

Freight Mobility Strategic Investment Board Workshop

**May 31, 2018
10:00 AM to 4:00 PM**

***Suquamish Clearwater Resort
Hawks Nest Meeting Room
15347 Suquamish Way
Suquamish, WA***

AGENDA

10:00 AM	Welcome/Introductions	Art Swannack
10:15 AM	History of Freight in Washington	Brian Ziegler
11:15 AM	FMSIB Policy on Cost Overruns / Emergent Projects	Brian Ziegler
12:00 PM	Working Lunch	
12:30 PM	Call for Projects Update	All
1:30 PM	Modal Briefings	Chris Herman, WPPA Johan Hellman, BNSF Sheri Call, WTA
3:00 PM	Freight Optimization Collaboration	Brian Ziegler Ron Pate, WSDOT
3:20 PM	Review FMSIB 2018-19 Committees	All
3:40 PM	Establish 2019 Meeting Locations	All
4:00 PM	Adjourn	Art Swannack



Freight History in Washington State

Board Retreat

May 31, 2018



Purpose

- Provide a historical perspective of freight mobility modes and partners in Washington
- Facilitate discussion and understanding of current issues affecting freight mobility
- Prepare Board for discussions about future role of FMSIB in statewide freight issues

1700's



- Horses arrived in the Northwest
- East-west trade amongst many tribes mingled at the Dalles along the Columbia River Gorge
- European sailing ships arrived in the PNW
- 1791-95: British explorer George Vancouver charts coast and Puget Sound
- 1792: Spain abandons Northwest land claims

1800's

- 1836: Steamships began operating on Puget Sound (Hudson's Bay Company *Beaver*)
- 1845: First counties established in Washington (Eight under Oregon Territorial laws, 26 under Washington Territorial laws, five after statehood)
- 1845: First wagon road built from Cowlitz Landing to Budd Inlet
- 1853: Washington Territory incorporated
- 1853: First military road surveyed from Walla Walla to Steilacoom
- 1854: First city incorporated in Washington

1800's (con't.)

- 1859: First military road built from Fort Walla Walla to Fort Benton, Montana
- 1860: Daily mail and stagecoach service begins between Portland and Olympia
- 1864: First telegraph line reaches Seattle
- 1866: Sternwheeler Okanogan first to navigate Celilo Rapids on the Columbia
- *1864-66 Fredrick Ziegler served in CO. E of 15 N.Y. Engineers (Lincoln's Army). Homesteaded in Washington*
- 1867: First wagon road built over Snoqualmie Pass

1800's (con't.)

- 1873: Northern Pacific Railroad names Tacoma as its western terminus
- 1884: First Northern Pacific train reaches Seattle
- 1889: Washington becomes 42nd state.
- 1889: First Legislature authorized counties to bond road construction and implemented first highway safety act
- 1893: Final spike driven for Great Northern Railway at Scenic, WA
- 1893: First state road established by legislature: Cascade Wagon Road along the Nooksack River
- 1899: WA Good Roads Assn. established

1900's

- 1900: King Co. operates ferry service on Lake Washington
- 1902: Electric interurban trains begin operating between Seattle and Tacoma
- 1904: Automobile Club of Seattle (predecessor to AAA of Wash.) formed
- 1905: State legislature designates 12 state roads and provides \$110,000 for improvements
- 1905: Legislature creates Highway Board (Forerunner of WSTC) and position of Highway Commissioner (forerunner of WSDOT Secretary)

1900's (con't.)

- 1905: First vehicle crosses Snoqualmie Pass
- 1907: Nation's first gas station opens – in Seattle
- 1908: First highway bridge across the Columbia River
- 1909: Nation's first transcontinental auto race, ends at Seattle's Alaska-Yukon-Pacific Exposition

1910's

- 1911: First port district formed in Washington
- 1912: State engineers first experimented with concrete paving
- 1913: First weight limits enacted for trucks in Washington State
- 1913: Port of Seattle launches first ferry designed for motor vehicles

1910's (con't.)

- 1915: The Dalles-Celilo Canal on the Columbia River opens
- 1917: Clark and Multnomah counties open “interstate” Columbia River Crossing
- 1917: U.S. Army Corps of Engineers opens Government Locks on Lake Washington Ship Canal
- 1917: U.S. enters World War I

194. "PACIFIC HIGHWAY INTERSTATE BRIDGE," SPANNING COLUMBIA RIVER, PORTLAND, ORE, TO VANCOUVER, WASH.

