalama	Industrial Rail Additions	96	\$ 11,750,000	\$ 9,350,000	\$ 2,400,000
Spokane Airports	Airport Drive/Spotted Road Interchange		\$ 17,437,000	\$ 437,000	\$ -
Spokane County	Bigelow Gulch - Phase 3	97	\$ 6,925,710	\$ 4,655,710	\$ 2,270,000
City of Connell	Connell Rail Interchange		\$ 24,100,000	\$ 10,100,000	\$ -
Chelan County	West Cashmere Bridge	98	\$ 23,500,000	\$ 18,500,000	\$ 3,000,000
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	99	\$ 8,400,000	\$ 750,833	\$ 1,680,000
City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery		\$ 5,800,000	\$ -	\$ -
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	100	\$ 48,600,000	\$ 15,000,000	\$ 6,100,000
City of Sumner	Stewart Road	101	\$ 16,489,033	\$ 3,633,618	\$ 3,000,000
	TOTAL		\$ 204,373,367	\$ 98,798,785	\$ 23,450,000

FMSIB Capital Revenues (Prior to 2018 Awards)



FMSIB Capital Revenues (Includes 2018 Awards)



FMSIB 17-19 Capital Program Delivery Risk Assessment - Sorted by Size (Cost in \$1,000)								
			Report Date: 6/1/2018			Report Date: 9/21/2018		
Agency	Project Title	17 - 19 Planned Expend.	17-19 Phase / Status	Delivery Risk	Forecast	17-19 Phase / Status	Delivery Risk	Forecast
Seattle	S Lander St Grade Separation	8,000	CN / Advertised / Awarded / 12-19 completion		7,200	CN / Advertised / Awarded / 12-19 completion		8,000
Spokane Co	Bigelow Gulch / Forker Rd Realignment	5,900	CN/Awarded/ Groundbreaking /10-18 completion		5,310	CN/Awarded/Groundbreaking/10-18 completion		4,000
Tacoma	SR 99 Puyallup River Bridge	5,000	DB / CN Start 6-18 / 4-19 completion		4,500	DB / CN Start 6-18 / 4-19 completion		5,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	4,500	CN / Phase 1 complete / Phase 2 completion 9-20		3,000	CN / Phase 1 complete / Phase 2 completion 9-20		4,500
Fife	Port of Tacoma Rd Interchange Phase 2 (64-1)	4,333	CN / Ad 1-18 / 11-20 completion		2,889	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds.		4,333
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	3,750	CN / Contract awarded / Completion in 2018?		2,500	CN / Contract awarded / \$2.5 m planned const. Completion in 2018.		2,500
Fife	I-5/54th Avenue E I/C Improvement - Phase 1	3,000	Design / CN Start mid-2019 (for Segment 1)		1,500	Design / CN Start mid-2019 (for Phase 1A)		500
Kent	S 212th St BN Grade Separation	2,500	Design 30% / CN start mid-2020 / Not fully funded		0	Design 30% / CN start mid-2020 / Not fully funded		0
Tukwila	Strander Blvd/SW 27th to West Valley	2,400	Design / 90% by 12-18 / Not fully funded		0	Design / 90% by 12-18 / Not fully funded		0
Fife	Port of Tacoma Rd- Interchange Improvements - Phase 1 (64-1)	2,334	CN / Ad 1-18 / 11-20 completion		1,556	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds.		2,334
Skagit Co	Burlington Northern Overpass Replacement	2,000	CN / 2018 completion		1,800	CN / 2018 completion		2,000
Seattle	Duwamish Truck Mobility Improvement	1,758	CN / 1-18 substantial completion		1,582	CN / 1-18 substantial completion		1,758
Sumner	SR 410 Traffic Ave/E Main	1,250	Design / 60% complete / Not fully funded		125	Design / 60% complete / 85% funded. Scheduled delayed to 10/19 Ad date		0
Longview	SR 432/SR 411 Intersection Improvements	1,200	Design start 6-18 / Not fully funded		120	Design start 6-18 / Not fully funded		0
Lacey	Hogum Bay Road Slip Ramp & Road Improvements	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600
Planned		48,525	Forecasted		32,682	Forecasted		35,525
					67%			73%

FMSIB Staff Transition Plan

8/26/18

Purpose: Identify scenarios and alternative responses to the planned or unplanned departure of current FMSIB staff.

Goal: To recruit, select and train replacements for the Director or Executive Assistant prior to their planned departure. To identify contingencies and mitigation strategies for the unplanned departure of either staff.

Departure Scenarios:

1. **Planned Departure:** The Director and the Executive Assistant agree to provide at least 6 months of notice prior to a planned departure. This should provide ample time to recruit, select and train replacements. Overlapping salary and benefit costs can be addressed via one of the Response Scenarios below.
2. **Unplanned Departure:** The Director or the Executive Assistant are unable to provide at least 6 months of notice and they may possibly provide no notice. There may not be time to recruit, select and train replacements. Any resulting overlapping salary and benefit costs will be less than under a Planned Departure, but can also be addressed via one of the Response Scenarios below.

Response Scenarios:

A: Do Nothing

Under either a planned or an unplanned departure, FMSIB operations would be conducted by the remaining staff member. If Director-level decision-making is required, support may be provided by a Board member.

B: Budget Contingency (Requires Operating Decision Package)

In the 2019-21 biennial budget, include salary and benefit funds for approximately three months of overlapping employment for the Director and replacement. This equates to approximately \$39,000. The funding could be assigned to the authorized, but unfilled, Deputy Director position, which was created for this kind of transitional purposes.

C1: Expenditure Management (End of Biennium)

Overlapping employment costs would be covered by historical underruns in the FMSIB budget. Over the last six biennia, these underruns vary between \$8,000 and \$65,000. This equates to between half a month and five months of available funding for the Director position or between one and seven months funding for the Executive Assistant position.

C2: Expenditure Management (Beginning of Biennium)

The overlapping employment costs could be handled as Scenario C1 or through First or Second Supplemental Budget requests.

C3: Expenditure Contingency (OFM Small Agency Contingency Fund)

These funds are available for small agencies who, upon the departure of staff, must finance vacation and sick leave cash-outs that were not budgeted. A high estimate of this cost for FMSIB would be around \$20,000. The agency must repay these funds to OFM.

Staff Recommendation:

1. Budget for Scenario B in 2019-21 and subsequent biennia (\$59,000).
2. If a Scenario B Decision Package is not approved:
 - a. Beginning of biennium – Implement Scenario C2
 - b. End of biennium – Implement combination of Scenarios C1 and C3



State of Washington Freight Mobility Strategic Investment Board

2019-2021 Biennial Budget Request

September 2018



Brian J. Ziegler, P.E.
Director

Americans with Disabilities Act (ADA) Information

Persons with disabilities may request this information be prepared and supplied in alternate format by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunication Relay Service at TTY 1-800-833-6388. Tele-Braille 1-200-833-6385. Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

Title VI Statement to Public

The Freight Mobility Strategic Investment Board (FMSIB) hereby gives the public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, The Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities.

For additional copies contact Budget Services at 705-7500.

**FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD
2019-21 Biennium Budget Request**

Table of Contents

ITEM	PAGE
• Executive Summary (Transmittal Letter)	1
• Organization Charts	3
• Agency Strategic Plan	5
• Activity Inventory Cost Allocation	10
• Recommendation Summary at Agency Level	11
• Recommendation Summary at Program Level	12
• Decision Package Priority	14
• Operating Program Decision Package	15
• Capital Program Decision Package	19
• Transportation Goal Summary Document	22
• Four-Year Financial Plan	23
• Grant Awards Table	24



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

*Dan Gatchet,
Chair*

September 12, 2018

*Brian Ziegler,
Director*

Board Members

Leonard Barnes

John Creighton

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Tom Trulove

Bob Watters

Web Site
www.fmsib.wa.gov

The Honorable Jay Inslee
Governor of Washington
P.O. Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to submit their 2019-2021 Budget request.

The Board's Operating Budget continues to be less than two percent of the Capital Budget. Although the Capital Budget doubled as a result of Connecting Washington, the Board implemented project management tools that enabled this additional work to be performed with existing staff.

The Capital Budget includes 28 projects, a combination of seven new project awards starting in the 2019-2021 Biennium and a continuation of FMSIB's existing project portfolio. FMSIB has also implemented a capital budget cash flow approach to ensure a consistent call for projects in alternating biennia. FMSIB proudly continues to leverage approximately six dollars of public and private sector funding for every FMSIB dollar invested.

The freight mobility environment in Washington has changed since FMSIB's 2016 budget submittal. In addition to Connecting Washington's doubling of funding for FMSIB, the federal FAST Act included for the first time new freight formula and grant funding for states.

The FAST Act included approximately \$22 million annually in freight formula funding to Washington State. FMSIB facilitated the creation and operation of Washington's Freight Advisory Committee (WAFAC) and worked in partnership with WSDOT to select projects for this funding. WAFAC also assisted WSDOT in developing Washington's first State Freight Plan which was submitted to USDOT in December 2017.

In addition, the 2017 Legislature asked FMSIB to develop Phase 2 of the Joint Transportation Committee's Road-Rail Conflicts Study. The final report of this Phase 2 Study is due to the Legislature on September 1 and will identify the highest priority grade crossing projects in Washington.

The Honorable Jay Inslee
September 12, 2018
Page 2

In 2018, FMSIB celebrated 20 years of successfully identifying and implementing freight mobility projects in Washington. The Board is pleased to continue this work in the 2019-21 Biennium.

Thank you for your consideration of the Board's budget request.

Cordially,

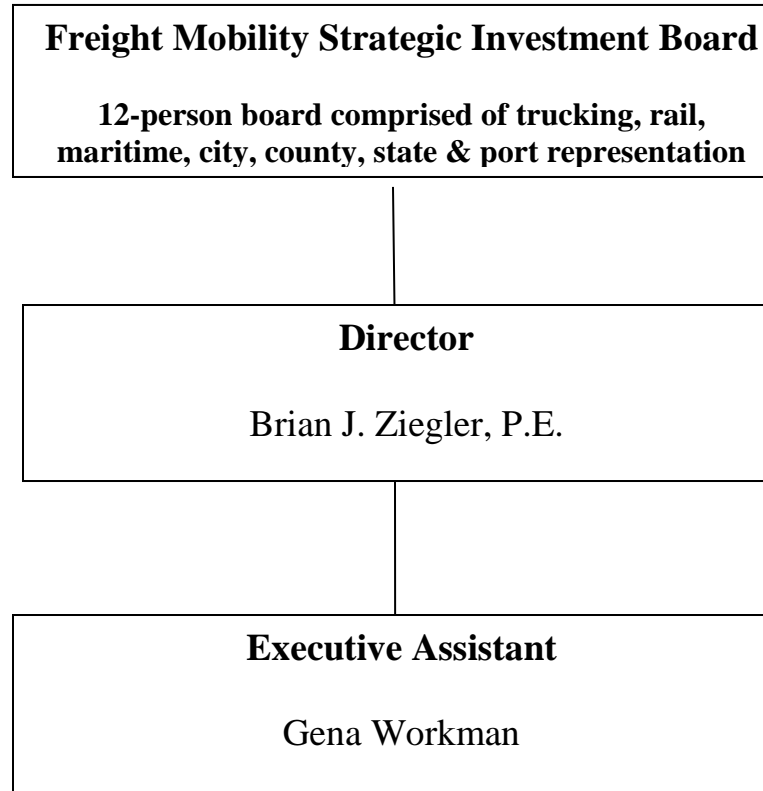
A handwritten signature in blue ink, appearing to read "Brian Ziegler", with a stylized flourish at the end.

Brian J. Ziegler, P.E.
Director

Enclosure

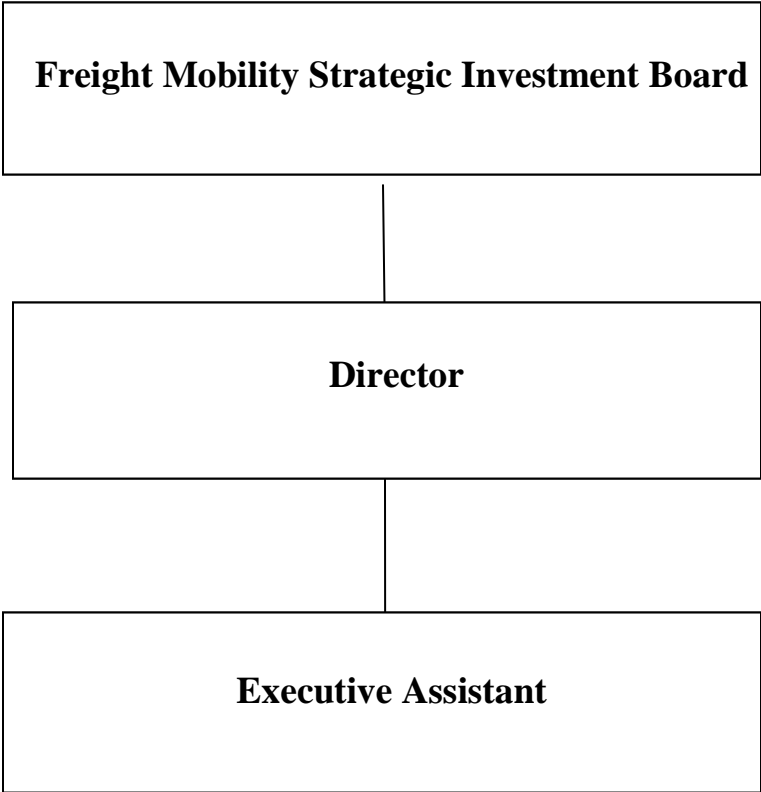
Freight Mobility Strategic Investment Board

Organization Chart with Personnel Information



Freight Mobility Strategic Investment Board

Organization Chart



Freight Mobility Strategic Investment Board Strategic Plan Narrative 2019-2021

MISSION STATEMENT

The Washington Freight Mobility Strategic Investment Board (FMSIB) was created by the Legislature to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.

The board of public and private sector members:

- Advocates for strategic freight transportation projects that bring economic development and a return to the state;
- Focuses on timely construction and operation of projects that support jobs;
- Leverages funding from public and private stakeholders;
- Crosses modal and jurisdictional lines to create funding partnerships; and
- Serves as the de facto freight project-screening agency for state and federal policy makers.

LISTING OF STATUTORY AUTHORITY REFERENCES

RCW 47.06A	Freight Mobility
RCW 47.06A.001	Findings.
RCW 47.06A.010	Definitions.
RCW 47.06A.020	Board--Duties.
RCW 47.06A.030	Board--Creation--Membership.
RCW 47.06A.040	Board--Administration and staffing.
RCW 47.06A.050	Allocation of funds.
RCW 47.06A.060	Grants and loans.
RCW 47.06A.070	Records.
RCW 47.06A.080	Port district development plans.
RCW 47.06A.900	Severability--1998 c 175.

GOALS

The Board is committed to the goal of keeping Washington State's businesses, manufacturers and agricultural producers competitive in the global marketplace. To enhance competitiveness, the Board's goals include: reduced congestion on freight corridors, improved safety in the movement of freight, and reduced cost of moving goods. In working toward these goals, the Board proposes policies and projects to the Legislature and the Governor that will improve freight mobility and pursues public and private sector funding to match state funding. (This typically results in six dollars of match funding for every dollar of state funding.) The Board provides a project management oversight role to keep projects advancing, brokers agreements, and assists in securing partnership funding. The Board and staff continue to seek a better public understanding of the importance of freight mobility to the state's economy.

OBJECTIVES

To achieve the mission of improving freight mobility, the Board will pursue the following policy objectives, subject to available funding:

- Optimize freight mobility by reducing barriers on Washington’s strategic freight corridors and lessen the impact of freight movement on communities.
- Provide a leadership role of informing the public, state, and national policymakers regarding freight mobility transportation needs and issues.
- Employ existing techniques and continue to develop new methods for anticipating future freight mobility requirements.
- Leverage state dollars with financial support from other public and private partners.
- Bring public and private partners together to identify and help fund strategic projects and their most cost effective solutions.
- Measure improvements or deterioration in freight mobility against project completions and identified barriers.

MAJOR STRATEGIES

Project Implementation: The Freight Mobility Strategic Investment Board (FMSIB) will designate strategic freight corridors within the state, select and fund strategic freight mobility projects, leverage state funds to the greatest extent possible by assisting sponsors in securing partnership funding, brokering agreements, and demonstrate the importance of projects to the public and policymakers.

Policy and Freight Liaison: The Board will monitor the implementation of current freight mobility laws and programs and propose new legislation if necessary. As an independent Board that represents freight interests, FMSIB is uniquely positioned to broker agreements between partners, develop funding alliances and act as an advocate for freight mobility. This enables Washington to quickly maximize opportunities and construct safety and capacity improvements that reduces the cost of moving goods and/or mitigate the impacts of freight.

Partnerships: The Board partners with the public and private sector to promote, fund, and implement an effective freight mobility transportation system for Washington State. This includes all state transportation agencies, the Governor’s Office, the Legislature, the Transportation Commission, our Congressional Delegation, the U. S. Department of Transportation, ports, railroads, trucking interests, maritime, the Metropolitan and Regional Transportation Planning Organizations, local governments, and other private sector interests.

Washington State Freight Advisory Committee: The Board will continue to lead the Washington State Freight Advisory Committee (WAFAC). The WAFAC is a result of MAP-21 and the FAST Act and is tasked with advising the state on the development and implementation of the state freight plan. WAFAC is a combination of FMSIB members, labor, Metropolitan Planning Organization representatives, aerotropolis, and tribal representation. The WAFAC completed important federal and state milestones:

- After formation in 2013, WAFAC convened multiple freight stakeholders in Washington and developed the 2014 “*Washington State Freight Trends and Policy Recommendations*.”
- In response to a proviso in the 2016 Supplemental Transportation Budget, WAFAC implemented a statewide call for freight projects and developed a prioritized list for submittal to the 2017 Legislature and OFM.

- In the 2017-19 Biennium, WAFAC assisted WSDOT in developing the update of the Washington State Freight Plan.

STRATEGY AND CAPACITY ASSESSMENT

In keeping with the Board's philosophy of minimizing operational costs, the Board has requested only one staff increase since the Board's inception 17 year ago. This is consistent with a recommendation from the 2010 Joint Transportation Committee (JTC) Local Agency Efficiencies Study. The Board traditionally opts to contract for additional services as needed. The agency has one Director and one full-time Executive Assistant. In response to an additional JTC Local Agency Efficiencies Study recommendation, the Board established a Deputy Director position several years ago. The Deputy Director position could be filled for transition purposes when the Director separates from the Board. Agency services needed by the agency are purchased through interagency agreements, or from the private sector, whichever is more cost effective.

FINANCIAL HEALTH ASSESSMENT

Operating:

The proposed operating budget is consistent with the Board objective to minimize administrative overhead. The operating budget has four primary components:

- 1) Staffing (Salary and benefits): The budget proposes funding for the Director and an Executive Assistant. There is no funding request to fill the existing Deputy Director position due to staff efficiencies as a result of implementing a web based project management tool.
- 2) Travel: Travel is a mandatory component of the Board's mission-both for the Board to conduct site visits and for staff to meet project coordinators as well as to participate with freight stakeholders.
- 3) Goods and Services: Goods and services are mostly fixed cost office functions, building lease, utilities, etc. In addition, this category includes an interagency agreement with the following state agencies:
 - a. WSDOT-Local Programs Division continues as our contract administrator for capital projects, general administration (payroll, timesheets, general billings, etc.) and part-time technical assistance (i.e. computer support).
 - b. Transportation Improvement Board for maintenance and ongoing development of our web-based, project database.
 - c. DES provides services such as mail service, printing services, and office space.
 - d. County Road Administration Board provides web page support.
- 4) Consultant Contracts: Consultant services are to provide assistance such as developing the agency's annual report. Note: FMSIB did receive a one-time, \$60,000 grant for completion of the "*Road-Rail Conflicts Study – Phase 2.*" This will be completed by September 2018 and no continuing funding is included in this proposed budget.

Capital:

The Board awarded seven new projects in 2018 and now manages a portfolio of twenty-nine projects exceeding \$107 million in FMSIB funds that leverages nearly \$700 million in partnership funds.

The Board will continue to advance projects as quickly as possible to eliminate freight chokepoints and at-grade crossings within the funding provided.

The Board has incorporated the funding identified in the LEAP Transportation Document 2015 NL-2 as part of its financial plan. This additional \$17 million per biennium enabled the Board to conduct a “call for projects” in 2016 and 2018. The Board is cautious in awarding capital grants, as this new revenue is not yet codified.

The construction for the current list of locally sponsored projects is balanced and forecasted through the 2023-25 Biennium due to the timing of available state funding and the phasing of construction.

Conclusion:

The partnerships, coordination, oversight, and outreach endeavors listed above are currently carried out by a two-person staff with support from Board members, collectively and individually. The result is a highly leveraged, low out-of-pocket cost achievement. FMSIB funds, and the newly realized federal freight funding under the FAST Act, are a significant step in funding unmet freight needs in Washington State.

DESCRIPTION OF COST REDUCTION STRATEGIES

Operating: The most significant staff efficiency in 2015-2017 was the implementation of a web-based project management tool. Converting from a paper-based to electronic project management structure has enabled the Director and Executive Assistant to redirect their time to other duties. *As a result, FMSIB will again not be seeking funding for the Deputy Director position in 2019-2021.*

FMSIB has also aggressively worked to hold administrative costs down over the past decade by limiting all office purchases, seeking reduced rate meeting space and staff has assumed more duties previously contracted out to other agencies. With the exception of a transitional Deputy Director position, the agency has lived within its maintenance level budget without requesting supplemental increases for the last 14 years.

Capital: The Board’s cap on FMSIB financial participation in projects protects the state from incurring additional expenses if project costs increase. The Board is considering adopting a policy on project cost increases that would allow project sponsors to request and received additional funding, but only under very limited circumstances.

DISCUSSION OF MAJOR PARTNERS

Operating Budget: Under state law, WSDOT, the Transportation Improvement Board, and the County Road Administrative Board are required to provide services for FMSIB. Services are either reimbursed at cost, or if de minimis, are simply provided. As a practical matter, all agencies work cooperatively to maximize resources.

Capital Budget (Project Implementation):

State Agencies: FMSIB works closely with all state transportation funding agencies in coordinating on joint projects.

Project Sponsors: The agency staff works directly with project sponsors and partners assisting in project development, brokering agreements, quarterly reporting, partner funding arrangements, project accountability, and cash flow requirements. The staff also provides information and counsel to local governments who have a project that is part of the FMSIB list or who are prospective partners that wish to be considered for FMSIB funding. That guidance effort saves money and time for all parties and provides coherence and consistency in the development of freight corridors.

Private Sector: Railroad, port, trucking, steamship and other private sector partners are engaged routinely to maintain an open dialogue, identify impediments to the movement of freight, assist in project selection, determine priorities and secure financial participation in projects. They also assist to resolve design conflicts whenever possible between project sponsors and carriers. The rail, port, truck and steamship operators consider the Freight Mobility Strategic Investment Board as their voice for state freight policy.

Congressional Delegation: FMSIB also works closely with the members of our Congressional Delegation that have a direct interest in freight transportation funding. FMSIB's information and support of local projects has been invaluable for our delegation when they have advocated for federal funding for Washington projects.

2019-21 Biennium
Activity Inventory Indirect Cost Allocation Approach

Agency: 411- Freight Mobility Strategic Investment Board

Date: September 7, 2018

Allocation Method Description: All operating costs are directly allocated to activities based on past level of effort for each activity.

