

Freight Mobility Strategic Investment Board

NOVEMBER 16, 2018

9:00 AM to 1:15 PM

CenterPlace Event Center, Room 110

2426 N Discovery Place

Spokane Valley, WA 99216

AGENDA

9:00 AM	Welcome/Introductions	Dan Gatchet	Informational
9:10 AM	Introduction of New Board Members	Dan Gatchet John McCarthy, Ben Wick	Informational
9:20 AM	Welcome to the City of Spokane Valley	Rod Higgins, Mayor	Informational
9:35 AM	Status of FMSIB Projects in Spokane Valley	Adam Jackson Spokane Valley	Action
9:55 AM	Spokane Region Freight Issues	Sabrina Minshall, SRTC Mike Ulrich, SRTC	Informational
10:15 AM	Meeting Minutes (Sept. 21 Regular Meeting)	Dan Gatchet	Action
10:20 AM	FMSIB Budgets (2017-19)	Brian Ziegler	Informational
10:35 AM	Director's Report	Brian Ziegler	Informational
10:50 AM	Director Purchase Authority	Brian Ziegler	Informational / Action
11:00 AM	Board Member Reports	Board Members	Informational
11:15 AM	Revisit Connell Project	Brian Ziegler	Action
11:30 AM	Completed Projects	Brian Ziegler	Action
11:40 AM	Canceled and Deferred Projects	Brian Ziegler	Action
11:55 AM	Working Lunch		
12:05 PM	Annual Report	Kjris Lund	Action
12:35 PM	2019 Legislature	Brian Ziegler / Tom Trulove	Action
12:55 PM	Potential TVW Sponsorship	Brian Ziegler	Action
1:10 PM	Next Meeting: Jan. 17-18, 2019 - Olympia	Dan Gatchet	Action
1:15 PM	Adjourn	Dan Gatchet	Action



Enter through the main entrance located on the south side of the building. Meeting Room 110 will then be to the left.

FROM TRENT

Heading Eastbound E Trent Ave

Turn Right on N Pines Rd
Turn Left on Mirabeau Pkwy
Right on E Mansfield Ave
Right on N Discovery Pl

Heading Westbound E Trent Ave

Turn Left on N Pines Rd
Turn Left on Mirabeau Pkwy
Right on E Mansfield Ave
Right on N Discovery Pl

FROM I-90

Heading Eastbound I-90

Take Exit 289 (Pines/Opportunity)
Turn Left on N Pines Road
Turn Right on E Indiana Ave
Turn Left on S Mirabeau Pkwy
Turn Left on E Mansfield Ave
Turn Right on N Discovery Pl

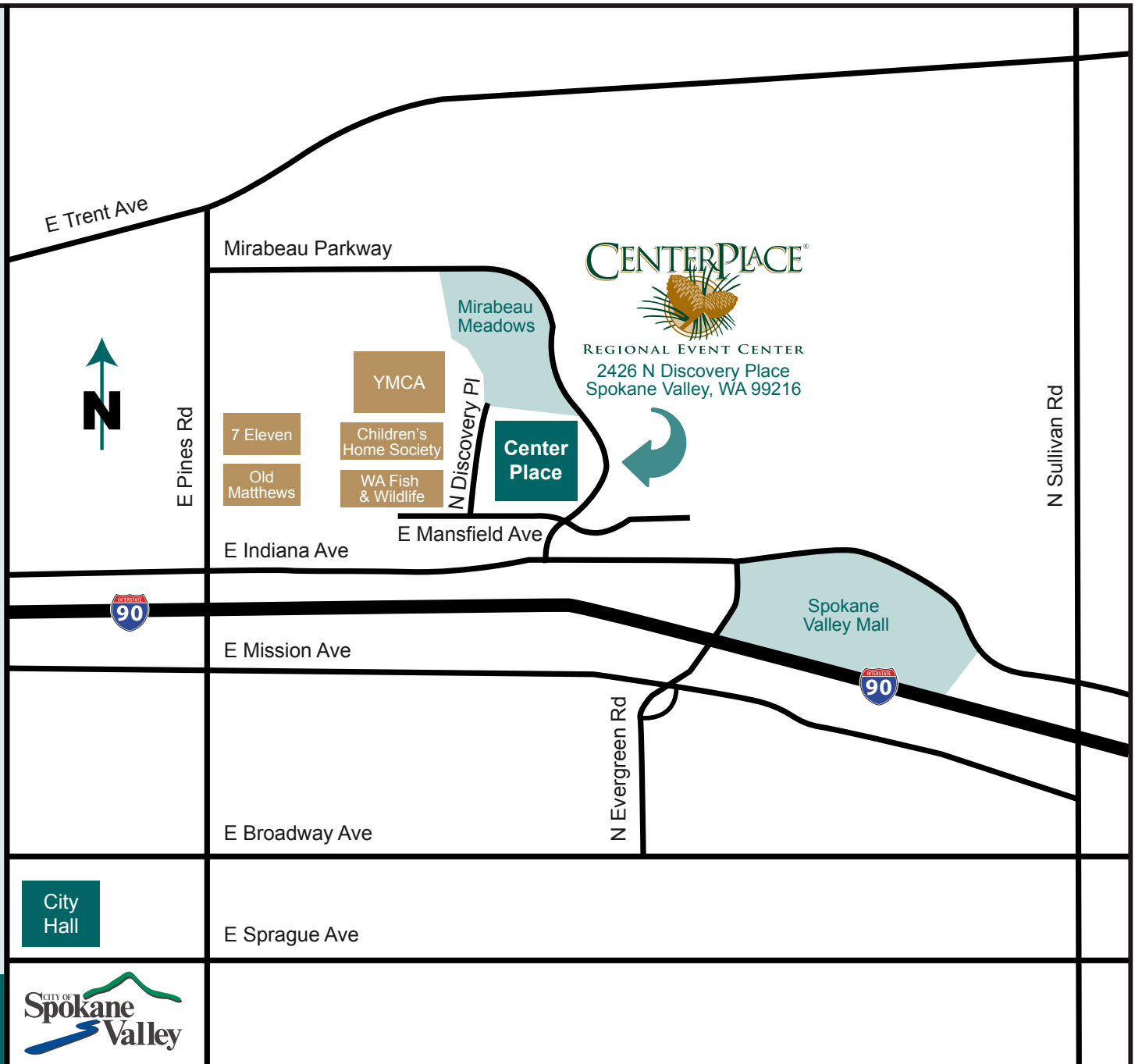
Heading Westbound I-90

Take Exit 291A (Evergreen Rd)
Turn Right on N Evergreen Rd
Turn Left on E Indiana Ave
Turn Right on S Mirabeau Pkwy
Turn Left on E Mansfield Ave
Turn Right on N Discovery Pl

CenterPlace is on the righthand side, across from the YMCA.



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the City of Spokane Valley**



Spokane Valley Projects

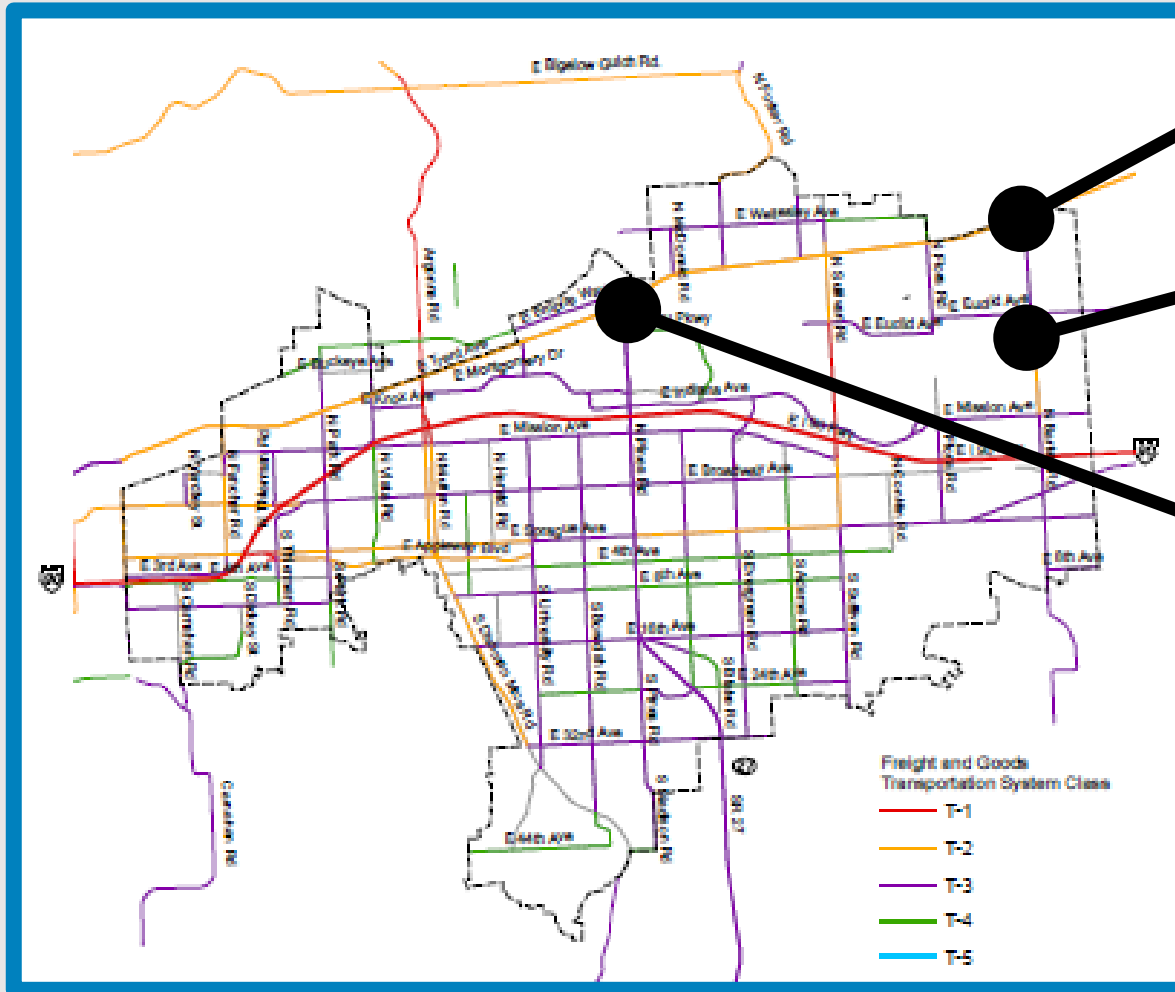
a FMSIB Partnership

Adam Jackson, P.E., Planning & Grants Engineer

November 16, 2018



FMSIB Funded Projects in Spokane Valley



Barker Road/BNSF Grade Separation Project (GSP)
Awarded in 2009 (Active Status)

Barker Road Corridor – Spokane River to BNSF
Awarded in 2018 (Active Status)

Pines Road/BNSF Grade Separation Project
Awarded in 2000 (Deferred Status)

Freight Benefits



Economic
Vitality



Pavement
Condition



Safety



Multi-
Modal



Capacity

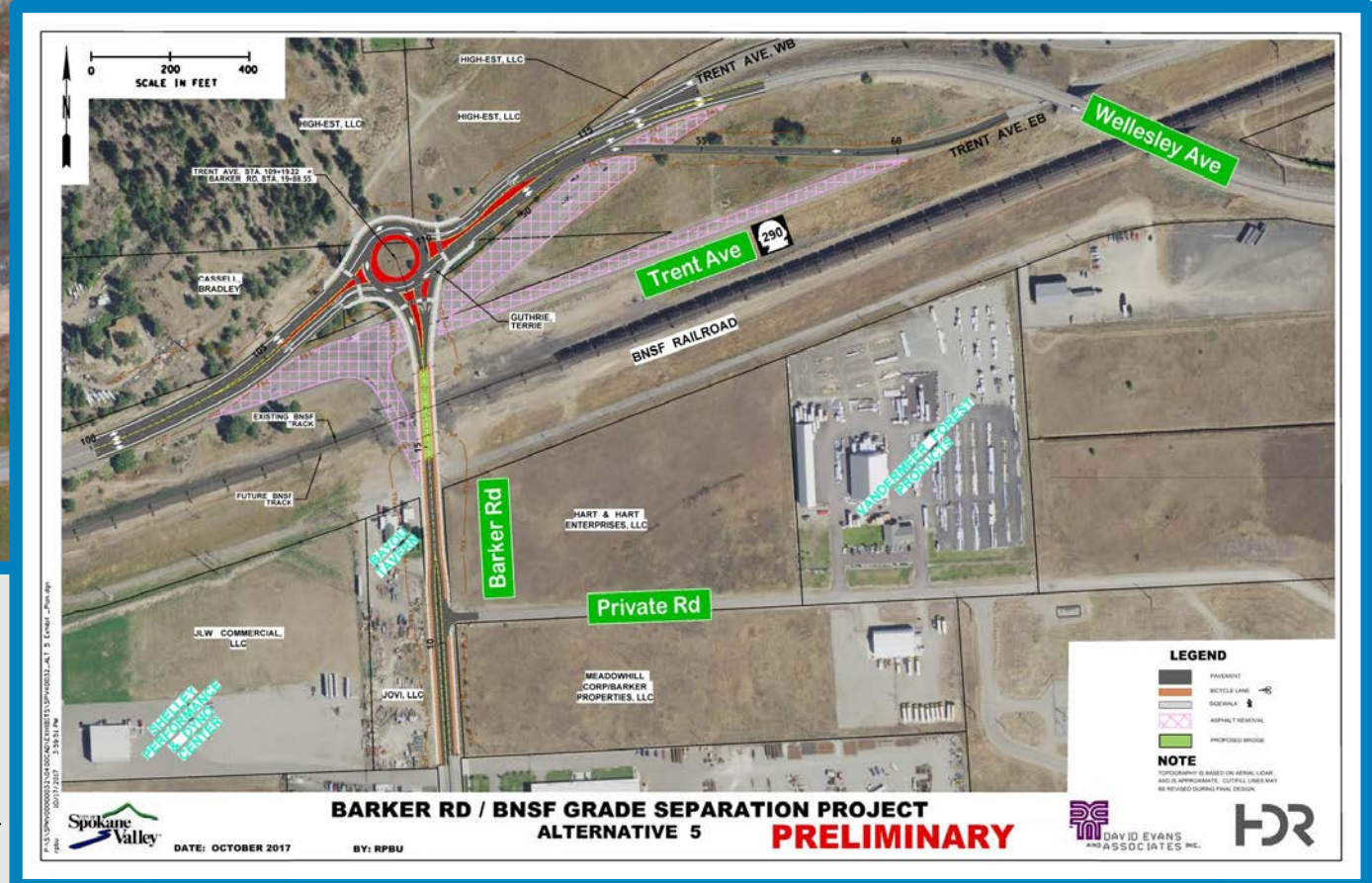


Barker Road/BNSF Grade Separation Project

\$10 Million Max. Award
20% of Total Project Cost



Existing Conditions



Selected Design Alternative →

Barker Road/BNSF Grade Separation Project

Project Funding Breakdown:

Federal Earmark	\$	719,921
WA State FMSIB (20%)		5,000,000
WA State Legislative Appropriation		1,500,000
National Highway Freight Program (NHFP)		6,000,000
BNSF Contribution (Estimated)		300,000
TIGER 2017		9,020,149
<u>City Funds Budgeted</u>		<u>3,630,000</u>
Total Secured Funds	\$	26,170,070



Barker Road/BNSF Grade Separation Project

Activity

Anticipated Date

Engineering Design

05/01/2018 to 08/31/2020

Environmental Documents (NEPA)

08/01/2018 to 12/31/2018

Right of Way Acquisition

01/01/2019 to 03/31/2020

Project Bidding

10/31/2020

Construction Contract Award

01/01/2021

Project Construction

03/01/2021 to 12/31/2022

Project Closeout

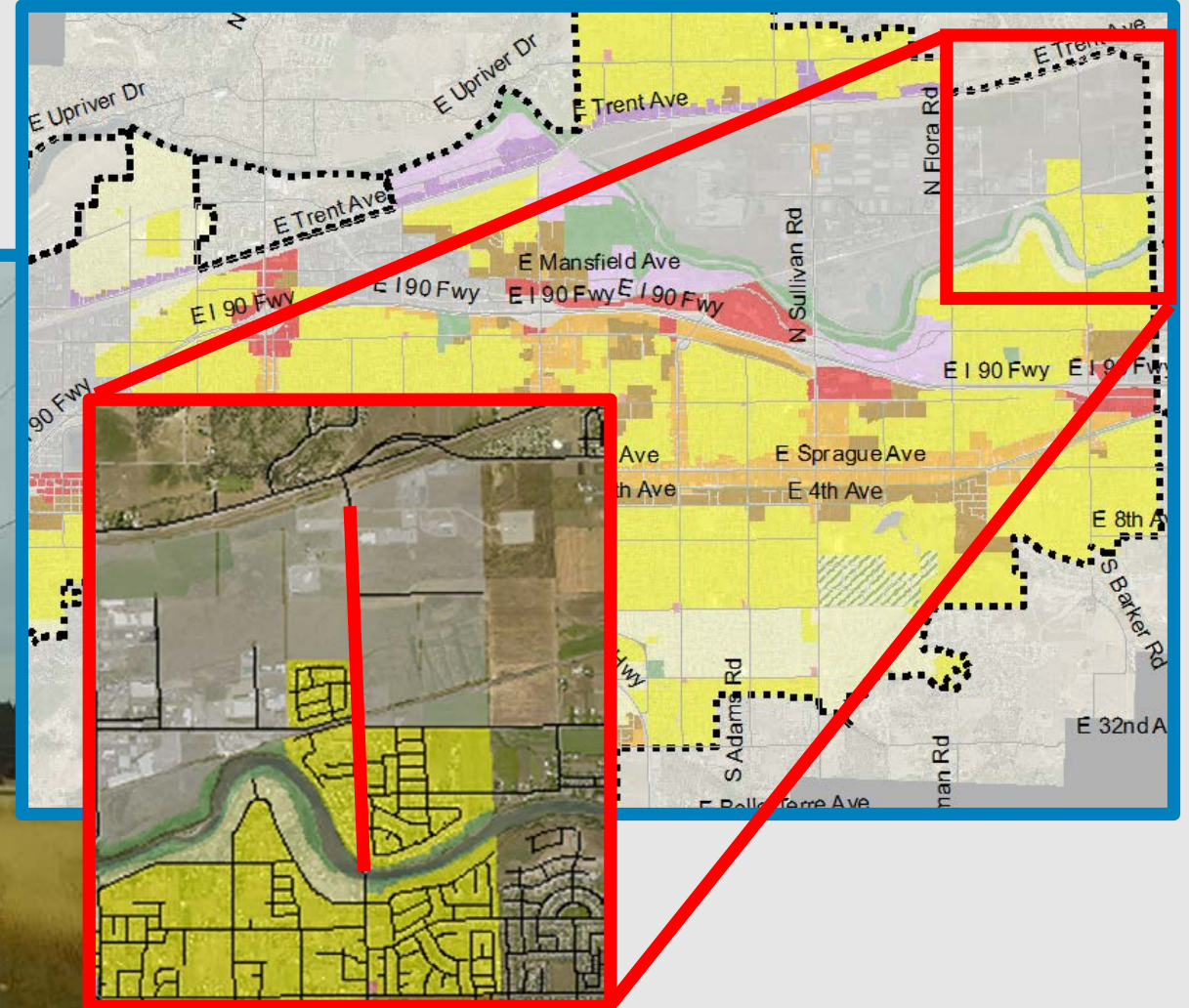
01/01/2023 to 12/31/2023

CURRENT
STATUS

Barker Road Corridor Project

Spokane River to Barker/BNSF GSP

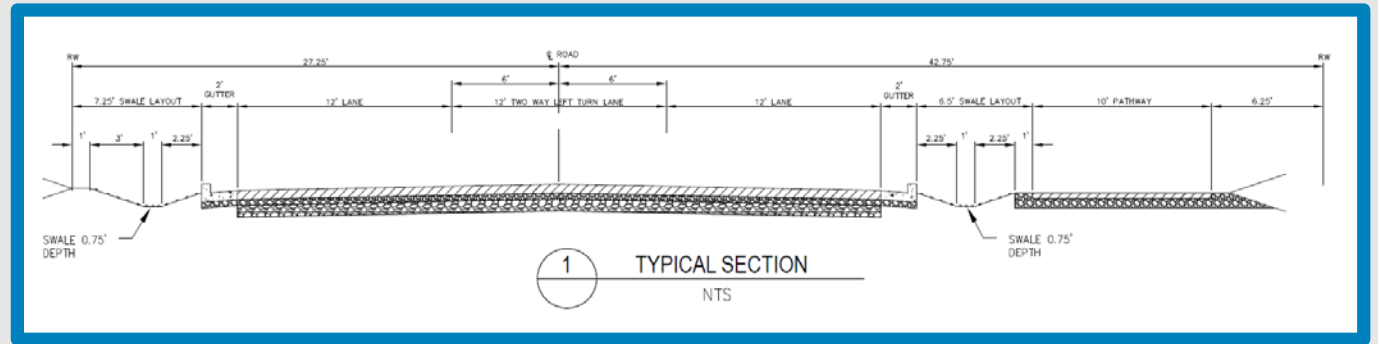
\$1.68 Million FMSIB Award



Barker Road Corridor Project

FMSIB Application & Award:

- 1 complete corridor project based on 100% funding scenario with FMSIB, SRTC, and City partnership.
- \$8.4 million total project cost
- 2021 corridor completion year



SRTC Application & *DRAFT* Award:

- \$9 million total project cost
 - Revised project cost required to accurately capture increased market prices.
- 1 complete corridor project – but only partially funded – City required to phase the corridor into “fundable” segments.
 - SRTC *DRAFT* award of \$2,050,000 + City Safety Program *DRAFT* award of \$231,000.
- Phased completion years required due to funding availability.

Barker Road Corridor Project

ACTION ITEM: Spokane Valley requests the proportional distribution of funds across three segments.

				Project Delivery Schedule					
Project Phase	Phase Priority	Total Cost	FMSIB Award	PE*		RW		CN	
As shown in FMSIB Application - Complete Project Funding Scenario from FMSIB + SRTC									
Complete Corridor	N/A	\$ 8,400,000	\$1,680,000	2018	2019	2018	2020	2020	2021
Proposed Project Phasing - Construct Corridor in 3 Phases - Contingent upon future funding levels									
Summer 2018 Updated Cost Estimates		\$ 9,000,000							
Euclid to Garland	1	\$ 2,728,000	\$509,227	2018	2019	2018	2019	2020	2021
Spokane River to Euclid	2**	\$ 4,089,000	\$763,280	2018	2019	2019	2020	2021	2022
Garland to BNSF	3**	\$ 2,183,000	\$407,493	2018	2019	2020	2021	2022	2023
*The PE Phase is not officially complete until the RW phase has been certified. This schedule assumes the PE Phase of the entire corridor will reach approximately 90% completion by the end of 2019. 100% completion of the PE phase will be consistent with the ROW certification schedule.									
** The Spokane River to Euclid Phase includes an at-grade crossing with the Union Pacific rail road tracks immediately south of the Barker & Euclid intersection. The timing of this phase will be contingent on the completion of any applicable agreements with Union Pacific. If delays are encountered, the Garland to BNSF phase may be moved forward and completed prior to the Spokane River to Euclid Phase.									

City Request: Align with SRTC,
award \$1.68 million proportionately
across 3 segments.

Original Application:
1 project award

Barker Road Corridor Project

Anticipated Phased Project Funding Status			
Phase	1. Euclid - Garland	2. Spokane River - Euclid	Garland to GSP
PE	100%	100%	100%
ROW	100%	100%	0%
CN	100%	38%	23%
Phase Total	100%	47%	30%

- To date, Spokane Valley has set aside \$1,485,000 to the complete corridor project.
- All PE phases funded by the City at 100% in 2018-2019.
- Segment 1 (Euclid – Garland) is funded by City, FMSIB, CSP, and SRTC.*
 - * City Safety Program (CSP) & SRTC are *DRAFT* awards to be announced Nov/Dec 2018.
- Segment 2 (Spokane River – Euclid) is funded by City, FMSIB, and SRTC.*
 - * *DRAFT* SRTC funds extend partially into Segment 2's CN Phase.
- All CN phases assume FMSIB's proportional distribution of awarded funds.

North Barker Road Implementation

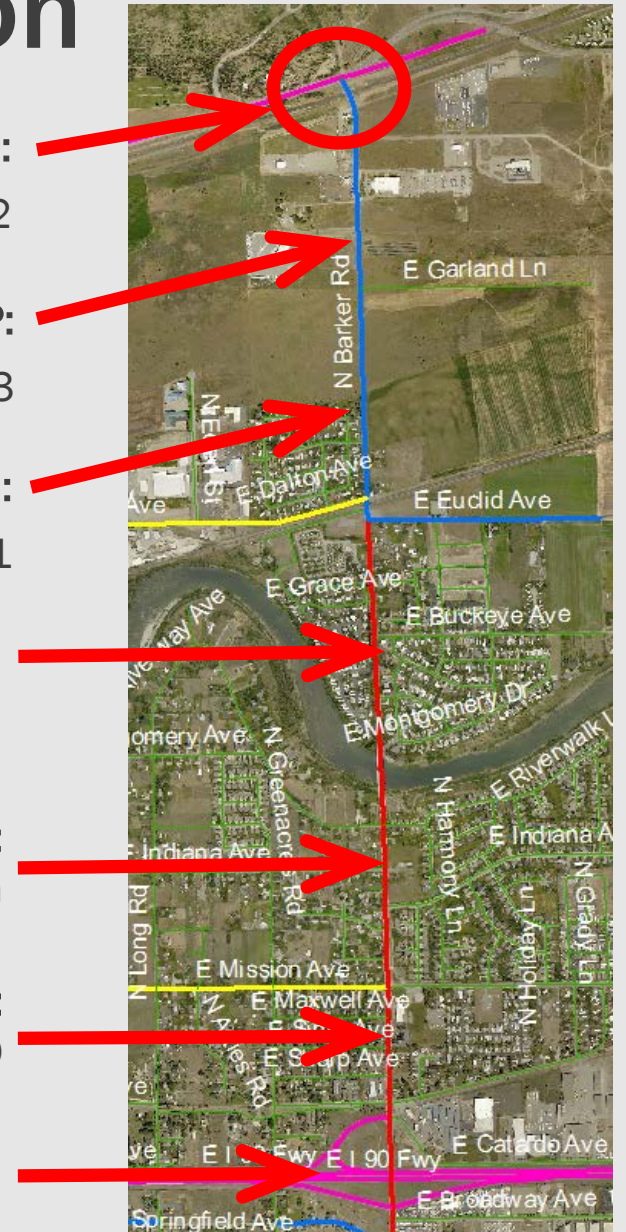
Active Projects

- Corridor – River to BNSF
- Grade Separation at BNSF
- I-90 Interchange

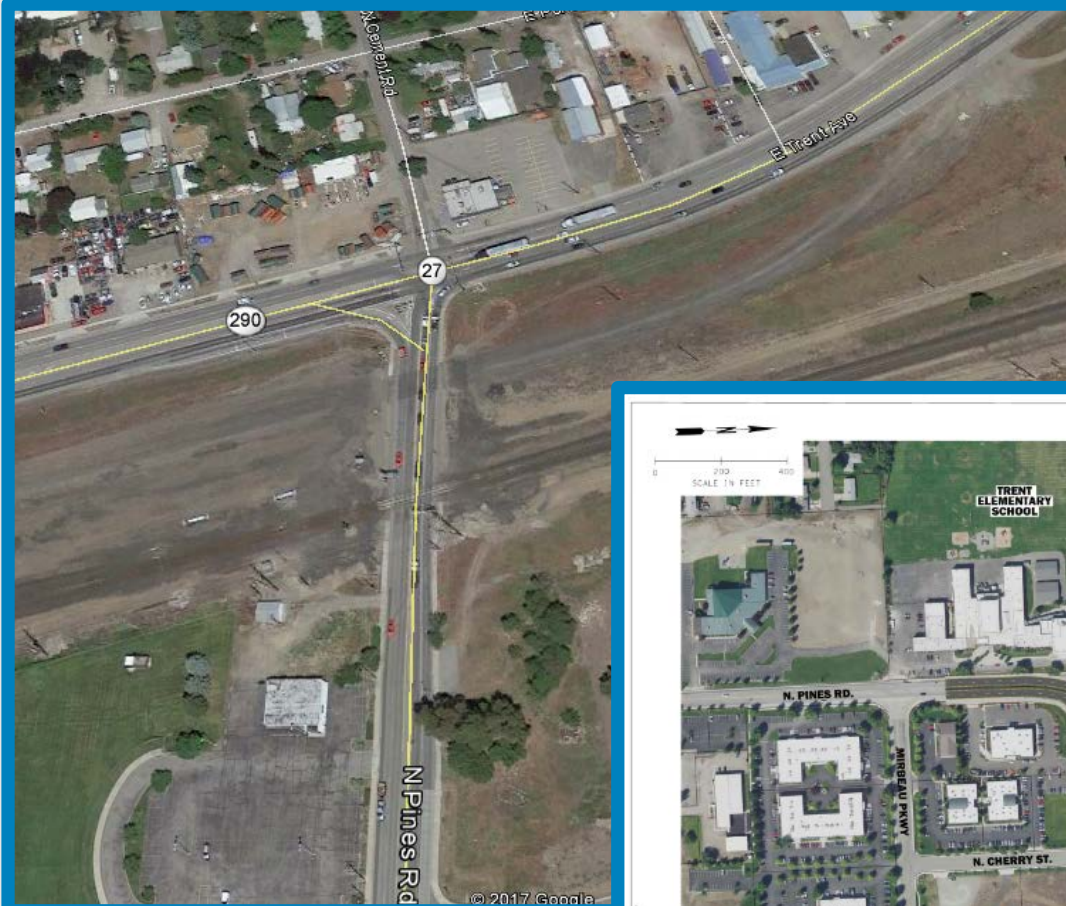
Planned Projects

- I-90 to Mission
- Mission to Spokane River
- Non-freight South Barker improvements

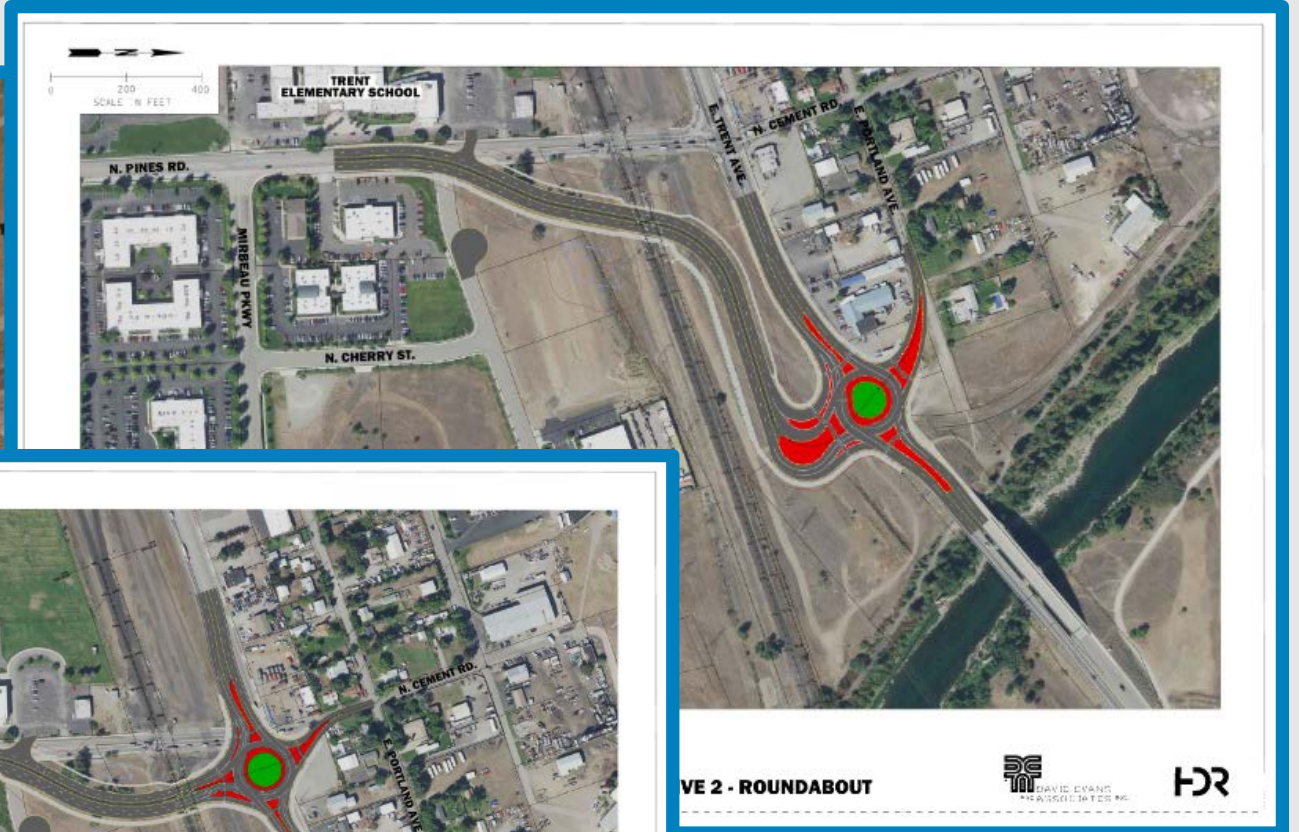
Budgeted	Grade Separation Project (GSP): Planned Completion 12/2022
	Corridor – Garland to GSP: Planned Completion 12/2023
	Corridor – Euclid to Garland: Planned Completion 12/2021
	Corridor – Spokane River to Euclid: Planned Completion 12/2022
Planned	Spokane River to Mission: Maintain existing 3-Lane Section
	Mission to I-90: New 5-Lane Section by Year 2040
	Barker/I-90 Interchange: WSDOT Improvements by 2020