1920's

- 1921: One penny gas tax authorized
- 1922-23: First snow removal operations undertaken on Cascade mountain passes
- 1923: Gas tax raised to two cents
- 1923: Final stretch of Highway 1 (Vancouver, WA to Blaine) is paved

at Summit Inn Snoqualmie Pass Highway

Julian 7/66

1920's (con't.)

- 1927: Legislature orders all roads to be toll-free. State purchases private toll-bridges and removes tolls
- 1927: Four cross-sound ferries are built and served into the 2000's
- 1928: King County dedicates Boeing Field
- 1928: Seattle-Tacoma Interurban ends operations
- 1929: Gas tax raised to three cents, the extra penny dedicated to counties to plan for and improve a system of "Lateral Highways" to improve a system of Farm to Market Roads that connected to state highways

1930's

- 1930: Mosquito fleet service between Seattle and Tacoma ends
- 1933-35: Twenty-six stationary truck platform scales installed at points along the state highway system
- 1933: Six “traffic officers” (part of the Highway Department) were outfitted with portable scales (“Drive-on loadmeters”)
- State issues first debt (\$10 million) for highway improvements, backed by the gas tax
- 1933: American Trucking Association formed

1930's (con't.)

- 1933: Testing for driver's licenses becomes mandatory
- 1937: Legislature raises speed limit to 50 mph
- 1938: First "hours of service" regulations enacted
- 1938: First state vehicle inspections instituted (65% failed in the first year)
- 1939: Seattle-Everett Interurban ceases operations

1940's

- 1940: Tacoma Narrows Bridge opens (and closes)
- 1940: Lacey V. Murrow Floating Bridge opens
- 1943: Responsibility for truck weight enforcement was transferred from the Department of Highways to the State Patrol
- 1943: Secret nuclear processing operations begin at Hanford

1940's (con't.)

- 1944: Voters approve the 18th Amendment to the state constitution
- 1946: First stores open in Bellevue Square
- 1947: Legislature authorizes limited access highways
- 1949: Legislature raises gas tax to 6.5 cents
- 1949: First terminal dedicated at SeaTac International

1950's

- 1950: Northgate shopping center opens
- *1950: Charles R. Ziegler begins his Highway Dept. career*
- 1950: Second Tacoma Narrows Bridge opens
- 1951: State Toll Bridge Authority takes over the Black Ball Ferry for \$6.8 million (forerunner of the WA State Ferries)

1950's (con't.)

- 1953: First portion of Alaskan Way Viaduct opens
- 1954: Puget Sound Regional planning Council meets (forerunner of PSRC)
- 1956: Federal Aid Highway Act creates the Interstate Highway and Defense System of highways
- 1960: Second I-5 Columbia River Crossing opens as a tolled facility

1960's

- 1961: WPPA formed by the state legislature
- 1961: Hood Canal Floating Bridge opens
- 1962: Federal Aid Highway act creates requirement for MPO's in urbanized areas greater than 50,000 population
- 1962: I-5 Lake Washington Ship Canal bridge opens

1960's (con't.)

- 1963: Evergreen Point Floating Bridge opens
- 1965: CRAB Board created
- *1966: Roy D. Ziegler retires from Highway Dept. with 39 years service*
- 1967: US Dept. of Transportation formed
- 1967: Urban Arterial Board created (forerunner of TIB)

1960's (con't.)

- 1967: Final segment of I-5 between Tacoma and Everett opens
- 1968-70: King Co. voters twice reject “Forward Thrust”
- 1969: Boeing 747 maiden flight from Paine Field
- 1969: Last stop light removed on I-5
- 1969: MVET of 1% levied for transit services

EMPIRE EXPRESSWAY ~ ARBORETUM INTERCHANGE ~

1970's

- 1970: Highway Dept. moves into current HQ building (shaped like an “H”)
- 1970: EIS Lawsuit halts I-90 Seattle construction
- 1972: Seattle voters scrap proposal for Bay Freeway and R. H. Thompson Expressway
- 1973: State introduces first HOV lanes (SR-520)

1970's (con't.)