	% Allocation Received	Dollars Allocated FY1	Dollars Allocated FY2	Total Allocated
A001	30%	\$118,000	\$136,000	\$254,000
A002	35%	\$138,000	\$158,000	\$296,000
A003	35%	\$137,000	\$159,000	\$296,000
TOTAL	100%	\$393,000	\$453,000	\$846,000

Recommendation Summary

Agency: 411 Freight Mobility Strategic Invest

Version: A19 2019-21 Biennial Budget

Dollars in Thousands

	Annual Average FTEs	General Fund State	Other Funds	Total Funds
CB T0PL Current Biennium Base	2.0	0	52,195	52,195
2017-19 Current Biennium Total	2.0	0	52,195	52,195
CL 91K DES Central Services Correction	0.0	0	1	1
CL AA Capital Projects	0.0	0	(33,753)	(33,753)
CL AB01 Capital Projects Reappropriation	0.0	0	(585)	(585)
CL CWA Connecting Washington Investments	0.0	0	(17,022)	(17,022)
CL FMS1 Road-Rail Conflict Database	0.0	0	(60)	(60)
CL GL9 Non-Rep General Wage Increase	0.0	0	11	11
Total Carry Forward Level	2.0	0	787	787
Percent Change from Current Biennium	.0%	.0%	(98.5)%	(98.5)%
Maintenance – Other Changes				
MLAA Capital Projects	0.0	0	43,674	43,674
Maintenance – Other Total	0.0	0	43,674	43,674
Total Maintenance Level	2.0	0	44,461	44,461
Percent Change from Current Biennium	.0%	.0%	(14.8)%	(14.8)%
Policy – Other Changes				
PL GL FMSIB Staff Transition	0.2	0	59	59
Policy – Other Total	0.2	0	59	59
Subtotal - Policy Level Changes	0.2	0	59	59
2019-21 Total Proposed Budget	2.2	0	44,520	44,520
Percent Change from Current Biennium	7.5%	.0%	(14.7)%	(14.7)%

Recommendation Summary

Agency: 411 Freight Mobility Strategic Invest

Version: A19 2019-21 Biennial Budget

Dollars in Thousands

	Annual Average FTEs	General Fund State	Other Funds	Total Funds
Program: 010 FMSIB Operating				
CB T0PL Current Biennium Base	2.0	0	835	835
2017-19 Current Biennium Total	2.0	0	835	835
CL 91K DES Central Services Correction	0.0	0	1	1
CL FMS1 Road-Rail Conflict Database	0.0	0	(60)	(60)
CL GL9 Non-Rep General Wage Increase	0.0	0	11	11
Total Carry Forward Level	2.0	0	787	787
Percent Change from Current Biennium	.0%	.0%	(5.7)%	(5.7)%
	0.0	0	0	0
Total Maintenance Level	2.0	0	787	787
Percent Change from Current Biennium	.0%	.0%	(5.7)%	(5.7)%
Policy – Other Changes				
PL GL FMSIB Staff Transition	0.2	0	59	59
Policy – Other Total	0.2	0	59	59
Subtotal - Policy Level Changes	0.2	0	59	59
2019-21 Total Proposed Budget	2.2	0	846	846
Percent Change from Current Biennium	7.5%	.0%	1.3%	1.3%

Recommendation Summary

Agency: 411 Freight Mobility Strategic Invest

Version: A19 2019-21 Biennial Budget

Dollars in Thousands

	Annual Average FTEs	General Fund State	Other Funds	Total Funds
Program: 01C FMSIB Capital				
CB T0PL Current Biennium Base	0.0	0	51,360	51,360
2017-19 Current Biennium Total	.0	0	51,360	51,360
CL AA Capital Projects	0.0	0	(33,753)	(33,753)
CL AB01 Capital Projects Reappropriation	0.0	0	(585)	(585)
CL CWA Connecting Washington Investments	0.0	0	(17,022)	(17,022)
Total Carry Forward Level	0.0	0	0	0
Percent Change from Current Biennium	.0%	.0%	(100.0)%	(100.0)%
Maintenance – Other Changes				
ML AA Capital Projects	0.0	0	43,674	43,674
Maintenance – Other Total	0.0	0	43,674	43,674
Total Maintenance Level	0.0	0	43,674	43,674
Percent Change from Current Biennium	.0%	.0%	(15.0)%	(15.0)%
	0.0	0	0	0
Subtotal - Policy Level Changes	0.0	0	0	0
2019-21 Total Proposed Budget	0.0	0	43,674	43,674
Percent Change from Current Biennium	.0%	.0%	(15.0)%	(15.0)%

Agency DP Priority (PL)

(Lists only the agency Policy Level budget decision packages, in priority order)

Agency: 411 Freight Mobility Strategic Invest

Session: 2019-21 Regular

PL-GL

FMSIB Staff Transition

2019-21 Biennial Budget Decision Package

Agency: 411 Washington State Freight Mobility Strategic Investment Board

DP code/title: GL - FMSIB Staff Transition

Budget period: 2019-21

Budget level: PL

AGENCY RECOMMENDATION SUMMARY: This decision package would fund salary and benefits for an overlapping period between staff transitions. The decision package also funds leave cash-outs for staff departures.

Fiscal detail:

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 108-1 (MVA-S)	0	\$59,000	0	0
Total Expenditures	0	\$59,000	0	0
Biennial Total	\$59,000			
Staffing	FY 2020	FY 2021	FY 2022	FY 2023
FTEs	0	0.25	0	0
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
A - Salaries	0	\$33,000	0	0
B - Benefits	0	\$26,000	0	0

PACKAGE DESCRIPTION

The Freight Mobility Strategic Investment Board (FMSIB) is a small agency, with only two employees. If either employee leaves state service, either planned or unplanned, the agency impact is large. This package provides transition funding to ensure a small overlap between departing staff and their replacements.

FMSIB consists of two staff positions, an agency Director and an Executive Assistant. Both positions perform unique duties in support of FMSIB's mission. For the last several years, the Executive Assistant position was job-shared, which allowed for the smooth transition of an employee departing. Given the nature of the Director's work, loss of this employee is more problematic. For several years, the agency has not funded the existing Deputy Director position, as the workload does not warrant a fulltime Deputy. However, the availability of a Deputy Director greatly facilitates the transition required due to loss of the Director.

In lieu of funding a fulltime Deputy Director, this decision package would provide funding for the transition period only.

In the past, FMSIB has operated with as many as five employees, which greatly reduces the impact of

employee transitions. Since May of 2017, FMSIB has operated with two employees. The Board is concerned that agency operations could continue in the event of a loss of one employee.

FMSIB's employee count is at a historical low, only two FTE's. While this is an efficient model for agency operation, there are continuity risks associated with either the planned or unplanned departure of either employee.

This proposal provides a one-time minor increase in FMSIB's operating budget to address the loss of an employee. Transition funding support could be provided by fulltime funding for a Deputy Director, at a cost of about \$200,000 a biennium (approx. 25% increase in funding). However, this expense would only be needed during the departure of the Director. The nominal transition funding requested in this package, (\$59,000 – approx. 7% one-time increase) would be needed only during an employee transition. Without a transition fund, the level of service provided to the Board, project sponsors, and agency partners would be cut drastically.

Adequate funding will provide needed balance and a proper staffing level of the HQ DB team which will allow for implementation of the JTC study recommendations. Without restoring this position, the remaining team members would need to absorb duties such as document control, technical writing and managing working team logistics. This would distract them from their primary duties of policy development and slow progress.

ASSUMPTIONS AND CALCULATIONS

Expansion or alteration of a current program or service

NA

Detailed assumptions and calculations

Since the Director is the higher paid position, that calculation is provided here:

- For the Director, at an average annual Salary of \$132,000, the three-month Salary transition cost would be 0.25 FTE, or about \$33,000. Three months' worth of Benefits would cost approx. \$6,000 for a total request of \$39,000.
- Leave cash out costs are difficult to forecast. In the highest cost scenario, the Director cashes out 240 hours of annual leave at \$65 per hour and 50 hours of sick leave (One per four accrued) at \$65 per hour, totaling approx. \$20,000

Workforce assumptions

During a staff transition, the overlapping salary and benefits may be for the Director or the Executive Assistant, but likely not both.

STRATEGIC AND PERFORMANCE OUTCOMES

Strategic framework

This package links to the Results Washington goal "Customer Satisfaction and Confidence" by ensuring agency operations are maintained at the level of service expected by project sponsors, funding partners, and other agency stakeholders.

This package also links to FMSIB's strategic plan by ensuring the agency can deliver continuously on its mission and goals.

Performance outcomes

Continuous agency operations are maintained during employee transitions. Loss of agency functions is avoided. A one-time transition cost is less costly than funding a full-time Deputy Director.

OTHER COLLATERAL CONNECTIONS

Intergovernmental

Without continuous agency operations, project sponsors (cities, counties, ports) and other funding partners (WSDOT, FHWA, MPO's) will be adversely affected.

Stakeholder response

Without continuous agency operations, important freight stakeholders (WSAC, AWC, WPPA, WSDOT, BNSF, etc.) will be adversely affected.

Legal or administrative mandates

NA

Changes from current law

NA

State workforce impacts

None

State facilities impacts

None

Puget Sound recovery

NA

OTHER SUPPORTING MATERIALS

- FMSIB Staff Transition Plan (see attached)

INFORMATION TECHNOLOGY (IT)

NA

FMSIB Staff Transition Plan

8/26/18

Purpose: Identify scenarios and alternative responses to the planned or unplanned departure of current FMSIB staff.

Goal: To recruit, select and train replacements for the Director or Executive Assistant prior to their planned departure. To identify contingencies and mitigation strategies for the unplanned departure of either staff.

Departure Scenarios:

1. **Planned Departure:** The Director and the Executive Assistant agree to provide at least 6 months of notice prior to a planned departure. This should provide ample time to recruit, select and train replacements. Overlapping salary and benefit costs can be addressed via one of the Response Scenarios below.
2. **Unplanned Departure:** The Director or the Executive Assistant are unable to provide at least 6 months of notice and they may possibly provide no notice. There may not be time to recruit, select and train replacements. Any resulting overlapping salary and benefit costs will be less than under a Planned Departure, but can also be addressed via one of the Response Scenarios below.

Response Scenarios:

A: Do Nothing

Under either a planned or an unplanned departure, FMSIB operations would be conducted by the remaining staff member. If Director-level decision-making is required, support may be provided by a Board member.

B: Budget Contingency (Requires Operating Decision Package)

In the 2019-21 biennial budget, include salary and benefit funds for approximately three months of overlapping employment for the Director and replacement. This equates to approximately \$39,000. The funding could be assigned to the authorized, but unfilled, Deputy Director position, which was created for this kind of transitional purposes.

C1: Expenditure Management (End of Biennium)

Overlapping employment costs would be covered by historical underruns in the FMSIB budget. Over the last six biennia, these underruns vary between \$8,000 and \$65,000. This equates to between half and five months of available funding for the Director position or between one and seven months funding for the Executive Assistant position.

C2: Expenditure Management (Beginning of Biennium)

The overlapping employment costs could be handled as Scenario C1 or through First or Second Supplemental Budget requests.

C3: Expenditure Contingency (OFM Small Agency Contingency Fund)

These funds are available for small agencies who, upon the departure of staff, must finance vacation and sick leave cash-outs that were not budgeted. A high estimate of this cost for FMSIB would be around \$20,000. The agency must repay these funds to OFM.

Staff Recommendation:

1. Budget for Scenario B in 2019-21 and subsequent biennia (\$59,000).
2. If a Scenario B Decision Package is not approved:
 - a. Beginning of biennium – Implement Scenario C2
 - b. End of biennium – Implement combination of Scenarios C1 and C3

2019-21 Biennial Budget Decision Package

Agency: 411 Freight Mobility Strategic Investment Board

DP code/title: AA – Capital Projects

Budget period: 2019-21

Budget level: ML

AGENCY RECOMMENDATION SUMMARY: Funding is provided for projects approved by the Freight Mobility Strategic Investment Board (FMSIB).

Fiscal detail:

Expenditures	FY 2020	FY 2021
Fund Number: 09E-1 (FMI-S)	\$10,157,000	\$10,157,000
Fund Number: 11E-1 (FMMA-S)	\$11,580,000	\$11,580,000
Total Expenditures	\$21,737,000	\$21,737,000
Biennial Total		\$43,474,000
Object of Expenditure	FY 2020	FY 2021
N - Grants	\$21,737,000	\$ 21,737,000

PACKAGE DESCRIPTION

The Capital Budget reflects 19 projects that are a combination of new starts and current projects that will carry forward into the 2021-23 Biennium. Fifteen projects are scheduled to start or be completed in the 2019-21 Biennium. FMSIB has the program authority to accelerate one or more of the four additional projects that have been awarded but are scheduled to be funded in the 2021-23 Biennium.

The capital budget represents delivery of FMSIB's Capital Projects in pursuit of FMSIB's primary mission to relieve freight congestion and mitigate the negative impacts of freight movement on communities. This funding provides grants to ports, counties, cities, and the WSDOT to collaborate with them in mitigating freight congestion and enhancing economic prosperity. In addition to providing construction funding to freight mobility partners, FMSIB offers freight program technical assistance and guidance in project delivery.

Freight mobility projects funded by FMSIB relieve freight chokepoints and/or mitigate the negative impacts of freight movements on communities. FMSIB funding leverages approximately five non-state dollars for every FMSIB dollar.

ASSUMPTIONS AND CALCULATIONS

Expansion or alteration of a current program or service

NA

Detailed assumptions and calculations

This funding represents the estimated expenditures for projects approved by the Board.

Workforce assumptions

NA

STRATEGIC AND PERFORMANCE OUTCOMES**Strategic framework**

Completion of these projects furthers the Governor's priority to have a "sustainable, efficient infrastructure which meets tomorrow's needs" (Goal 2, Prosperous Economy).

The construction projects that are funded by this decision package meet two important goals in FMSIB's strategic plan:

1. Optimize freight mobility by reducing barriers on Washington's strategic freight corridors and lessen the impact of freight movement on communities.
2. Provide a leadership role of informing the public, state, and national policymakers regarding freight mobility transportation needs and issues.

Performance outcomes

Reduced freight congestion and reduced impacts to communities.

If funding is provided, work can start or continue on capital projects resulting in economic benefits, enhanced safety and improved mobility.

OTHER COLLATERAL CONNECTIONS**Intergovernmental**

Grant recipients (i.e., ports, counties, cities, and the WSDOT) have benefitted from FMSIB grants for over 20 years and these agencies have consistently supported FMSIB's mission since inception of the agency.

Stakeholder response

Freight mobility stakeholders (i.e., railroads, trucking, and the maritime industry) have benefitted from FMSIB grants for over 20 years and have consistently supported FMSIB's mission since inception of the agency.

Legal or administrative mandates

NA

Changes from current law

NA

State workforce impacts

NA

State facilities impacts

NA

Puget Sound recovery

NA

OTHER SUPPORTING MATERIALS

None.

INFORMATION TECHNOLOGY (IT)

NA

Transportation Goal Summary Document (RCW 47.04.280)

FMSIB's Capital Budget revenues are \$29 million per biennium. FMSIB's core mission is to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington State as a leader in international trade. Collectively, this mission incorporates all six transportation goals.

In addition, project applicants are scored based on 198 point Project Priority Criteria that includes all six transportation goals. Individual projects may have more of an emphasis on one transportation goal over another.

Goal: Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;

Answer: Eighty-five points of the project priority criteria are directly tied to economic vitality.

Goal: Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;

Goal: Safety: To provide for and improve the safety and security of transportation customers and the transportation system;

Answer: Twenty points of the project priority criteria are directly tied to safety.

Goal: Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;

Answer: Twenty points of the project priority criteria are directly tied to general mobility.

Goal: Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment;

Answer: Twenty points of the project priority criteria are directly tied to environment.

Goal: Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system

Answer: Ten points of the project priority criteria are directly tied to cost effectiveness. As noted in the Economic Vitality goal, an additional eighty-five points overlap with the Stewardship goal as part of FMSIB's project selection process.

Freight Mobility Strategic Investment Board

Four-Year Financial Plan

September 7, 2018

Version: 19BudV2 - 19-21 Budget Development Base with 19DOT001 (Forecast: 19ProV2)

09E - Freight Mobility Investment Acct

	19 - 21	21 - 23
Beginning Fund Balance	6,651	1,100

Sources of Funds			
0401A1	Treasury Deposit Earnings	252	252
Transfers to/from Other Accounts			
062102	Connecting Washington - Support from 108 to 09E	8,511	8,511
0621A2	Stat Lic/Permits/Fees Distr from 09H to 09E	6,000	6,000
Total Transfers to/from Other Accounts		14,511	14,511
Total Sources of Funds		14,763	14,763

Uses of Funds			
Other Agency Expenditures			
411 01C S FMSIB-Capital		20,314	14,451
Total Other Agency Expenditures		20,314	14,451

Total Uses of Funds	20,314	14,451
----------------------------	---------------	---------------

Ending Fund Balance	1,100	1,412
----------------------------	--------------	--------------

11E - Freight Mobility Multimodal Account

	19 - 21	21 - 23
Beginning Fund Balance	12,690	4,329

Sources of Funds			
Total Local Expenditures		0	0
0253AA	Vehicle Related Licenses, Permits and Fees	6,000	6,000
0401A1	Treasury Deposit Earnings	288	288
Transfers to/from Other Accounts			
062102	Connecting Washington - Support from 218 to 11E	8,511	8,511
Total Transfers to/from Other Accounts		8,511	8,511
Total Sources of Funds		14,799	14,799

Uses of Funds		
Other Agency Expenditures		
411 01C L FMSIB-Capital	0	0
411 01C S FMSIB-Capital	23,160	17,018
Total Other Agency Expenditures	23,160	17,018

Total Uses of Funds	23,160	17,018
----------------------------	---------------	---------------

Ending Fund Balance	4,329	2,110
----------------------------	--------------	--------------

FMSIB Grant Awards 2017-2019 Biennium:

Jurisdiction	Project Name	Grant Award	Construction Start
City of Fife	70th Ave. East Freight Bottleneck Relief	\$ 5,000,000	2019-21
Port of Kalama	Industrial Rail Additions	\$ 2,400,000	2019-21
Spokane County	Bigelow Gulch - Phase 3	\$ 2,270,000	2019-21
Chelan County	West Cashmere Bridge	\$ 3,000,000	2019-21
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ 1,680,000	2019-21
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 6,100,000	2021-23
City of Sumner	Stewart Road	\$ 3,000,000	2021-23
Total:		\$ 23,450,000	

FMSIB Grant Awards 2019-2021 Biennium:

The Board is anticipating its 2019-2025 call for projects in the first half of 2020. This *assumes* the Legislature continues to appropriate the FMSIB funds identified in LEAP Transportation Document 2015 NL-2.

Biennium	Grant Awards
2017-2019	\$23,450,000
2019-2021	\$15,000,000
2021-2023	\$15,000,000

FMSIB Director's Report

September 21, 2018

(Last Report: June 1, 2018)

Road-Rail Conflicts Study – Phase 2 Update

This report was transmitted to the Legislature and OFM on August 30. The Board's Sept. 21 agenda includes an item for the Board to reconsider their July 24 adoption motion. More details are provided during the agenda topic titled "*Road-Rail Conflicts Study Adoption – Reconsideration.*"

Regarding next steps on this study, the WPPA, AWC, and WSAC have invited WSDOT and the UTC to attend a discussion on this topic on Sept. 25.

FMSIB Member Appointments

The Governor's Office continues to pursue appointments for one vacant position (Counties) and two replacement positions (Ports, Cities). These are not likely to be completed prior to this Board meeting so Tom Trulove and John Creighton have graciously agreed to attend and fulfill those duties one more time. We continue to have weekly conference calls with the Governor's Office to receive updates on progress.

Project Status Updates

City of Fife, Port of Tacoma Road I/C – Phase 1 and 2

In April, the City requested FMSIB participate in a cost increase on Phase 1 due to higher than expected bids. This project is the subject of a briefing on today's meeting agenda (see the meeting agenda topic titled "*Existing Project Updates (City of Fife)*").

City of Kent, 228th St. Grade Separation and 212th Street BNSF Grade Separation

The 228th St. project was awarded in 2004 and begun relocation of utilities and construction of the center pier. Federal funds tied to this project **must** be expended by June 30, 2019, or they will lapse and the City will not be reimbursed. The 212th St. project was awarded in 2004 and deferred in 2014. City staff will be present at the Board meeting to provide an update on both projects, potentially to include a request to reactivate the 212th St. project.

FMSIB Annual Report

FMSIB's annual report is prepared with the assistance of consultants. The five-year contract for these services expired June 2018 and a new contract solicitation was advertised. FMSIB has selected Kjrj Lund for a one-year contract with five, one-year extensions (at FMSIB's discretion). Kjrj and I have been conducting Board member interviews the last few weeks and these should conclude by the end of September. A draft report should be available for review at the November Board meeting in Spokane.

Potential New Projects

In the recently completed 2018 Call for Projects, two applications by the City of Connell and the City of Edmonds were not approved. Recently, these applicants have submitted additional

information about their projects and have requested reconsideration by the Board. This is a little unusual but not outside the realm of consideration for FMSIB.

A joint meeting of the Board and Technical Committees involved in this year's call is scheduled for Sept. 14. This will allow the Committees to review the two city requests and make a recommendation to the Board. Since this meeting occurs after the mailing cutoff for the Board packet, staff will bring the results to the Sept. 21 meeting and hand them out in paper form.

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. Recently, JTC staff requested FMSIB, WSDOT, and the Dept. of Commerce to provide a joint memo to the JTC regarding preliminary study recommendations. Commerce and WSDOT provided such a memo and FMSIB staff concurred with their assessment of the recommendations. I can provide copies of the study or joint memo if members are interested.

Performance Assessment

FMSIB has not assessed the performance of the agency nor the Director. At the request of the Board Chair, I developed a brief assessment tool to be applied to both the agency and the Director. I performed a self-assessment and provided the results to the Chair. The Chair provided that assessment to the Administration Committee on June 29. The recommendations of the Administration Committee will be presented to the full Board in Executive Session on Sept. 21.

Codification Legislation

FMSIB, TIB, CRAB, and WSDOT collaborated on supporting legislation that would have made permanent the 2015 Connecting Washington revenue increases for each of our agencies. The bill 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. More to come by the November FMSIB meeting.

Meetings and Conferences

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

- PSRC FAST Freight Advisory Committee, June 13. This group of staff members from PSRC member organizations is focused on freight mobility issues in the PSRC region. I was invited to this meeting to present the results of the Road-Rail Conflicts Study – Phase 2.
- City of Spokane, June 18. I provided a debrief to city staff on their two FMSIB applications that were not selected in the 2018 Call for Projects.
- Association of Washington Cities Annual Conference, June 26-29. This event provides a unique opportunity to meet with several project sponsors and future applicants, regarding FMSIB's portfolio of projects. I enjoyed a long conversation with Mayor Dave Earling of Edmonds regarding his city's unsuccessful FMSIB grant application in 2018. Subsequent communications with his staff have resulted in a request by the City to reconsider application with new information (this topic is on this month's Board agenda). I also used the conference to connect with a key member of the Road-Rail Conflicts Study – Phase 1 (Mayor Paul Roberts of Everett) and with AWC's nominee for the City position on FMSIB.
- ODOT Phone Survey of Freight Advisory Committee Best Practices, July 10. A consultant working on behalf of ODOT who was assessing key states and their experiences with Freight Advisory Committees interviewed Gena and me. The results of that interview are available upon request.
- Puget Sound Gateway Executive Committee, July 11. Key issues discussed included the partnership funding status and the WSDOT response to the budget proviso asking WSDOT to investigate acceleration scenarios on the Gateway Program,
- City of Fife, Port of Tacoma Road Interchange – Phase 1 Groundbreaking, July 18. The Governor led the delegation breaking ground on this project. Chair Gatchet also spoke.
- Port of Vancouver, Vancouver West Freight Access Project, July 31. Attended the ribbon cutting for the final phase of this rail project. FMSIB was an early investor, starting in 2006.
- City of Kent, Numerous FMSIB funded projects, Aug.10. Gena and I met with city staff and then toured several past, present, and future FMSIB funded projects.
- Port of Seattle, Working Waterfront Tour, Aug. 14. Gena and I attended and learned a lot about the Port of Seattle waterfront and plans for redevelopment of Terminal 5.
- City of Fife, Port of Tacoma Road Interchange, Aug 22. FMSIB staff could not attend this groundbreaking for what is commonly referred to as "Phase 0" of the subject project. FMSIB funds leveraged other partners in purchasing wetland mitigation sites, which were later developed into a City park, named Brookville Gardens.
- Washington Highway Users Federation (WHUF) Sept. 11. FMSIB is a member of the Board of Director's for the Federation, which consist of state and private highway interests and lobbyists. During the legislative session, WHUF sponsors weekly briefings for WHUF members on current legislative issues affecting transportation. WHUF also sponsors an annual briefing by legislative and congressional leadership for members and interested parties (scheduled for Dec. 12, 2018, in Tacoma).