Pines Road/BNSF Grade Separation Project



Existing Conditions



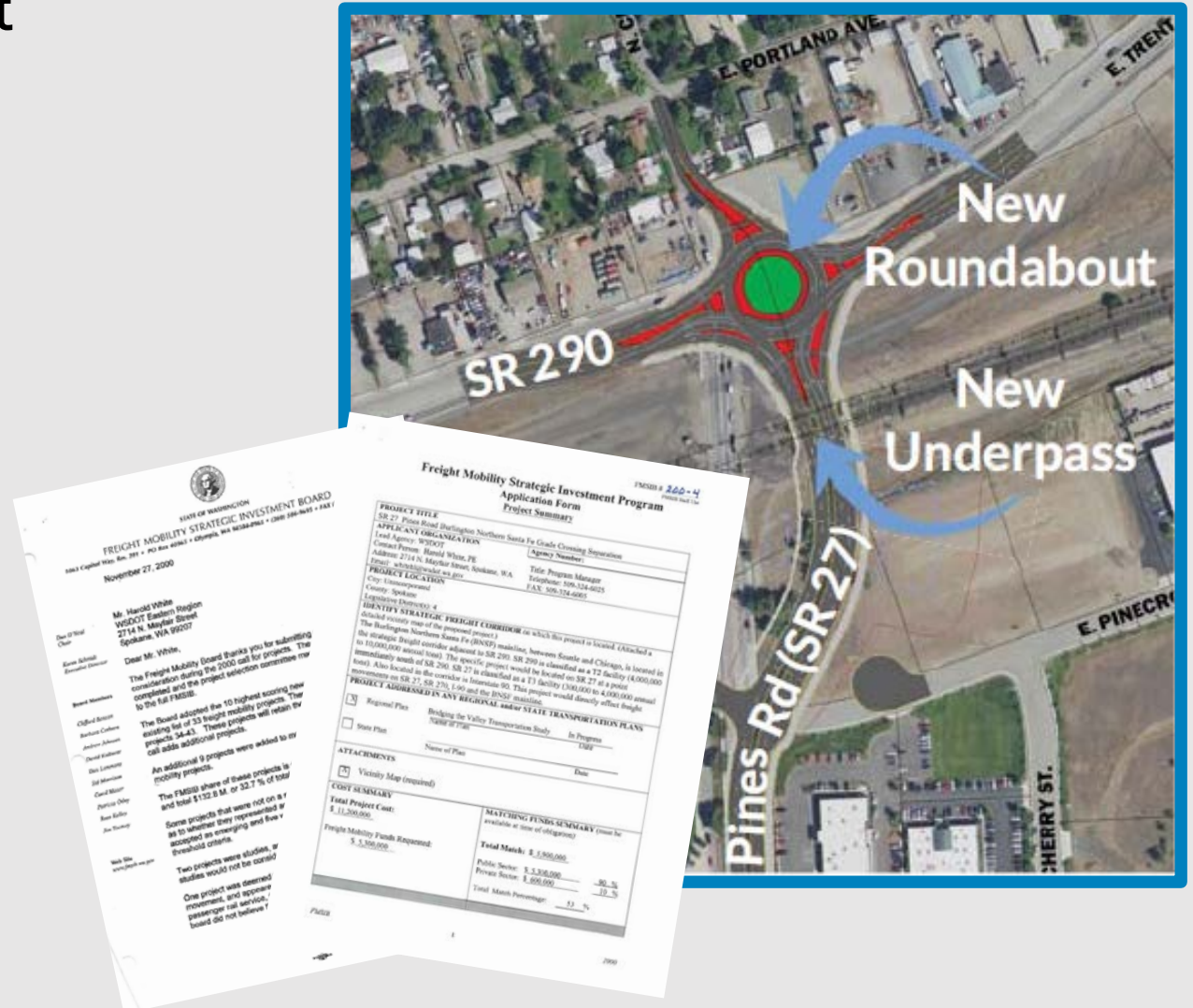
Evaluated Design
Alternatives



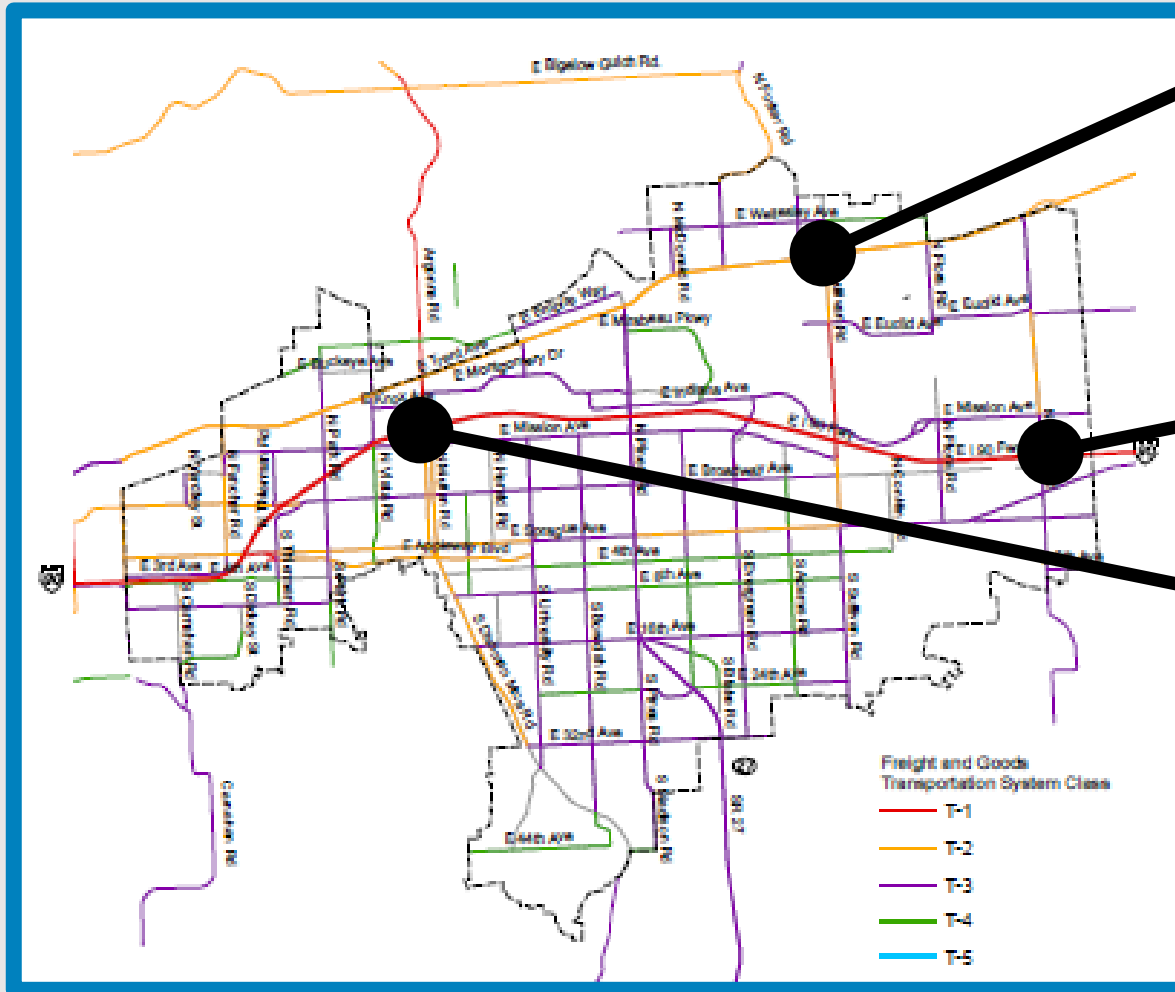
Pines Road/BNSF Grade Separation Project

\$29 Million Estimated Total Project Cost

- Budgeted City Funds: \$3.2 million
 - Expended: \$700,000
 - Available: \$2.5 million
- 2018 FRA CRISI PE Request
 - Request 50% PE Funds (\$1.25 million)
- 2018 SRTC ROW Request
 - \$1.89 million *DRAFT* partial award
- 2000 FMSIB Award (Deferred)
 - \$11.2 million estimate
 - \$5.3 million request
 - \$3.36 million award
 - Project was deferred in 2007, future status pending



Future Freight Needs in Spokane Valley



Sullivan Road Interchange at Hwy 290/BNSF
(45,000 ADT with 17% freight)

Barker Road Bridge over I-90
(16,000 ADT with 9% freight)

2 Projects:

Argonne Rd. Bridge over I-90 (2016 App)
(17,000 ADT 1-way with 10% freight)

Argonne Rd. Concrete Reconstruction (2018 App)
(36,000 ADT with 10% freight)

Thank You!



Questions?

Regional Freight Planning

FMSIB Board of Directors

November 16, 2018

Discussion

Short History

Recent Need

Path Forward

Bridging the
Valley

JTC – Road /
Rail Study
(Phase I)

2002

2012

2017

2018

Inland Pacific
Hub Study

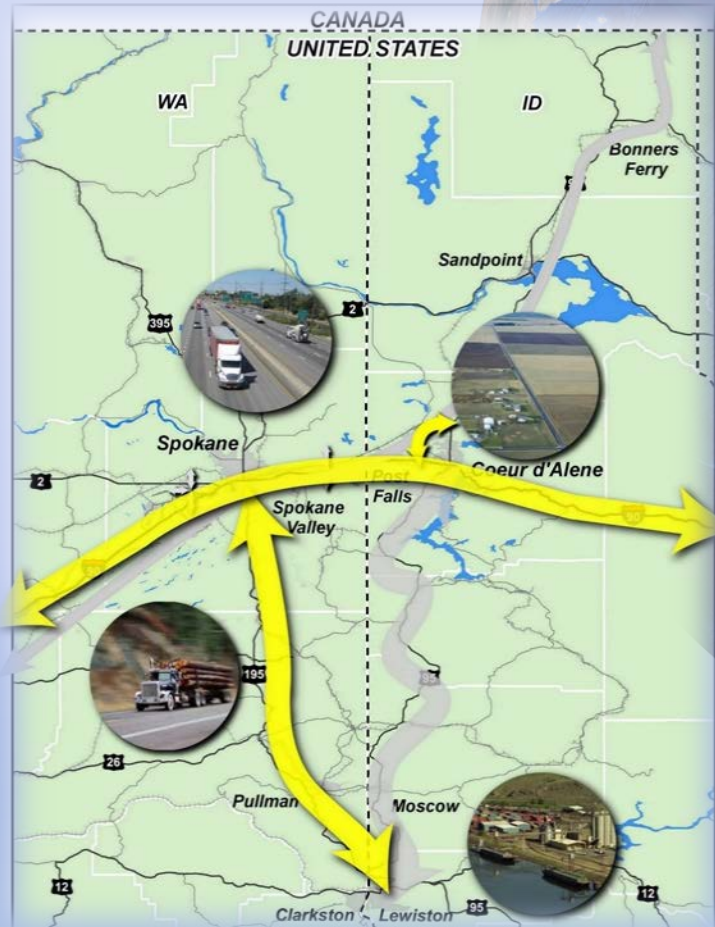
Road / Rail Study
(Phase II)



Bridging the Valley

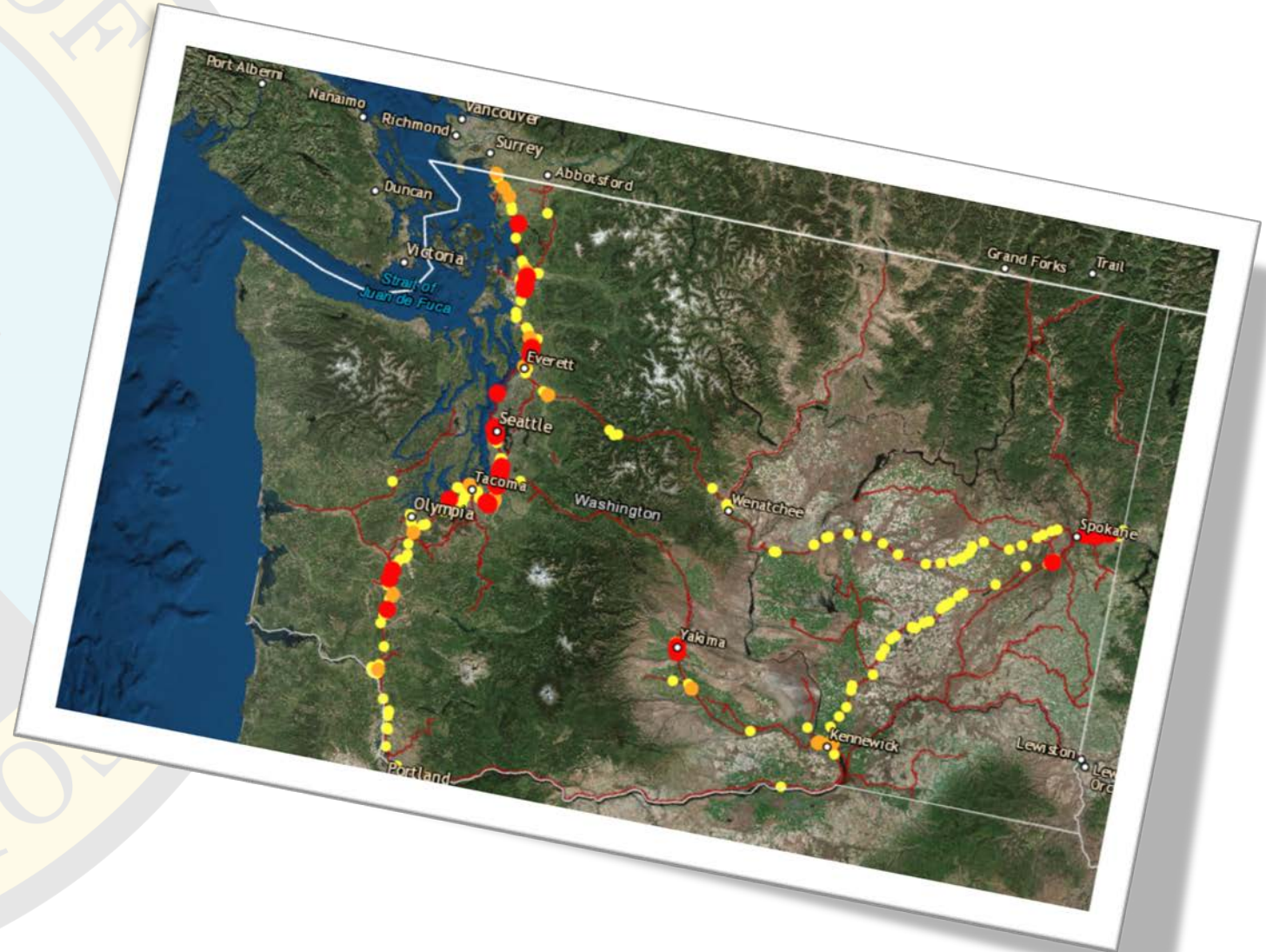
Create a consolidated and entirely grade-separated rail corridor from Napa Street in Spokane, WA to Athol, ID.

Inland Pacific Hub



detailed examination of the region's capacity to enhance its role as a regional hub and become more competitive regionally and globally

JTC Phase I

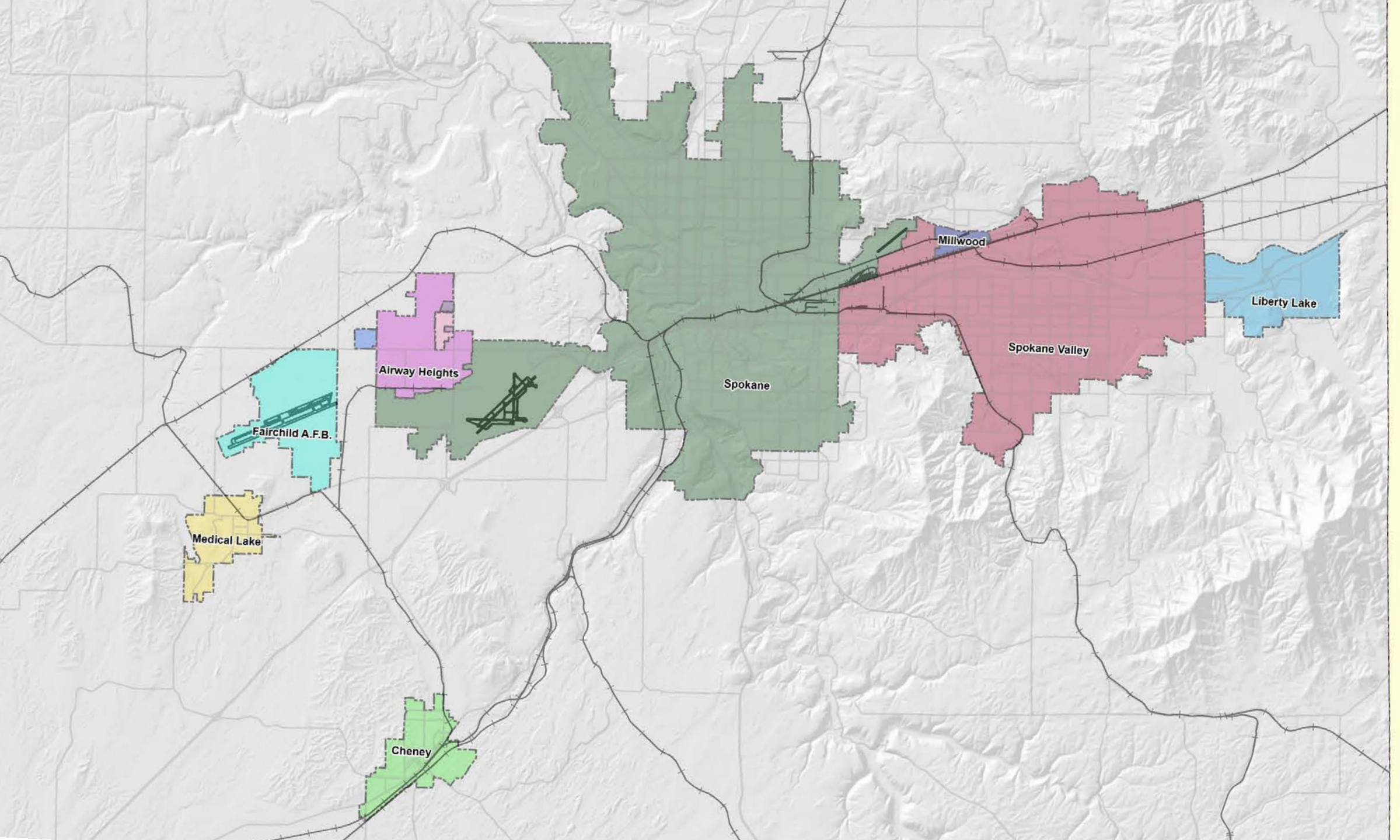


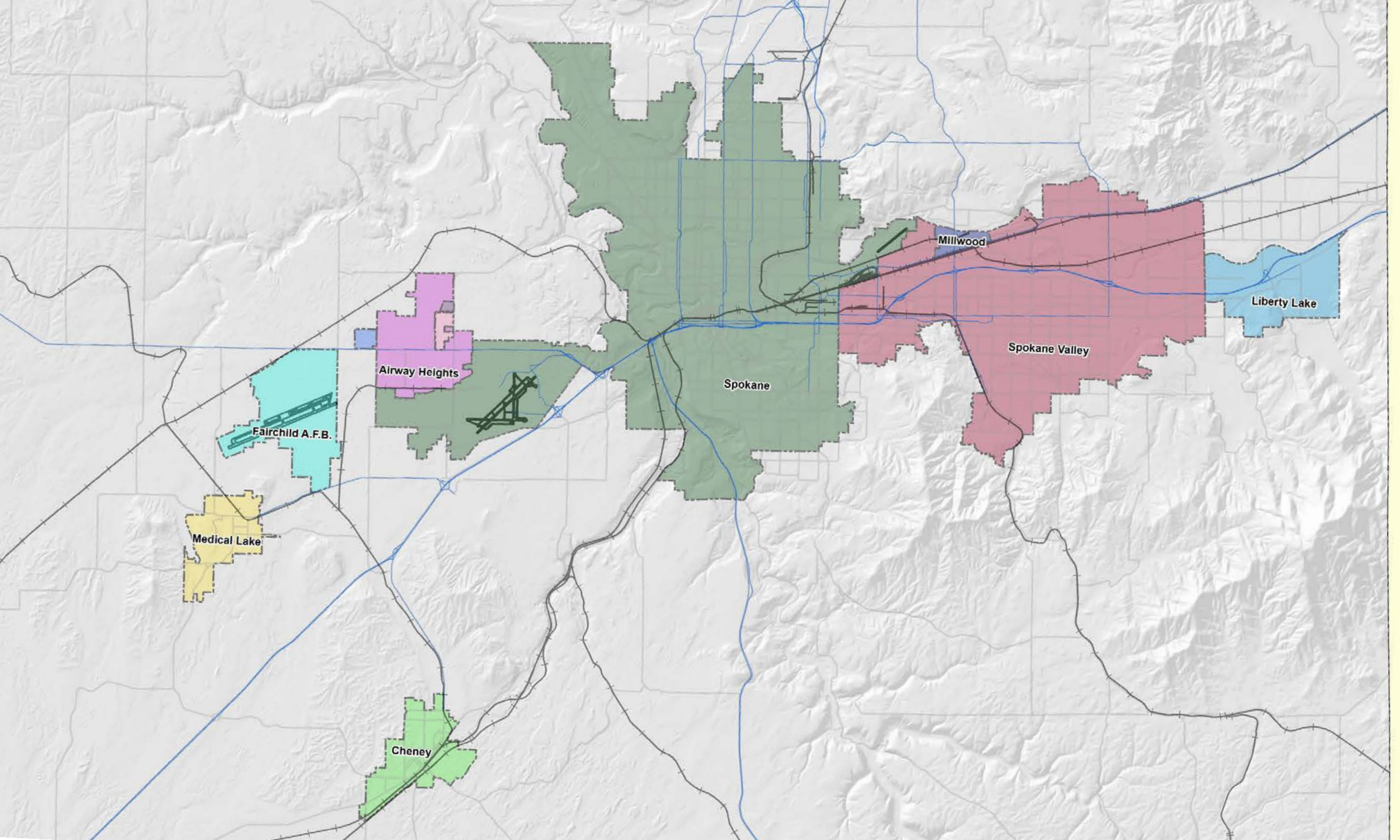
a study to identify prominent road-rail conflicts, recommend a corridor based prioritization process for addressing the impacts of projected increases in rail traffic, and identify areas of state public policy interest...