- 1975: Legislature grants authority to local governments to form PTBA's for transit service
- 1977: The State Highway Commission is directed to develop a functional classification system for state highways. Nine criteria are enumerated, no mention of freight. (RCW 47.05.021)
- 1977: *Brian J. Ziegler begins his WSDOT career*

1970's (con't.)

- 1978: North Bend celebrates removal of last stop light on I-90
- 1979: First publicly funded railroad rehabilitation project in the West begins
- 1979: The Highway Commission is replaced by the Transportation Commission
- 1979: Federal courts lift injunctions halting I-90 construction in Seattle

1980's

- 1980: First non-engineer selected to head WSDOT (Duane Berentson)
- 1981: First FLOW meters installed on I-5
- 1982: I-205 bridge opens between Vancouver and Portland
- 1985: First cooperative Marine Cargo Forecast (WSDOT and WPPA)
- 1988: Legislature forms first Rail Commission
- 1989: First guidelines for treatment of highway stormwater runoff are proposed



1990's

- 1990: Growth Management Act (GMA) and High Capacity Transit Act (HCTA) enacted
- 1991: Federal ISTEA passed
- 1992: High Speed Ground Transportation Commission issues final report recommending “higher speed” rail
- 1993: Statewide planning statutes adopted by the Legislature. Created State Multimodal Plan, State-owned and State interest components, and state support for high-capacity transit planning and regional planning. (RCW 47.06)
- 1993: WSDOT purchases 20-mile Toppenish-White Swan Rail line

1990's (con't.)

- 1993: Legislature directs Transportation Commission to develop a freight and goods transportation system (FGTS). In collaboration with counties and cities, the Commission is to review and make recommendations regarding weight restrictions and road closures which affect freight transportation. (RCW 47.05.021)
- 1994: Washington's first state-funded Amtrak train begins service
- 1994: WSDOT purchases six rail cars and begins Grain Train program operating out of the Port of Walla Walla

1995

State ports continue raising concerns about Washington state's trade dependency and competition

- Southern California Ports/Alameda Corridor
- British Columbia: DeltaPort

Alameda Corridor

- A 20-mile-long rail cargo expressway linking the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles.
- A series of bridges, underpasses, overpasses and street improvements that separate freight trains from street traffic and passenger trains, facilitating a more efficient transportation network.
- The centerpiece is the Mid-Corridor Trench, which carries freight trains in an open trench that is 10 miles long, 33 feet deep and 50 feet wide between State Route 91 in Carson and 25th Street in Los Angeles.
- Construction began in April 1997. Operations began in April 2002.
- Predicted 50% of waterborne containers would be handled by rail. (32.9% as of 2003)