Freight Mobility Strategic Investment Board (FMSIB)
Attn: FMSIB Board Members
505 Union Avenue SE
Suite 350
Olympia WA, 98504-40965
MS 40965

April 12, 2018

Re: Port of Tacoma Interchange Improvement Project Phase I – Funding Request

Dear Board Members,

Thanks to your support of the Port of Tacoma Interchange Improvement Project we have successfully completed design, value engineering and traffic modeling studies for Phase 1. Over the course of the last few weeks, the City of Fife has let this project out to bid after years of preparation and support from our partners at FMSIB, the Transportation Improvement Board (TIB), the Federal Highways Administration (FHWA), and the State of Washington.

We are writing this letter to inform you of a problem that occurred with the bid opening for this project, and to respectfully ask your help. Although a number of qualified construction firms submitted bids for the project, the apparent *low bid* we received was approximately \$2.4 million over budget. To give you a sense of scale of how much of a concern this is, the overrun amounts to more than 9 percent of our entire construction estimate for Phase I (\$23 million).

From what we are learning and in talking to experts in the transportation field, we firmly believe this cost overage is attributable to the timing of a “seller’s” construction market and the cost escalations that come with an extremely strong regional economy.

Phase 1 Construction

The City of Fife is reaching out to our partners for support at this time to keep this project on schedule with construction beginning this summer (2018). The overall project cost for Phase 1 is approximately \$42.5 million. The City of Fife and its 10,000 residents are committed to the total project for over \$13 million, and stand ready to commit additional resources to get this project off the ground.

Approximately \$8.7 million in funding from FMSIB has been secured for Phase 1 alone, and your continued support of this critical regional transportation project is greatly appreciated by the City of Fife.

Over the course of the last week, we have received a further commitment of \$500,000 in funding from the Transportation Improvement Board (TIB). The Fife City Council has directed staff to come up with a revised funding plan to absorb this material cost escalation, so that we can be prepared to award this contract on April 24, 2018.

Continued Project Justification

As you are well aware, the total project has been developed in two phases over the past decade to improve not only access into the Port of Tacoma, but also material improvements along Interstate 5 mainline operations. The project merits are directly attributable to improvements to not only localized roads but the greater regional transportation system. WSDOT's SR 167 Gateway project will bring substantial access improvements for the Port of Tacoma, which will complement our project.

Improvements to access into the Port of Tacoma are critical to maintain the 43,000 jobs and \$637 million in annual wages in Pierce County. The Port of Tacoma project will additionally bring improvements to the surrounding industrial and commercial areas in the City of Fife and Tacoma.

Request

We do understand that current FMSIB policies constrain the options available to the Board to assist the City of Fife. Nonetheless, we believe we have an exigent circumstance that is due to market forces beyond our city's control -- and thus we believe we are presenting an emergency circumstance that warrants consideration by this Board.

Based on our preliminary budget, we have identified \$300,000 in project savings, along with an additional \$300,000 contribution by the City. In conjunction with the \$500,000 commitment by the Transportation Improvement Board, our funding gap currently stands at approximately \$1.3 million for Phase 1.

We are currently pursuing all avenues to close this gap in the coming days ahead including reaching out to new partners and emergency loans to secure this phase of the project.

We humbly request your consideration for an additional \$500,000 to \$1 million in funding at this time. Our hope is that you will join with us in finding this regional project worthy of

advancing today. From a project management standpoint, we do not believe the construction-cost phenomenon that we just experienced will abate in the coming months ahead.

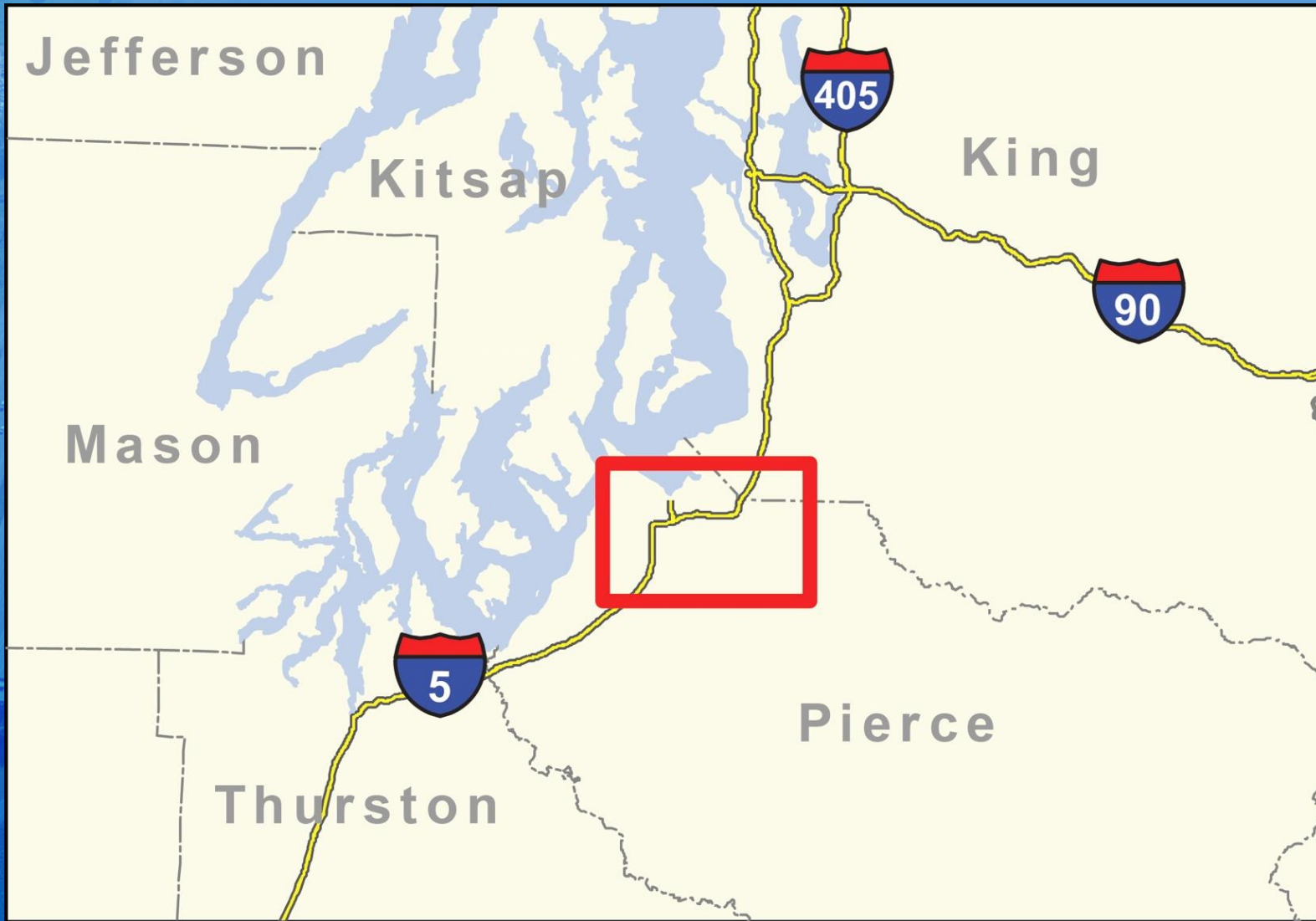
Our community thanks you for this consideration of what is an emergency request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hyun Kim", with a long horizontal flourish extending to the right.

Hyun Kim
City Manager

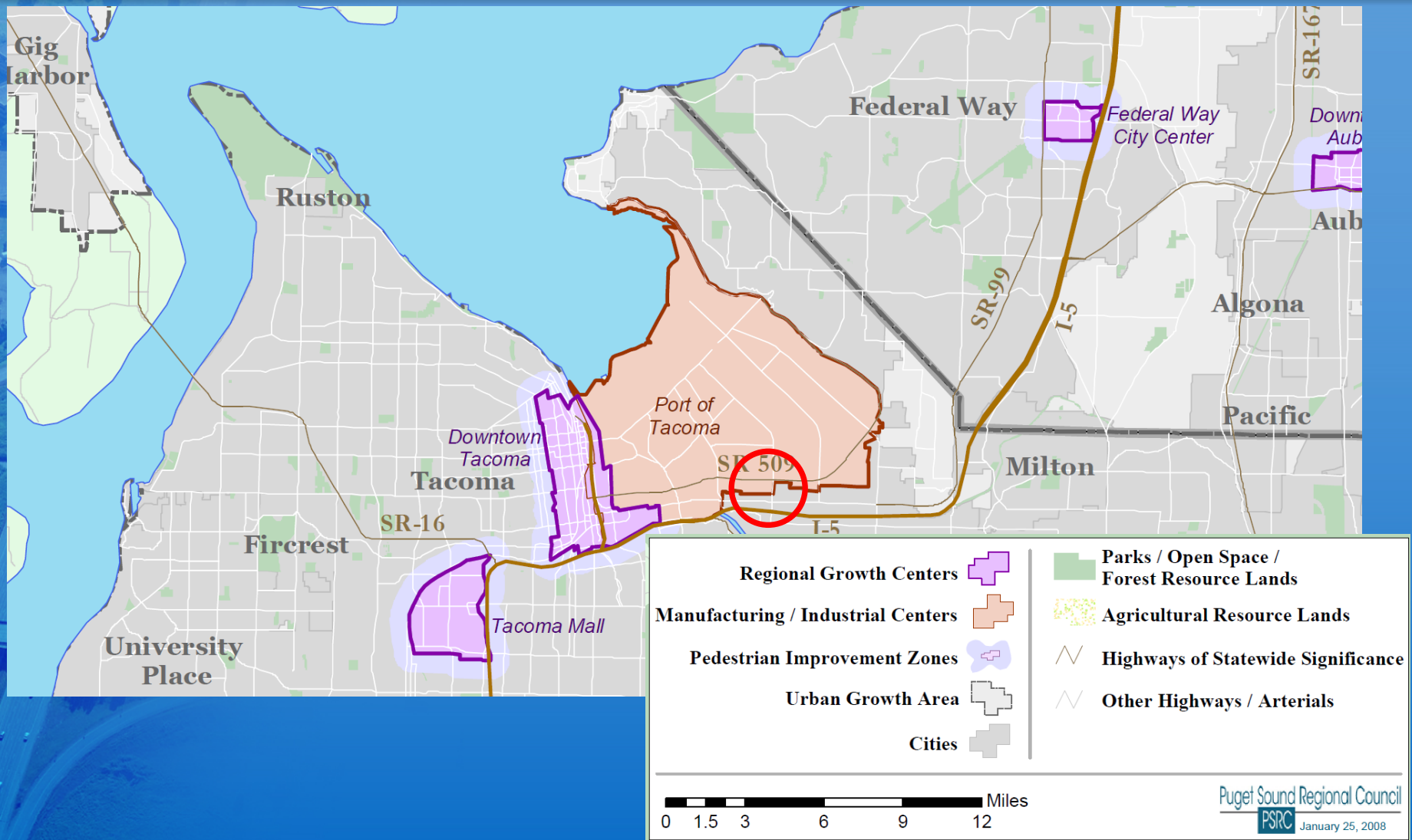
Project Vicinity



Project Vicinity



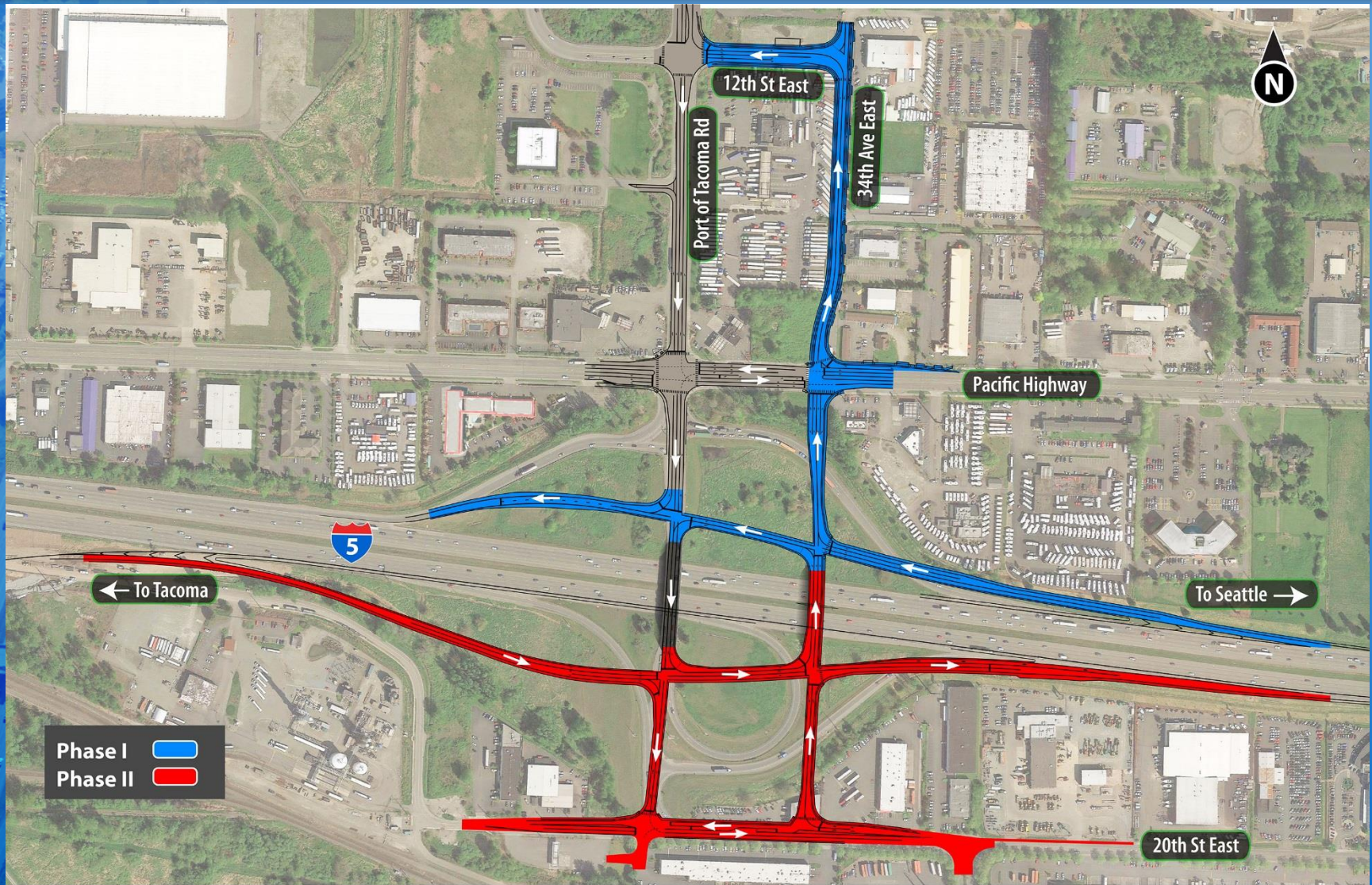
Manufacturing/Industrial Center



Initial Recommended Configuration



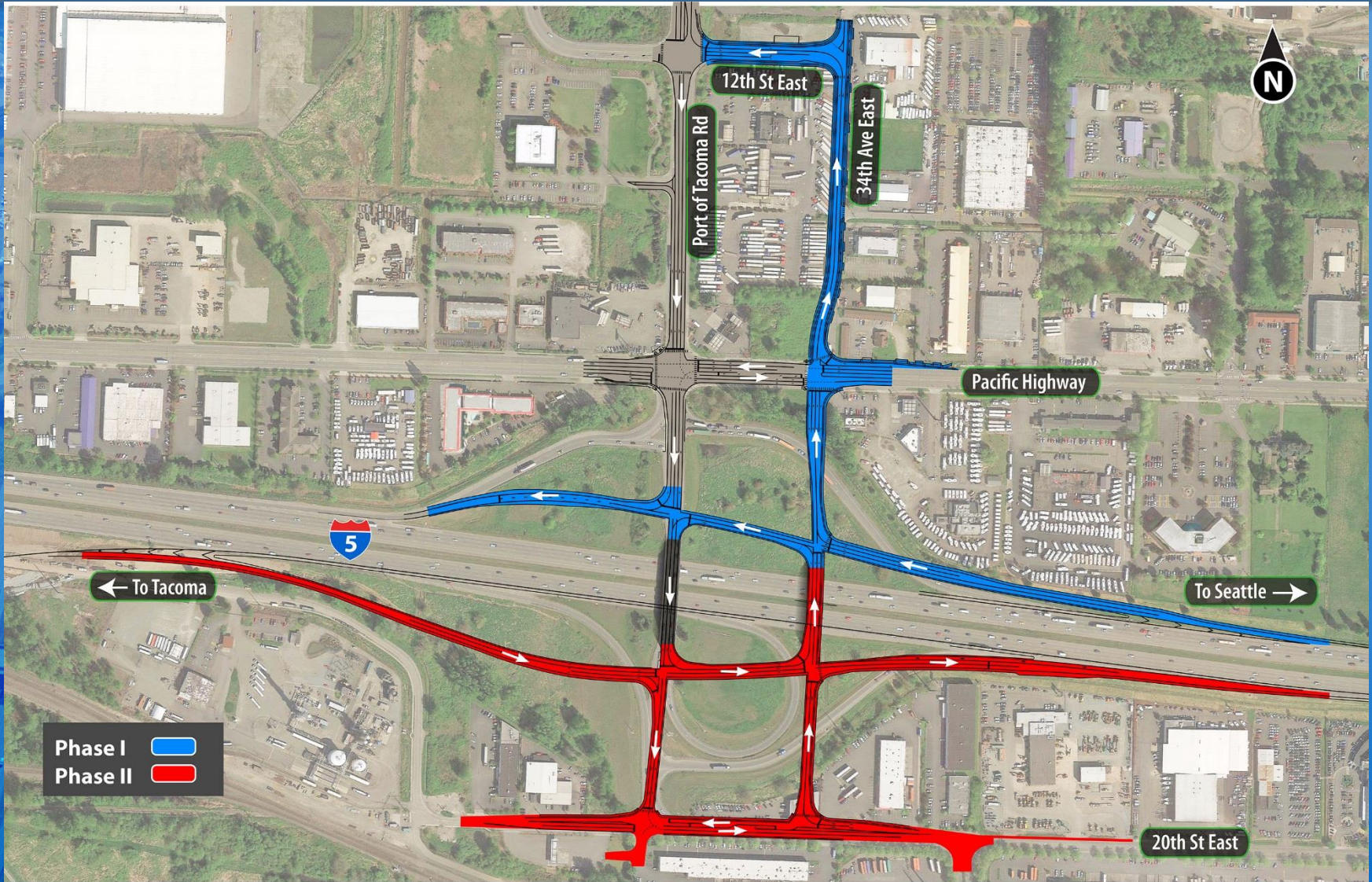
Project Phasing Plan & Final Configuration



Phase 1 Contract has been Awarded

- *Technical Approval of the IJR 2013*
- *Wetlands Mitigation Site Purchased, Local \$*
- *Wetlands Mitigation Complete, Local & FMSIB \$*
- *NEPA Documented CE Approved 3/25/2014*
- *Right-of-way plans approved 12/08/2016*
- *Above addressed the interchange as a whole*
- *Funding included \$4 M P/E, \$7M CN, from PSRC*

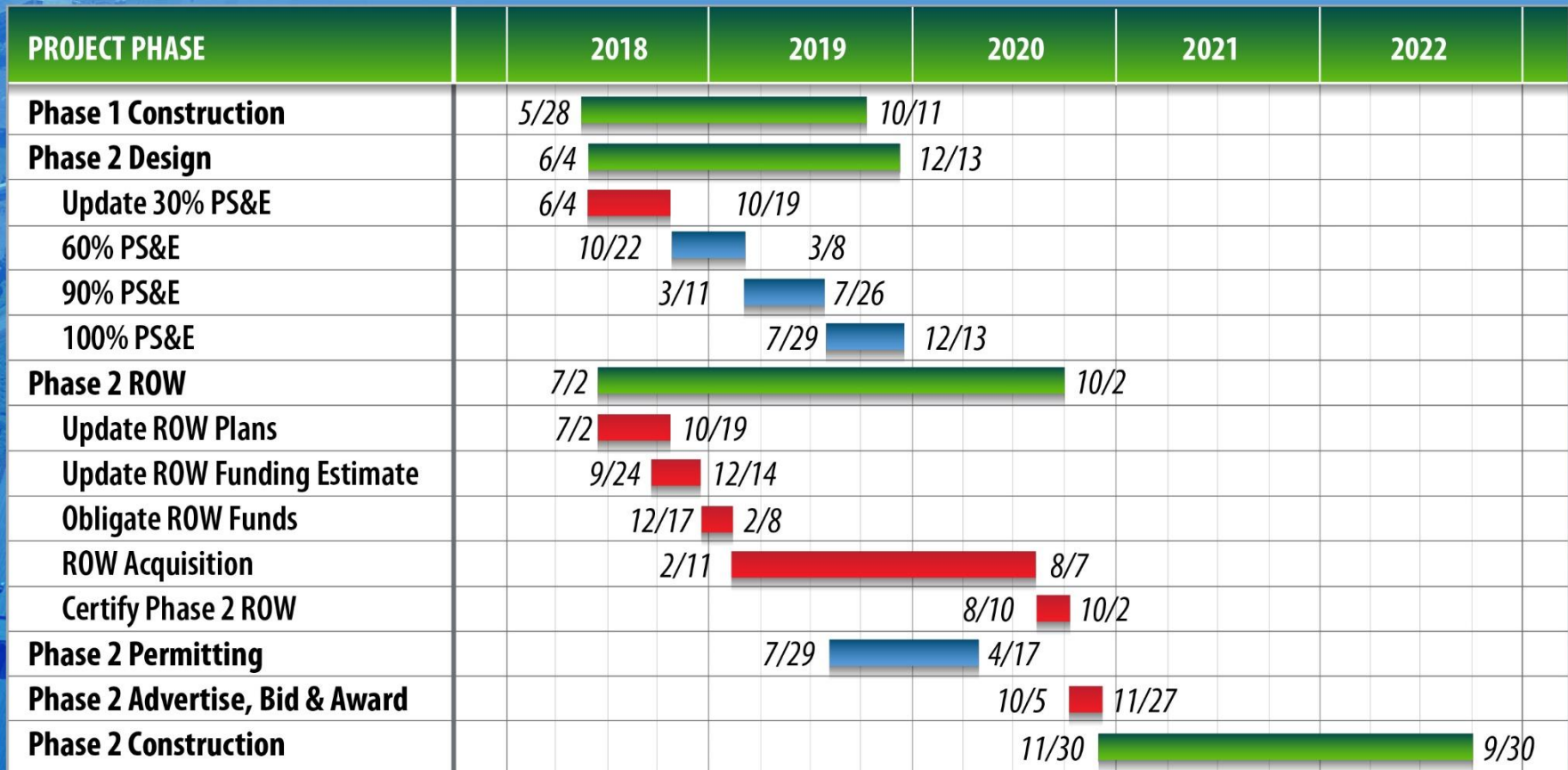
Project Phasing Plan



Current Funding Plan

PHASE 2 FUNDING	PE	ROW	CONSTRUCTION	TOTAL	NOTES
FMSIB	\$ –	\$ –	\$ 7,533,000	\$ 7,533,000	Secured
TIB	\$ –	\$ –	\$ 7,000,000	\$ 7,000,000	Unsecured, Reasonably Expected
State Funding	\$ 2,500,000	\$ 4,000,000	\$ 13,200,000	\$ 19,700,000	Secured, Connecting Washington
Other State and Local	\$ 530,000	\$ 667,500	\$ 8,317,000	\$ 9,514,500	Design and ROW Secured. Construction Unsecured
STP(U)	\$ –	\$ –	\$ 4,620,000	\$ 4,620,000	Unsecured, Reasonably Expected
Subtotal	\$ 3,030,000	\$ 4,667,500	\$ 40,670,000	\$ 48,367,500	
Phase II Costs	\$ 3,030,000	\$ 4,667,500	\$ 40,670,000	\$ 48,367,500	Current Estimate for Phase II

Project Schedule



City of Fife, Port of Tacoma Road Interchange FMSIB Response to the City's Cost Overrun Request

Summary of for Board Meeting 9/21/18

April 12, 2018 – Received letter from Fife City Manager requesting the Board consider funding a cost increase request from the City on the subject project, Phase 1. Bids came in \$2.4 m over engineer's estimate and available funds.

April 17, 2018 – FMSIB staff advised the City that FMSIB had no policy allowing or denying cost overruns but that FMSIB longstanding practice has been to deny these requests. In the interest of being responsive to customers, the Board Chair and FMSIB staff agreed to submit a proposal to the Board for consideration on the following schedule:

1. Draft a policy paper for Board consideration (This week)
2. Review with Board Chair for prior to distribution (Week of 4/22)
3. Share with Board members for consideration (Week of 4/29)
4. Discussion and potential action on Board agenda May 31/June 1.