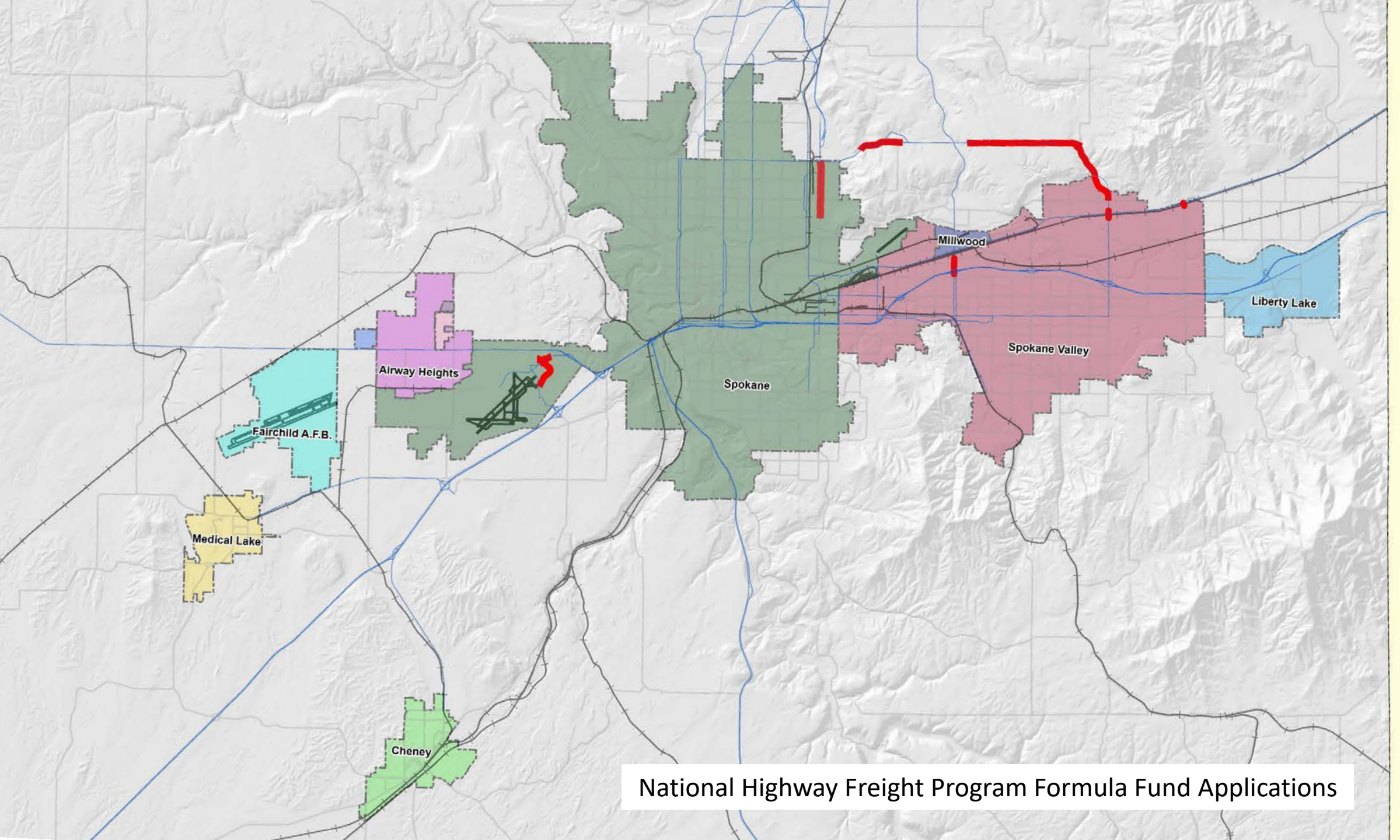
Tier	Project	Phase I Rank	Phase II Rank	Anticipated Closure (Rank)
I	Barker Road	36	N/A	Flora Road (54)
I	Pines Road	12	1	University Road (103)
II	Park Road	13, 42	8	Vista Road (48, 65)
III	Cheney Crossings Study	22, 64, 82	1	Further Analysis Required
III	Argonne Road	30	4	N/A
III	Pines Road at I-90	38	6	N/A
III	Mission Avenue	46	7	N/A
III	Harvard Road	55	10	Further Analysis Required



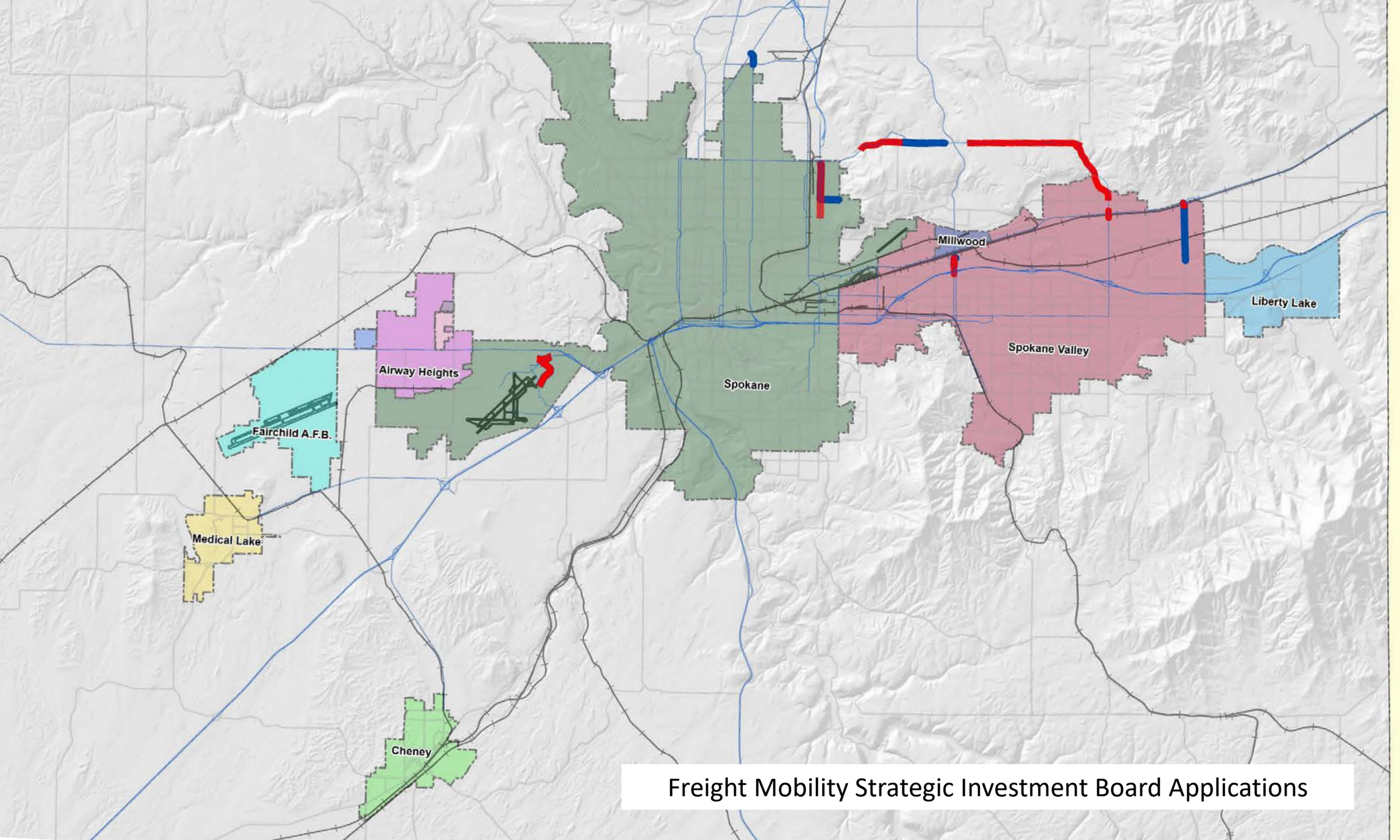
Road/Rail Conflict Study - Phase II

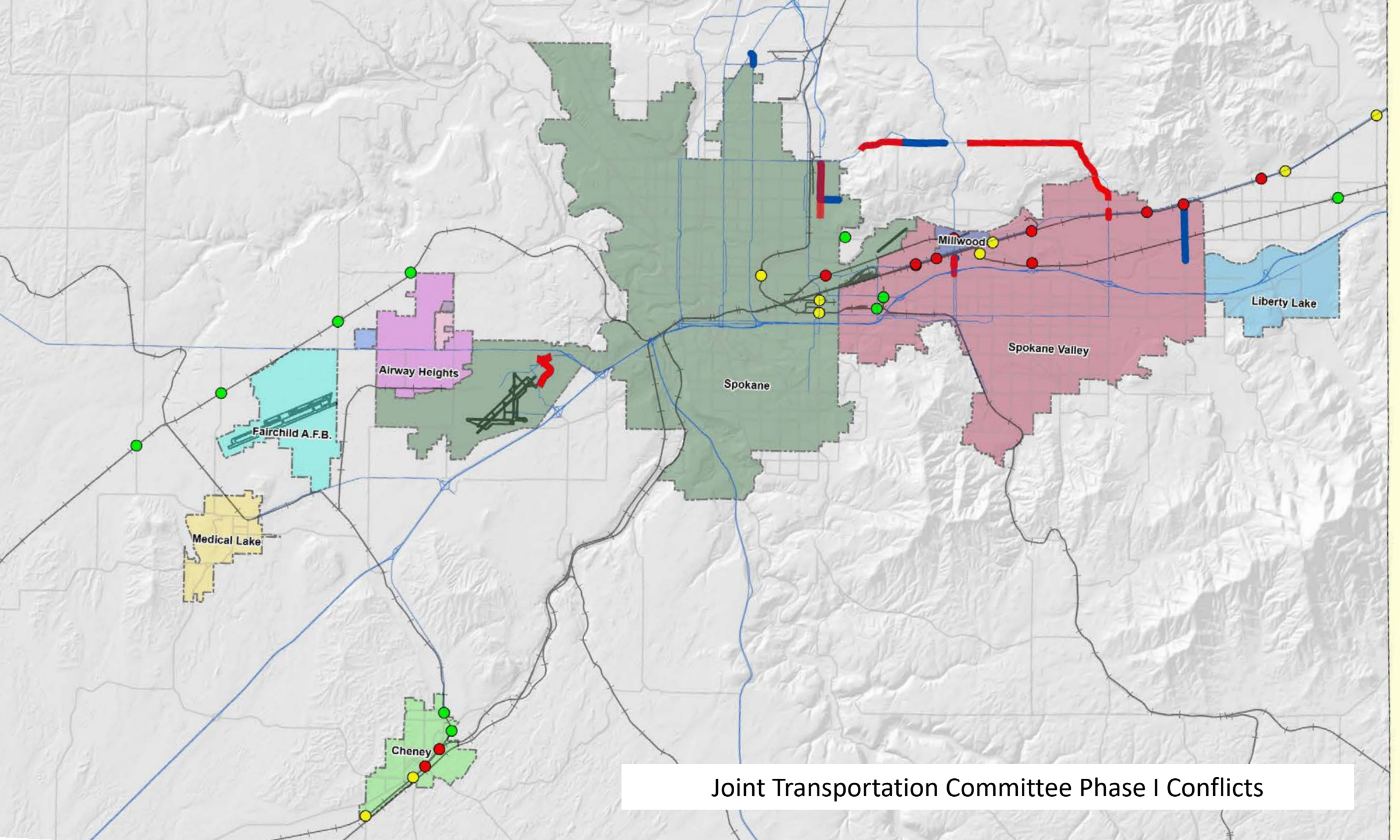




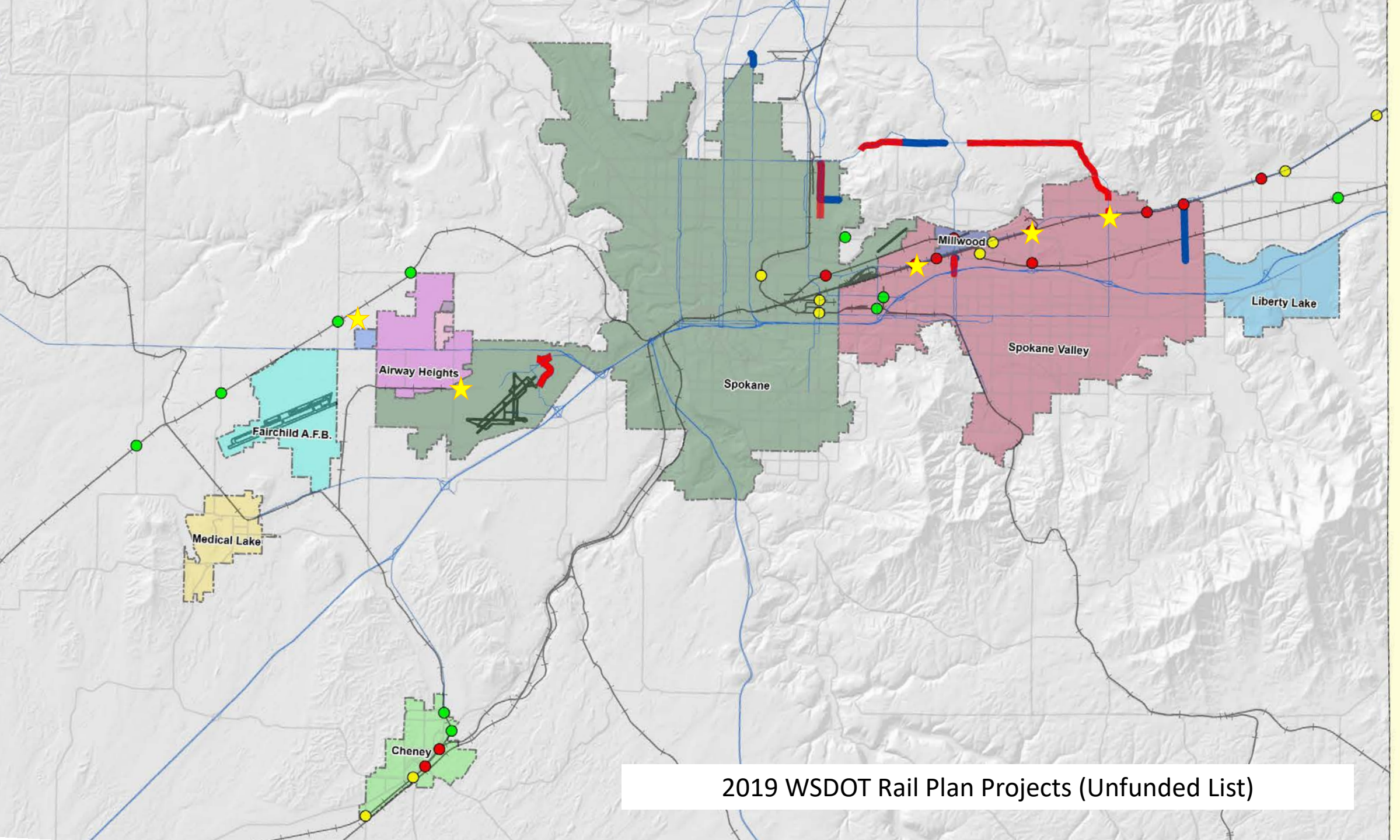


National Highway Freight Program Formula Fund Applications





Joint Transportation Committee Phase I Conflicts

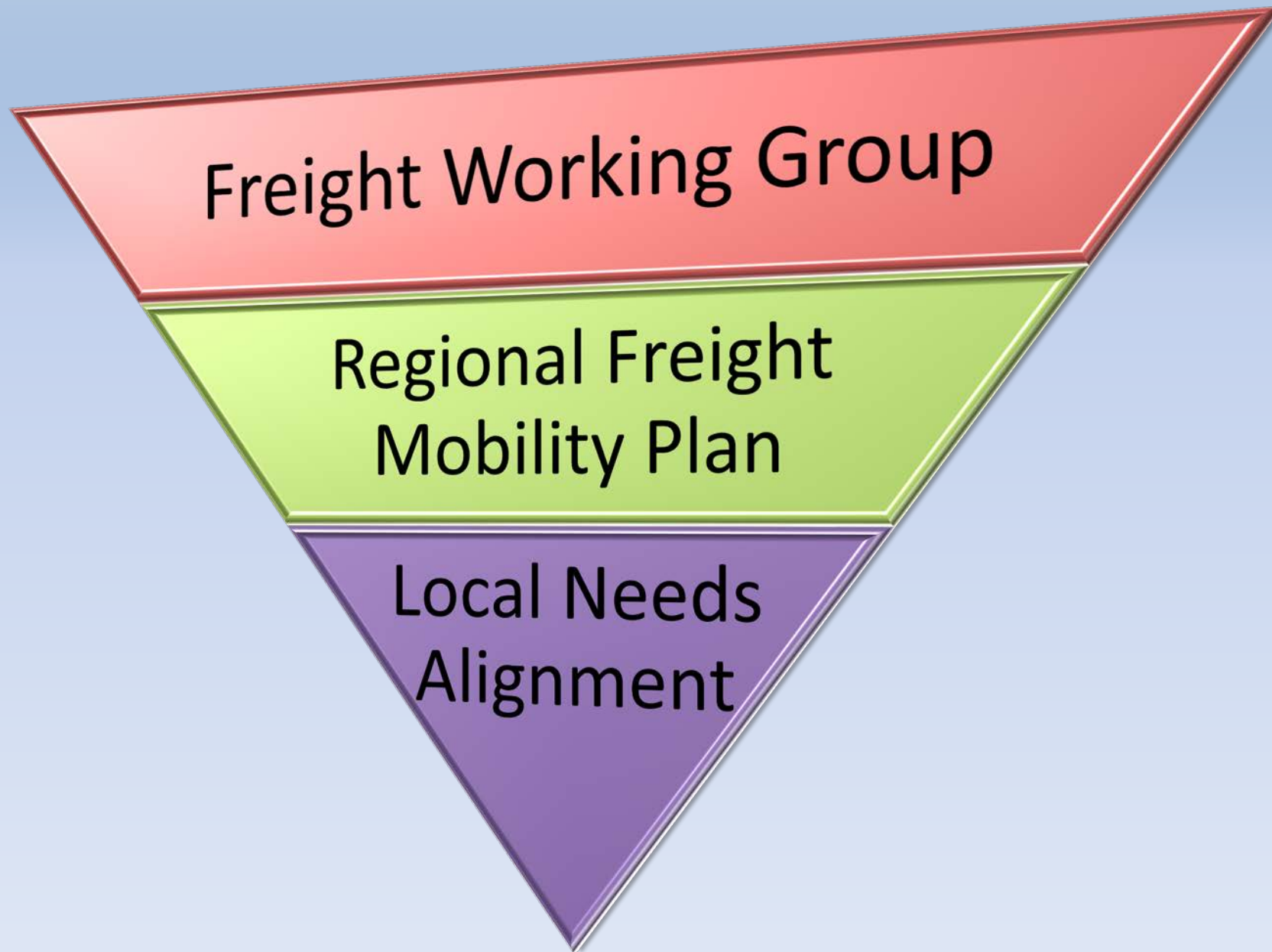


2019 WSDOT Rail Plan Projects (Unfunded List)

Regional Successes







Plan Goals

- Develop Freight Data Program
- Develop Performance-Based Process for Implementing and Funding Investments in the Freight System
- Strengthen Freight-Specific Measures in Project Prioritization Procedures
- Develop Freight Specific Prioritized Project List and Identified Potential Funding Sources

Questions?