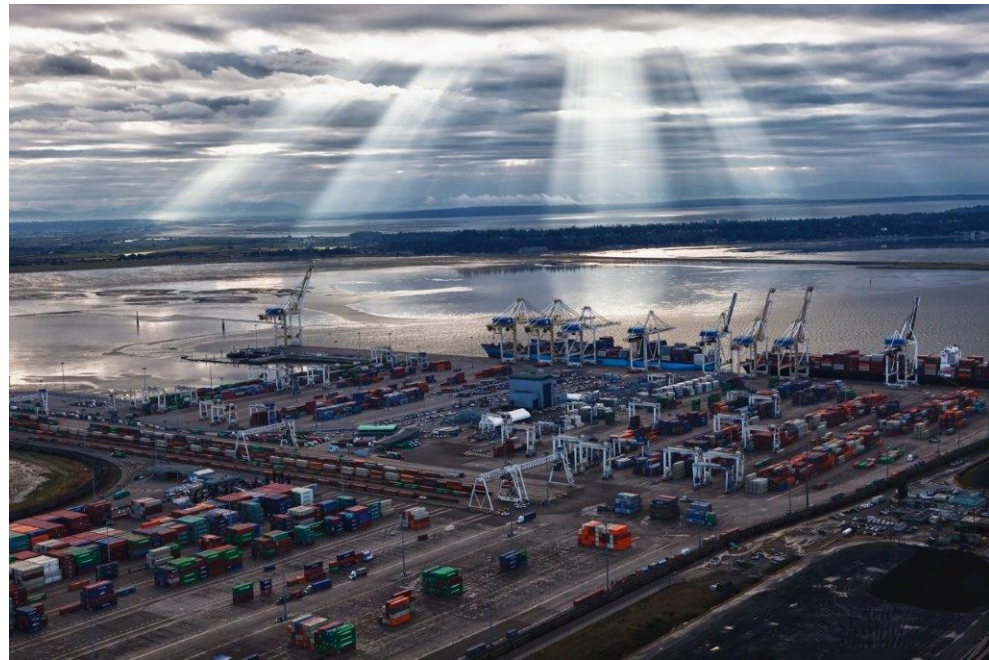


Alameda Corridor





DeltaPort



2016 Description:

- Global Container Terminals (GCT) Deltaport is Canada's flagship container terminal. and is located at Roberts Bank (Metro Vancouver).
- Located at Roberts Bank, just south of Vancouver, it is an 85 ha (210 acre) 3 berth container terminal that offers 10 high-speed Super Post-Panamax dock gantries, a modern fleet of container handling equipment and an 8-track on-dock intermodal rail yard totaling 28,000'.
- 1,100 meter (3,609-foot) continuous birth
- Unions:
 - ILWU Local 502-Longshoreman
 - ILWU Local 514-Foreman

1996

WHEREAS, recent interagency efforts have identified the elements of a strategic freight corridor through the Green River Valley and connecting the Ports of Seattle and Tacoma, known as ***the Freight Action Strategy for the Seattle-to-Tacoma (FAST) Corridor***, and

WHEREAS, the FAST Corridor work has involved the Ports of Seattle, Tacoma, and Everett; the cities of Seattle, Tacoma, Everett, Auburn, Kent, Tukwila, Puyallup, Sumner, Renton, Pacific, and Algonia; the Burlington Northern & Santa Fe and Union Pacific Railways; the Puget Sound Regional Council; the WSDOT Office of Urban Mobility; and the counties of Pierce, Snohomish, and King, which are the parties to the memorandum, and ...

1996 (con't.)

- Legislative Transportation Committee:
 - Convened private sector freight representatives: Freight Mobility Advisory Committee (FMAC)
 - Hired a consultant to analyze freight needs, make recommendations
 - Recommendations were the formula for creation of FMSIB

1997

- FMAC recommendations:
 - Adopt a state freight mobility policy
 - Establish a process for determining strategic freight investments (including eligibility and selection criteria)
 - Establish a dedicated funding source to support:
 - 1) A new freight mobility program; and
 - 2) Strategic freight mobility investments
 - Fund special studies to ensure freight mobility needs are well-defined
 - Address non-physical barriers (i.e. regulations, permits, technology, safety, speed)

1997

- FMAC project criteria recommendations:
 - Make the program modally and jurisdictionally neutral
 - Focus on freight transportation
 - Take a long term perspective: current project needs should not “unduly influence” long term objectives of program

Other:

“No common measure or set of measures has emerged for comparing freight mobility improvements across different modes at the state level or across regions.”



1998

- FMSIB created
 - 12 member board
 - Independent board was *critical* part of authorization- would not have passed if part of another agency or jurisdiction
 - Initial staffing by WSDOT, assistance by Transportation Improvement Board and County Road Administration Board.
 - **\$100M/biennium budget.** Proposed funding source: Referendum 49 (passed in November, 1998)
 - 33 projects of \$341.91M selected as part of first 6-year plan (based on FMAC recommendation)
 - Included “FAST” Corridor projects



1998-99

- 1998: Referendum 49 was on the ballot, and passed by citizens
- It lowered vehicle excise taxes and provided \$1.9b in bonds for highway projects
- 1999: Initiative 695 on the ballot, also passed by the citizens
- It lowered vehicle license fees to \$30, eliminating source of funds for FMSIB projects
- Initiative declared unconstitutional, but



ESHB 1858

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2000

- Supplemental budget salvaged 12 FMSIB projects
- Puget Sound Regional Council funded 2 more
- FMSIB does first call for projects
 - 18 selected
 - Added to first 33 active projects
- Dan O'Neal appointed as first FMSIB Chair

2002



- Referendum 51: Nine-cent gas tax on ballot
- Included funding for FMSIB projects
- Voters reject referendum
- FMSIB conducts call for projects