April 24, 2018 - Fife City Council authorized award of the construction contract to Goodfellow Brothers.

May 1, 2018 - The City provides requested information about other partners in the project and their willingness to fund portions of the overrun. The Connecting Washington portion is capped at \$23 m for Phase 1 and Phase 2. Therefore, the City can borrow from Phase 2 but that leaves Phase 2 more underfunded.

May 9, 2018 – FMSIB staff notified the City Manager that City staff did not need to attend the June 1 FMSIB meeting where the draft Cost Overrun Policy would be discussed.

May 31, 2018 – The City responded to Board questions raised at the May 31 Workshop:

"Thank you for considering Fife's request for additional funding to address the high bids we received for this project. We are pleased to respond to FMSIB's questions regarding the project, as below:

1) In terms of dollars, provide the overall amount of the contingency and indicate whether contingency funds were used to address any of the \$2.4 million gap in construction funding:

Fife budgeted a \$2.030 million contingency to address potential construction change orders. In a way, that helped prevent the construction-bid-cost overage from being more severe. Fife has not budgeted contingency funds toward addressing the \$2.4 million gap because the City thinks it is more prudent to reserve that funding to help deal with change orders which are inevitable in a large project such as this one.

2) If the FMSIB Board provides less than the \$700,000 cost-overrun allocation request, would Fife still be able to move forward with the Port of Tacoma Road interchange Phase I work?

Ideally, the Board would be able to provide a \$700,000 allocation - but if not, the City would hope for a minimum allocation of \$500,000. Every dollar that is short in Phase I effectively means that the POT Interchange project Phase 2 gap will be exacerbated, because the City would need to dip into Phase 2 secured funding to address any remaining gap."

June 1, 2018 - The FMSIB Board discussed elements for a draft cost overrun policy and gave direction to staff to discuss the issue with FMSIB's assigned AAG and provide a revised draft policy at the Sept. 21 Board meeting.

July 23, 2018 – The City requested FMSIB to consider shifting Phase 1 FMSIB funds into Phase 2:

"Would it be a big problem for FMSIB if Fife deferred a portion of its Phase 1 (formerly Phase 1 + Phase 2) FMSIB grant reimbursement to Phase 2 (formerly Phase 3)?

As is indicated below, the PSRC has asked us to take some federal funds early. This is in response to their need to maintain a regular schedule of federal expenditure and would help ensure that such funds stay in Washington State. I recognize that FMSIB faces a similar need to make regular progress towards spending its funds, but as a smaller agency, you may be able to be more nimble.

This would obviously impact our request for additional funds, in response to the higher bids we received. These additional federal funds for Phase 1 would cover that expense. Spending the PSRC Phase 2 funds now would obviously increase the Phase 2 gap, except to the extent that FMSIB can move some funds out."

July 30, 2018 – FMSIB staff conducted a conference call with the City to discuss the funding options available to the City. The following summary of that call was sent to the City for confirmation:

"Russ,

Just confirming our conversation his morning:

I-5, Port of Tacoma Rd. I/C

You asked if FMSIB could defer Phase 1 funding into Phase 2. You are requesting this because PSRC has asked if you can accept additional OA and accelerate Phase 2 federal funds Phase 1.

Phase 2 includes \$3.6 m in federal funds (STP Countywide and Regional), but in a future biennium. Recently, PSRC contacted you saying they needed to obligate additional funds this biennium due to other cities that de-obligated. To accept this acceleration on this project, Fife would need to defer other Phase 1 funding into Phase 2 from three sources (City, Port, and FMSIB). You said the Port of Tacoma is willing to defer \$1 million of their \$1.5 million from Phase 1 into Phase 2. Even with a full deferral of \$3.6 m in local funds, you said there is sufficient match for the accelerated \$3.6 million federal funding (Phase 1 currently has no federal funding).

The amount of FMSIB deferral depends on how much City funding needs to be deferred. You said you would research this over the next few weeks and contact WSDOT Local Programs with a revised funding plan. Once the WSDOT LP agreement is finalized, you said you'd give me revised numbers for the amount of FMSIB deferral.

One additional request: Once you determine how much Phase 1 FMSIB funding you want to defer into Phase 2, can you also estimate how much of the remaining FMSIB Phase 1 funding you will be billing prior to June 30, 2019?

You also said you were withdrawing your request for a Phase 1 cost increase consideration by the FMSIB Board at their Sept. meeting, but that you wanted to reserve a right to request that cost increase under Phase 2 in the future."

July 31, 2018 – Email from the City confirms they are withdrawing their request for a cost overrun.

Freight Mobility Strategic Investment Board (FMSIB)
Briefing Paper – Project Cost Overruns – Version 2 Draft
(Revised 7/9/18)

BACKGROUND

Applicants for FMSIB project funding typically develop their transportation projects over the course of several years from inception to construction. During the planning, design, and environmental stages, project cost changes occur regularly. Most transportation projects today receive funding from a combination of several state/federal/local sources and cost changes are addressed in a variety of ways by various funding sources. The Transportation Improvement Board (TIB) policy considers cost increases and delegates certain approval authorities to the Executive Director via WAC. (See Appendix A for details).

The County Road Administration Board (CRAB) outlines cost overruns policy via WAC (See Appendix B for details).

CURRENT FMSIB POLICY

FMSIB's statutes, administrative code, and bylaws are silent on the issue of cost overruns on FMSIB-funded projects. However, FMSIB's Project Award letters for the last many years have included language that addresses the potential for cost overruns. The exact language in these Award letters has varied slightly each year, but the policy intent has been relatively consistent:

- If project costs increase, FMSIB's award amount is capped at the fixed amount shown in this letter.
- If project costs decrease, FMSIB's participation is fixed at the percentage shown in this letter (Note that the percentage is not always explicitly stated. Sometimes, only the Total Project Cost and FMSIB Participation Amount are shown in the letter).

To summarize, when project costs increase, FMSIB's contribution does not. This is relatively easy for FMSIB staff to administer.

FMSIB DISCUSSION AT 2018 WORKSHOP AND BOARD MEETING

The Board considered the issue and concluded two things:

1. If a policy is adopted, the Board would like it to include minimal constraints on the Board's discretionary authority, and
2. FMSIB staff should review past practices on this issue and the proposed policy concept with FMSIB's Assistant Attorney General (AAG).

The remainder of this briefing paper summarizes the AAG discussion, a review of WSDOT's Local Agency Agreement, and a staff recommendation.

ASSISTANT ATTORNEY GENERAL DISCUSSION

I described the Board's request to Kathryn McCleod, our assigned AAG. In short, she said that granting the Board a maximum amount of discretion is fine as long as the rationale for decision-making is clear and not arbitrary, with no malice or favoritism. She went on to say that any policy is not enforceable anyway, it is just guidance (The Administrative Procedures Act, RCW 34.05, governs creation of policies).

Kathryn said the operative and enforceable document is the grant agreement, which governs disbursement of funds. She suggested we review the current grant agreement language to see if it needs to be revised to allow cost increases.

Freight Mobility Strategic Investment Board (FMSIB)
Briefing Paper – Project Cost Overruns – Version 2 Draft
(Revised 7/9/18)

She suggested that the Board could adopt a simple policy that says, “All cost increases are the responsibility of the Grantee, unless otherwise allowed.” However, in each case of a Board action, the rationale for allowing/denying a cost increase needs to be memorialized.

Finally, she mentioned that some might question the Board’s discretion as being unfair. There are many variables affecting the perception of fairness, but discretion is not illegal as long as it is reasonable.

WSDOT LOCAL PROGRAMS LOCAL AGREEMENT

The grant agreement between FMSIB and a project sponsor is the same grant agreement used by WSDOT’s Local Programs to provide federal funding to local agencies. “Section II, Payment” of this grant agreement governs cost overruns with the following language:

“The AGENCY agrees that all costs in excess of the amount authorized and the AGENCY’s matching funds shall be the responsibility of the Agency.”

Essentially, this conveys to recipient agencies at the outset that no cost increases will be allowed. However, the regular practice of agencies and Local Programs is to process “Supplemental Agreements” that allow expenditures beyond the originally authorized amounts.

If the Board decides to authorize a cost increase to a project sponsor, the current grant agreement language does not preclude it. In these cases, FMSIB would develop an amended grant award letter to the agency and provide a copy to Local Programs. The local agency would then submit a Supplemental Agreement request which would be processed by Local Programs to authorize the additional expenditures.

STAFF RECOMMENDATION

Do not write a FMSIB cost increase policy. Allow Lead Agencies to request cost increases and consider each one on their merits. When considering the merits of a cost increase request, the Board should be mindful of the following factors:

1. **Does the Board want to grant more than one increase to a project?** The most appropriate time for applicants to request funding increase would be at construction contract award when project costs are more defined.
2. **Does the Board want to increase the FMSIB share of funding for the project?** Increased funding awards could reset the FMSIB participation percentage to a share higher than the original award. One option is that maybe FMSIB’s share of funding an increase ought to be the same as FMSIB’s share of funding the original total project (said share is outlined in the initial funding award letter). Lead agencies would still be required to provide a refund of FMSIB funds if the Final Project Costs are lower than forecasted.
3. **To what extent have other funding partners contributed to the cost increase?** Other funding partners may choose not to participate in the cost increase or may participate at levels variant from their original participation proportion.
4. **Has the project applicant demonstrated that all other non-funding options for mitigating the cost overrun have been pursued and exhausted?** This might include removing project elements or value engineering a different construction sequence.
5. **What unallocated funding is available to the Board to fund the request?**

APPENDIX A
TRANSPORTATION IMPROVEMENT BOARD (TIB) COST OVERRUN POLICY

WAC 479-01-060

Executive director—Powers and duties.

The board appoints an executive director who will serve at its pleasure to carry out the board priorities and the mission of the agency including the following administrative duties:

- (1) The executive director will direct and supervise all day-to-day activities of the staff.
- (2) The executive director is the appointing authority of the staff and may authorize subordinates to act in the executive director's place to carry out administrative duties.
- (3) The executive director has sidewalk deviation authority as described in WAC [479-14-200](#).
- (4) The executive director has administrative increase authority for projects up to the following levels:
 - (a) Urban program - Fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.
 - (b) Small city arterial program - Up to one hundred twenty-five thousand dollars.
 - (c) City hardship assistance program - Up to seventy-five thousand dollars.
 - (d) Sidewalk program - Up to fifty thousand dollars.
 - (e) Small city preservation program - Up to two hundred thousand dollars within available funding limitations.
 - (f) Arterial preservation program – Up to fifteen percent of original TIB grant.
 - (g) Small city federal match within the limits set by the board in accordance with WAC [479-14-215](#).

[Statutory Authority: Chapter [47.26](#) RCW. WSR 13-20-087, § 479-01-060, filed 9/30/13, effective 10/31/13; WSR 12-08-060, § 479-01-060, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-01-060, filed 8/30/07, effective 9/30/07.]

U/S	Program	Increase percent	Not to Exceed
Urban	Urban Arterial Program (UAP)	15% of Original TIB Funds	\$750,000
	Arterial Preservation Program (APP)	15% of Original TIB Funds	\$750,000
Urban / Small City	Sidewalk Program (SP)		\$50,000
	City Hardship Assistance Program (CHAP)		\$75,000
Small City	Small City Arterial Program (SCAP)		\$125,000
	Small City Preservation Program (SCPP)		\$200,000

Comments from Ashley Probart, Executive Director, TIB:

The Executive Director exercises the administrative increase authority above based on available fund balance by program and on the current construction bidding climate.

APPENDIX B
COUNTY ROAD ADMINISTRATION BOARD (CRAB) COST OVERRUN POLICY

Chapter 136-165 WAC

INCREASED ALLOCATIONS OF RATA FUNDS TO PROJECTS

WAC Sections

<u>136-165-010</u>	Purpose and authority.
<u>136-165-020</u>	Requirements for consideration of RATA fund increases.
<u>136-165-030</u>	County road administration board evaluation, consideration and action.
<u>136-165-040</u>	Effect of receiving RATA increase.
<u>136-165-050</u>	Amendment of CRAB/county contract.

Comments from Walt Olson, Deputy Director, CRAB:

CRAB assumes the county's proposal (prospectus) is accurate and represent the full funding amount needed. Therefore, all cost increases are the county's responsibility. In extremes conditions, CRAB allows one cost increase request per project.

In seventeen years, Walt has received only a handful of cost increase requests. In his experience, if a county makes a large mistake on a project estimate, the project funding request is usually withdrawn. (Counties know that this opportunity for submitting project prospectuses comes every two years) If an increase is granted, it cannot exceed 25%. Increases are granted only for totally unforeseen circumstances

Under WAC 136-165-030, the Board has a lot of discretion to act or not.

Under WAC 136-165-040, if a county is granted an increase in one biennium then future biennial requests are reduced by the same amount. (RATA funding is apportioned by region but competitive within that region).

Road-Rail Conflicts Study Adoption – Reconsideration

Sept. 21, 2018

Purpose:

To ensure that all Board members are aware of an error correction that was made in the final Road-Rail Conflicts Study report.

Background:

At a special meeting on July 24, the Board adopted the final report of the Road-Rail Conflicts Study – Phase 2. Subsequent to that adoption, staff discovered an error in the classification for one project. The Pines Road crossing in Spokane Valley was listed in the report as a Tier 1 project but was highlighted and annotated with the comment “TO BE MOVED TO TIER 2 IN NEXT UPDATE.” That was a mistaken annotation since the project was appropriately listed in Tier 1. This error was corrected by removing the annotation in the printed final report. This corrected version of the report was transmitted to the Legislature and OFM on August 30.

Some members of the Board may not have been aware that the error was corrected in the final report. Therefore, it is prudent that the Board be informed and provided the opportunity to reconsider their adoption motion from July 24.

Here is an excerpt from the minutes of the July 24 meeting:

Mr. Barnes made a motion to adopt the Advisory Committee Recommendations as presented. Mr. Art Swannack seconded. Mr. Johan Hellman requested clarification that the motion is to accept this study with the findings and recommendations. Chair Gatchet confirmed that is correct. Mr. Swannack asked if it also means the study will be forwarded to the Legislature. Director Ziegler confirmed that FMSIB is required by the proviso to forward the report to the Legislature. Mr. Ziegler also requested a roll call vote.

Board Member Roll Call Vote~YEAS:

Mr. Dan Gatchet, chair; Mr. Leonard Barnes; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. Art Swannack and Mr. Tom Trulove.

The vote was unanimous.

Suggested Action:

FMSIB staff suggest the following course of action:

1. Move to reconsider the Road-Rail adoption motion from the FMSIB meeting of July 24 (Any Board member on the prevailing side of this vote can move to reconsider the adoption motion). Requires a second.
2. Vote on the motion to reconsider. Requires simple majority to pass.
3. If the motion to reconsider prevails, then The Board may discuss and move to amend the July 24 adoption motion to specifically state that the Pines Rd. project remains in Tier 1. Any Board member may offer the motion. Suggested wording of the motion:
“I move to adopt the Road-Rail Conflicts – Phase 2 Report Advisory Committee recommendations presented to the FMSIB Board on July 24 with the Pines Rd. project included in the Tier 1 lists.”

Prepared for Freight Mobility Strategic Investment Board

STUDY OF ROAD-RAIL CONFLICTS

PHASE 2 - DEVELOPMENT OF PROJECT PRIORITIES

July 2018

Prepared by:

transpogroup 
WHAT TRANSPORTATION CAN BE.



Development of Project Priorities

STUDY OF ROAD-RAIL CONFLICTS - PHASE 2

Prepared for:
Freight Mobility Strategic Investment Board (FMSIB)

July 2018

Prepared by:



12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
Phone: 425-821-3665
www.transpogroup.com

1.15347.01

Table of Contents

Chapter 1. Introduction.....	1
Specific Legislative Language	1
Background on the Subject.....	1
Study Approach	2
Chapter 2. Project Identification	3
Description of Project Tiers.....	3
Responses Received from RTPO/MPOs.....	3
Summary of Projects By Tier	4
Chapter 3. Prioritization Process	13
Project Categories	13
Review of Phase 1 Study Evaluation Criteria	13
Project Scoring Methodology	14
Measuring Project Cost/Benefits	16
Limitations of the Project Prioritization Effort	17
Chapter 4. Project Priorities.....	18
Tier 1 Results.....	18
Tier 2 Results.....	19
Tier 3 Results.....	21
Chapter 5. Findings and Recommendations.....	22
Findings	22
Recommendations.....	22

Appendix

Appendix A: Prioritized Project List

Figures

Figure 1.	Project/Crossing Summarized by Tier.....	4
Figure 2.	Project Priorities by Tier	12
Figure 3.	Scoring Methodology by Project Type.....	15
Figure 4.	Scoring Adjacent Crossings by Project Type	16
Figure 5.	Measuring Project Cost/Benefits Example	16

Tables

Table 1.	RTPO/MPO Responses Received	4
Table 2.	Tier 1 List of Projects (Not Prioritized).....	5
Table 3.	Tier 2 List of Projects (Not Prioritized).....	7
Table 4.	Tier 3 List of Crossings to Study (Not Prioritized)	11
Table 5.	List of Project Categories by Improvement Type	13
Table 6.	List of Phase 1 Evaluation Criteria	14
Table 7.	Phase 2 Project Evaluation Criteria.....	15
Table 8.	Tier 1 Project Priorities	18
Table 9.	Tier 2 Project Priorities	19
Table 10.	Tier 3 Project Priorities	21

Chapter 1. Introduction

In 2016, the Legislature directed the Joint Transportation Committee to conduct a study evaluating the impacts of prominent road-rail conflicts and to develop a corridor-based prioritization process for addressing the impacts on a statewide level (Second Engrossed Substitute House Bill 1299 (2015), Section 204(3)). The study was delivered to the Legislature during the 2017 session, with a series of findings and recommendations.

One of the recommendations from the 2016 study (Phase 1) was to “utilize a corridor-based prioritization strategy to assist in developing solutions and prioritizing investments.” To better understand the project needs throughout the state, the Legislature in 2017 directed the Freight Mobility Strategic Investment Board (FMSIB) to perform updates to the Joint Transportation Committee’s Study of Road-Rail Conflicts in Cities. The following updates were identified:

- Update the Road-Rail Conflicts Database
- Develop a Corridor-Based Project Prioritization Process
- Identify and Recommend a Statewide List of Projects

This study utilized data and information from the Phase 1 study, along with additional project data from Regional Transportation Planning Organizations (RTPOs) and Metropolitan Planning Organization (MPOs) throughout the State, to prepare a prioritized list of railroad crossing improvement projects utilizing a corridor-based process.

Specific Legislative Language

The specific Legislative direction that has guided this effort is contained in Engrossed Substitute Senate Bill SB 5096 (2017), Section 206. It states the following:

*The appropriation in this section is subject to the following conditions and limitations: \$60,000 of the motor vehicle account—state appropriation is provided solely for the board, from amounts set aside out of statewide fuel taxes distributed to cities according to RCW 46.68.110(2), to manage and update the road-rail conflicts database produced as a result of the joint transportation committee’s “Study of Road-rail Conflicts in Cities (2016).” The board shall update the database using data from the most recent versions of the Washington state freight and goods transportation system update, marine cargo forecast, and other relevant sources. The database must continue to identify prominent road-rail conflicts that will help to inform strategic state investment for freight mobility statewide. The board shall form a committee including, but not limited to, representatives from local governments, the department of transportation, the utilities and transportation commission, and relevant stakeholders **to identify and recommend a statewide list of projects using a corridor-based approach.** The board shall provide the list to the transportation committees of the legislature and the office of financial management by September 1, 2018.*

Background on the Subject

At-grade railroad crossings, where roads cross railroad tracks at the same level, can typically function adequately while population and traffic levels remain low. As both rail and road traffic increases, and trains get longer, at-grade crossings become more problematic, impacting communities in a variety of ways. The phrase “road-rail conflict” is used to describe potentially problematic at-grade crossings. Examples of potential conflicts include the following:

- Long and unpredictable travel delays for both the general public and freight users
- Collisions between trains and vehicles or pedestrians

- Temporary increase of emergency response times

With the growth of the state's population and increasing road and rail traffic, communities throughout the state are concerned about the reliable and safe movement of rail and truck freight, general traffic, and emergency vehicles across more than 2,180 public, active at-grade railroad crossings.

The Phase 1 study identified a series of findings and recommendations, but stopped short of identifying and evaluating projects to improve the top road-rail conflicts throughout the state.

Study Approach

The Phase 2 study built off the work completed in Phase 1 to begin the identification and evaluation of projects to address road-rail conflicts throughout the State. The effort continued to utilize data developed through the Phase 1 effort given the short timeline and limited resources directed towards the Phase 2 study.

The study started with a request for projects and updated crossing data from the RTPOs/MPOs. Projects were discussed and confirmed individually with each RTPO/MPO and categorized into a series of different tiers based on their overall project readiness. The projects were then evaluated utilizing crossing data and evaluation criteria developed as part of the Phase 1 efforts. Finally, a prioritization methodology was prepared to list the projects in a ranked order.

The work was guided by an Advisory Group made up of largely the same representatives from the prior Phase 1 study effort. The group included representatives from agencies and organizations across the state. The Advisory Group met four times throughout the study – in October, January, April and June – and provided valuable feedback on the evaluation criteria and methodology to determine project priorities.

Additional support and direction was provided by members of the RTPO/MPO Coordinating Committee. The Committee members worked with their respective organizations to assist in compiling a list of railroad crossing projects throughout the state, and also provided input and feedback on the project prioritization criteria and methodology.

Chapter 2. Project Identification

To assess project needs and priorities throughout the State, and provide a credible recommendation to the Legislature, a request for projects and updated crossing data was sent out to the RTPO/MPOs. In addition, the project team attended the RTPOs/MPOs Coordinating Committee meetings to explain the needs of the study and request that each region provide a list of railroad crossing projects in their respective region. After receipt of the project lists, the project team also met one-on-one with each region to review the project lists in detail to better understand the scope and cost of each project.

Description of Project Tiers

The study team assumed that the legislative intent for funding a Phase 2 study was to generate a project list that might then receive legislative appropriation. The study team further assumed that road-rail conflict projects are in various stages of development throughout the state. The project categories primarily fit within one of three levels of project development. They include:

Tier 1 – Projects that are in design and awaiting full construction funding.

Tier 2 – Projects that are planned and/or scoped but have not proceeded to engineering or design of any substantial kind.

Tier 3 – A Road-Rail conflict ranked in the Top 302 crossings from the Phase 1 Study, but for which no project has been studied, scoped, or identified in the regional plan for that location.

RTPO's and MPO's were asked to review railroad crossing projects at each of the top crossings in their region and categorize them according to the three project Tiers. A summary of the project information received from the RTPO/MPOs is included in subsequent sections.

Responses Received from RTPO/MPOs

A variety of responses were received from a majority of the RTPO/MPOs located throughout the state. Some responses contained detailed lists of projects or problematic crossings, where others contained a limited amount of information about projects, either because little information exists or the local agency was not able to respond to the request. Three RTPOs had few crossings in their jurisdiction, and therefore did not submit any projects. Table 1 lists the RTPO/MPOs that participated in the request for project data.

Table 1. RTPO/MPO Responses Received

RTPO/MPO	Abbreviation	Response Received?
Benton-Franklin Council of Governments	BFCOG	Yes
Chelan - Douglas Transportation Council	CDTC	Yes
Cowlitz-Wahkiakum Council of Governments	CWCOG	Yes
Palouse RTPO	PRTPO	No
Peninsula RTPO	PRTPO	No
Puget Sound Regional Council	PSRC	Yes
Quad-County RTPO	QRTPO	No
Skagit Council of Governments	SCOG	Yes
Southwest Washington Regional Transportation Council	SWTRO	Yes
Spokane Regional Transportation Council	SRTC	Yes
Thurston Regional Planning Council	TRPC	Yes
Whatcom Council of Governments	WCOG	Yes
Yakima Valley Conference of Governments	YVCOG	Yes

Summary of Projects By Tier

The projects or crossings submitted were categorized into the three Project Tiers. In general, almost half the projects were Tier 2 where a solution has been identified, but no design has been completed. Approximately 26 crossings were submitted for Tier 3, which means a local agency has identified the crossing as a problem, but no solution has been confirmed or identified. A total of 16 Tier 1 projects were submitted, which represent projects that are designed and are awaiting full construction funding. However, 10 of the 16 Tier 1 projects are fully funded and are proceeding towards construction. Figure 1 illustrates the split between the three tiers and Figure 2 shows the location of the project or crossing by Tier.