Mike Ulrich

mulrich@srtc.org

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

September 21, 2018
Walla Walla, WA

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

Board members not present: Secretary Roger Millar

WELCOME

Chair Dan Gatchet opened the meeting with welcoming comments and asked Board members to introduce themselves.

GUEST PRESENTATIONS

Port of Walla Walla Executive Director Patrick Reay gave a presentation to the Board on the port background, history, properties, legislative priorities, and current projects.

City of Kent Public Works Director Tim LaPorte gave a presentation to the Board on prior FMSIB projects and an update on the following two current FMSIB projects:

S. 228th Street Grade Separation- FMSIB has \$3.25 million in federal funds dedicated to this project. These federal funds must be spent by June 30, 2019, or the city will not be reimbursed. Mr. LaPorte confirmed that the city is able to spend \$3.25 million (and request reimbursement) by the June 30, 2019 deadline.

S. 212th Street BNSF Grade Separation- FMSIB awarded this project in 2004 and deferred it in 2014. This is a vital project even though the city currently does not have money to dedicate towards completion and FMSIB is still the only committed money. Mr. LaPorte pointed out that S. 212 is ranked 11th on the recent Road-Rail Conflicts Study Phase 2 project list and the city is requesting the project remain on FMSIB's project list.

MINUTES

Chair Dan Gatchet entertained a motion to adopt the June 1, 2018, minutes as presented. Mr. Trulove so moved to adopt the minutes and Mr. Swannack seconded the motion.

MOTION CARRIED

Chair Dan Gatchet entertained a motion to adopt the July 24, 2018, special meeting minutes as presented. Mr. Trulove so moved to adopt the minutes and Mr. Watters seconded the motion.

MOTION CARRIED

FMSIB BUDGETS (2017-19)

The *Operating Budget* is operating at about 90 percent forecast. The largest underrun through the end of August is the “Other Goods and Services.” This is mostly due to the Board’s decision not to travel to Washington, DC. Director Ziegler also pointed out that the total cost of the Road-Rail Conflicts Study Phase 2 will run about \$5,000 under the allotted \$60,000. Any remaining balance will go back into the fund from which it was appropriated.

The *Capital Budget* is about 10 percent expended and there are no significant changes since the last report to the Board in June 2018. Director Ziegler explained that although there appears to be a lag in expenditures, it does not mean projects are not progressing or spending money: it is also because they have not yet submitted their reimbursement requests. There will be a large number of reimbursement requests by the end of the 2017-19 Biennium.

The *2018 Call for Projects* awarded a total of \$23,450,000, which leaves about \$3.5 million forecasted to be available in the next biennium. The Board has the option to do another Call for Projects next spring or to wait for a Call for Projects in 2020. The Board might also award money to cost increase requests from existing projects or to potential projects that are requesting to be reconsidered for award money. Mr. Swannack recalled the Board discussion in June to indicate a lack of interest in conducting a “mini” Call for Projects. Mr. Hellman asked if there is a risk of the funds being swept if the balance is carried to the next Biennium. Mr. Hansen stated that it could happen but would not be likely. Director Ziegler pointed out that based on the Board’s recent grant awards, FMSIB has reduced the approximately \$60 million in uncommitted money over this biennium and next to approximately \$3.5 million.

FMSIB STAFF TRANSITION PLAN

Director Ziegler reviewed his briefing paper on FMSIB’s need for an overlap in service in the event of a planned or unplanned departure of FMSIB staff. Some options are to do nothing, request salary and benefit funds in an Operating Budget Decision Package for approximately three months of overlapping employment for the Director and replacement, submit supplemental budget requests, use FMSIB’s historical underruns in budget to cover overlapping employment costs, or utilize OFM’s Small Agency Contingency Funds for vacation and sick leave cash-outs (must be repaid). Since the 2019-21 Budget Proposal was due on September 12, Director Ziegler did budget for three months of overlapping employment for the Director and replacement (about \$39,000) and the vacation and sick leave cash-out (about \$20,000). Chair Gatchet emphasized this is not a request for an additional FTE.

No action requested by staff.

FMSIB BUDGET PROPOSAL (2019-21)

Director Ziegler gave a brief summary of *FMSIB’s 2019-21 Budget Proposal* that was submitted to the Governor on September 12, 2018. Hard copies are available upon request.

DIRECTOR’S REPORT

Road-Rail Conflicts Study – Phase 2 Update

This report was transmitted to the Legislature and OFM on August 30. 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 September 25.

FMSIB Member Appointments

The Governor's Office continues to pursue appointments for one vacant position (Counties) and two replacement positions (Ports, Cities). Tom Trulove and John Creighton have graciously agreed to attend and fulfill those duties until new appointments are in place. FMSIB staff continue to have weekly conference calls with the Governor's Office to receive updates on progress.

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 Kjris Lund for a one-year contract with five, one-year extensions (at FMSIB's discretion). Ms. Lund and Director Ziegler have been conducting Board member interviews and these should conclude by the end of September. A draft report should be available for review at the November Board meeting in Spokane.

Mr. Swannack requested FMSIB staff to confirm if the Board had delegated any authority to the Director to execute contracts on behalf of the Board. The Director agreed to research the question and provide a response to the Board (Note: This was provided to the Board in a Sept. 24 email from the Director).

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.

Performance Assessment

FMSIB has not assessed the performance of the agency nor the Director. At the request of the Board Chair, the Director developed a brief assessment tool to be applied to both the agency and the Director. The Director 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 were presented to the full Board in Executive Session later in the meeting.

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.

BOARD MEMBER REPORTS

Mr. Swannack attended a meeting with WSDOT and several stakeholders to discuss problems that agricultural equipment transporters have been having navigating roundabouts.

EXISTING PROJECTS UPDATES (CITY OF FIFE)

In April of 2018, the City of Fife requested the Board to consider funding a \$500,000 cost increase request for the Port of Tacoma Road Interchange Phase. This request was based on higher than expected bids. On July 23, 2018, the city then requested FMSIB to consider shifting Phase 1 funds in to Phase 2 since PSRC had requested the city to accelerate Phase 1 funding. On July 31, Fife withdrew their request for a cost overrun. The Director provided a detailed briefing report to the Board on the timelines for these events.

FMSIB POLICY ON COST OVERRUNS

At the June 1 Board meeting, the Board requested the Director to create a draft cost overrun policy and to review this proposed policy with FMSIB's Assistant Attorney General (AAG). The Director reviewed a possible cost overrun policy with the AAG and 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 also noted that any policy is not enforceable anyway, it is just guidance (The Administrative Procedures Act, RCW 34.05, governs creation of policies). She also suggested the Board review the current grant agreement language to see if it needs to be revised to allow cost increases.

FMSIB staff recommended to not write a FMSIB cost increase policy but to allow lead agencies to request cost increases and consider each one on their merits. When considering the merits of a cost increase request, FMSIB staff recommended that the Board 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?

Mr. Swannack moved to accept FMSIB staff's above recommendations for cost overruns. Mr. Barnes seconded the motion. Mr. Hulcey recused.

MOTION CARRIED

ROAD-RAIL CONFLICTS STUDY ADOPTION-RECONSIDERATION

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 the Pines Road project, which was listed in the report as a Tier 1 with an annotation that this project is to be moved to Tier 2 in the next update. The error was corrected by removing the annotation in the printed final report and was transmitted to the Legislature and OFM on August 30. The minutes from the July 24 read as follows:

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

Mr. Swannack noted that he believes it was the Board's intention to move the project to Tier 2 based on Mr. Ewer's comments that the project should be a Tier 2. The Director reminded the Board that in all other cases, the MPO/RTPO determined whether a project was a Tier 1 or Tier 2, that this determination was generally accepted as factual, and that to change Pines Road would be a deviation from the process followed for all other projects.

FMSIB staff suggested the Board consider 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.”

Mr. Swannack moved to reconsider the July 24 approval of the Road-Rail Conflicts Study Phase 2. Mr. Barnes seconded.

MOTION CARRIED

Mr. Swannack moved to readopt the Road-Rail Conflicts Study Phase 2 in its entirety with the Pines Road project moved from Tier 2 back to Tier 1 as recommended by the MPO/RTPO. Mr. Watters seconded the motion.

MOTION CARRIED

POTENTIAL NEW PROJECTS

On September 14, the FMSIB 2018 Call for Projects Selection Committees reviewed two requests for reconsideration on projects that were not selected in the recent Call.

City of Edmonds-The Director received a request from the City of Edmonds to reconsider the Board’s June 1 decision to not fund the Edmonds Street Waterfront project. The city provided additional analysis on the freight benefits of this project.

Committee Recommendation to the Board: Do not fund this project

Chair Gatchet entertained a motion to accept the Committee recommendation. Mr. Trulove moved to accept the Committee recommendation and Mr. Swannack seconded. Mr. Hellman apposed the motion because the city took an innovation approach to this and above all, it is a safety consideration.

MOTION CARRIED

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

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

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

MOTION CARRIED

FMSIB 20th ANNIVERSARY BRIEFING

The Board discussed several options for celebrating FMSIB's 20th year. Some of those options discussed included making the anniversary more prominent in the 2018 Annual Report, introducing a legislative resolution honoring FMSIB, or sponsoring a TVW program. *The Board requested the Director to take the next steps in speaking with private-sector stakeholders to see if there is an interest in sponsoring a TVW program for FMSIB's 20th Anniversary. The Director will report back to the Board at the November meeting and a decision will be made at that time.*

EXECUTIVE SESSION

The Board conducted Executive Session to review the Administration Committee's recommendations on the first-time performance assessment of FMSIB and the Director. The Director developed this assessment tool to identify performance goals of the agency and the Director and to document an annual assessment process. *The Chair will meet with the Director to discuss the results of the assessment.*

NEXT MEETING

Chair Dan Gatchet entertained a motion to hold the next FMSIB Board meeting on November 16, 2018, in Spokane Valley, WA. Mr. Trulove so moved and Mr. Barnes seconded the motion.

MOTION CARRIED

Chair Dan Gatchet adjourned the meeting at 1:15 p.m.

MEETING ADJOURNED

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 835,000

Expenditure Detail through: October 31, 2018

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru Oct 31, 2018	Actual Expenditures thru Oct 31, 2018	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	528,000	352,000	333,016	18,984
Travel	57,000	38,000	22,866	15,134
Goods & Services	140,000	93,333	57,739	35,594
Personal Service Contracts	110,000	73,333	82,159	-8,826
Total Thru Oct 31, 2018	\$ 835,000	556,667	495,781	60,886
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Oct 31, 2018	Actual Expenditures thru Oct 31, 2018	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	528,000	352,000	333,016	18,984
Total Salary	\$ 528,000	352,000	333,016	18,984
Travel:				
Staff Travel	27,000	18,000	12,432	5,568
Board Travel	30,000	20,000	10,434	9,566
Total Travel	\$ 57,000	38,000	22,866	15,134
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	40,000	26,667	10,256	16,411
WS DES Services	15,000	10,000	7,409	2,591
WS TIB - Office Rent & Utilities	45,000	30,000	23,407	6,593
WS Attorney General	5,000	3,333	290	3,043
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	35,000	23,333	16,378	6,956
Total Goods & Services	\$ 140,000	93,333	57,739	35,594
Personal Service Contracts:				
<i>Consultant Expenses</i>				
Road Rail Study	60,000	40,000	54,784	-14,784
FY18 - 2017 Annual Report (Lund) 20,000				
FY19 - 2018 Annual Report (Lund) 30,000	50,000	33,333	27,375	5,958
Total Personal Service Contracts	\$ 110,000	73,333	82,159	-8,826
Total Thru Oct 31, 2018	\$ 835,000	556,667	495,781	60,886

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FY 2017-19 Capital Funds

	<u>2017-19 Total</u>	<u>Reappropriation</u>	<u>18 Supplemental</u>	<u>19 Supplemental</u>
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

<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>
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	\$ 551,635	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment 4A/5A/6	\$ 6,000,000	\$ -	\$ 6,000,000	\$ 112,945	\$ -
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	\$ 4,979,485	\$ 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	\$ 4,979,485	\$ 36,283,000
<u>Funds Remaining</u>					\$ 45,795,515	

Completed / substantially complete

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

FMSIB 17-19 Capital Program Delivery Risk Assessment - Sorted by Size (Cost in \$1,000)												
					Aligned with 2019-21 Biennial Budget Request							
		NEW Columns			Report Date: 9/21/2018			Report Date: 11/16/2018				
Agency	Project Title	Total Cost	Date Awarded	17 - 19 Planned Expend.	17-19 Phase / Status	Delivery Risk	Forecast	17-19 Phase / Status	Delivery Risk	Forecast		
Seattle	S Lander St Grade Separation	\$ 140,000	2016	8,000	CN / Advertised / Awarded / 12-19 completion		8,000	CN: 12-19 completion (City confirms new project cost = \$100 m. Also, reimbursement to extend into 19-21) Ribbon cutting 10/30/18.		2,857		
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 24,400	2010	5,900	CN/Awarded/Groundbreaking/10-18 completion		4,000			4,000		
Tacoma	SR 99 Puyallup River Bridge	\$ 38,760	2009	5,000	DB / CN Start 6-18 / 4-19 completion		5,000	DB / CN Start 6-18 / 4-19 completion. Opening may delay due to RR agreements and weather. City expects full amount to be expended however.		5,000		
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	\$ 25,000	2004	4,500	CN / Phase 1 complete / Phase 2 completion 9-20		4,500	CN: Phase 1 complete / Phase 2 completion 9-20. FMSIB funds to be expended by 6/30/19.		4,500		
Fife	Port of Tacoma Rd Interchange Phase 2 (64-1)	\$ 35,361	2010	4,333	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds.		4,333	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		2,167		
Fife	Port of Tacoma Rd- Interchange Improvements - Phase 1 (64-1)	\$ 35,361	2010	2,334	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds.		2,334	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		1,167		
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 8,068	2009	3,750	CN / Contract awarded / \$2.5 m planned const.Completion in 2018.		2,500	CN / Contract awarded / Completion delayed to early 2019. 10/30: Port confirmed full award of \$3.75 m will be expended in 17-19.		3,750		
Fife	I-5/54th Avenue E I/C Improvement - Phase 1	\$ 23,700	2016	3,000	Design / CN Start mid-2019 (for Phase 1A)		500	Design / CN Start mid-2018 (for Phase 1A). All expended in 17-19.		500		
Kent	S 212th St BN Grade Separation	\$ 27,000	2004	2,500	Design 30% / CN start mid-2020 / Not fully funded		0	Design 30% / CN start mid-2020 / Not fully funded. Board deferred proeject in 2014, not sure why it was funded in 17-19.		0		
Tukwila	Strander Blvd/SW 27th to West Valley	\$ 38,604	2010	2,400	Design / 90% by 12-18 / Not fully funded		0	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City performing a VE study. Not sure why FMSIB funding authorized in 17-19.		0		
Skagit Co	Burlington Northern Overpass Replacement	\$ 19,200	2016	2,000	CN / 2018 completion		2,000	CN / Nov. 2018 completion		2,000		
Seattle	Duwamish Truck Mobility Improvement	\$ 16,031	2003	1,758	CN / 1-18 substantial completion		1,758	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,557		
Sumner	SR 410 Traffic Ave/E Main	\$ 18,540	2016	1,250	Design / 60% complete / 85% funded. Scheduled delayed to 10/19 Ad date		0	Design / 60% complete / 85% funded. Ad date advanced to Feb. 2019.		0		
Longview	SR 432/SR 411 Intersection Improvements	\$ 3,540	2007	1,200	Design start 6-18 / Not fully funded		0	Design start 6-18 / Not fully funded. Ad date set for June 2019		0		
Lacey	Hogum Bay Road Slip Ramp & Road Improvements	\$ 8,450	2015	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600		
	Planned	462,015		48,525		Forecasted	35,525		Forecasted	28,098		
							73%			58%		

FMSIB Director's Report

November 16, 2018

(Last Report : September 21, 2018)

Road-Rail Conflicts Study – Phase 2 Update

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

The consultant has finished preparing the Executive Summary for this report; Board members will be sharing it with legislators during 2019 “Day on the Hill.” Regarding next steps on this study, the WPPA, AWC, WSAC, and WSDOT met on October 29 to discuss each organization’s respective interests during the upcoming session.

FMSIB Member Appointments

The Governor’s Office has acted on four of the six appointment decisions affecting FMSIB. Two positions have been filled (John McCarthy representing Ports and Ben Wick representing Cities) and two reappointments were completed (Johan Hellman and Leonard Barnes). Two decisions remain (appointment to the vacant Counties position and reappointment for Dan Gatchet). We continue to have weekly conference calls with the Governor’s Office to receive updates on progress. We do not expect a decision on the remaining two issues until after the November 16th meeting.

Project Status Updates

Spokane County - Bigelow Gulch/Forker Road Realignment

FMSIB members attended a ribbon cutting on this project October 30.

City of Seattle – Lander St. Grade Separation

The City adjusted their total project cost (Down from \$140 m to \$100 m) and their reimbursement schedule. This will affect the FMSIB maximum allowed participation (down from \$8 m to \$5.7 m) and FMSIB 2017-19 biennial expenditures (down from a forecasted \$6 m to approx. \$3 m). More details will be provided under the “*FMSIB Budgets (2017-19)*” meeting agenda topic.

FMSIB Annual Report

FMSIB’s annual report is prepared with the assistance of consultants. Kjris Lund and I have completed Board member interviews. FMSIB staff has been collecting, with the assistance of Board members, photographs of freight workers and projects. An initial draft report concept will be presented for review at the November Board meeting.