2003

- Legislature enacts Nickel package
- 15% surcharge on truck weight fees
- WTA agreed to support if funds were dedicated to freight
- Nearly total amount was dedicated to WSDOT projects
- Two FMSIB projects included

2004



- Legislature included 10 more FMSIB projects in supplemental budget
- A call for projects was issued to keep an active list of projects advancing



2005

- Legislature passed 9.5 cent gas tax (phased)
- For first time, FMSIB received \$12M/biennium of dedicated funding:
 - \$6M is 18th Amendment restricted (roads only)
 - \$6M is multimodal (roads or non-roads)
 - FMSIB revenue tied to weight fee increase on trucking industry



2006 and 2007

- Board required increased project reporting
- Project advancement, reviews, and project eliminations were added to Board duties.
- Board continued to advocate for federal participation on FMSIB projects (trips to Washington, DC)
- Call for projects continued to maintain active 6 year list.
- 2007: Puget Sound RTID defeated at the polls

2008



- FMSIB, City of Everett, City of Marysville, and Port of Everett collaborated on identification of future freight routes.
- Extensive interaction with Congress - Sen. Patty Murray, Congressman Adam Smith.



2009

- Call for projects: 6 submitted/4 approved
- Tacoma Area Tideflats Study (TATS)
 - SSA Marine
 - Marine View Ventures
 - Port of Tacoma
 - Fife
 - Tacoma
 - Pierce County
- Argo Truck Access Project begins

2010



- Call for projects: 10 submitted/6 approved
- **Executive Branch** proposal to consolidate FMSIB, County Road Administration Board (CRAB), Transportation Improvement Board (TIB), and WSDOT Highways and Local Programs (WSDOT-HLP)
- Joint Transportation Committee: **Local Agency Efficiencies Study** - CRAB, TIB, FMSIB and WSDOT Highways and Local Programs
 - Evaluate funding and services offered by four state agencies providing local transportation services.
 - Objective: identify opportunities to streamline governance and organization, and to identify whether there are more efficient ways to distribute transportation funds and provide services to local governments.
 - Goal: Increase efficiencies while effectively meeting local governments' needs.
- Policy workgroup comprised of legislators and Governor's staff oversaw the study. A technical staff workgroup provided support.



2010/11 (Continued)

Local Agency Efficiencies Study – December findings:

- ... Each of the four agencies was created to address a particular need. Our assessment is that agencies have continued to execute programs and deliver services in alignment with their founding statutes and program direction.
- The four agencies' programs and outcomes are in line with the six State Transportation Policy Goals.
- ... customers interviewed for this study are generally very satisfied with the four agencies and did not highlight a need for significant structural changes.
- Based on this assessment, we do not see a need for or benefit from restructuring the current system.



2011

- Call for projects. 4 submitted/3 approved
- “Stick to the mission” was the FMSIB theme - Focus on investing in freight and infrastructure for economic recovery
- TATS completed
- FMSIB Board approved two of the JTC study recommendations:
 - Pursuing a legislative appropriation for a third FTE (succession planning)
 - State law change to eliminate line item approval of FMSIB projects.



2012

- Call for projects. (One awarded)
- Deputy Director position funded in supplemental budget
- Deputy Director hired in November 2012
- MAP-21 authorized
 - First federal transportation authorization to recognize freight
 - “Borrows” from FMSIB to create Freight Advisory Committees (Optional, Advisory to the “State”)

2013



- Senate Bill 5239/House Bill 1256 introduced and enacted:
 - Eliminated legislative, line-item approval of FMSIB projects.
 - FMSIB receives separate capital budget (no longer part of WSDOT-HLP appropriation)
- MAP-21:
 - Washington State Advisory Committee created via WSDOT/FMSIB letter of agreement, staffed by FMSIB
 - Karen Schmidt appointed to the National Freight Advisory Committee as only Washington State representative

2014

- Call for projects. (Three awarded in July)
- Legislative:
 - Agency request to permanently fund deputy director position denied.
 - House/Senate *reduced* operating budget \$25,000-Governor vetoed
- Washington State Freight Advisory Committee (WAFAC) completes recommendations to state freight plan, state legislature, and congress (Incarnation 1)
- Board travels to Washington DC with WAFAC recommendations
- Karen Schmidt, Executive Director, retires.
- Ashley Probart is hired as new Executive Director.