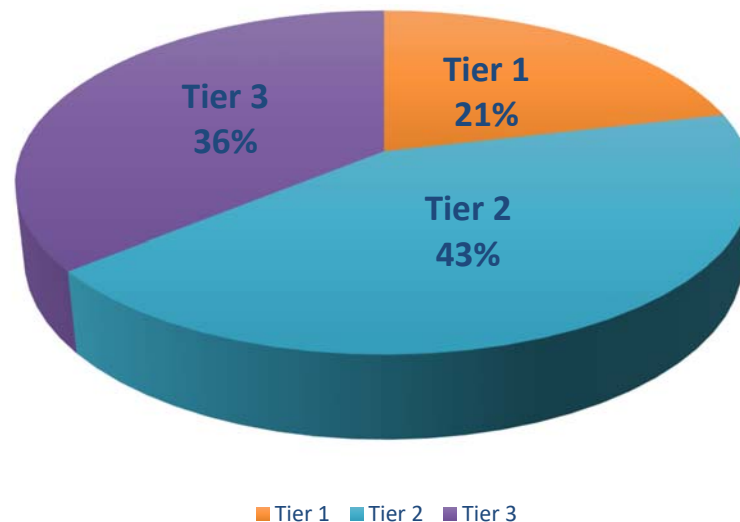


Figure 1. Project/Crossing Summarized by Tier

Tier 1 Projects

A total of 16 Tier 1 projects were submitted as listed in Table 2. Many of the projects appear to be grade separation solutions or contain some type of grade separated structure. The total estimated cost has been noted for each project, along with the amount of funding that has already been secured. A total of 10 projects have been fully funded and could likely be removed at some time from the Tier 1 list.

In addition to the details noted in Table 2, other crossings were identified that may be impacted by the Tier 1 project, such as those crossings nearby that could either see reduced or increased conflicts. The affected crossings have been noted in the project database consistent with the intent of a corridor prioritization effort.

Table 2. Tier 1 List of Projects (Not Prioritized)

Project ID	Project Name	Project Description	Street Name or Location	Crossing Number	Total Cost (Amount Funded) – in millions	RTPO
T1-1	Connell Rail Interchange Project, Connell	Relocates, reconfigures and improves a rail interchange where the Columbia Basin Railway (CBRW) intersects the BNSF mainline. In addition to adding capacity and improving freight movement, this investment will relocate the rail switch yard away from residential areas, school traffic patterns and emergency response routes.	N/A	Railroad	\$24.1 (\$10.0)	BFCG
T1-2	McKittrick Street Grade Separation, Wenatchee	Following the 2015 Sleepy Hollow wildfire that destroyed 70+ acres of industrial property in the area, the city completed a redevelopment plan that relocates access across BNSF from Hawley Street south one block to McKittrick Street. The project provides for grade separated access to the industrial uses along the river.	Hawley St	065840P	\$25.0 (\$0.0)	CDTC
T1-3	South 228th Union Pacific Grade Separation, Kent	Construct a grade separation of the Union Pacific Railroad mainline tracks at South 228th Street. The project will include the construction of a bridge; four-lane vehicle crossing; full-width paving; concrete curbs, gutters and sidewalks; bicycle facilities; street lighting; utilities and appurtenances. Expected to be completed in 2019.	S 228th St	396576X	\$40.1 (\$21.9)	PSRC
T1-4	I-5 @ SR 529 Interchange Improvements, Marysville	Complete the current half interchange by constructing a new I-5 NB off-ramp to SR 529 and new SB on-ramp from SR 529 to I-5. Provides another route to avoid the downtown rail crossing at 4th Avenue. Expected completion date in 2019. Fully funded.	I-5 & SR 529	084640G	\$84.4 (\$84.4)	PSRC
T1-5	Canyon Road Freight Corridor Improvements, Pioneer Way E to 52nd St E / 62nd Ave E, Pierce County	Extends the major arterial/NHS roadway to connect with the planned completion of SR-167, crossing over the BNSF railroad, Clarks Creek and the Puyallup River. The roadway will link the planned employment center in Frederickson with the Port of Tacoma and destinations northward (e.g. Seattle).	Puyallup Area	New	\$62.7 (\$22.4)	PSRC

T1-6	South Lander St Grade Separation, Seattle	Develop a grade separation of the roadway and the Burlington Northern mainline railroad tracks between 1st Ave S and 4th Ave S. Grade separation to accommodate bicycle, pedestrian, and transit users as well as general freight use. Expected completion in 2020. Fully funded.	S Lander St	085584F	\$123.0 (\$123.0)	PSRC
T1-7	I-5/Mounts Rd to Thorne Ln Corridor Improvements, Lakewood and Dupont	Construct grade separation at the interchanges with Thorne Lane, Berkeley Street, and DuPont-Steilacoom Rd as part of the I-5 JBLM corridor improvements funded through Connecting Washington. Expected to be completed by 2023. The projects are fully funded.	Lakewood, JBLM, DuPont	Multiple	\$482.4 (\$482.4)	PSRC
T1-8	River S Bridge Replacement, Ridgefield	Replace the bridge accessing the River 'S' Unit of the Ridgefield National Wildlife Refuge with a new two-lane bridge that will grade separate the crossing of the BNSF mainline. Fully funded.	Wildlife Refuge Rd	092425R	\$8.6 (\$8.6)	RTC
T1-9	Pioneer St Rail Overpass, Port of Ridgefield	Extend Pioneer Street with an overpass providing a grade-separated crossing of the BNSF mainline and eliminating at-grade crossings at Division Street and Mill Street. Fully funded.	Port of Ridgefield	092428L	\$14.9 (\$14.9)	RTC
T1-10	SR 14/Bingen Point Access Improvements, Port of Klickitat	The project supports economic development and improves safety by providing a new grade separated crossing of BNSF's tracks between SR 14 and Bingen Point. Fully funded.	Maple St	090169V	\$22.9 (\$22.9)	RTC
T1-11	Riverside Dr / 4th St N Safety Improvements, Mount Vernon	Install new pedestrian gates, advanced warning devices, concrete railroad crossing systems, upgrade sidewalks, including realignment to reduce skew, and improve vertical curve of the roadway. Fully funded.	Riverside Dr	084758W	\$1.4 (\$1.4)	SCOG
T1-12	Barker Rd Overpass, Spokane Valley	New grade separation over BNSF rail line. Replaces an existing at-grade crossing and provides a roundabout at the intersection of Barker Road and Trent Avenue (SR 290). Completion of this project anticipates the closure of Flora Road. Fully funded.	Barker Rd	066244T	\$18.7 (\$25.0)	SRTC
T1-13	Pines Road / BNSF Grade Separation (SR27/SR290), Spokane Valley	Replaces an existing at-grade crossing with an underpass of BNSF's railroad tracks and provides a roundabout at the intersection of Pines Road and Trent Avenue (SR 290). Completion of this project anticipates the closure of University Road.	Pines Road-SR27	066367E	\$22.9 (\$2.0)	SRTC
TO BE MOVED TO TIER 2 IN NEXT UPDATE						
T1-14	Birch Bay Lynden/Portal Way Signalization Project, Whatcom County	Safety improvements including advanced detection; new bungalow; new RR signal standards, lights and gate arms; advanced RR warning lights and standard warning lights; crossing upgrades involving 110 LF of new track, ties and ballast; signal inter-connect; and pavement markings & signage. Fully funded.	Birch Bay – Lynden Road	084845A	\$3.9 (\$3.9)	WCOG

T1-15	F Street , Bellingham	Install quad gates for quiet zone implementation. Fully funded.	F Street	077846P	\$0.7 (\$0.7)	WCOG
T1-16	Regional Beltway Phase II , Union Gap	New grade separation over BNSF rail line as part of the WSDOT Connecting WA funded South Union Gap Interchange Project. Connects to future Beltway project that is 30% designed and has recently received funding to purchase ROW. Expected construction in mid-2020's.	New Crossing	N/A	\$17.9 (\$0.4)	YVCOG

Tier 2 Projects

A total of 34 Tier 2 projects were submitted and are listed in Table 3. While the projects include many grade separation projects, other solutions include signals, ITS, railroad switchyard relocation, pedestrian crossings, and at-grade crossing improvements. Most of the projects have little or no secured funding for construction or design.

Table 3. Tier 2 List of Projects (Not Prioritized)

Project ID	Project Name	Project Description	Street Name / Location	Crossing Number	Total Cost (Amount Funded) – in millions	RTPO
T2-1	Division Street Crossing Safety & ADA Improvements , Cashmere	Construct ADA compliant railroad pedestrian/bike crossing surfaces, install a four-quadrant gate signal system with pedestrian gates, and update signs and markings.	Division St	084464L	\$1.5 (\$0.0)	CDTC
T2-2	Miller St Grade Separation , Wenatchee	One component of constructing a bypass corridor for SR 285, to connect downtown Wenatchee and the North Wenatchee waterfront district directly to the Olds Station industrial area and US 2.	N Miller St	065839V	\$30.0 (\$0.0)	CDTC
T2-3	BNSF Wenatchee Switchyard Relocation , Wenatchee	Relocating BNSF switchyards and operations outside city limits. Project is a substitute for two grade separations. Includes new railroad siding and train control and a maintenance and operations building.	Orondo St	065831R	\$32.0 (\$0.0)	CDTC
T2-4	Bridge Street Non-Motorized Grade Separation , Wenatchee	New pedestrian extension west from the existing Columbia River pedestrian bridge to connect with Wenatchee Avenue in the vicinity of Bridge Street.	Bridge St	New	\$4.0 (\$0.0)	CDTC
T2-5	Edmonds Street Waterfront Connector , Edmonds	One-lane roadway bridge spanning the railroad tracks to connect the police and fire stations directly to the waterfront, providing immediate access for emergency responders and emergency ferry off-load and on-load. Also provides multimodal pedestrian and bicycle access between downtown Edmonds and the waterfront area.	Edmonds Waterfront	New	\$29.9 (\$0.0)	PSRC
T2-6	70th Avenue E Railroad Crossing , Fife	Grade separated (4-lane) crossing of the Union Pacific Railroad tracks. Segments of 70th Avenue E, north and south of the railroad crossing have been improved to a 5-lane roadway.	70th Ave E	Multiple	\$26.2 (\$0.0)	PSRC

T2-7	Willis St BNSF Grade Separation, Kent	Construct grade separation at the BNSF Railway mainline tracks at Willis Street (SR 516). Provides a critical, grade-separated link through the commercial/industrial center of Kent. Links the valley warehouse/industrial center to SR 167 and I-5.	Willis St (SR 516)	085640K	\$61.0 (\$0.0)	PSRC
T2-8	212th St BNSF RR Grade Separation, Kent	Construct grade separation at the BNSF Railway mainline tracks at South 212th Street.	212th St	085625H	\$66.0 (\$0.0)	PSRC
T2-9	SODO Rail Corridor Grade Separations, Seattle	Develop a roadway grade separation over the Burlington Northern mainline to improve safety and accessibility within the SODO area. Candidate locations include current at-grade crossings between Royal Brougham Way to S Spokane St. Grade separation would accommodate multiple modes, including freight, bicycle, pedestrian, transit users.	South Downtown	New	\$154.4 (\$0.0)	PSRC
T2-10	Lenora St/BNSF Rail Line Overcrossing, Everett	This project will create a grade separated crossing and eliminate conflicts of vehicles and pedestrians. It will also improve a bottom out clearance on the vertical curve over the tracks.	Lenora St	084594H	\$17.3 (\$0.0)	PSRC
T2-11	East Everett Avenue / BNSF Overcrossing, Everett	Grade separation project.	Everett Area	084992 M	\$17.2 (\$0.0)	PSRC
T2-12	Chestnut St / Eclipse Mill Road Improvements from Pacific to 36th, Everett	Crossing improvements and/or possible grade separation.	Chestnut St	084605T	\$4.3 (\$0.0)	PSRC
T2-13	Willis St (SR 516) Union Pacific Railroad Grade Separation, Kent	Grade separation project.	Willis St	396581U	\$26.5 (\$0.0)	PSRC
T2-14	S 212th St Union Pacific Railroad Grade Separation, Kent	Grade separation project.	212th St	396575R	\$33.0 (\$0.0)	PSRC
T2-15	Grove St RR Overcrossing, Marysville	Construct new overcrossing that would span the BNSF tracks from State to Cedar Avenue. The tracks impede the east-west flow of traffic into and through the downtown core, serving to compound the lack of sufficient capacity between SR 9 and I-5. The project would alleviate congestion and increase overall east/west connectivity.	Grove St	084646X	\$21.5 (\$1.0)	PSRC
T2-16	8th St at UPRR crossing and Butte Ave SE intersection Signal, Sumner	Widen the Stewart Road corridor and UP crossing from 2 lanes to 4 lanes. The widened roadway will require the RR signal infrastructure to be reset/relocated and additional concrete panels to be placed.	8th St	396597R	\$4.7 (\$1.4)	PSRC
T2-17	Zehnder Street BNSF Crossing at-grade improvements, Sumner	Study, design, and construct at-grade railroad crossing improvements to improve safety at the complex intersection of Zehnder Street between Pease Ave to Wood Ave.	Zehnder St	085680H	\$0.3 (\$0.0)	PSRC

T2-18	S. Holgate St. Rail Crossing Improvements, Seattle	Develop a nonmotorized grade separation over the Burlington Northern mainline tracks, plus operational tracks supporting AMTRAK and BNSF SIG Yard. S Holgate St is the designated location for the final leg of the Region's Mountains to Sound Greenway; the current at-grade location is a subject of notable concern for bicycle and pedestrian safety.	S Holgate St	085583Y	\$40.0 (\$0.0)	PSRC
T2-19	Railroad Crossing Delay Warning System, Seattle	Install real-time railroad crossing warning system with adaptive signals/advisory information to inform emergency response and general-purpose traffic operations in the SODO area. May include a pilot project to test alternate equipment and information systems.	South Downtown Seattle Crossings	Multiple	\$0.3 (\$0.0)	PSRC
T2-20	Pedestrian Overpass between Old Town Business District and Ruston Way, Tacoma	Grade separated pedestrian link over the rail lines	Tacoma Waterfront	New	\$40.0 (\$0.0)	PSRC
T2-21	S 56th and Washington St, Tacoma	Vertical separation of RR crossing and roadway	S 56th St	085392N	\$22.5 (\$0.0)	PSRC
T2-22	Pine St and S Tacoma Way, Tacoma	Vertical separation of RR crossing and roadway	Pine St	085382H	\$22.5 (\$0.0)	PSRC
T2-23	S 74th St and S Tacoma Way, Tacoma	Vertical separation of RR crossing and roadway	S 74th St	085396R	\$22.5 (\$0.0)	PSRC
T2-24	Steilacoom Ferry Lane Modification, Pierce County	Improve the efficiency and capacity of the existing Steilacoom Ferry queuing lanes. Drivers waiting in the queuing lanes for the Ferry must cross the RR main line to drive down the ramp onto the Ferry. Improvements would include improved signage and possibly other improvements.	Union Ave	085755E	\$0.7 (\$0.0)	PSRC
T2-25	Stewart Avenue East/66th Avenue East, Pierce County	Install a traffic signal at the intersection of Stewart Ave E and 66TH Ave E to improve safety and efficiency of the intersection and crossing. Traffic currently backs up on Stewart Ave E across the rail tracks waiting at the intersection of 66th Ave E. The traffic signal will be interconnected with the rail crossing along with detection to allow for train priority while reducing conflicts with the travelling public.	66th Ave E	085703 M	\$4.0 (\$0.0)	PSRC
T2-26	32nd Street/Russell, Washougal	Washougal is currently working through an alternatives analysis for either an overpass at 27th Street or an underpass at 32nd Street. Once the alternatives analysis is completed, the actual project will be defined.	32nd St	090117D	\$17.9 (\$0.9)	RTC
T2-27	College Way Railroad Grade Separation, Mount Vernon	Grade-separated crossing over or under BNSF railroad line.	College Way-SR 538	084759D	\$22.7 (\$0.0)	SCOG

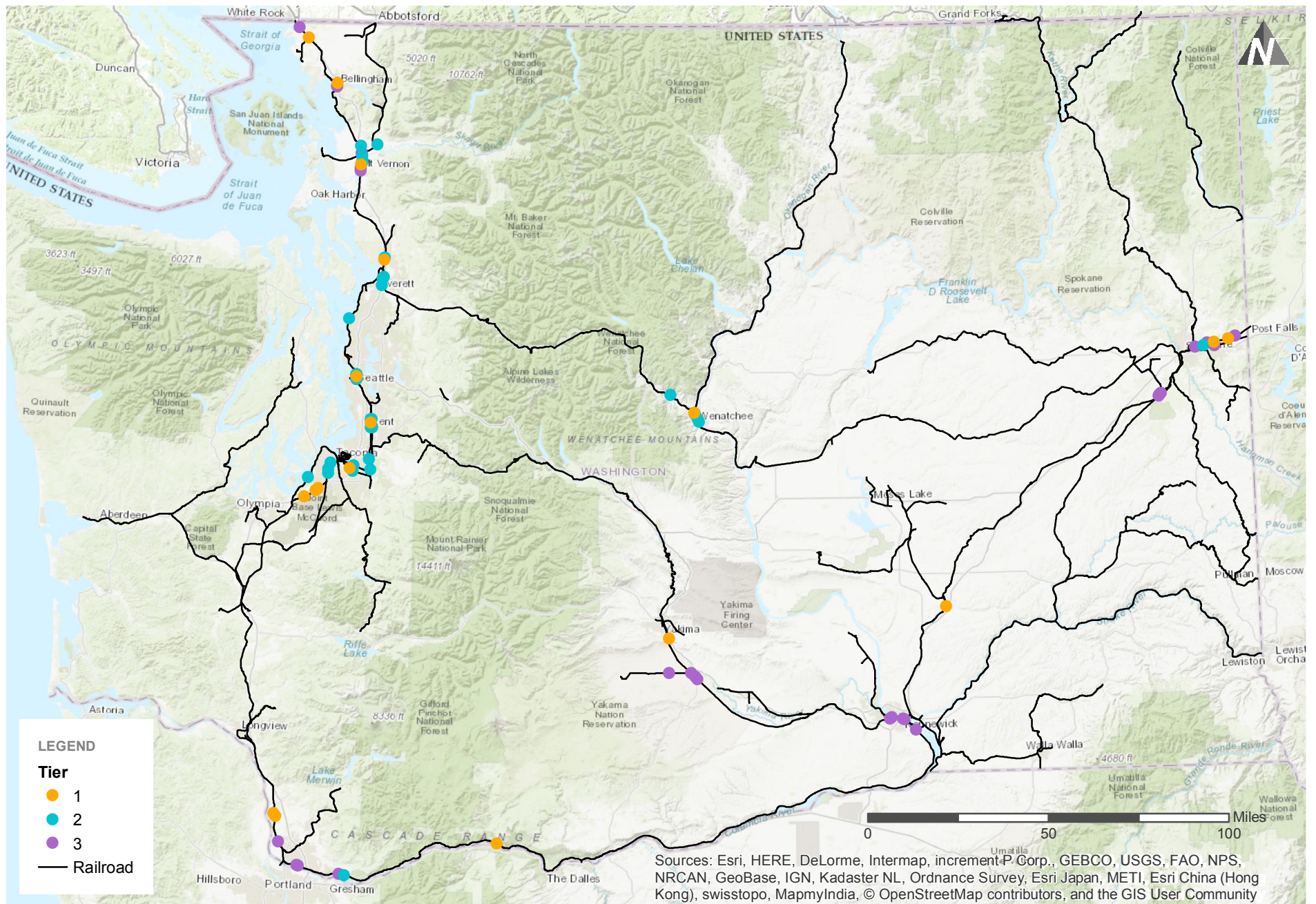
T2-28	Cook Road Reconstruction, Burlington	Grade-separated crossing over or under BNSF railroad line.	Cook Rd	084775 M	\$15.5 (\$0.0)	SCOG
T2-29	Jones Road/John Liner Railroad Undercrossing, Sedro-Woolley	New BNSF undercrossing and new arterial from E Jones Road to John Liner Road.	Jones Rd	New	\$7.7 (\$0.0)	SCOG
T2-30	Railroad Overpass Project, Burlington	Construct overcrossing over BNSF rail tracks to connect east/west sides of city.	Gilkey Rd	New	\$17.0 (\$0.0)	SCOG
T2-31	BNSF Rail Bridge over Skagit River, Burlington	BNSF Skagit River Bridge Replacement for Flood Risk Reductions. Project would add additional set of railroad tracks over the river.	E Whitmarsh Rd	Rail Bridge	\$60.0 (\$0.0)	SCOG
T2-32	Park Road / BNSF Grade Separation, Spokane Valley	Identified as a top priority for grade separation in the Bridging the Valley plan that was completed in 2003. The study included a 10% designed solution. While the design is certainly dated, this is an important project that could potentially address four crossings. Completion of this project could include the closure of Vista Road.	Park Rd	066377K	\$23.0 (\$0.0)	SRTC
T2-33	Bell Rd-SR 548 Rail Grade Separation, Blaine	Construct overcrossing over BNSF rail tracks as part of improvements to the I-5 Exit 274 interchange and SR 548.	SR 548	084853S	\$13.4 (\$0.0)	WCOG
T2-34	East Aberdeen Mobility Improvements, Aberdeen	Improvements to SR 12 to provide improved access to adjoining commercial properties. Could result in four of seven at-grade crossings being closed.	East Aberdeen	Various	\$30.0 (\$0.0)	GHCOG

Tier 3 Projects

A total of 26 Tier 3 projects were submitted and are listed in Table 4. A majority of the crossings were located on the eastern side of the mountains in Tri-Cities, Spokane, and Yakima regions. Other crossings are in Skagit, Whatcom, and Clark Counties. All the crossings identified were included in the top 302 crossings evaluated as part of the Phase 1 Study effort.

Table 4. Tier 3 List of Crossings to Study (Not Prioritized)

Project ID	Crossing Location (City/County)	Street Name / Location	Crossing Number	Rank from Phase 1	RTPO
T3-1	Kennewick	N Fruitland St	104572R	52	BFCOG
T3-2	Kennewick	N Edison St	104568B	81	BFCOG
T3-3	Kennewick	N Kellogg St	919073D	85	BFCOG
T3-4	Kennewick	N Washington St	104574E	132	BFCOG
T3-5	Benton County	Bowles Rd 9713	0900385S	197	BFCOG
T3-6	Vancouver	Beach Dr	090072Y	162	RTC
T3-7	Washougal	6th St	090112U	176	RTC
T3-8	Vancouver	NW 122nd St	092421N	210	RTC
T3-9	Vancouver	SE Chelsea Ave	090074M	221	RTC
T3-10	Mount Vernon	SR 536 - Kincaid	084744N	6	SCOG
T3-11	Burlington	SR 20 - Avon	084766N	23	SCOG
T3-12	Burlington	E Fairhaven Ave	084765G	34	SCOG
T3-13	Mount Vernon	Old 99/Blackburn	084739S	49	SCOG
T3-14	Spokane Valley	Pines Rd	662519S	38	SRTC
T3-15	Millwood	Argonne Rd	662514H	30	SRTC
T3-16	Spokane	Mission Ave	662503V	46	SRTC
T3-17	Spokane County	Harvard Rd	066240R	55	SRTC
T3-18	Cheney	F Street/Cheney-Spangle	065970L	22	SRTC
T3-19	Cheney	Pine St	066315M	64	SRTC
T3-20	Cheney	Cheney-Plaza Rd	065971T	82	SRTC
T3-21	Bellingham	Cornwall Ave	084806J	68	WCOG
T3-22	Bellingham	Wharf St	396920W	102	WCOG
T3-24	Toppenish	SR 22-Buena Way	099190G	79	YVCOG
T3-25	Toppenish	McDonald Rd E	099189M	191	YVCOG
T3-26	Toppenish	E Branch Rd	099186S	280	YVCOG
T3-27	Harrah	Lateral A Rd	099216G	302	YVCOG



Prioritized Projects by Tier

Rail-Road Project Prioritization

M:\15\1.15347.01 - WSDOT Road-Rail Project Prioritization\GIS\Maps\MXD\FIG2_CrossingsByTier_v2mxd.mxd

FIGURE

2

Chapter 3. Prioritization Process

To evaluate and prioritize the railroad crossing projects identified and submitted by the regions, a project prioritization process was developed. The prioritization process utilized data and built-off the evaluation criteria used to rank the railroad crossings in the Phase 1 study. This chapter outlines the specific details regarding the prioritization process used in the Phase 2 study effort.

