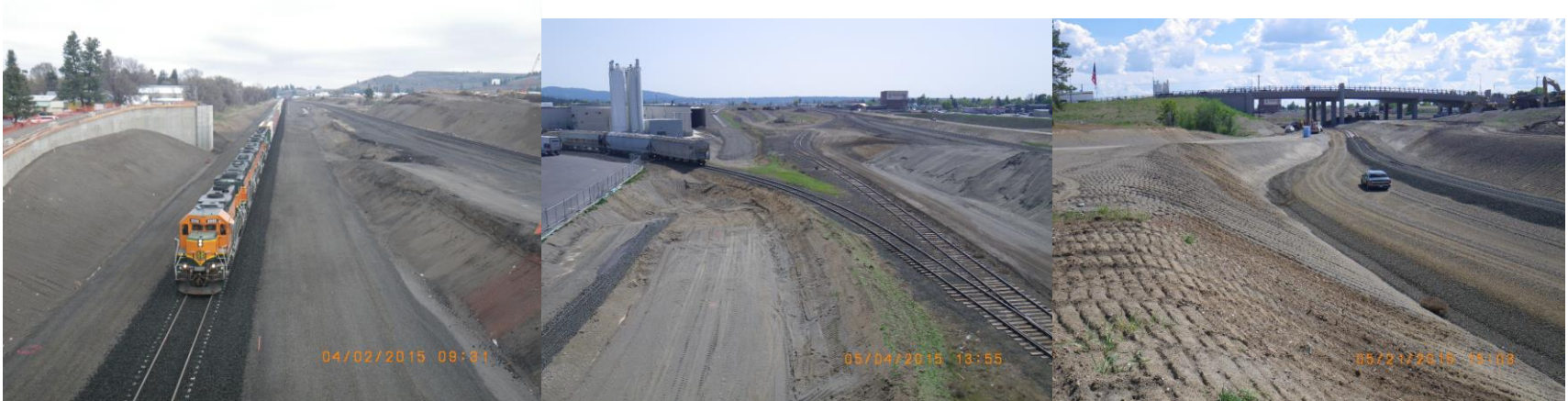


Master Agreements: Success and Challenges



Presented By: Connie Raezer

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North Spokane Corridor Project

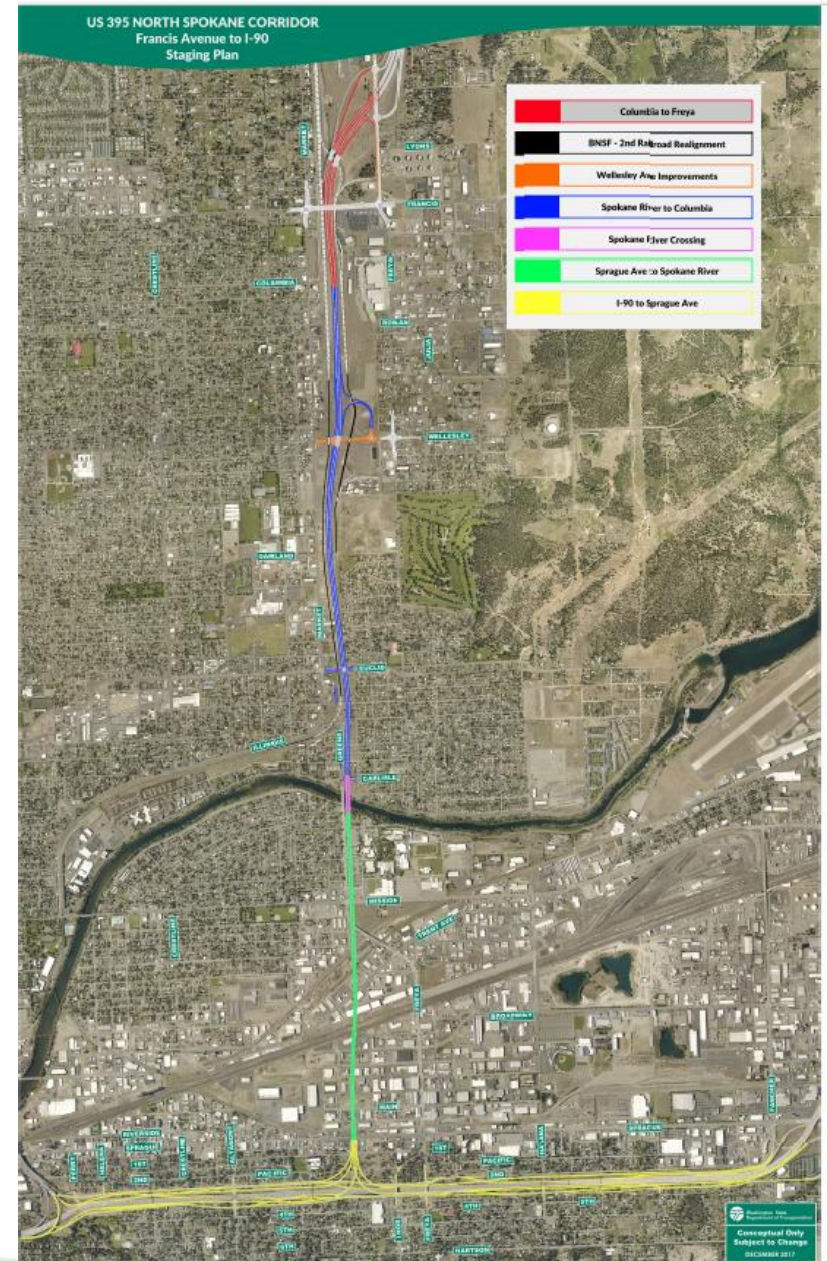
BACKGROUND

The North Spokane Corridor (NSC) is a 10.5 mile limited access corridor, linking I-90 on the south, to existing US 2 and US 395 on the north.