Potential New FMSIB Project

In the recently completed 2018 Call for Projects, an application by the City of Connell was submitted but didn’t score high enough for Board funding approval. Recently, the City of Connell submitted additional information about their project and requested reconsideration by the Board (This is a little unusual but not outside the realm of consideration for FMSIB). The Project Selection Committee reviewed the request and submitted their recommendation to the

Board in September. At the September meeting, Board members asked for additional information regarding freight volumes on the line and future commitments from shippers.

FMSIB staff have been collecting freight volume information from various sources and will present it to the Board on Nov. 16. In addition, a Connell Interchange Coalition of ports and shippers was formed to support this project and they held a conference call Nov. 6. It appears the Coalition will be assisting the City of Connell (if not taking a lead role) in obtaining grants. More details are provided in the briefing paper titled “*Reconsideration of Connell Project by the FMSIB Board 11-16-18.*”

JTC Air Cargo Study

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

Purpose:

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

Objectives:

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

FMSIB was not identified as stakeholder, and FMSIB staff have not been attending briefings on the study. A few months ago, JTC staff requested FMSIB, WSDOT, and the Dept. of Commerce to provide a joint memo to the JTC regarding the study’s preliminary recommendations. Commerce and WSDOT provided such a memo, and FMSIB staff concurred with those agencies’ assessment of the recommendations. Recently, I became aware of conversations between some large airports discussing mutual interests and concerns with the preliminary JTC recommendations. These concerns are expected to be communicated to the JTC in the form of alternative recommendations. More to come on this issue, if or when that letter is delivered.

Codification Legislation

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

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

The agencies have collaborated on a strategy in the interim. Further work on this topic is awaiting consultation with key Senate leadership on their level of support. The CRAB Director has discussed this with Chair Hobbs and received positive responses. The TIB Director and I are meeting with Senator King on Nov. 14. I am meeting with Sen. Hobbs on Nov. 27.

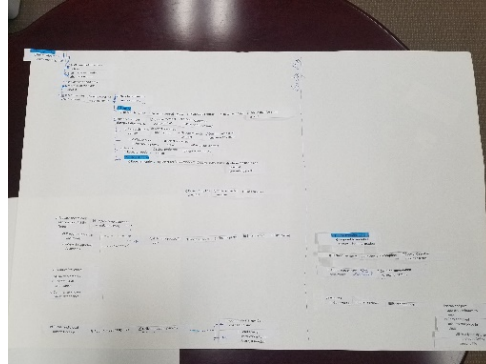
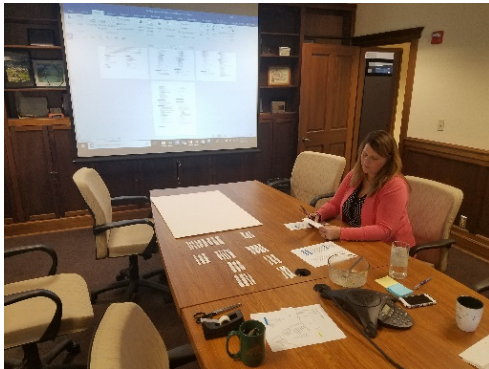
The passage or failure of Initiative 1631 (the “*Washington Carbon Emissions Fee and Revenue Allocation*” initiative) will likely affect legislator positions on the codification issue.

FMSIB Process Improvement Efforts

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

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

Staff have completed a flowchart for items 1 and 2 and have created template schedules to reflect an ideal task delivery process:



We are testing the task tracking for the November meeting and will continue to refine the process over the next few meetings. The other two process improvement efforts are currently in the stage of developing work breakdown structures to guide schedule development.

Meetings and Conferences

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

- On Sept. 25, met with staff from several agencies (WSDOT, TIB, CRAB, and MPO's) at the invitation of WSDOT Local Programs Director Kathleen Davis to explore opportunities for improving delivery of federal funded projects. It was a very productive exchange of information, frustrations, and some new ideas.
- Attended two-day "*Transportation Strategies*" forum in Seattle. Presentations from WSDOT, Sound Transit, KC Metro, the Port of Seattle, the AGC, and Microsoft highlighted the complexities of statewide transportation issues. Senator Steve Hobbs and his staff attended. Also, Representative Judy Clibborn was on the program to reflect on past legislative successes and her thoughts on the future.
- At the invitation of TVW, I attended a town-hall style interview of former Governor Gary Locke. Interviewer was current Governor Chief of Staff and former AP-reporter David Postman.
- Attended Port of Tacoma bus tour which included review and discussion of rail access, truck parking, on-dock activities (both container and break-bulk) and harbor deepening issues.
- Conducted phone briefings with the two newest members of the Board (Port Commissioner John McCarthy and City Councilmember Ben Wick).

- Presented the Road-Rail Conflicts Phase 2 Study recommendations to the Pierce County RAMP group (Regional Access Mobility Partnership), a coalition of Pierce County, the Port of Tacoma, and the Tacoma-Pierce County Chamber. Several attendees interested in seeing the local projects advance.
- Attended Joint Transportation Committee meeting co-incident with the Washington Association of Counties meeting in Tacoma.
- Chair Gatchet and I met with the Washington Trucking Association Executive Board in Tacoma. To the best of our recollection, this is the first time FMSIB and WTA have met.



STATE OF WASHINGTON
DEPARTMENT OF ENTERPRISE SERVICES

1500 Jefferson Street SE, Olympia, WA 98501

January 3, 2018

Brian Ziegler, Executive Director
Freight Mobility Strategic Investment Board
505 East Union Avenue, Suite 350
P.O. Box 40965
Olympia, WA 98504-9065

Subject: Amended 2016 Delegated Authority and Procurement and Contracting Risk
Assessment

Dear Executive Director Ziegler:

On November 22, 2017, the Freight Mobility Strategic Investment Board (FMSIB) received its 2016 Delegated Authority, which updated the previous Delegated Authority that issued on June 24, 2014. It has since been learned that in its most recent session, the State Legislature appropriated \$60,000 for the FMSIB to implement a Road-Rail Conflict Database. Therefore, the 2016 Delegated Authority for the FMSIB is amended as noted below until FMSIB is otherwise notified by DES, or a revised delegation is granted.

- General Commodities - \$50,000 per purchase event
- Services - \$50,000 per projected amount of initial contract term
- Information Technology goods or services - \$50,000 per projected amount of initial contract term.
- Additionally, the delegated authority for IT goods and services related to the Road-Rail Conflict Database is \$60,000 per purchase event.

To assist FMSIB this delegated authority is issued with the following conditions:

1. FMSIB will consult with the DES Enterprise Procurement Policy Group prior to conducting a non-routine procurement. This will allow DES to review the procurement plan and provide any assistance or updated information on procurement strategies, terms, conditions or other emergent issues.
2. FMSIB will coordinate with and obtain approvals, as necessary, with the Office of the Chief Information Officer (OCIO) for IT projects.

Your agency has unlimited authority to procure goods and services if the purchase is made directly from a DES master contract or a master contract from a cooperative purchasing program

approved by DES. If a master contract requires a second tier competition that is to be conducted by your agency, then the thresholds described above apply.

Basis for Delegated Authority Level

Delegated authority is based on FMSIB's procurement needs, and the determination that the overall risk level for FMSIB is Low. Details regarding the procurement risk assessment are included in the attached Summary.

Training is a key component to reducing risk in procurement and contracting activities. FMSIB has confirmed that FMSIB staff with procurement and/or contracting responsibilities completed DES Procurement and Contract Management training. These courses are prerequisites for conducting procurements and managing the resulting contracts for Washington State agencies. Specifically, FMSIB procurements may only be conducted by FMSIB staff who successfully completed the WA State Purchasing and Procurement 101 training, and the resulting contracts may only be signed by FMSIB staff who successfully completed the WA State Contract Management 101 training.

Agency employees responsible for developing, executing, or managing procurements or contracts, or both, are required by statute to complete DES approved training or certification programs, or both. Accordingly, all agency staff with these duties, if they have not already attended the courses, must complete this training before conducting procurement and contracting duties.

Next Procurement Risk Assessment Review

The next review for FMSIB will occur on or about May 29, 2020. For more details regarding the timing of the next assessment, please see the attached Summary.

Process for Notification of Agency Procurement Changes

The procurement authority contained in this letter is based upon the information provided by your agency in the agency submitted Risk Assessment Tool Response and any subsequent interaction with agency staff. In the event there is substantive change in the information provided (such as agency mission, structure or major initiatives) that would impact procurement activities, including a change to key staffing, the agency must advise DES in writing as soon as practicable, but no later than thirty (30) business days from the effective date of the change.

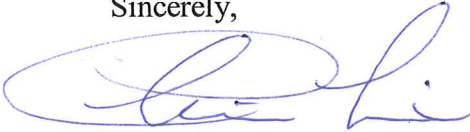
Your agency has five (5) business days upon receipt of this letter to notify DES if you disagree with the findings and/or level of delegation. A meeting will be scheduled to discuss your specific agency concerns.

If you have questions or concerns, please contact Farrell Presnell, Assistant Director of Contracts, Procurement, and Risk Management, by email, Farrell.Presnell@des.wa.gov or

Brian Ziegler
January 3, 2018
Page 3

telephone, (360) 407-8820 or Drew Zavatsky, Procurement Risk Assessment Administrator, by email, Drew.Zavatsky@des.wa.gov or telephone, (360) 407-7915.

Sincerely,



Chris Liu
Director

cc: Lynn Noah, Financial Analyst, Freight Mobility Strategic Investment Board
Farrell Presnell, Assistant Director, Department of Enterprise Services
Drew Zavatsky, Risk Assessment Administrator, Department of Enterprise Services

Attachments: Amended FMSIB 2016 Risk Assessment Rating, Amended 2016 Delegated Authority and Procurement and Contracting Risk Assessment Summary

Connell Rail Interchange



On-Track
For Growth!

EASTERN
WASHINGTON'S
HARVESTLAND



Connell Rail Interchange Project

FMSIB Presentation
May 15, 2018

Project Overview

The Need:

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



Primary Project Goal:

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





Pacific Coast Canola, Warden, WA

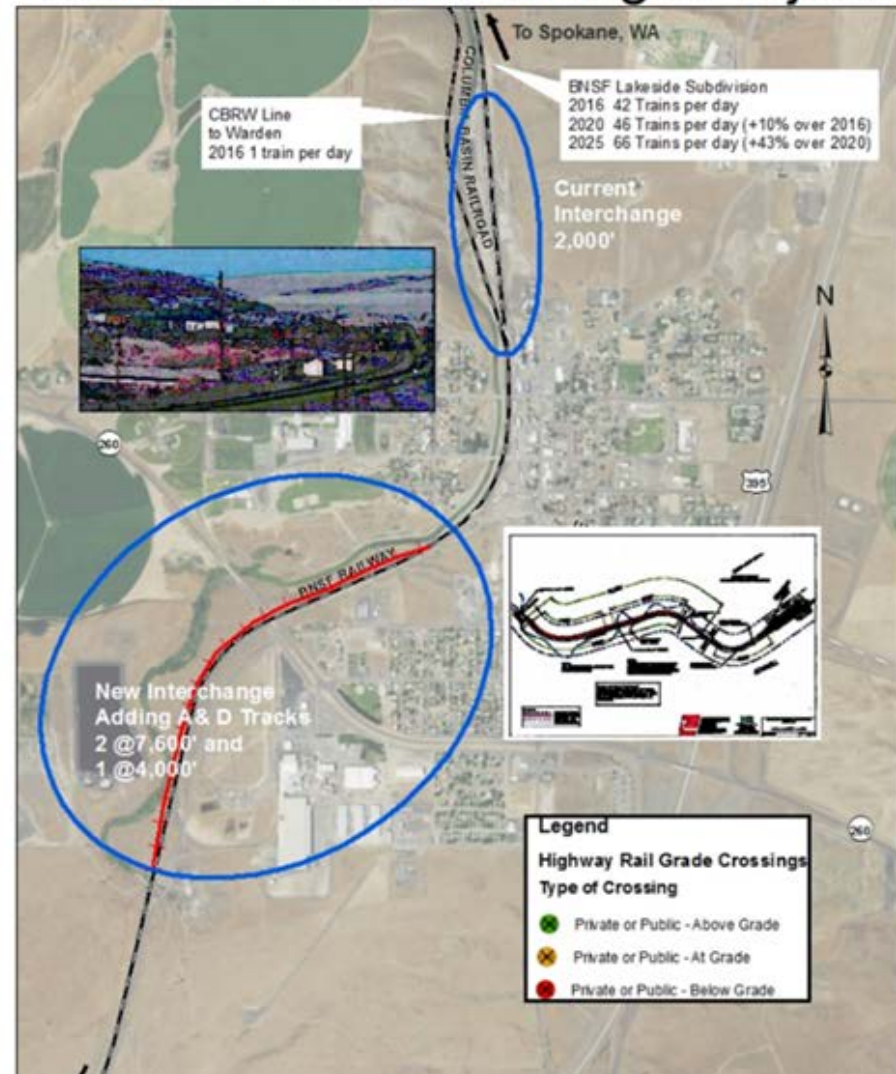
- \$100 M Facility
Opened 2013
- Designed to handle
canola only
- Produces canola oil
and meal
- Oil is food-grade and
can produce
biodiesel if market
dictates
- Processes 1,100 MT
per day
- Meal sold into dairy
and other feed
markets

Project relocates Rail Interchange Yard 1 mile south

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

Improving Freight movement on both rail and road

Connell Rail Interchange Project





Freight Benefit #1

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



Freight Benefit #2

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

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

Freight Benefit #3

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

Freight Benefit #4

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

Freight related Benefits Monetized in BCA

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

Project Funding (Original HDR estimates)

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

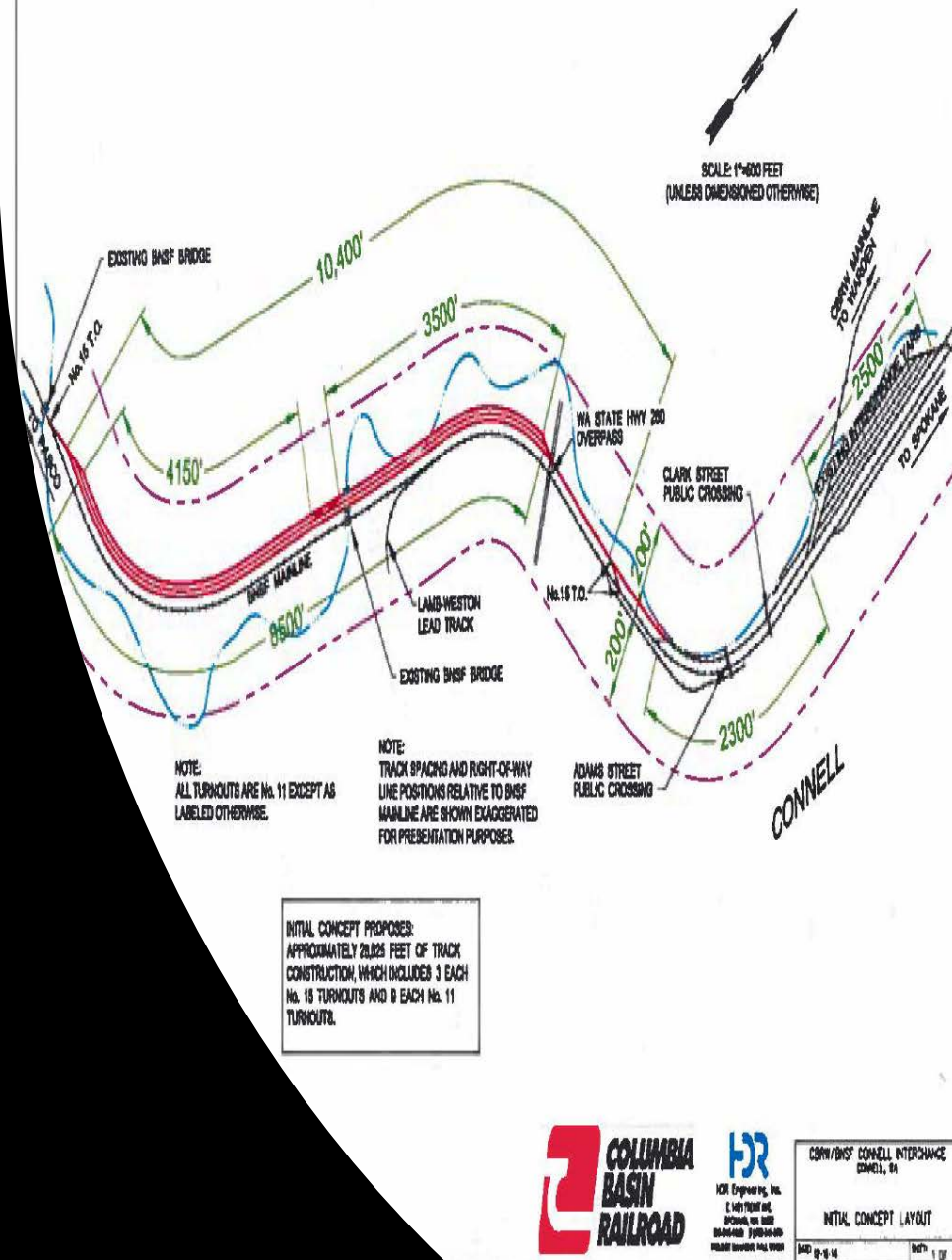
Current Status

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



Next Steps

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



No Non-Freight Related Scope or Budget

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





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Questions

TrainWatcher

City of Connell



EASTERN
WASHINGTON'S
HARVESTLAND

Maria Peña, City Administrator

104 E. Adams, P.O. Box 1200 ♦ Connell WA 99326 ♦ www.cityofconnell.com
(509) 234-2701 ext 1234 ♦ Fax: (509) 234-2704 ♦ mpena@connellwa.org

August 28, 2018

Freight Mobility Strategic Investment Board
PO Box 40965
Olympia, WA 98504-0965

Dear FMSIB,

Thank you for the opportunity to interview with you in regards to the City of Connell's Rail Interchange Project back in May. The City had requested \$4,000,000 for this project and would now like to respectfully submit a request for a reduced amount of \$2,000,000 for your consideration.

As an update to the Project, the Connell Interchange Coalition met on July 13, 2018 and reviewed the 60 percent design and cost estimates prepared by BNSF for the Project. Based upon that presentation, a group of the Coalition members led by the Port of Moses Lake joined together to help the City prepare and submit an application under the USDOT Build program for \$16.6 million. We currently also working on a CRISI FY18 application to submit in September.