Project Categories

Projects that were submitted by the regions generally fell into several categories. For purposes of consistently characterizing railroad crossing projects, the following project categories were developed for Tier 1 and 2 projects. Because Tier 3 projects are either studies or alternatives analysis, no project category was utilized in prioritizing Tier 3 projects.

Table 5. List of Project Categories by Improvement Type

Category	Type of Improvement
1. Grade Separation	Bridge or overpass
2. Pedestrian-only Grade Separation	Pedestrian bridge (with or without emergency vehicle access)
3. Safety Enhancements	Signs, gates, lights, Quiet Zones
4. Mobility Solutions	ITS/Adaptive Signal Control, Dynamic Signage/Traveler Information, Signal interconnects, Pre-emption
5. Railroad Enhancements	Reducing number of tracks, relocating tracks, operational changes

Categorizing projects by type of improvement is necessary to evaluate the overall benefit of the project. For example, a grade separation project will likely produce large benefits to safety and reductions in travel delay when compared to a project that only improves signage and railroad crossing gates. As such, the project categories assist in evaluating the benefits provided to one or more crossings.

Review of Phase 1 Study Evaluation Criteria

Due to the timeline to deliver a prioritized list of projects to the Legislature by September 1, 2018, the number of projects to evaluate, and the need to rely on existing data from the 302 high priority crossings evaluated in the Phase 1 study, the prioritization process needed to build from the evaluation criteria and data developed in Phase 1.

Many of the 19 criteria from Phase 1 were characteristics of a crossing location, such as the number of mainline tracks or surrounding population density at a crossing. To utilize any of the 19 criteria to determine the benefits of a project, each criterion was reviewed in more detail to determine whether it would change as a result of a project, and whether it would be a good indicator to measure project benefits. Table 6 summarizes each of the 19 criteria from Phase 1 and identifies their applicability to the project prioritization efforts.

Table 6. List of Phase 1 Evaluation Criteria

Phase 1 Criteria ¹		Applicability to Phase 2
<u>Safety Group</u>		
1.	Number of Alternative Grade Separations	A characteristic. While it would change with implementation of a grade-separated project, it would not impact the score of a crossing where a grade-separated project was to be evaluated.
2.	Number of Mainline tracks	A characteristic. It would not change due to a project.
3.	Proximity to Emergency Services	A characteristic. It would not change due to a project.
4.	<i>Incident History: Total</i>	<i>Projects that improve safety or mobility could reduce the occurrence of incidents.</i>
5.	<i>Incident History: Severity</i>	<i>Projects that improve safety or mobility could reduce the occurrence of severe incidents.</i>
6.	<i>Level of Protection</i>	<i>Projects could include facilities that improve level of protection.</i>
<u>Mobility Group</u>		
7.	Roadway Freight Classification	A characteristic. It would not change due to a project.
8.	Existing Vehicle Volume	A characteristic. It would not change due to a project.
9.	Future Vehicle Volume	The number of future vehicle volumes could change due to a project, but the gate down time criterion would measure the actual performance benefits.
10.	Network Sensitivity	A characteristic. It would not change due to a project.
11.	Crossing Density	A characteristic. While it would change with implementation of a grade-separated project, it would not impact the score of a crossing where a grade-separated project was to be evaluated.
12.	<i>Gate Down Time</i>	<i>Projects that improve mobility could reduce the amount of gate down time or crossing delays for vehicles and pedestrians.</i>
<u>Community Group</u>		
13.	Employment Density	A characteristic. It would not change due to a project.
14.	First/Last Mile Freight Facilities	A characteristic. It would not change due to a project.
15.	Population Density	A characteristic. It would not change due to a project.
16.	<i>Daily Emissions</i>	<i>Projects that improve mobility could reduce the amount of gate down time or crossing delays for vehicle, thus reducing emissions.</i>
17.	<i>Noise Quiet Zones</i>	<i>Projects could include facilities that allow for quiet zones.</i>
18.	Percent Minority	A characteristic. It would not change due to a project.
19.	Percent Low Income	A characteristic. It would not change due to a project.

Bold/italicized text = criteria used in Phase 2 efforts

1. See *Prioritization of Prominent Road-Rail Conflicts in Washington State*, January 2017, for a listing of the specific definitions of each criterion.

Project Scoring Methodology

Based on the review of the Phase 1 evaluation criteria, a total of six criteria were selected in which to measure and evaluate the benefits that may be created by implementation of a project. Below is a description of each of the 6 criteria identified for use in the Phase 2 project prioritization efforts.

The first criteria is “incident history: total” which reflects the total number of historical safety incidents. The second criteria, “incident history: severity,” adds weight to incident scoring based on the severity of the collision. For example, fatalities would be the most severe, followed by collisions resulting with an injury, then by collisions only involving property damage.

The crossing “gate down time” reflects the most basic barrier to mobility, the time vehicles must wait for a train to pass.

The “daily emissions” reflects vehicle pollution due to idling cars and trucks and is correlated to gate down time. “Noise quiet zones” reflects the amount of noise from crossings, and whether infrastructure is in place to implement a quiet zone.

The criteria utilized for the Phase 2 project prioritization efforts are listed in Table 7.

Table 7. Phase 2 Project Evaluation Criteria

Phase 1 Criteria	Description of How the Criteria was Considered in Phase 2
4. Incident History: Total	Projects that improve safety or mobility will receive points if they are likely to reduce the occurrence of incidents. The number of points is directly correlated to the points the crossing was assigned during Phase 1.
5. Incident History: Severity	Projects that improve safety or mobility will receive points if they are likely to reduce the occurrence of severe incidents. The number of points is directly correlated to the points the crossing was assigned during Phase 1.
6. Level of Protection	Projects that include facilities that improve level of protection would receive additional points based on the same scoring process in Phase 1.
12. Gate Down Time	Projects that improve mobility will receive points if they are likely to reduce gate down time or delays. The number of points is directly correlated to the points the crossing was assigned during Phase 1.
16. Daily Emissions	Projects that improve mobility will receive points if they are likely to reduce gate down time or delays, which impacts emissions. The number of points is directly correlated to the points the crossing was assigned during Phase 1.
17. Noise Quiet Zones	Projects that include facilities that allow for quiet zones would receive additional points.

The points assigned to the project or crossing were directly related to the type of project and the amount of benefit it provided. During the Phase 1 study effort, points were assigned to each crossing based on the 19 criteria in Table 6. Those points assigned to a Phase 1 crossing were the points that were eligible to be assigned to a Phase 2 project depending on the Project Category of the improvement. Figure 3 provides an overview of how points were assigned to the project.

Phase 1 Criteria	Scoring Methodology by Project Type		
	Grade Separation Projects	Safety Project	Mobility or Railroad Project
4. Incident History: Total 5. Incident History: Severity 6. Level of Protection 12. Gate Down Time 16. Daily Emissions	Doubled Phase 1 points for a 100% increase	Increased Phase 1 points by 50% No Change	No Change Increased Phase 1 points by 50%
17. Noise Quiet Zones	Full points	Full points if enabled a quiet zone	Full points if enabled a quiet zone

Figure 3. Scoring Methodology by Project Type

Points were also assigned to the project or crossing if it addressed or improved conditions at a nearby crossing in order to account for a “corridor approach.” For example, a grade separation project could improve safety conditions at a nearby at-grade crossing, as it would attract more vehicles or pedestrians away from another problematic crossing. In other situations, a grade separation project might close two crossings, and therefore the project should receive credit for improving two crossings. Figure 4 highlights how points were assigned to the project given each type of improvement.

Phase 1 Criteria	Scoring Methodology by Project Type		
	Grade Separation Projects	Safety Project	Mobility or Railroad Project
4. Incident History: Total 5. Incident History: Severity 6. Level of Protection	100% pts = closed crossing 50% pts = < 0.5 miles 25% pts = < 1 mile 0 pts = > 1 mile	No Change	No Change
12. Gate Down Time		No Change	25% pts = < 0.5 miles 10% pts = < 1 mile 0 pts = > 1 mile
16. Daily Emissions			
17. Noise Quiet Zones	Full points for closed crossing	Full points if enabled a quiet zone	Full points if enabled a quiet zone

Figure 4. Scoring Adjacent Crossings by Project Type

Measuring Project Cost/Benefits

Figure 5 illustrates how a crossing or project was scored using the methodology identified in Figures 3 and 4 and also identifies how the cost of a project was utilized to develop a cost-benefit ratio. The resulting cost-benefit number shown in purple was utilized to produce a ranked list of projects summarized by project Tier. The lower the number, the higher ranked the project was to reflect a lower cost per benefit point.

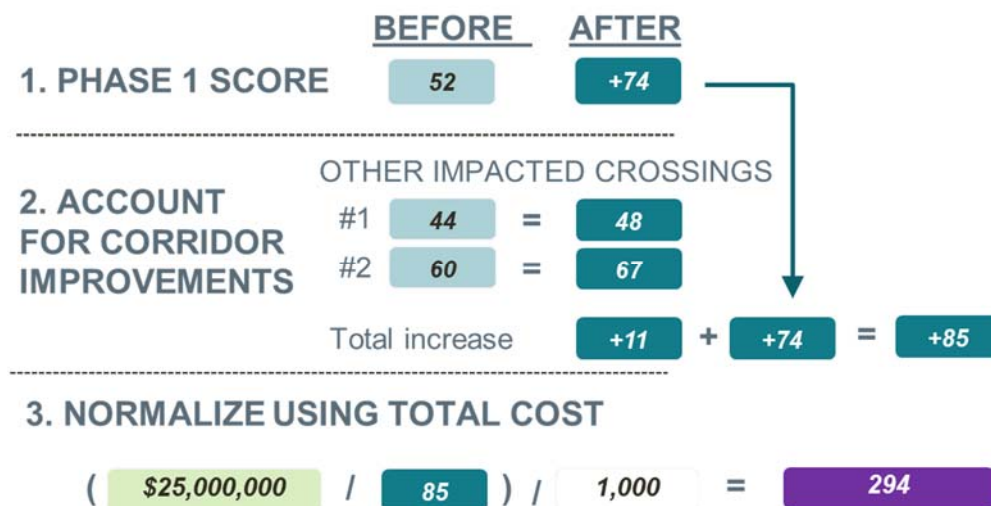


Figure 5. Measuring Project Cost/Benefits Example

A Phase 2 project score starts with the crossing score from the Phase 1 study to account for existing crossing characteristics such as whether the project is on a freight route, or whether it provides improved access to a nearby emergency provider. Then the project benefits points are assessed and added to the Phase 1 score. In the example in Figure 5, the project benefits were calculated at 22 additional points, which resulted in a total score of 74 points.

To account for a corridor-based approach and to recognize a project may also benefit or solve a problem as a nearby crossing, additional points are provided based on the scoring methodology illustrated in Figure 4. For the example shown in Figure 5, the project is assumed to benefit two nearby crossings which were within a mile or less of the project. In this example, the project received another 11 points, which were then added to the 74 points, for a total project score of 85 points.

The total project score was then divided by the total estimated cost of the projects to develop a cost-benefit score. A lower score suggests a higher cost-benefit, which means that benefits are received at a lower cost.

The scoring methodology was utilized only for projects in Tiers 1 and 2 since a specific solution had been identified. Crossings in Tier 3 were ranked based on the scores from the Phase 1 study, since a solution or project has not been identified.

However, to account for a corridor-based approach, crossings in Tier 3 could be combined into one study if an agency had a series of closely spaced crossings and they were committed to closing at least one crossing and improving another crossing. In such a situation, the crossing received the points of the crossing with the highest amount of points and then half the points of the other crossings to produce an overall total score. This situation occurred for three crossings in the City of Cheney, which resulted in the group of crossings being ranked number one in Tier 3.

Limitations of the Project Prioritization Effort

The prioritization effort relied primarily on data from the Phase 1 Study effort which was developed for the 302 high priority crossings across the State. This limited the ability to evaluate projects that were identified at crossings not on the original list, such as the rail crossing projects in the City of Aberdeen. Future prioritization efforts will need to rely on additional data and analysis beyond the information contained in the database from the Phase 1 Study effort.

In addition, there are specific grant programs administered by UTC and WSDOT that focus on funding crossing improvements. The programs can receive funding from federal sources and crossings need to be evaluated using established tools such as the *GradeDec.Net* developed by the Federal Railroad Administration (FRA) as an investment decision support tool for use by state and local authorities. It provides for a more complete evaluation of highway-rail grade crossing investments and serves to better measure the public returns for each dollar invested. *GradeDec.Net's* analysis of grade crossing improvements is both at the individual grade crossing and at the corridor or regional level.

Future efforts to prioritize projects and crossing investments should likely include the use of *GradeDec.Net* so projects can be eligible for federal funding.

Chapter 4. Project Priorities

The results of the project prioritization process are presented and summarized by project tier and listed in their ranked order. A detailed list of the projects is provided in Appendix A.

Tier 1 Results

A total of six projects which were not fully funded, were ranked in Tier 1 as shown in Table 8. Two projects tied for 5th place because the scope of the projects did not improve a problem crossing identified during the Phase 1 Study. The remaining projects in Table 8 are listed in no particular order and are currently fully funded and awaiting construction.

Table 8. Tier 1 Project Priorities

Project ID	Project Number	Project Name	Street Name/ Location	RTPO	Total Cost	Project Cost/ Benefit	Project Ranking
T1-13	066367E	Pines Road / BNSF Grade Separation (SR27/SR290), Spokane Valley	Pines Rd- SR27	SRTC	\$22,891,000	308	TO BE MOVED TO TIER 2 IN NEXT UPDATE
T1-2	065840P	McKittrick Street Grade Separation, Wenatchee	Hawley St	CDTC	\$25,000,000	2,239	
T1-3	396576X	South 228th Union Pacific Grade Separation, Kent	S 228th St	PSRC	\$40,100,000	3,437	3
T1-5	New	Canyon Road Improvements, Pioneer Way E to 52nd St E / 62nd Ave E, Pierce County	Puyallup Area	PSRC	\$62,720,190	3,600	4
T1-1	Railroad	Connell Rail Interchange Project, Connell	Hawley St	BFCOG	\$24,100,000	0	5
T1-16	N/A	Regional Beltway Phase II, Union Gap	New Crossing	YVCOG	\$17,950,000	0	5
T1-4	084640G	I-5 @ SR 529 Interchange Improvements, Marysville	I-5 & SR 529	PSRC	\$84,400,000	0	Fully Funded
T1-6	085584F	South Lander Street Grade Separation, Seattle	S Lander St	PSRC	\$123,000,000	0	Fully Funded
T1-7	Multiple	I-5/Mounts Rd to Thorne Ln Corridor Improvements, Lakewood and Dupont	Lakewood, JBLM, DuPont Area	PSRC	\$482,430,000	0	Fully Funded
T1-8	092425R	River S Bridge Replacement, Ridgefield	Wildlife Refuge Rd	RTC	\$8,759,600	0	Fully Funded
T1-9	092428L	Pioneer St Rail Overpass, Port of Ridgefield	Division St	RTC	\$14,923,000	0	Fully Funded
T1-10	New	SR 14/Bingen Point Access Improvements, Port of Klickitat	Maple Street	RTC	\$22,900,000	0	Fully Funded
T1-11	084758W	Riverside Dr / 4th St N Safety Improvements, Mount Vernon	Riverside Dr	SCOG	\$1,449,000	0	Fully Funded
T1-12	066244T	Barker Road / BNSF Grade Separation, Spokane Valley	Barker Rd	SRTC	\$18,738,000	0	Fully Funded
T1-14	084845A	Birch Bay Lynden/Portal Way Signalization Project	Birch Bay - Lynden Road	WCOG	\$3,900,000	0	Fully Funded
T1-15	077846P	F Street, Bellingham	F Street	WCOG	\$730,000	0	Fully Funded

Tier 2 Results

Approximately 29 of 34 projects in Tier 2 were ranked and are shown in Table 9. The five projects that were not scored did not improve a crossing identified during the Phase 1 study.

Table 9. Tier 2 Project Priorities

Project ID	Project Number	Project Name	Street Name/ Location	RTPO	Total Cost	Project Cost/ Benefit	Project Ranking
T2-17	085680H	Zehnder Street BNSF Crossing at-grade improvements, Sumner	Zehnder St	PSRC	\$300,000	6	1
T2-19	Multiple	Railroad Crossing Delay Warning System, Seattle	South Downtown Seattle Crossings	PSRC	\$250,000	7	2
T2-24	085755E	Steilacoom Ferry Lane Modification, Pierce County	Union Ave	PSRC	\$650,000	12	3
T2-1	084464L	Division Street Crossing Safety & ADA Improvements, Cashmere	Division St	CDTC	\$1,500,000	41	4
T2-25	085703M	Stewart Avenue East/66th Avenue East, Pierce County	66th Avenue	PSRC	\$4,000,000	93	5
T2-16	396597R	8th St at UPRR crossing and Butte Ave SE intersection Signal, Sumner	8th St	PSRC	\$4,704,000	157	6
T2-12	084605T	Chestnut St / Eclipse Mill Road Improvements from Pacific to 36th, Everett	Chestnut St	PSRC	\$4,288,000	193	7
T2-32	066377K	Park Road / BNSF Grade Separation, Spokane Valley	Park Road	SRTC	\$23,000,000	205	8
T2-13	396581U	Willis St (SR 516)/Union Pacific Railroad Grade Separation, Kent	Willis St	PSRC	\$26,500,000	232	9
T2-26	090117D	32nd Street/Russell, Washougal	32nd St/Russell	RTC	\$17,863,000	258	10
T2-28	084775M	Cook Road Reconstruction, Skagit County	Cook Rd	SCOG	\$15,500,000	290	11
T2-33	084853S	Bell Road - SR 548, WSDOT	Bell Road - SR 548	WCOG	\$13,400,000	298	12
T2-27	084759D	College Way Railroad Grade Separation, Mount Vernon	College Way-SR 538	SCOG	\$22,700,000	327	13
T2-7	085640K	Willis St BNSF Grade Separation, Kent	Willis St (SR 516)	PSRC	\$61,000,000	463	14
T2-15	084646X	Grove Street RR Overcrossing, Marysville	Grove St	PSRC	\$21,540,000	467	15
T2-18	085583Y	S. Holgate St. Rail Crossing Improvements, Seattle	S Holgate St	PSRC	\$40,000,000	542	16
T2-10	084594H	Lenora St/BNSF Rail Line Overcrossing, Everett	Lenora St	PSRC	\$17,300,000	551	17
T2-14	396575R	S 212th St/Union Pacific Railroad Grade Separation, Kent	212th St	PSRC	\$33,000,000	588	18

Project ID	Project Number	Project Name	Street Name/ Location	RTPO	Total Cost	Project Cost/ Benefit	Project Ranking
T2-11	084992M	East Everett Avenue / BNSF Overcrossing, Everett	Everett Area	PSRC	\$17,152,000	767	19
T2-8	085625H	212th St BNSF RR Grade Separation, Kent	212th St	PSRC	\$66,000,000	832	20
T2-2	065839V	Miller St Grade Separation, Wenatchee	N Miller St	CDTC	\$30,000,000	945	21
T2-21	085392N	S 56th and Washington St, Tacoma	S 56th St	PSRC	\$22,500,000	975	22
T2-3	065831R	BNSF Wenatchee Switchyard Relocation, Wenatchee	Orondo St	CDTC	\$32,000,000	1,200	23
T2-23	085396R	S 74th St and S Tacoma Way, Tacoma	S 74th St	PSRC	\$22,500,000	1,363	24
T2-22	085382H	Pine St and S Tacoma Way, Tacoma	Pine St	PSRC	\$22,500,000	1,540	25
T2-5	New	Edmonds Street Waterfront Connector, Edmonds	Edmonds Waterfront	PSRC	\$29,905,000	1,783	26
T2-30	New	Railroad Overpass Project, Burlington	Gilkey Road	SCOG	\$17,000,000	3,050	27
T2-9	New	SODO Rail Corridor Grade Separations, Seattle	South Downtown	PSRC	\$154,425,000	3,735	28
T2-20	New	Pedestrian Overpass between Old Town Business District and Ruston Way, Tacoma	Tacoma Waterfront	PSRC	\$40,000,000	12,800	29
T2-4	New	Bridge Street Non-Motorized Grade Separation, Wenatchee	Bridge St	CDTC	\$4,000,000	N/A	N/A
T2-6	New	70th Avenue E Railroad Crossing, Fife	70th Ave E	PSRC	\$26,202,000	N/A	N/A
T2-29	New	Jones Road/John Liner Railroad Undercrossing, Sedro-Woolley	Jones Road	SCOG	\$7,700,000	N/A	N/A
T2-31	Rail Bridge	BNSF Rail Bridge over Skagit River, Burlington	East Whitmarsh Rd	SCOG	\$60,000,000	N/A	N/A
T2-34	Various	East Aberdeen Mobility Improvements, Aberdeen.	East Aberdeen	GHCOG	\$30,000,000	N/A	N/A

Tier 3 Results

All 24 crossings identified in Tier 3 were ranked based on their scores from the Phase 1 Study effort and are shown in Table 10. The only exception was that three crossings in Cheney were combined into one project at the request of the MPO because the City would likely fund only one improvement to a crossing and the study would determine the best crossings to improve or close.

Table 10. Tier 3 Project Priorities

Project ID	Project Number	Project Name	Street Name/ Location	RTPO	Total Cost	Crossing Ranking
T3-18 T3-19 T3-20	065970L 066315M 065971T	Study of Three Crossings in Cheney	F St/Cheney-Spangle Pine St Cheney-Plaza Rd	SRTC	\$0	1
T3-10	084744N	SR 536/Kincaid near S 3rd Street, Mount Vernon	SR 536 - Kincaid	SCOG	\$0	2
T3-11	084766N	SR 20/Avon Ave near S Spruce St, Burlington	SR 20 - Avon	SCOG	\$0	3
T3-15	662514H	Argonne Road, Millwood	Argonne Rd	SRTC	\$0	4
T3-12	084765G	Fairhaven near Spruce St, Burlington	E Fairhaven Ave	SCOG	\$0	5
T3-14	662519S	Pines Road at I-90, Spokane Valley	Pines Rd	SRTC	\$0	6
T3-16	662503V	Mission Avenue, Spokane	Mission Ave	SRTC	\$0	7
T3-13	084739S	Old 99/Blackburn Road near S 3rd Street, Mount Vernon	Old 99/Blackburn	SCOG	\$0	8
T3-1	104572R	Fruitland Street, Kennewick	N Fruitland St	BFCOG	\$0	9
T3-17	066240R	Harvard Road / BNSF Crossing, Spokane County	Harvard Rd	SRTC	\$26,000,000	10
T3-21	084806J	Cornwall Ave, Bellingham	Cornwall Avenue	WCOG	\$0	11
T3-24	099190G	SR 22-Buena Way, Toppenish	SR 22-Buena Way	YVCOG	\$0	12
T3-2	104568B	Edison/BNSF Grade Separation, Kennewick	N Edison St	BFCOG	\$0	13
T3-3	919073D	Kellogg Street, Kennewick	N Kellogg St	BFCOG	\$0	14
T3-22	396920W	Wharf Street, Bellingham	Wharf Street	WCOG	\$0	15
T3-4	104574E	Washington Street Corridor Improvements, Kennewick	N Washington St	BFCOG	\$149,500	16
T3-6	090072Y	Beach Drive, Vancouver	Beach Drive	RTC	\$0	17
T3-7	090112U	6th Street, Washougal	6th Street	RTC	\$0	18
T3-25	099189M	BNSF/ E McDonald Rd, Track Circuitry, Toppenish	McDonald Rd E	YVCOG	\$0	19
T3-5	0900385S	Bowles Road, Benton County	Bowles Rd 9713	BFCOG	\$0	20
T3-8	092421N	NW 122nd Street, Vancouver	NW 122nd Street	RTC	\$0	21
T3-9	090074M	SE Chelsea Avenue, Vancouver	SE Chelsea Avenue	RTC	\$0	22
T3-26	099186S	Branch Road, Toppenish	E Branch Rd	YVCOG	\$0	23
T3-27	099216G	White Swan Branch Line, Safety Upgrade, Harrah	Lateral A Rd	YVCOG	\$0	24

Chapter 5. Findings and Recommendations

During the course of the study, several findings were identified that are related to the need for road-rail solutions and funding for communities to implement the projects. Recommendations build from the findings to continue to explore ways to fund and implement railroad crossing projects across the State.