Currently more than 5½ miles of the route is complete and open to traffic.

Railroad impacts include realignment of the BNSF mainline with property exchanges.

Master agreement was executed in 2003 and includes design review, construction, real estate transaction, and other activities.



Railroad Master Agreement Overview

Date Initiated	Agreement No.	Task	Amend	SR	Payor/Payee Name and Address	Region	Project Title	Type of Work
04/24/2017	RR0 0290			395	BNSF Railway Company	ER	MASTER AGREEMENT FOR	
04/03/2017	RR0 0290	01		395	BNSF Railway Company	ER	US-395/NSC Gerlach to	Install temporary grade
04/03/2017	RR0 0290	02		395	BNSF Railway Company	ER	US-395/NSC Freya to	Preliminary track design,
05/31/2017	RR0 0290	03		395	BNSF Railway Company	ER	US 395 NSC, Francis Ave.	
04/03/2017	RR0 0290	04		395	BNSF Railway Company	ER	US-395/NSC - BNSF RR	WSDOT will construct the
04/03/2017	RR0 0290	05		395	BNSF Railway Company	ER	US-395 Freya Street Grade	WSDOT will widen the
04/03/2017	RR0 0290	06		395	BNSF Railway Company	ER	Preliminary design and	
04/03/2017	RR0 0290	07		395	BNSF Railway Company	ER	US-395 North Spokane	WSDOT will Piper Road
04/03/2017	RR0 0290	08		395	BNSF Railway Company	ER	US-395 North Spokane	WSDOT will remove the
04/24/2017	RR0 0290	09		395	BNSF Railway Company	ER	Track Design for North	The RAILWAY shall prepare
04/24/2017	RR0 0290	09	01	395	BNSF Railway Company	ER	REVISED Track Design for	The RAILWAY shall prepare
01/25/2012	RR0 0290	10		395	BNSF Railway Company	ER	US-395 Freya to Farwell	Construct new US-395
04/03/2017	RR0 0290	11		395	BNSF Railway Company	ER	US-395North Spokane	Construct new US-395 &
04/03/2017	RR0 0290	11		395	BNSF Railway Company	ER	US-395North Spokane	Construct new US-395 &
02/06/2014	RR0 0290	12		395	BNSF Railway Company	ER	US-395 Francis Avenue	Reconstruct the Francis
08/08/2013	RR0 0290	13		395	BNSF Railway Company	ER	BNSF Railway Realignment	BNSF will realign its mainline
08/08/2013	RR0 0290	14		395	BNSF Railway Company	ER	Francis North Easements	This Task establishes the
08/08/2013	RR0 0290	15		395	BNSF Railway Company	ER	Columbia to Francis	This Task establishes the
08/01/2014	RR0 0290	15	01	395	BNSF Railway Company	ER	Columbia to Francis	This Task establishes the
07/18/2017	RR0 0290	15	02	395	BNSF Railway Company	ER	Construction of Columbia to	BNSF to provide Flagging
08/08/2013	RR0 0290	16		395	BNSF Railway Company	ER	US-395 Bridges - Francis	Construct US 395 Bridges
08/08/2013	RR0 0290	17		395	BNSF Railway Company	ER	US-395 Pedestrian-Bicycle	Construct SR-397-related
10/03/2016	RR0 0290	18		395	BNSF Railway Company	ER	Task 18 addresses	The term "Project" as used
03/30/2017	RR0 0290	18	01	395	BNSF Railway Company	ER	Task 18 addresses	The term "Project" as used

Agreement Challenges (Connie's perspective)

- Review of Task Orders
 - TOs issues sporadically since 2011
 - Legal review is time consuming (no changes to Terms and Conditions)
- BNSF staff assigned to projects getting “ahead” of MPP
 - Unclear lines of review or approval
- Real Estate transactions inclusion
 - Coordination with RE staff and JLL
 - Little time left for BNSF legal review of the Task Orders
- Eastern Region Office communication issues
 - Agreement has outlasted many key staff, no continuity of knowledge
 - Misunderstanding of what agreement allows
 - Lose track of what has been agreed (in writing)

Master Agreements – Q&A

What other types of Master Agreements have been initiated between DOTs and Railroads?

What type of projects work best under a Master Agreement?

Are there Master Agreements related to RR Flagging?

What are some of the challenges faced when initiating a Master Agreement?

Are limited durations a good idea (max 5 years)?

Has anyone tried a Master Agreement on a Design-Build project?

Is there a different (better) way to address property acquisition related to the Master Agreements?