The City was impressed by the large turnout at the Connell Interchange Coalition meeting on July 13 and the stakeholders' willingness to help in the preparation of two federal grant applications. That meeting included Burlington Northern Santa Fe Railway, Columbia Basin Railroad Company, Port of Moses Lake, Port of Warden, Port of Royal Slope, Port of Pasco, the Adams County EDC, the Grant County EDC, Senator Judy Warnick, Representative Mary Dye, and County Commissioners from Adams, Grant and Franklin Counties. Also participating by phone was the Washington Public Ports Association, the Washington State Department of Transportation and the Freight Mobility Strategic Investment Board.

Thanks again for your consideration of the City's Connell Rail Interchange Project.

Respectfully,

Maria T. Pena, City Administrator

Briefing to the FMSIB Project Selection Committees

Reconsideration of City of Connell Rail Interchange Project

9/4/18

Updated 11/16/18 for Board Consideration

Purpose

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

Project Background (see Vicinity Map attached)

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

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

Reconsideration Factors

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

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

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

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

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

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

Recommendation Options

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

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

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

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

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

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

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

MOTION CARRIED"

Post Board Meeting Staff Research

10/2 Jeff Bishop Conversation:

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

Freight Figures from the Port of Moses Lake TIGER Grant:

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

Nov. 6th Connell Coalition Conference Call:

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

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

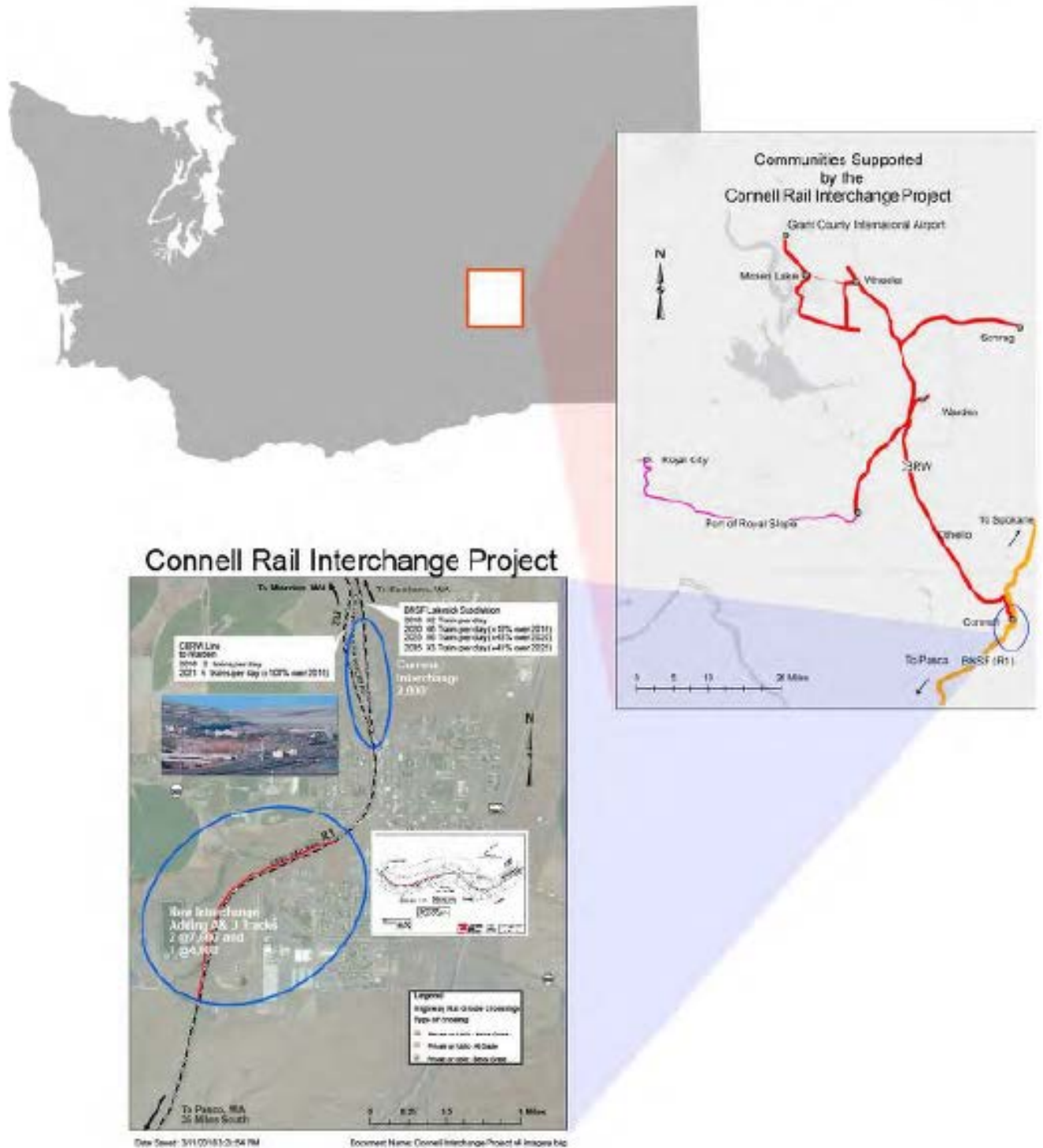
There was some discussion about who should be the project lead. Connell said they want to be involved but they are going to need help. For the City, it is more a safety project than an economic development project. The Port of Moses Lake has expressed interest in helping.

I heard the group say that the eventual owner of the improved assets would be BNSF. This could be problematic for FMSIB participation, as FMSIB projects need a state or local government sponsor.

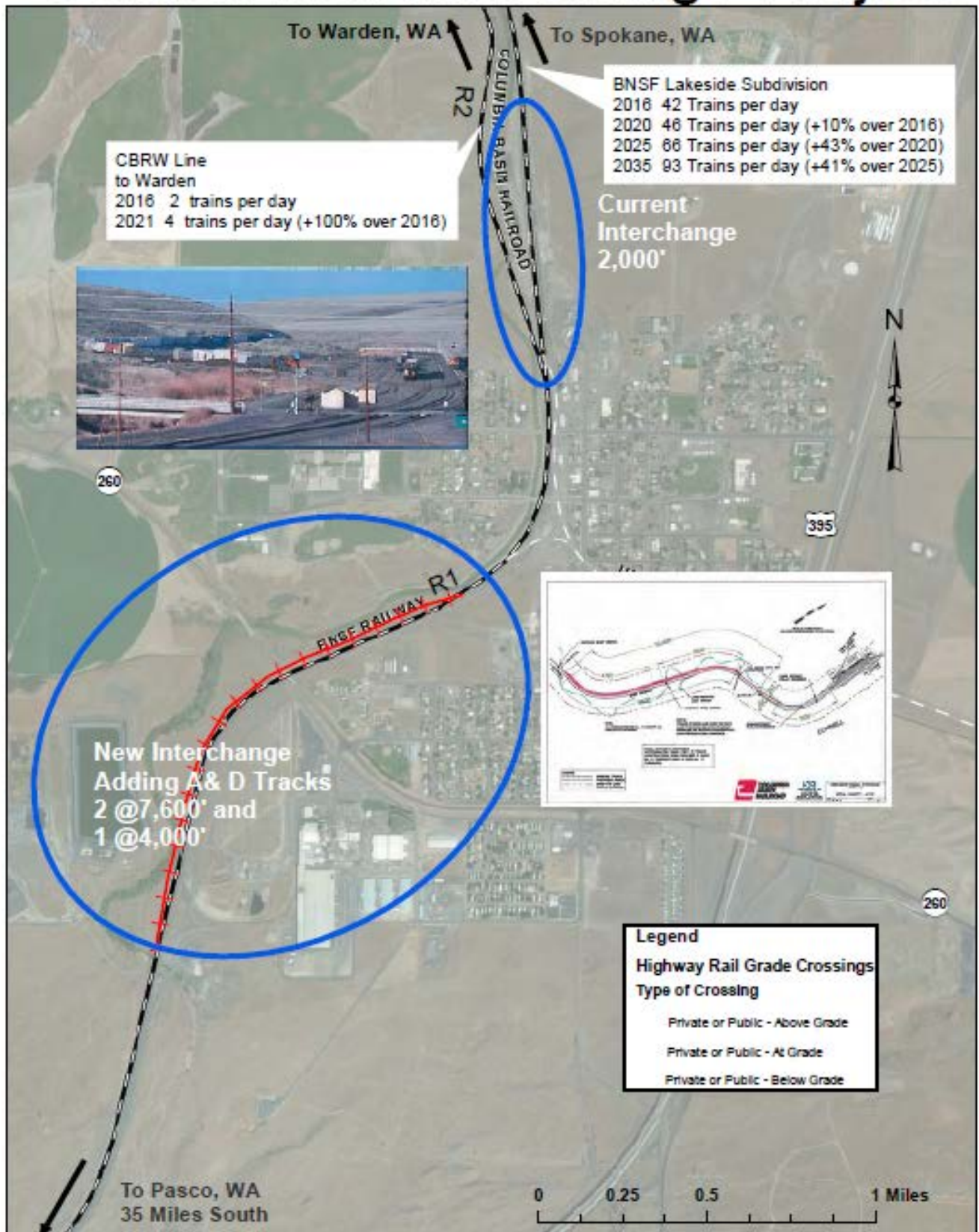
There was some discussion about the benefits of this project to BNSF operations. Randy Hayden with the Port of Pasco stated that there is plenty of capacity in the Pasco yard so removing these trains from Pasco does not provide any benefits to the yard. A representative of BNSF (a Ms. C. Rutherford)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

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

Location Map for Connell Rail Interchange Project



Connell Rail Interchange Project



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FMSIB Projects Completed in 2018

Note: The following projects are complete. Board action to acknowledge completion is appropriate so the website can be updated.

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

**FMSIB DEFERRED PROJECTS
(2018)**

Project #	Sponsor	Project Name	Award Year	Deferred Year	Deferred + 6 Years	Eligible for Removal RCW 47.06A.050 (Y/N)	Notified	Reason for Removal RCW 47.06A.050*	Board Action	Sponsor support removal	Comments
Project I	Pierce Co./Pacific	8 th Street East/UP Crossing	2000	2006	2012	Y	NA	NA		NA	Now a City of Sumner Project (#101). Awarded funding in 2018 Call for Projects
Project D	DOT Spokane-transferred to Spokane Valley	Pines Rd BNSF Grade Crossing	2000	2007	2013	Y	Y	(i)		N	City will brief the Board 11/16/18.
Project 57 (Ph 2)	Woodinville	SR 202 Corridor Improvement (Trestle)	2005	2009	2015	Y	Y	(ii)		N	City will be authorizing design funds in their 19-20 fiscal year. Recommend revisiting this in Nov. 2019
Project 69	Fife	70th Avenue E Phase II	2007	2010	2016	Y	Y	(i)		Y	City will reapply in a couple years.
Project 20	Pierce County	North Canyon Rd Ext/BNSF Overcrossing	1999	2011	2017	Y	Y	(i)	Retain on Deferred list	N	County said they would update in 2 years (2020)
Project 53	Pierce County	Canyon Road Northerly Extension	2004	2011	2017	Y	Y	(i)	Retain on Deferred list	N	County said they would update in 2 years (2020)
Project 33	Spokane County	I-90 Argonne to Sullivan	1999	2011	2017	Y	NA			NA	June 2003: WSDOT requests removal of FMSIB funding. Feb 2012: Project on the Deferred List (Spokane County). Oct. 2012: Project not on the Deferred List. Dec 2013: Project back on the Deferred List. Discussed with Ashley, he couldn't recall why the switch. He recommended Canceling project. Appears the work was accomplished anyway. Recommend Cancellation.
Project 48	Spokane County	Bigelow Gulch Road (Project Phases 2 and 3)	2004	2011	2017	Y		NA		NA	Awarded funding in 2018 Call for Projects
Project 60	Kent	Willis Street Grade Separation	2004	2012	2018	Y		(i)		Y	10/27/18: City concurred in Cancellation recommendation
Project 74	Tacoma	SR 509/"D" Street Ramps	2009	2013	2019	N					
Project 59 B	Kent	S 212 th Street UP Grade Separation	2004	2014	2020	N					
Project 83	Marysville	116 th NE Interchange	2011	2014	2020	N					FMSIB deferred project in 2014. Bridge deck widened ca. 2015, ramps not improved.

*Reasons for removal:

(i) The project has been unable to obtain the necessary funding or financing to proceed.

(ii) The project priority in the jurisdiction where the project is located has been decreased so that it is unlikely to be constructed within two years; or

(iii) There are quantifiable issues that make it highly unlikely the project could obtain the necessary permits or could be constructed as submitted in the original proposal to the board.

Freight Mobility Strategic Investment Board - 2019 Legislator Talking Points

FMSIB – The mission statement has two major themes:

- Support Freight Movement: Building infrastructure and facilitating freight movement that supports growers, manufacturers, retail, wholesale, and other job producers.
- Lessen the impact of freight movement on local communities.

FMSIB - A small, but effective, 12-member, Public-Private, Multimodal Freight Project Funding Agency

- The Board: Trucking (1), Rail (1), Shipping (1), Ports (2), Counties (2), Cities (2), WSDOT (1), Governor's office (1), Citizen Chair (1).
- A 20-year history of delivering value-added projects with a very small overhead:
 - Ninety-one projects either Completed or Underway totaling \$2.1 billion. FMSIB provided \$318 million.
 - Projects funded based on freight tonnage, strategic corridors, 198-point criteria
 - A two-person staff
- \$12 million per biennium in dedicated funds that has grown to \$29 million since the new transportation package in 2015. The added resources have not yet been codified (see legislative proposal on reverse side).
- FMSIB funds efficiently used – every \$1 of FMSIB funding currently leverages over \$6 of other private or public money.
- National leaders in freight — many elements of the new federal FAST Act are modeled after FMSIB.

Successful Call for Projects in 2018 – Awarded \$23 million to seven new road, rail, and port access projects:

- City of Fife
- Port of Kalama
- Spokane County
- Chelan County
- City of Spokane Valley
- City of Seattle
- City of Sumner

The State Economy - Educating the public on the importance of freight in Washington

- Washington is one of the most trade dependent states in the U.S. We compete in a national and global market.
- Our state competes with government supported ports and infrastructure investments in Canada, Mexico, and an expanded Panama Canal.
- Truck traffic on the region's highways (at least 68% according to PSRC information) is for regional consumption – or being carried to the region's businesses for national markets.

Freight Mobility Strategic Investment Board - 2019 Legislator Talking Points

Road-Rail Conflicts – Phase 2 Study

- 2017 legislative direction to FMSIB: Identify highest priority grade crossing projects
- FMSIB submitted report to the Legislature and Governor by Sept. 1, 2018.
- The report identifies and prioritizes 77 crossings statewide in various stages of development (Tier 1, Tier 2, and Tier 3).

Freight Trends - Commodity increases, growing congestion on key freight corridors for all modes

- **Trucking:** Funding is needed for at-grade crossing improvements and projects that target gaps or constrictions between major transportation hubs.
- **Rail** - Commodity growth is resulting in more rail traffic. This is good for Washington's economy but can result in significant local transportation delays and impact public safety. (The state needs to help – local governments cannot fully fund and eliminate at-grade crossings that typically cost \$30 million or more.)
- **Ports and water** – Washington's 75 ports and the Columbia River require dependable and predictable infrastructure. For example, the Columbia and Snake River system is the nation's number one wheat export gateway. The Seaport Alliance (Ports of Seattle and Tacoma) is the second largest west coast intermodal load center.

Legislative Action/What You Can Do:

- Please thank the legislator for the meeting. Additionally, please thank those that supported the 2015 Transportation package.
- Board Adopted Legislative Proposal: Assist the coalition of constituents (WSDOT, TIB, CRAB, FMSIB, WSTA, and others) by supporting a bill that will codify (make more permanent) the new Connecting Washington funding (see one-pager LEAP document for details):
 - The 2015 Connecting Washington transportation package increased resources for freight projects from \$12M a biennium to \$29M a biennium.
 - The 2015 package did not make these funds a permanent distribution for FMSIB projects — they are subject to future annual legislative appropriations or potential diversion to other non-freight mobility purposes.
 - Talking Points – Codification
 - Confirms the legislative commitment.
 - Allows counties, cities, ports, and transit districts to plan investments.
 - Leverages other sources of funds.
 - New revenue sources and programs historically are eventually codified.

LEAP Transportation Document 2015 NL-2 as developed June 28, 2015

State \$ in Millions

	State Expenditure Item	Estimated Total Funding Through FY 2031
1	Maintenance	100
2	Traffic Operations	50
3	Ferry Operating Account Backfill	300
4	State Patrol Account Backfill	220
5	Rail Slope Improvements	33
6	PCC Rail Capital	47
7	Freight Rail Projects (FRAP)	31
8	Local Rail Projects	63
9	Freight Mobility Strategic Investment Board (FMSIB)	123
10	Transportation Improvement Board (TIB)	70
11	County Road Administration Board (CRAB)	70
12	Cities and Counties Direct Distribution	375
13	Special Needs Transit Grants	200
14	Rural Mobility Grant Program	110
15	Regional Mobility Grant Program	200
16	Vanpool Grant Program	31
17	Transit Coordination Grants	5
18	Transit Project Grants	111
19	Bike/Ped Grant Program	75
20	Bike/Ped Projects	89
21	Safe Routes to School Grant Program (State Funds)	56
22	Complete Streets Grant Program	106
23	Alternative Fuel - Commercial Vehicles	33
24	Commute Trip Reduction	41
25	Electric Vehicle Tax Credit	22
26	Electric Vehicle Infrastructure Bank Capitalization	1
27	Department of Licensing Implementation Costs	22
28	Apprenticeship Grants	5.25
29	Design Build Oversight Panel	0.45
30	Marine/ORV/Snowmobile Fuel Tax Refunds	106
Total Spending		2,695

Total of seven lines above = 754 (28%)

Total of Connecting WA = 1,612 (4.7%)

Why codify these revenue sources?

1. Confirms the legislative commitment.
2. Allows counties, cities, ports, and transit districts to plan.
3. Leverages other sources of funds.
4. New revenue sources and programs historically get codified.

Honoring FMSIB for Twenty Years

11/16/18

Background

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

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

Board Discussion and Direction

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

Staff Work to Date

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

Stakeholder	Is this a good idea?	Are you willing to contribute financially?	If yes, how much?
Statewide Association A	Y	Y	A share of the TBD sponsorship fee
Statewide Association B	Y	Y	A share of the TBD sponsorship fee (top end)
Statewide Association C	Y	Y	A share of the TBD sponsorship fee (One-fifth of the top end is doable)
Private A	Y	Y	A half-share
Private B	TBD	TBD	Unknown
Private C	Y	Y	A half-share
Private D	Y	Y	TBD
Statewide Association D	Association suggested but yet to be contacted		
FMSIB	Y	TBD	

Recommended Next Steps

If the Board would like to proceed with this concept, direct staff to:

1. Contact the stakeholders again and arrange firm commitments to the project. (TVW would then make arrangements with each of them to receive their contributions and being production. An early December production schedule would result in an early January release of the promotional spot.)
2. Prepare the script for this 30-second spot along the lines of samples being considered by the Transportation Improvement Board (TIB). See attached for those examples.