Findings

- The need for solutions to road-rail conflicts remains high and has been better quantified since the Phase 1 Study.
- Projects throughout the state are in various stages of project development and MPO/RTPO awareness of project status varies throughout the state.
- Planners and project sponsors are having a difficult time identifying, developing, and completing plans and projects to address road-rail conflicts because of the high costs and lack of available funding.
- Several state programs at WSDOT, UTC, FMSIB and other sources fund safety and mobility improvements at road-rail conflicts, but the need is still great.
- Besides the 2017 Update of the Freight and Goods Transportation System (FGTS), other data elements in the Phase 1 database have not substantially changed.

Recommendations

1. Implement ongoing efforts to continuously identify and recommend funding for road-rail conflict needs throughout the state.
2. Prioritize road-rail projects based substantially on the evaluation criteria developed through the Phases 1 and 2 study process.
3. Prior to providing design or construction funding to projects, ensure that the project sponsor has provided verifiable status of project development and committed funding.
4. Before providing funding to project sponsors, require that the project sponsor coordinate with other existing road-rail conflict funding programs.

Road-Rail Project Priorities													
Ranking based on Final Project Score (Total) versus Total Project Costs. Cost-Benefit Displayed in a Cost per Point (lower number is better).													
Project ID	Crossing Number	Project Name	Street Name / Location	RTPO	Total Cost	Secured Funds	Original Crossing RANK	Original Crossing Total Score	Final Project Score (Total)	Final Project Score (Difference)	Project Cost / Benefit	PROJECT RANKING	Comments / Notes
TIER 1 Projects													
T1-13	066367E	Pines Road / BNSF Grade Separation (SR27/SR290), Spokane Valley	Pines Rd-SR27	SRTC	\$22,891,000	\$2,000,000	12	59.45	133.68	74.23	171	1	Improves two crossings
T1-2	065840P	McKittrick Street Grade Separation, Wenatchee	Hawley St	CDTC	\$25,000,000	\$0	172	11.84	23.00	11.16	1,087	2	
T1-3	396576X	South 228th Union Pacific Grade Separation, Kent	S 228th St	PSRC	\$40,100,000	\$21,932,897	84	24.13	35.79	11.67	1,120	3	
T1-5	New	Canyon Road Freight Corridor Improvements, Pioneer Way E to 52nd St E / 62nd Ave E, Pierce County	Puyallup Area	PSRC	\$62,720,190	\$22,368,125	0	0.00	52.86	17.42	1,186	4	Provides new grade separated crossing and closes the 52nd Street crossing
T1-1	Railroad	Connell Rail Interchange Project, Connell	Hawley St	BFCOG	\$24,100,000	\$10,000,000	0	0.00	0.00	0.00	0	5	Does not benefit an existing, nearby at-grade crossing
T1-16	N/A	Regional Beltway Phase II, Union Gap	New Crossing	YVCOG	\$17,950,000	\$400,000	0	0.00	0.00	0.00	0	5	Does not benefit an existing, nearby at-grade crossing
T1-4	084640G	I-5 @ SR 529 Interchange Improvements, Marysville	I-5 & SR 529	PSRC	\$84,400,000	\$84,400,000	18	47.31	0.00	0.00	0	N/A	Fully Funded
T1-6	085584F	South Lander Street Grade Separation, Seattle	S Lander St	PSRC	\$123,000,000	\$123,000,000	1	69.33	0.00	0.00	0	N/A	Fully Funded
T1-7	Multiple	I-5/Mounts Rd to Thorne Ln Corridor Improvements, Lakewood and Dupont	Lakewood, JBLM, DuPont Area	PSRC	\$482,430,000	\$482,430,000	249	20.09	0.00	0.00	0	N/A	Fully Funded
T1-8	092425R	River S Bridge Replacement, Ridgefield	Wildlife Refuge Rd	RTC	\$8,759,600	\$8,759,600	147	584.81	0.00	0.00	0	N/A	Fully Funded
T1-9	092428L	Pioneer St Rail Overpass, Port of Ridgefield	Division St	RTC	\$14,923,000	\$14,923,000	166	547.52	0.00	0.00	0	N/A	Fully Funded
T1-10	New	SR 14/Bingen Point Access Improvements, Port of Klickitat	Maple Street	RTC	\$22,900,000	\$22,900,000	0	0.00	0.00	0.00	0	N/A	Fully Funded
T1-11	084758W	Riverside Dr / 4th St N Safety Improvements, Mount Vernon	Riverside Dr	SCOG	\$1,449,000	\$1,449,000	21	53.03	0.00	0.00	0	N/A	Fully Funded
T1-12	066244T	Barker Road / BNSF Grade Separation, Spokane Valley	Barker Rd	SRTC	\$18,738,000	\$25,000,000	36	49.45	0.00	0.00	0	N/A	Fully Funded
T1-14	084845A	Birch Bay Lynden/Portal Way Signalization Project	Birch Bay - Lynden Road	WCOG	\$3,900,000	\$3,900,000	83	40.78	0.00	0.00	0	N/A	Fully Funded
T1-15	077846P	F Street	F Street	WCOG	\$730,000	\$730,000	29	51.78	0.00	0.00	0	N/A	Fully Funded
		Total Costs (w/o fully funded projects)			\$192,761,190	\$56,701,022							
		Total Costs			\$953,990,790	\$824,192,622							
TIER 2 Projects													
T2-17	085680H	Zehnder Street BNSF Crossing at-grade improvements, Sumner	Zehnder St	PSRC	\$300,000	\$0	70	42.55	52.39	9.84	6	1	Low-cost safety upgrades
T2-19	Multiple	Railroad Crossing Delay Warning System, Seattle	South Downtown Seattle Crossings	PSRC	\$250,000	\$0	0	0.00	37.05	37.05	7	2	Low-cost ITS solution for several at-grade crossings
T2-24	085755E	Steilacoom Ferry Lane Modification, Pierce County	Union Ave	PSRC	\$650,000	\$0	40	49.08	52.58	3.50	12	3	Low-cost safety upgrades
T2-1	084464L	Division Street Crossing Safety & ADA Improvements, Cashmere	Division St	CDTC	\$1,500,000	\$0	129	34.24	36.24	2.00	41	4	Low-cost safety upgrades
T2-25	085703M	Stewart Avenue East/66th Avenue East, Pierce County	66th Avenue	PSRC	\$4,000,000	\$0	125	34.50	43.20	8.70	93	5	Low-cost safety upgrades
T2-16	396597R	8th St at UPRR crossing and Butte Ave SE intersection Signal, Sumner	8th St	PSRC	\$4,704,000	\$1,370,000	188	28.05	29.95	1.90	157	6	
T2-12	084605T	Chestnut St / Eclipse Mill Road Improvements from Pacific to 36th, Everett	Chestnut St	PSRC	\$4,288,000	\$0	238	22.19	22.19	0.00	193	7	Project is anticipated to provide little benefit based on the scoring methodology
T2-32	066377K	Park Road / BNSF Grade Separation, Spokane Valley	Park Road	SRTC	\$23,000,000	\$0	13	59.16	112.41	53.25	205	8	Addresses two problematic at-grade crossings

Road-Rail Project Priorities													
Ranking based on Final Project Score (Total) versus Total Project Costs. Cost-Benefit Displayed in a Cost per Point (lower number is better).													
Project ID	Crossing Number	Project Name	Street Name / Location	RTPO	Total Cost	Secured Funds	Original Crossing RANK	Original Crossing Total Score	Final Project Score (Total)	Final Project Score (Difference)	Project Cost / Benefit	PROJECT RANKING	Comments / Notes
T2-13	396581U	Willis St (SR 516)/Union Pacific Railroad Grade Separation, Kent	Willis St	PSRC	\$26,500,000	\$0	24	53.67	114.43	60.75	232	9	Provides benefits to other nearby crossings
T2-26	090117D	32nd Street/Russell, Washougal	32nd St/Russell	RTC	\$17,863,000	\$863,000	51	46.77	69.27	22.50	258	10	
T2-28	084775M	Cook Road Reconstruction, Skagit County	Cook Rd	SCOG	\$15,500,000	\$0	80	41.09	53.40	12.32	290	11	
T2-33	084853S	Bell Road - SR 548, WSDOT	Bell Road - SR 548	WCOG	\$13,400,000	\$550,000	116	35.11	45.02	9.91	298	12	
T2-27	084759D	College Way Railroad Grade Separation, Mount Vernon	College Way-SR 538	SCOG	\$22,700,000	\$0	26	53.50	69.49	15.99	327	13	
T2-7	085640K	Willis St BNSF Grade Separation, Kent	Willis St (SR 516)	PSRC	\$61,000,000	\$0	8	60.99	131.83	70.84	463	14	
T2-15	084646X	Grove Street RR Overcrossing, Marysville	Grove St	PSRC	\$21,540,000	\$1,000,000	123	34.57	46.17	11.60	467	15	
T2-18	085583Y	S. Holgate St. Rail Crossing Improvements, Seattle	S Holgate St	PSRC	\$40,000,000	\$0	10	59.97	73.80	13.83	542	16	
T2-10	084594H	Lenora St/BNSF Rail Line Overcrossing, Everett	Lenora St	PSRC	\$17,300,000	\$0	203	25.82	31.42	5.59	551	17	
T2-14	396575R	S 212th St/Union Pacific Railroad Grade Separation, Kent	212th St	PSRC	\$33,000,000	\$0	69	42.63	56.08	13.45	588	18	
T2-11	084992M	East Everett Avenue / BNSF Overcrossing, Everett	Everett Area	PSRC	\$17,152,000	\$0	264	16.89	22.36	5.47	767	19	
T2-8	085625H	212th St BNSF RR Grade Separation, Kent	212th St	PSRC	\$66,000,000	\$0	11	59.67	79.32	19.66	832	20	
T2-2	065839V	Miller St Grade Separation, Wenatchee	N Miller St	CDTC	\$30,000,000	\$0	223	24.65	31.73	7.08	945	21	
T2-21	085392N	S 56th and Washington St, Tacoma	S 56th St	PSRC	\$22,500,000	\$0	245	20.71	23.08	2.37	975	22	
T2-3	065831R	BNSF Wenatchee Switchyard Relocation, Wenatchee	Orondo St	CDTC	\$32,000,000	\$0	225	24.55	26.67	2.12	1,200	23	
T2-23	085396R	S 74th St and S Tacoma Way, Tacoma	S 74th St	PSRC	\$22,500,000	\$0	283	14.19	16.51	2.32	1,363	24	
T2-22	085382H	Pine St and S Tacoma Way, Tacoma	Pine St	PSRC	\$22,500,000	\$0	291	11.04	14.62	3.58	1,540	25	
T2-5	New	Edmonds Street Waterfront Connector, Edmonds	Edmonds Waterfront	PSRC	\$29,905,000	\$0	0	0.00	16.77	16.77	1,783	26	
T2-30	New	Railroad Overpass Project, Burlington	Gilkey Road	SCOG	\$17,000,000	\$0	0	0.00	5.57	5.57	3,050	27	
T2-9	New	SODO Rail Corridor Grade Separations, Seattle	South Downtown	PSRC	\$154,425,000	\$0	0	0.00	41.34	41.34	3,735	28	Project cost is very high
T2-20	New	Pedestrian Overpass between Old Town Business District and Ruston Way, Tacoma	Tacoma Waterfront	PSRC	\$40,000,000	\$0	0	0.00	3.13	3.13	12,800	29	
T2-4	New	Bridge Street Non-Motorized Grade Separation, Wenatchee	Bridge St	CDTC	\$4,000,000	\$0	0	0.00	0.00	0.00	N/A	N/A	Does not improve an existing at-grade crossing
T2-6	New	70th Avenue E Railroad Crossing, Fife	70th Ave E	PSRC	\$26,202,000	\$0	0	0.00	0.00	0.00	N/A	N/A	Does not improve an existing at-grade crossing
T2-29	New	Jones Road/John Liner Railroad Undercrossing, Sedro-Woolley	Jones Road	SCOG	\$7,700,000	\$0	0	0.00	0.00	0.00	N/A	N/A	Does not improve an existing at-grade crossing
T2-31	Rail Bridge	BNSF Rail Bridge over Skagit River, Burlington	East Whitmarsh Rd	SCOG	\$60,000,000	\$0	0	0.00	0.00	0.00	N/A	N/A	Does not improve an existing at-grade crossing
					Total Costs	\$859,379,000							
						\$3,783,000							

Road-Rail Project Priorities													
Ranking based on Final Project Score (Total) versus Total Project Costs. Cost-Benefit Displayed in a Cost per Point (lower number is better).													
Project ID	Crossing Number	Project Name	Street Name / Location	RTPO	Total Cost	Secured Funds	Original Crossing RANK	Original Crossing Total Score	Final Project Score (Total)	Final Project Score (Difference)	Project Cost / Benefit	PROJECT RANKING	Comments / Notes
TIER 3 Projects													
T3-18	065970L	Cheney Crossings Study	F St/Cheney-Spangle	SRTC	\$0	\$0	22	54.44	96.44			1	
T3-19	066315M	Cheney Crossings Study	Pine St	SRTC	\$0	\$0	64	43.19				1	
T3-20	065971T	Cheney Crossings Study	Cheney-Plaza Rd	SRTC	\$0	\$0	82	40.81				1	
T3-10	084744N	SR 536/Kincaid near S 3rd Street, Mount Vernon	SR 536 - Kincaid	SCOG	\$0	\$0	6	61.70	61.70			2	
T3-11	084766N	SR 20/Avon Ave near S Spruce St, Burlington	SR 20 - Avon	SCOG	\$0	\$0	23	54.43	54.43			3	
T3-15	662514H	Argonne Road, Millwood	Argonne Rd	SRTC	\$0	\$0	30	51.58	51.58			4	
T3-12	084765G	Fairhaven near Spruce St , Burlington	E Fairhaven Ave	SCOG	\$0	\$0	34	50.38	50.38			5	
T3-14	662519S	Pines Road at I-90, Spokane Valley	Pines Rd	SRTC	\$0	\$0	38	49.25	49.25			6	
T3-16	662503V	Mission Avenue, Spokane	Mission Ave	SRTC	\$0	\$0	46	47.56	47.56			7	
T3-13	084739S	Old 99/Blackburn Road near S 3rd Street, Mount Vernon	Old 99/Blackburn	SCOG	\$0	\$0	49	47.07	47.07			8	
T3-1	104572R	Fruitland Street, Kennewick	N Fruitland St	BFCOG	\$0	\$0	52	46.50	46.50			9	
T3-17	066240R	Harvard Road / BNSF Crossing, Spokane County	Harvard Rd	SRTC	\$26,000,000	\$0	55	45.96	45.96			10	
T3-21	084806J	Cornwall Ave, Bellingham	Cornwall Avenue	WCOG	\$0	\$0	68	42.82	42.82			11	
T3-24	099190G	SR 22-Buena Way, Toppenish	SR 22-Buena Way	YVCOG	\$0	\$0	79	41.19	41.19			12	
T3-2	104568B	Edison/BNSF Grade Separation, Kennewick	N Edison St	BFCOG	\$0	\$0	81	41.04	41.04			13	
T3-20	065971T	Cheney Crossings Study	Cheney-Plaza Rd	SRTC	\$0	\$0	82	40.81	40.81			14	
T3-3	919073D	Kellogg Street, Kennewick	N Kellogg St	BFCOG	\$0	\$0	85	40.51	40.51			15	
T3-22	396920W	Wharf Street, Bellingham	Wharf Street	WCOG	\$0	\$0	102	37.40	37.40			16	
T3-4	104574E	Washington Street Corridor Improvements, Kennewick	N Washington St	BFCOG	\$149,500	\$0	132	33.74	33.74			17	
T3-6	090072Y	Beach Drive, Vancouver	Beach Drive	RTC	\$0	\$0	162	30.08	30.08			18	
T3-7	090112U	6th Street, Washougal	6th Street	RTC	\$0	\$0	176	29.03	29.03			19	
T3-25	099189M	BNSF/ E McDonald Rd, Track Circuitry, Toppenish	McDonald Rd E	YVCOG	\$0	\$0	191	27.42	27.42			20	
T3-5	0900385S	Bowles Road, Benton County	Bowles Rd 9713	BFCOG	\$0	\$0	197	27.08	27.08			21	
T3-8	092421N	NW 122nd Street, Vancouver	NW 122nd Street	RTC	\$0	\$0	210	25.43	25.43			22	
T3-9	090074M	SE Chelsea Avenue, Vancouver	SE Chelsea Avenue	RTC	\$0	\$0	221	24.85	24.85			23	
T3-26	099186S	Branch Road, Toppenish	E Branch Rd	YVCOG	\$0	\$0	280	14.37	14.37			24	
T3-27	099216G	White Swan Branch Line, Safety Upgrade, Harrah	Lateral A Rd	YVCOG	\$0	\$0	302	0.00	0.00			25	

Briefing to the FMSIB Project Selection Committees

Reconsideration of Edmonds Street Waterfront Connector Project

8/31/18

Purpose

To provide information to the combined FMSIB Board and Technical Project Selection Committees regarding the request received from the City of Edmonds to reconsider the Board's June 1 decision on the city's Edmonds Street Waterfront Connector project.

Project Background (see Vicinity Map attached)

State Highway SR-104 occupies Main Street in downtown Edmonds and provides connection, via the Kingston-Edmonds ferry route, from the Olympic Peninsula to the Seattle metro area. The ferry's load and unload route crosses the BNSF mainline between Seattle and Vancouver, B.C. Trains often block ferry access, particularly if there is an incident on the tracks. As a result, ferry queues can extend several miles beyond Edmonds and wait times can exceed several hours, delaying general traffic and freight.

Grade separation at the ferry terminal has long been considered the best solution to this problem. However, the project has been delayed because the cost of this solution is very high (exceeding \$323 million). In 2016, the city completed an extensive waterfront access study and concluded that a one-lane bridge providing emergency access to the waterfront would meet many of the city's goals. The cost is much lower, \$27 m, and the city has secured \$7 m from the state Legislature. The city's original FMSIB request was \$3 m.

The Phase 1 Road-Rail Conflicts Study ranked this crossing problem as No. 33 statewide. The Phase 2 Road-Rail Conflicts Study ranked this project as No. 26 on the Tier 2 list.

The travel time calculations with and without the project reveal the following:

1. Without the project (alternative route around Puget Sound): 180 min.
2. Without the project (waiting for gates to open): 120 min.
3. With the project: 55 min.
4. Time savings per truck = between 65 min. and 125 min.

Those improved travel times are factored into the Benefit-Cost analysis as follows:

From the Original Benefit-Cost Analysis (35-year horizon):

Value of Time Saved - Freight Vehicles = \$97,701

Operating Cost Savings - Freight Vehicles = \$7,495

Value of Emissions Saved - Freight Vehicles = \$15,185

TOTAL = \$120,381

From the **REVISED** Benefit-Cost Analysis (35-year horizon):

Value of Time Saved - Freight Vehicles = \$101,324 (higher due to increased fuel and salary costs)

Operating Cost Savings - Freight Vehicles = \$8,428

Value of Emissions Saved - Freight Vehicles = \$14,400

*Value of Emissions Saved – Proportion of Ferry Emissions = \$209,429

*BNSF Fees for Train Holds During Emergency Responses = \$126,382 (BNSF costs of delay)

TOTAL = \$459,963

Reconsideration Factors

1. On previously funded projects, the Board has limited any FMSIB participation percentage to approximately the percentage of trucks using the route. In this project case, the formula would look like this:
$$\% \text{ Trucks} \times \text{Project Cost} = 0.0248 \times \$29,905,000 = \$741,644$$

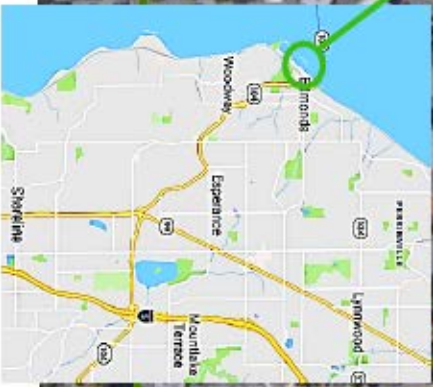
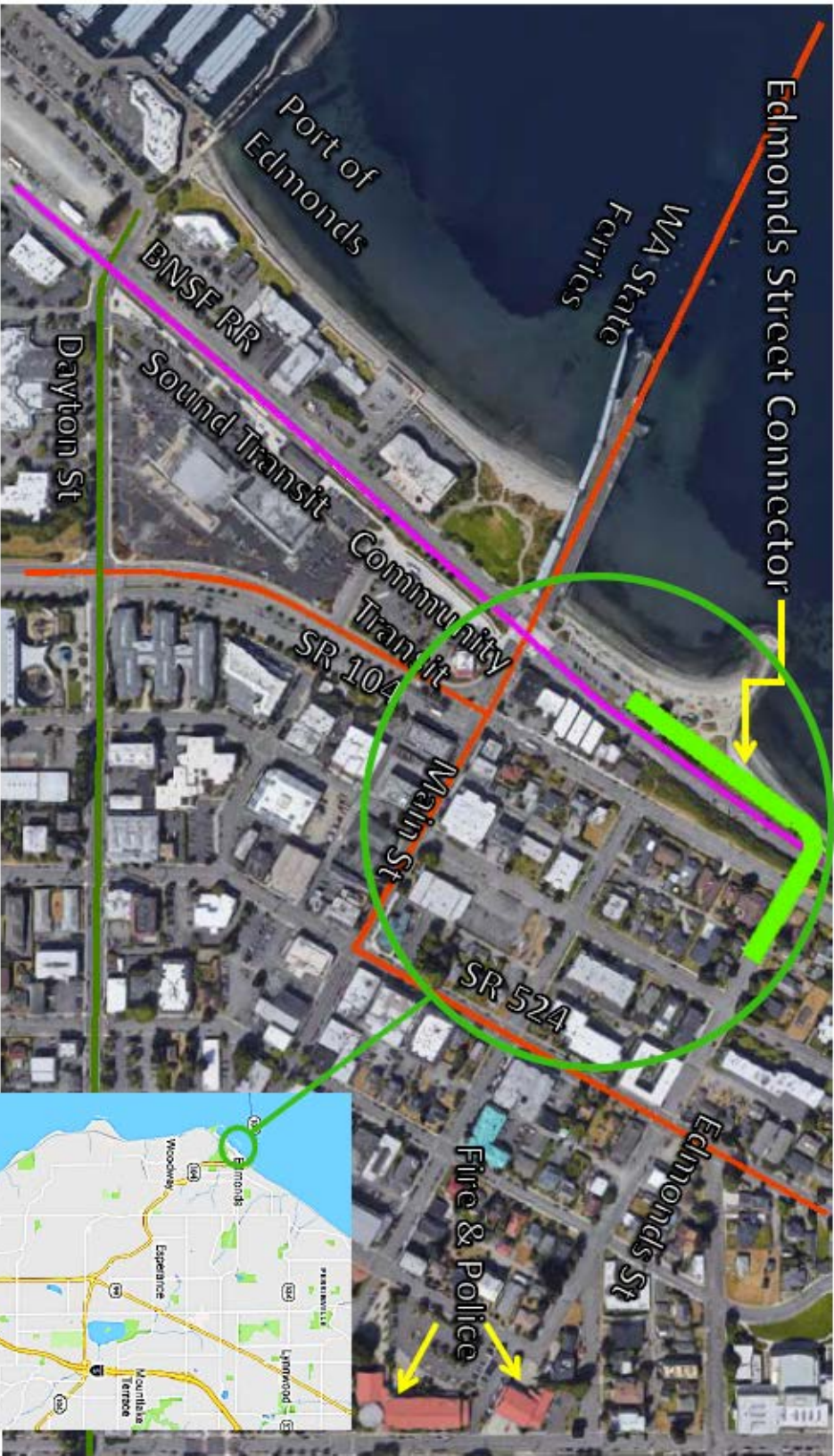
So, from this perspective, the maximum FMSIB participation would be approx. **\$750,000**.
2. In the 2018 Call for Projects, the top 10 ranked projects had a cost per truck factor (\$ per daily truck) of between \$331 and \$6,250. Applying that range to the 168 daily truck trips on the Edmonds project, the appropriate funding participation would range between **\$55,608** and **\$1,050,000**.
3. Few project applicants perform a substantive Benefit-Cost Analysis like was submitted for the Edmonds project. However, since it is available, it provides another benchmark for comparing any FMSIB financial participation in the project. In this case, the lifetime freight benefits on this project are shown above in the Revised Analysis as **\$459,963**. One could argue that FMSIB's participation should not exceed the expected lifetime freight benefits.