2015

- 2015 Connecting Washington Transportation Package increases FMSIB budget from \$12M a biennium to \$27M a biennium (full implementation in 2017-19 biennium)
 - \$13.5M is 18th Amendment restricted (roads only)
 - \$13.5M is multimodal (roads or non-roads)
 - Funds are part of an expenditure plan; they are not codified
- FMSIB budget increase is widely recognized as tied to weight fee increase on trucking
- Agency request to permanently fund deputy director position denied.
- FMISB and Washington Public Ports Association are to conduct Marine Cargo Forecast (\$250,000 state, \$140,000 ports)



2015 – FAST Act

- Provides freight funding and policy direction
- New FASTLANE grant program - eligible projects include highway freight projects on National Highway Freight Network (NHFN); The current grant cycle is \$800M and the total program is \$4.5B over five years.
- Requires designating an urban and rural freight corridor network as an extension of the National Highway Freight Network (approximately 240 miles)
- Federal freight formula funding program: States receive a direct funding distribution to improve the movement of freight on their share of the NHFN. Washington State share is \$107.8M over five year Act.



2016

- FMSIB approves six new projects
- Local Agency Efficiencies Study Recommendation met: Dashboard – Lite implemented. FMSIB now has web based reporting capability.
- Legislative:
 - HB 2599 Authorizes FMSIB to remove deferred projects
 - Supplemental Transportation Budget Proviso requires an update of the State Freight Plan to comply with new FAST Act
 - Includes requirement to identify projects on freight network, submit to Office of Financial Management, Legislature by November 1, 2016
 - FMSIB reactivates Washington State Freight Advisory Committee (Incarnation 2)
- Governor's Office is conducting meetings on allocation of all federal formula funding in June/July 2016 (FMSIB is identified as part of FAST ACT Work Group)



2017

- FMSIB reactivates WAFAC (Incarnation 3) to respond to 2017 Legislative proviso to validate projects on the list submitted to the Legislature in 2016
- FMSIB and WPPA complete 2017 version of the Marine Cargo Forecast
- FMSIB initiates Phase 2 of the Road-Rail Conflicts Study
- WSDOT submits State Freight Plan to FHWA in December

FMSIB Added Responsibilities



- Washington State Freight Advisory Committee (WAFAC) – Joint with WSDOT
- Marine Cargo Forecast – Joint with WPPA
- Road-Rail Conflict Study – Joint with Advisory Panel
- Observations of these:
 - Freight related
 - Collaborative
 - Not requested by FMSIB

What Does 2019 Hold?



- Legislative action on Phase 2 of the Road-Rail Conflicts Study
- Potential actions post-Marine Cargo Forecast
- Potential actions post-Air Cargo Study report



Questions?

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Truck Freight Economic Corridors in Washington State



March 2014

LEGEND

- Major Cargo Airports
- Rail Intermodal Terminals
- Barge Loading Facilities
- Marine Port Terminals

Freight Economic Corridors

- T1 Truck Freight Economic Corridors:** Freight corridors carrying more than 10 million tons per year
- T2 Truck Freight Economic Corridors:** Freight corridors carrying 4 million to 10 million tons per year.
- Alternative Freight Economic Corridors:** Corridors carrying 600,000 to 4 million tons per year and serve as alternatives to T1 freight routes
- Missing Links in T-1/T-2 network**
- First/Last Mile Connector Routes to T1/T2 Corridors**

State TFEC Mileage

- T-1 and T-2 corridors: 3166 miles
- Alternative corridors: 275 miles
- First/Last mile connectors and missing links: 835 miles
- **Total: 4276 miles**

NHFN Mileage

- Primary Highway Freight Network: 816.6 miles
- Other Interstates: 17.4 miles
- CUFCs: 81.7 miles
- CRFCs: 163.3 miles
- **Total: 1079.1 miles**

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Freight Mobility Strategic Investment Board (FMSIB)

Briefing Paper – Project Cost Overruns - Draft

(Revised 5/23/18)

BACKGROUND

Applicants for FMSIB project funding typically develop their transportation projects over the course of several years from inception to construction. During the planning, design, and environmental stages, project cost changes are not unusual. Most transportation projects today are funded through a combination of several state/federal/local sources and cost changes are addressed in a variety of ways by various funding sources.