SAMPLE TIB SCRIPTS FOR TVW PROMOTIONAL SPOT

Script one

The Transportation Improvement Board is celebrating 30 years of funding for more than 4,000 urban and small city projects valued at \$2.8 billion dollars.

The current Re-Light Washington initiative replaces inefficient streetlights with low-cost LED lights, which helps fund other vital transportation projects.

For each \$1 TIB adds to a project, \$2 to \$3 dollars of funding is leveraged from our partners. And our award-winning dashboard tracks each project to achieve the highest level of transparency.

More at TIB dot Wa dot Gov

Script two

The Transportation Improvement Board is celebrating 30 years of completing vital urban and small city transportation projects valued at more than \$2.8 billion dollars.

TIB has helped complete sidewalks and bike paths, replaced old streetlights, improved bus routes and made our streets more efficient and safer.

For each \$1 TIB adds to a project, \$2 to \$3 dollars of funding is leveraged from other partners. And our award-winning dashboard tracks every project to achieve the highest level of transparency.

More at TIB dot Wa dot Gov

Script three

The Transportation Improvement Board is celebrating 30 years of funding vital transportation projects.

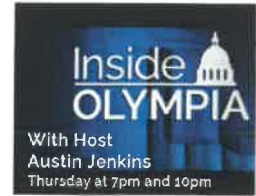
TIB has helped complete more than 4,000 projects valued at \$2.8 billion dollars in urban and small city locations funding new sidewalks and bike paths making our streets safer and more efficient.

For each \$1 TIB adds to a project, \$2 to \$3 dollars of funding is leveraged from other partners. And our award-winning dashboard tracks every project to achieve the highest level of transparency.

More at TIB dot Wa dot Gov



TVW's award-winning program, *Inside Olympia*, showcases the people who make the news and investigates the issues that drive the legislative process and public policy in our state. Austin Jenkins, award-winning senior political reporter for the Northwest Public News Network hosts the program.



***Inside Olympia* airs on TVW:**

First Broadcast on TVW and KBTC 28.3 - Thursdays at 7 & 10pm. Repeats 15 times per week. The program also streams live and on-demand on **TVW.org** which is available on most mobile internet devices.

Inside Olympia also airs in Spokane, Pullman and Tri-Cities through public station KSPS.

Please check [KSPS's website](#) for channel locations and airtimes.

2018 Shared Sponsorship (1 available): \$30,000

- Co-sponsorship for the 2017-18 season of *Inside Olympia*.
- :30-sec. Sponsorship Acknowledgement spot adjacent to the program included on television and all web streams.
(Approx. 1500 annually)
- :30-sec. "Partner Profile"*** produced by TVW. (Approx. 350 annually)
- :5-sec. "Pre-Roll" announcement with sponsor logo Run of Schedule (ROS) prior to TVW on-demand video (approx. 100,000 annually)
- Prominent Sponsor logo placement on *Inside Olympia* web page at TVW.org during term of sponsorship, with link to sponsor's own web page.



TVW Facts:

- ✓ More than 3.5 million Washington citizens receive TVW through cable television.
- ✓ An additional 700,000 non-cable TV households statewide are able to watch *Inside Olympia* on Public Television.
- ✓ 24% of all registered voters report watching TVW "within last week."
- ✓ In 2017, TVW served more than 4 million video views on TVW.org
- ✓ Surveys show that more than 800,000 viewers regularly use TVW for civics information.
- ✓ Over 35% of TVW viewers have post-graduate education. 51% have a college education.
- ✓ 64% of TVW primary viewers watch every week. 30% watch every day and 81% of them are watching more than 1 hour/day!
- ✓ 87% of TVW primary viewers rate TVW's programming good or excellent
- ✓ 55% of primary TVW viewers are active in state legislative process. Over 30% are active, engaged private citizens.
- ✓ 4 out of 10 primary viewers report watching more TVW than last year and audience growth is strongest among viewers under age 35!

Current Shared Sponsors



Current Participating Sponsors



*Sponsor provided spot must meet TVW sponsor acknowledgement guidelines similar to PBS underwriting guidelines.

** "Partner Profiles" are produced by TVW and briefly spotlight a sponsor's community involvement and the reasons they support TVW programming. "Partner Profiles" are broadcast numerous times per week in all programming day parts.



The Impact, hosted by Mike McClanahan, examines how the issues of the day impact citizens and communities throughout Washington featuring interviews and profiles of policy experts who make the decisions in Olympia and the people who are impacted back home. In addition to numerous emmys, **The Impact** helped TVW win the 2013 Walter Cronkite Award for Excellence in Television Political Journalism. TVW is the sole public affairs or PBS television station in the country to receive this prestigious award.



The Impact airs on TVW statewide and KBTC 28.3 in Western Washington:

Mondays @ 8a	Wednesdays @ 7p, 10p
Thursdays @ 7a, Midnight	Fridays @ 7a, 7p, Midnight
Saturdays @ 12:30a, 7a, 1:30p, 7p, Midnight	Sundays @ 7a, 1:30a, 7p, Midnight

The program is also available via on-demand streaming @ <http://www.tvw.org/shows/the-impact>

The Impact also airs on these stations across Washington State:

KSTW-11, Western Washington	Sundays @ 10am
KSPS Public Television , Spokane 7.1	Sundays @9:30am
KSPS World Channel, Spokane	Tuesdays @10am

Shared Sponsorship: \$30,000

- 2-year commitment available at \$25,000 per year
- Co-sponsorship for the 2018 season of **The Impact**.

- :30-sec. acknowledgement spot adjacent to the program (Estimated. 1600 per year)
(Approx. 60 runs per month)

Partner Profile spots – Run of Schedule (ROS) 350 spots annually

- :5-sec. pre-roll messages – Prior to **The Impact** and Run of Schedule (ROS) on TVW.org
(Approx. 100,000/yr.)
- Prominent Sponsor logo placement on **The Impact** web page at TVW.org during term of sponsorship, with link to Sponsor's own web page.



TVW Facts:

- ✓ More than 3.5 million Washington citizens receive TVW through cable television.
- ✓ An additional 700,000 non-cable TV households statewide are able to watch The Impact on Public Television and KSTW-11.
- ✓ 24% of all registered voters report watching TVW "within the last week."
- ✓ In 2017 TVW served more than 4 million video streams on TVW.org.
- ✓ Surveys show that more than 800,000 viewers regularly use TVW for civics information.
- ✓ Over 35% of TVW viewers have post-graduate education. 51% have a college education.

Current Sponsors



*Sponsor provided spot must meet TVW sponsor acknowledgement guidelines similar to PBS underwriting guidelines.

** "Partner Profiles" are produced by TVW and briefly spotlight a sponsor's community involvement and the reasons they support TVW programming. "Partner Profiles" are broadcast numerous times per week in all programming day parts.



TVW Provides comprehensive coverage of
Legislative and Public Policy issues year-round

Legislative Review features highlights from the day's legislative session and weekly highlights each Friday. You won't find hearsay, rumor, opinion, coverage of behind-the-scenes politics, or speculation about what might or could happen. Instead, *Legislative Review* is a resource for citizens to access the facts about what is happening in state government each day of the regular and special session.

For the 2017 season, series producer Dave Martinson hosted the Friday "Week-in-Review" edition. There will be more segments and more legislative activity covered to satisfy the needs and interests of viewers statewide. *Legislative Review* will air 4 times each weekday and 8 times on the weekend for a minimum total of 28 broadcasts per week. *Legislative Review* also airs on KBTC Public Television adding nearly 180,000 additional non-cable TV households in Western Washington.

Shared Sponsorship (1 available): \$30,000

- Shared sponsorship for the 2018 season of **Legislative Review**
- :30-sec. spot before or after every episode of **Legislative Review** - 1400 annually (Approx.)
- 30-sec. "Partner Profile" spot 350 runs annually (approx.)
- :5-sec. Pre-Roll message Run of Schedule (ROS) on TVW.org 100,000 runs annually (approx.)
- Logo placement on series' web page at TVW.org with link to sponsor's web page.

Current Sponsors:



TVW Facts

More than 3.5 million Washington Citizens receive TVW through cable television while 25% of all registered voters watched TVW in the last week.

In 2017, TVW served more than 4 million video views on TVW.org.

180,000 additional non-cable households are able to watch Legislative Review on KBTC Public Television in western Washington.

Surveys show that more than 800,000 viewers regularly use TVW for Civics Education.

Over 35% of TVE viewers have a post graduate Education. 51% have a college education.

Sponsor provided spot must meet TVW sponsor acknowledgment guidelines similar to PBS guidelines. Partner Profiles are produced by TVW and briefly spotlight a sponsor's community involvement and the reasons they support TVW programming. Partner Profiles are broadcast numerous times per week in all programming day-parts.



TVW@LARGE



Host, Dave Martinson

A unique integrated web/broadcast program sponsorship opportunity with TVW's daily legislative program

TVW @ Large heads outside of Olympia into Washington's urban and rural communities to cover the topics that connect Washingtonians with their legislature and state agencies.

From aquatic invasive species to the Wildfire Training Academy, host, Dave Martinson, is on the road covering the topics that matter most, all across the Evergreen State.

Shared Sponsorship (1 available): \$10,000

- Shared sponsorship for the 2018 season of **TVW@Large** during term of annual sponsorship.
- :30-sec. individual spot prior to episodes of **TVW@Large*** (Approx 500 annually)
- :30-sec. "Partner Profile" approx. 350 times per year
- :5 second Pre-roll sponsor messages Run of Schedule (ROS) prior to video content on TVW.org (approx. 100,000 annually)
- Prominent Sponsor logo placement on **TVW @ Large** web page on TVW.org during term of annual sponsorship, with link to sponsor's web page.

TVW Facts

More than 3.5 million Washington citizens receive TVW through cable providers and more than 25% of all registered voters watched TVW in the last week.

In 2017, TVW served more than 4 million video views on TVW.org

Surveys show that more than 800,000 viewers regularly use TVW for civics information.

More than 35% of TVW viewers have post graduate education and 51% have a college degree.

TVW Mission

TVW provides unfiltered unbiased gavel-to-gavel coverage of Washington State government along with complementary programming to promote a healthy and robust public discourse, increase civic access and engagement and foster an informed citizenry.

*Sponsor spots provided by the client must meet TVW's sponsor acknowledgement guidelines similar to PBS underwriting guidelines. **Partner Profiles are produced by TVW and briefly highlight the sponsor's community involvement and the reasons they support TVW programming. Partner Profiles are broadcast numerous times per week in all programming day-parts.



*Exploring the people, places
and issues that shape
Washington's 49 legislative districts*



The 29th District. The 42nd. The 13th. Do you know which district is which, or where they are? TVW wants to help you better understand the political, economic and cultural makeup of our state by exploring the people, places and issues that shape each of Washington's 49 legislative districts. From the sprawling 7th District in NE Washington, which covers an area larger than 8 entire U.S. states -- to the 37th in South Seattle, the most economically and racially diverse district in Washington -- to the 40th District, which is comprised largely of islands, join us for ***Washington Road Trip*** as we put your 49 legislative districts on the map.



Shared Sponsorship (2 available): \$25,000

- Co-sponsorship for the 2017-18 season of Washington Roadtrip
- :30-sec. acknowledgement spot adjacent to the program
- Sponsorship appreciation spot included on all podcast and web streams. (Approx. 1500 annually)
- 30-sec. "Partner Profile"*** produced by TVW. (Approx. 350 annually)
- 5-sec. "Pre-Roll" announcement with sponsor logo plays before TVW on-demand video (approx. 100,000 plays)
- Prominent Sponsor logo placement on ***Inside Olympia*** web page at TVW.org during term of sponsorship, with link to sponsor's own web page.

\$5,000 Sponsorship

- :30-sec. acknowledgement spot adjacent to the program on television (Approx. 1500 annually)
- Prominent Sponsor logo placement on ***Inside Olympia*** web page at TVW.org during term of sponsorship, with link to sponsor's own web page.

TVW Facts:

- ✓ More than 3.5 million Washington citizens receive TVW through cable television and 25% of all registered voters watched TVW in the last week.
- ✓ In 2017, TVW will handle over 4 million video views on TVW.org
- ✓ 180,000 additional non-cable TV households are able to watch ***Legislative Review*** on KBTC Public Television in western Washington.
- ✓ Surveys show that more than 800,000 viewers regularly use TVW for civics information.
- ✓ Over 35% of TVW viewers have post-graduate education. 51% have a college education.

*Sponsor provided spot must meet TVW sponsor acknowledgement guidelines similar to PBS underwriting guidelines.

** "Partner Profiles" are produced by TVW and briefly spotlight a sponsor's community involvement and the reasons they support TVW programming. "Partner Profiles" are broadcast numerous times per week in all programming day parts.



THE DECISION

TVW proudly presents **The Decision**. Through in-depth analysis, this important series will dig past the headlines to explore the complex, at times controversial, decisions of the WA Supreme Court. We will fill the lack of in-depth judicial TV coverage by offering the public and educational institutions an engaging "legal education" with an inside look into the world of the state Supreme Court. What are justices looking for in oral arguments? How do justices decide who writes a decision? What happens behind closed doors when justices strongly disagree?

The Decision is hosted by **Robert Mak**, longtime political journalist and former host of "KING 5 News Up Front." For over two decades Mak has covered many of the major news events shaping public policy in Washington State and his news reports have been recognized by numerous organizations. His political coverage and "Ad Watch" series earned him three Walter Cronkite Awards for Excellence in Broadcast TV Political Journalism, a national award presented by the University of Southern California Annenberg School. Mak has won 15 Emmy awards for investigative reporting and news specials.



EACH EPISODE INCLUDES:

"The Case" - TVW goes out into the community to talk with the people who brought the case, defendants, and others directly involved in the history and origin of the case and how it came to the WA Supreme Court.

"The Arguments" - Highlights of oral arguments before the court, including the debate between opposing attorneys and probing questions from the justices.

"The Decision" - Legal experts break down the decision; identify which legal arguments carried the day, and bring out the main principles of law upon which the decision was based.

Annual Shared Sponsorship - \$10,000 per year

- :30-sec spots adjacent to **The Decision** (approx. 500 runs per year)
Total spots include simulcast airings on our PBS partner, KBTC Public Television
- :30-sec "Partner Profile" spot produced by TVW (approx. 350 runs year)
- :5-second logo "pre-roll" Run of Schedule (ROS) prior to on-demand content (approx. 100,000/yr.)
- Sponsor logo placement on **The Decision** web page on TVW.org

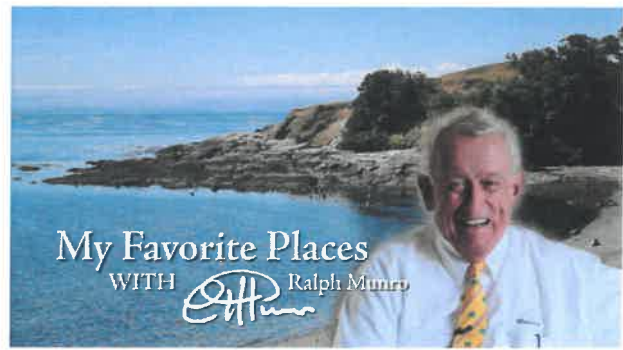


TVW Facts:

- ✓ More than 3.5 million Washington citizens receive TVW through cable television.
- ✓ An additional 700,000 non-cable TV households statewide are able to watch *Inside Olympia* on Public Television.
- ✓ 24% of all registered voters report watching TVW "within the last week."
- ✓ In 2017 TVW served more than 4 million video views on TVW.org
- ✓ Surveys show that more than 800,000 viewers regularly use TVW for civics information.
- ✓ Over 35% of TVW viewers have post-graduate education. 51% have a college education.
- ✓ 64% of TVW primary viewers watch every week. 30% watch every day and 81% of them are watching more than 1 hour/day!
- ✓ 87% of TVW primary viewers rate TVW's programming good or excellent
- ✓ 55% of primary TVW viewers are active in state legislative process. Over 30% are active, engaged private citizens.
- ✓ 4 out of 10 primary viewers report watching more TVW than last year and audience growth is strongest among viewers under age 35!

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Exploring the rich history and fascinating places of Washington State

TVW is proud to present two new series!

Historic Washington

Amazing archival footage in fascinating 5-10 minute episodes including Department of Highways (1913 - 1937), Highway 20 Construction (circa 1972), Surprising State of Washington (circa 1958), Waterways to Fun (circa 1960), Journey through the San Juan's (circa 1960) and many more.

My Favorite Places with Ralph Munro

These 2-5 minute episodes explore the unique beauty and history of Washington through the eyes of former Secretary of State Ralph Munro, one of Washington's best-known and beloved public figures. Ralph will host over 20 episodes each year and take us to places like Claquato Church, Emmanuel Episcopal, Hotel de Haro, Jackson Courthouse, Lime Kiln State Park, Padilla Bay, Port Blakely Harbor, Science Hall, Squak Valley, Teapot Dome, Walla Walla Wine country, Port Gamble and many many more. *My Favorite Places* is already a Facebook hit with thousands of likes and shares.

Shared Sponsorship (1 available): \$25,000

- Co-sponsorship for the 2018 season of *My Favorite Places* and *Historic Washington*
- :30-sec. acknowledgement spot adjacent to the program
- Sponsorship appreciation spot included on all podcast and web streams. (Approx. 1500 annually)
- :30-sec. "Partner Profile"*** produced by TVW. (Approx. 350 annually)
- :5-sec. "Pre-Roll" announcement with sponsor logo plays before TVW on-demand video (approx. 100,000 plays)
- Prominent Sponsor logo placement on *My Favorite Places* web page at TVW.org during term of sponsorship, with link to sponsor's own web page.

\$5,000 Sponsorship

- :30-sec. acknowledgement spot adjacent to the program on television (Approx. 1500 annually)
- Prominent Sponsor logo placement on *My Favorite Places* web page at TVW.org during term of sponsorship, with link to sponsor's own web page.

Current Sponsors:



TVW Facts:

- ✓ More than 3.5 million Washington citizens receive TVW through cable television and 25% of all registered voters watched TVW in the last week.
- ✓ In 2017, TVW served more than 4 million video views on TVW.org
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- ✓ Surveys show that more than 800,000 viewers regularly use TVW for civics information.
- ✓ Over 35% of TVW viewers have post-graduate education. 51% have a college education.

* "Pre-Roll" announcements run in rotation in front of every TVW on-demand web video stream

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