Recommendation Options

1. Deny the reconsideration request
2. Approve the full request
3. Modify the request to reflect actual freight benefits
4. Ask for more information
5. Schedule a project interview

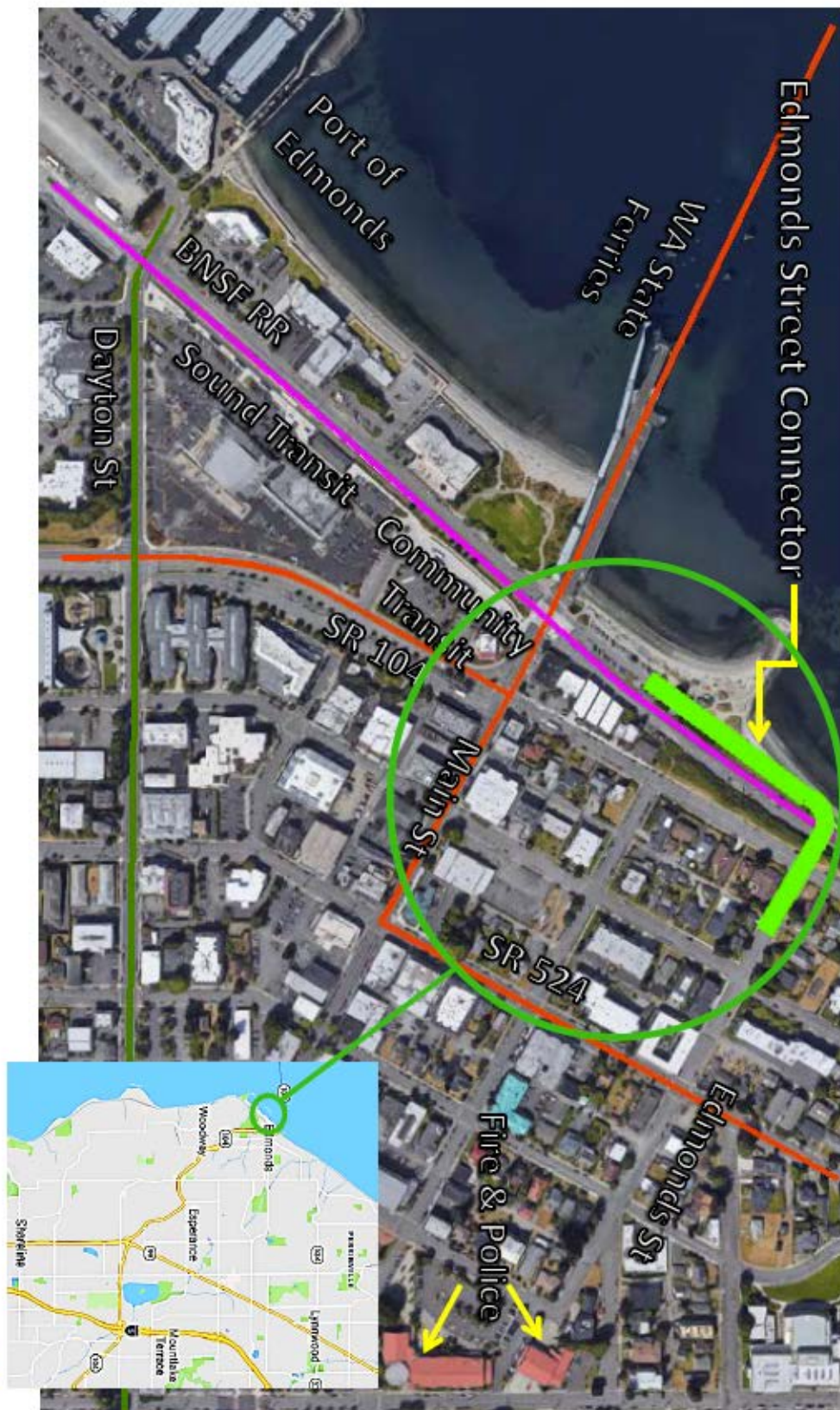
Committee Recommendation to the Board: **Do not fund this project.**

Justification: This is not a freight project.



NTS





NTS



Briefing to the FMSIB Project Selection Committees

Reconsideration of City of Connell Rail Interchange Project

9/4/18

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 shortline (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 60percent 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.

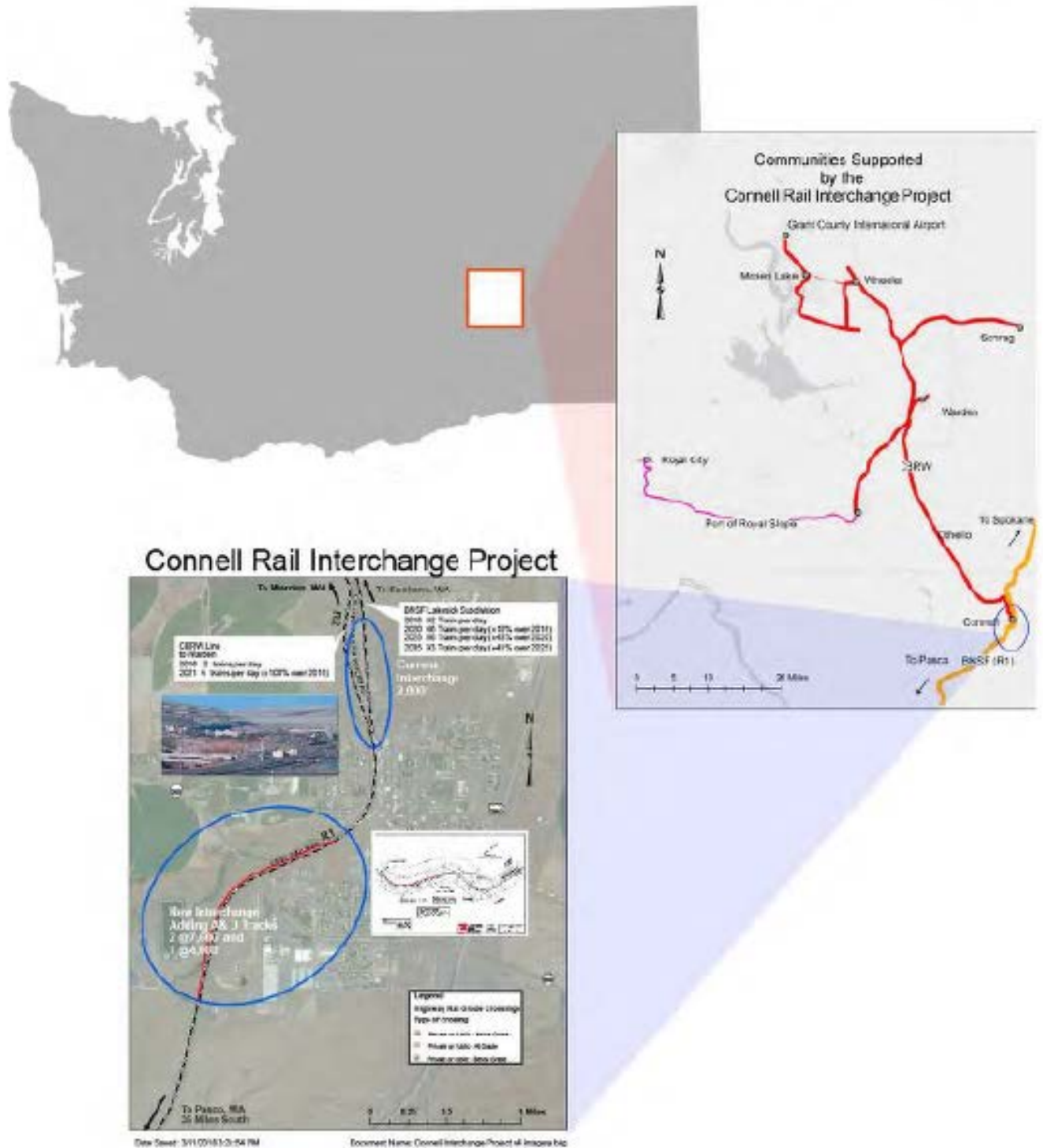
Recommendation Options

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

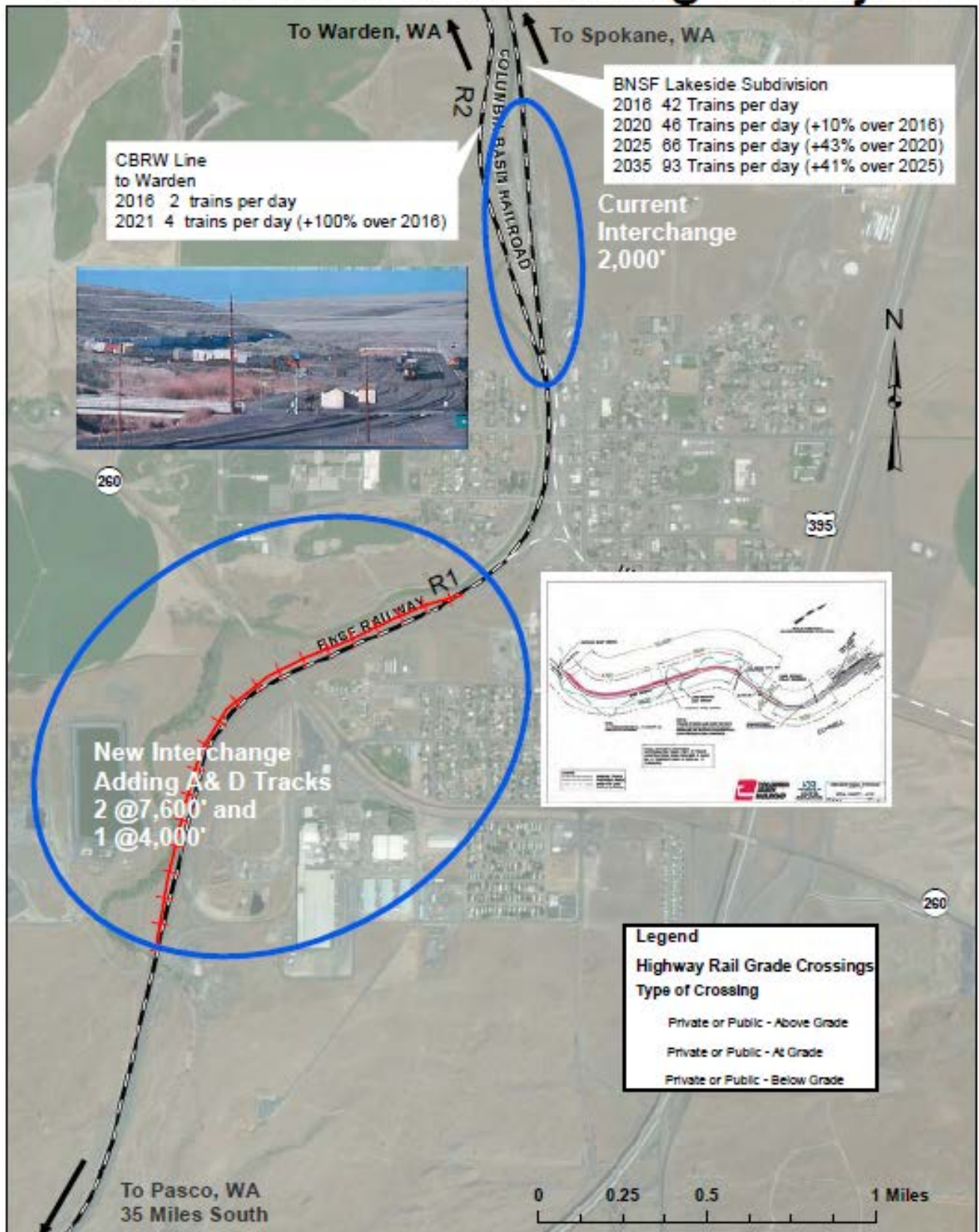
Committee Recommendation to the Board: Direct staff to contact the coalition of ports supporting this project and determine the level of shipper commitments to use the line. In particular, identify new shippers coming online with the Port of Moses Lake project.

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

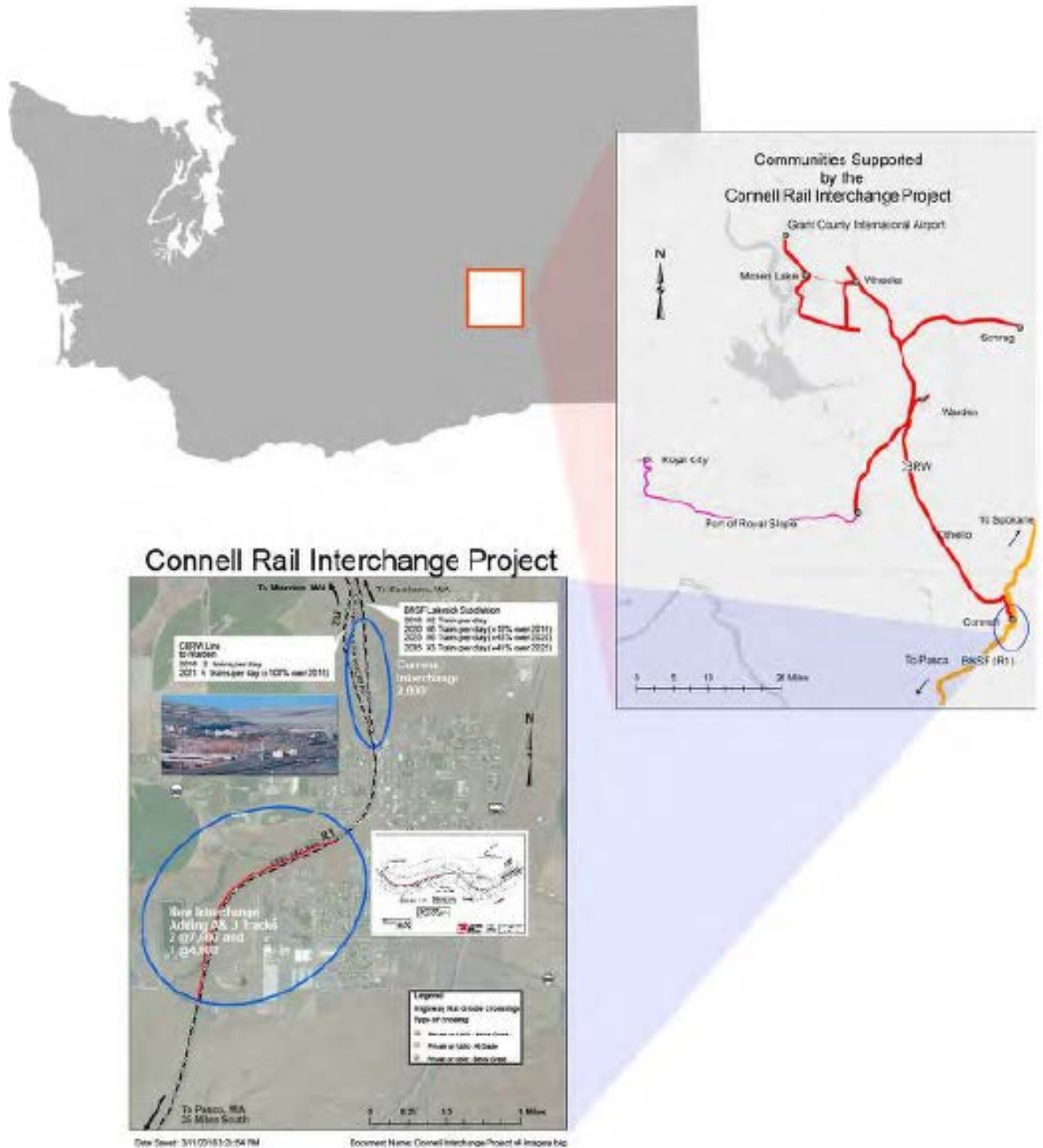
Location Map for Connell Rail Interchange Project



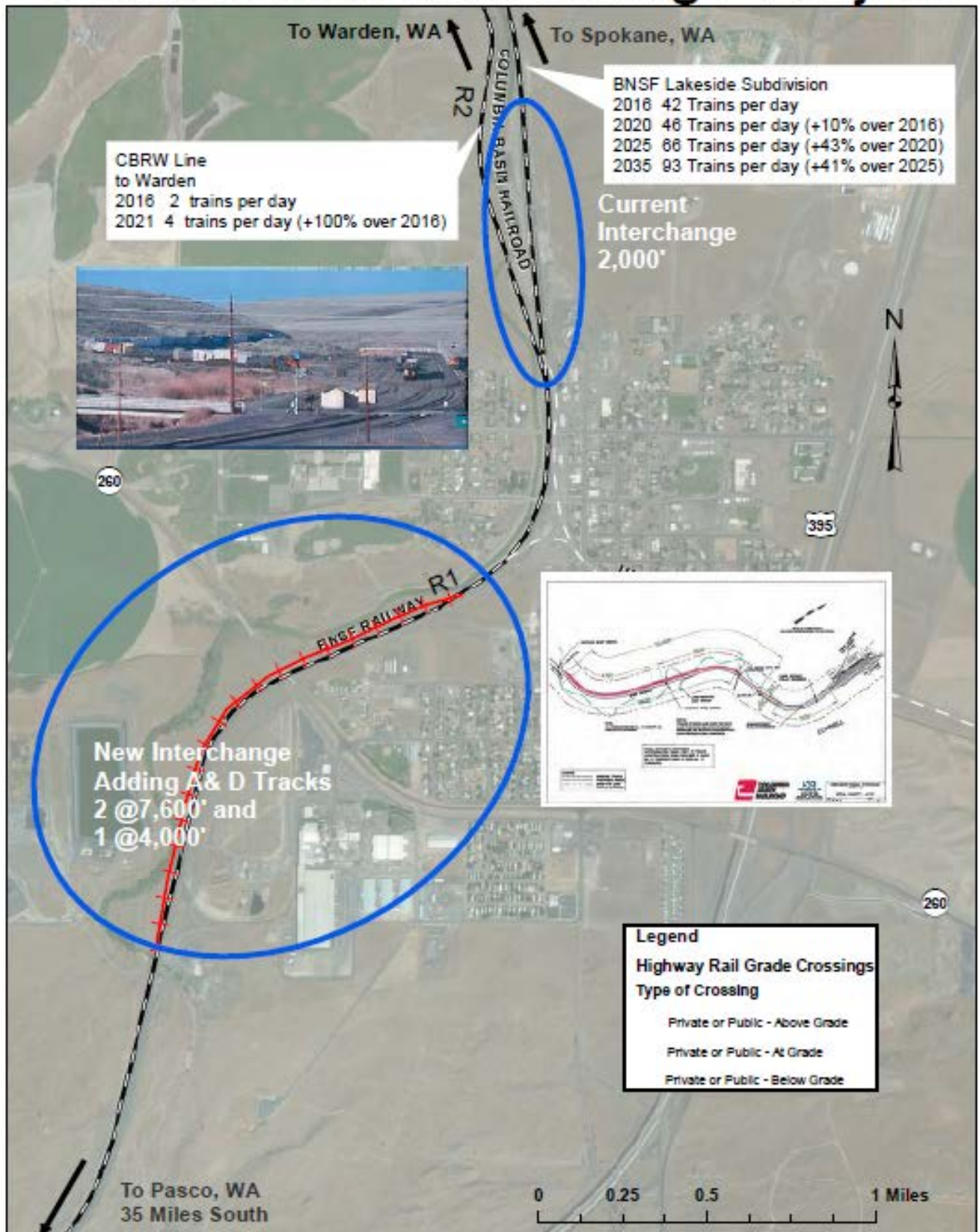
Connell Rail Interchange Project



Location Map for Connell Rail Interchange Project



Connell Rail Interchange Project



FMSIB 20th Anniversary

Board Briefing – Sept. 21, 2018

Purpose:

Provide opportunity for the Board to discuss FMSIB's historical role in freight mobility and consider options for celebrating that role.

Background:

Legislation creating FMSIB was passed by the Legislature in spring 1998 and the Board met for the first time that July. Later that same year, the agency submitted its first biennial budget to the Governor and Legislature. This means that as of just two months ago, this all-volunteer Board completed 20 years of service to the cause of freight mobility in Washington. Some believe this is a milestone worth noting.

Options

1. Do Nothing. After all, it is just a date. Right? And we mentioned the 20th Anniversary date in our 2017 Report.
2. Make the anniversary a more prominent theme in the 2018 Annual Report. Kjris Lund and I have discussed several ways this could be accomplished:
 - a. Create a 2019 calendar with monthly photos of FMSIB modes and projects
 - b. Include in the Annual Report a centerfold, pull-out document highlighting FMSIB's 20-year history and accomplishments
 - c. Sprinkle references to the anniversary more substantially throughout the Annual Report
3. Introduce a Legislative Resolution honoring FMSIB. This would require a legislative sponsor and some time to write and edit.
4. Sponsor a TVW Program, which includes a 30-second promotional spot aired before each showing of the program. TVW will produce the promotional video per FMSIB's requirements. Depending on the viewership of the sponsored program, sponsorship fees range from \$5,000 to \$30,000. In addition to logo placement, "pre-roll" announcements, and Sponsorship Acknowledgement spots that number in the thousands each year, the highest sponsorship fees include several hundred viewings of the FMSIB promotional spot.

Request:

That the Board would provide general direction to staff on the level of acknowledgement FMSIB should provide to the 20-year anniversary.

Performance Assessment – FMSIB and the Director For Board Consideration

Revised 9/21/18

Purpose:

1. To provide a framework for the FMSIB Board to annually assess the performance of the agency and the Director.
2. To identify performance goals for FMSIB and the Director for the subsequent 12 months.
3. To implement a documented, recurring assessment process.

Recommended Process:

1. Annually, the Director prepares an assessment of the previous year and establishes goals for the following year.
2. Director prepares the initial assessment and discusses with the Chair.
3. The Chair reviews and suggests revisions.
4. The Chair discusses revised assessment with the Administration Committee.
5. The Administration Committee advises the Chair on the assessment and 12-month goals.
6. The Chair presents Administration Committee recommendations to the FMSIB Board in Executive Session.
7. The Chair communicates final performance assessment and expectations to the Director.
8. The Chair and the Director sign the final document.
9. The Chair and Director review progress quarterly.

Recommended Scoring:

- △ Needs Improvement
- ✓ Meets minimums
- + Exceeds minimums

FMSIB PERFORMANCE ASSESSMENT (5/1/17 to 5/1/18)

Freight Projects	Score	Comments
▪ Call for Projects Process		
▪ Board Visibility		
Freight Advocacy		
▪ Annual Report		
▪ Legislative Day on the Hill		
▪ Freight Community		
Special Assignments		
▪ Marine Cargo Forecast		
▪ WAFAC		
▪ Road-Rail Study – Phase 2		

DIRECTOR PERFORMANCE ASSESSMENT (5/1/17 to 5/1/18)

Agency Administration	Score	Comments
▪ Fiscal		
▪ HR		
▪ Staff Development		
Board Communications		
▪ Meeting agendas and documents		
▪ Training		
Freight Community Relations		
▪ Regular communications		
▪ Continuing education		
▪ Annual Report		
Project Sponsor Support		
▪ Before funding award		
▪ Unsuccessful sponsors		
▪ After funding award		
Budget Management		
▪ Operating		
▪ Capital		

PERFORMANCE EXPECTATIONS (5/1/18 to 5/1/19)

FMSIB

- Deliver the “Road-Rail Conflicts – Phase 2” study to the legislature and OFM
 - o Write Study recommendations
 - o Achieve Board and Advisory Committee consensus on the Study recommendations
 - o Be available for legislative and other presentations
- Develop a 2019 Supplemental Budget and a 2019-21 Biennial Budget
 - o Develop drafts in concert with OFM
 - o Deliver draft to the Board
 - o Communicate and advocate for Board approved budgets in the legislature
- Deliver increased percentage of FMSIB capital program budget
 - o Track forecast expenditures
 - o Contact sponsors, particularly of delayed projects, to determine remedies
 - o Invite sponsors to Board meetings regularly to report progress

Director (Brian Ziegler)

- Develop and share a Transition Plan for the Director and Executive Assistant positions
- Develop and share a plan for better work/life balance

Board Chair: _____
Dan Gatchet

Date: _____

Director: _____
Brian Ziegler

Date: _____