CURRENT FMSIB POLICY

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

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

To summarize, when project costs increase, FMSIB's contribution does not. This is relatively easy to for FMSIB staff to administer. However, when project costs decrease, no guidance is provided to FMSIB staff regarding the reimbursement calculation. Moreover, since FMSIB funds construction costs only, there is some confusion over whether "Total Project Cost" or "Total Construction Cost" is used to Calculate the fixed FMSIB contribution percentage (Historically, it's been "Total Project Costs.")

FACTORS LEADING TO CONSIDERING A CHANGE

1. Our sister agencies (CRAB and TIB, all State Funds) and WSDOT Local Programs (mostly Federal Funds) have implemented policies and procedures for responding to requests from applicants for additional funding.
2. FMSIB's response to requests for additional funding is easy to administer, i.e., the agency always says "No." However, this policy places the entire burden on the project applicant and other funding partners to respond to project increases.
3. The current FMSIB policy minimizes staff efforts to respond to funding requests but may not be fully responsive to project applicant needs.
4. Several of our applicants are small communities who are developing large projects on the state highway system that passes through their communities. These larger projects come with larger risks and not all small communities are capable of responding adequately. In some cases, the project costs were not developed by the local agency, reducing that local agency's ability to manage cost increase risks.

Freight Mobility Strategic Investment Board (FMSIB)

Briefing Paper – Project Cost Overruns - Draft

(Revised 5/23/18)

FACTORS TO CONSIDER IN A POLICY REVISION

In order to minimize administration costs yet increase FMSIB's responsiveness to project applicants, any new policy should consider these factors:

1. Increased funding awards can occur only once per project. The most appropriate time for applicants to request this one-time funding increase would be at construction contract award.
2. Increased funding awards should reset the FMSIB participation percentage to a share higher than the original award. Also, sponsors will still be required to provide a refund of FMSIB funds if the Final Project Costs come in lower than forecasted.
3. Other project funding partners should participate in funding any shortfalls.
4. FMSIB will not fund 100% of any identified funding gap.
5. The project applicant should demonstrate that all other non-funding options for mitigating the cost overrun have been pursued and exhausted.
6. Project Sponsors would apply to the Board and certify they have mitigated the cost increase and sought additional funding sources to the best of their ability.
7. The Board may choose to review all requests for additional funding or delegate smaller requests to the Director for approval.

Freight Mobility Strategic Investment Board (FMSIB)

Briefing Paper – Emergent Project Funding - Draft

(Revised 5/23/18)

BACKGROUND

FMSIB conducts regular project solicitations, usually about every two years. The Board has not established a regular frequency for solicitations.

FMSIB's legislative appropriation has grown over the last ten years. In the early 2000's, it varied due to inconsistent and ad hoc biennial appropriations to the agency. By 2011, FMSIB started receiving a regular biennial appropriation of \$12 million. In 2015, that was increased to \$29 million per biennium. During most project solicitations, the Board chooses to allocate all available revenues during subsequent biennia to specific projects. The allocation window usually includes one and sometimes two future biennia worth of revenue.

For the first time in 2016, and as part of the Board discussions on that year's Call for Projects, FMSIB allocated funding to "Future Awards" in the 17-19 Biennium. In essence, this created expenditure authority for potential projects which had not been determined. The belief was that if emergent projects were identified, the Board would not need to seek a supplemental budget in order to respond.

CURRENT FMSIB POLICY

The Board has not established a policy for allocation of biennial capital appropriations, whether for Emergent Projects, Cost Overruns, or any other purpose.

Prior to 2016, all available capital revenues were allocated to projects solicited through the regular Call for Projects.

FACTORS LEADING TO CONSIDERING A CHANGE

1. If a policy is written and approved, it will provide clarity to Board members, staff, and our customers.
2. If a policy is written and approved, the State Auditor will hold the agency accountable to it.
3. The downside of allocating money to this purpose is that if it isn't expended (like 2017 and 2018) it can become a target for removal by the Legislature.
4. If an emergent need is identified, a supplemental budget is at most a year away.
5. Alternative to a supplemental budget, FMSIB could expend for the emergent need and work with project sponsors to delay work (or reimbursements) on their projects.
6. Refunds likely in future biennia could also be used to fund emergent needs in that biennium.

Freight Mobility Strategic Investment Board (FMSIB)

Briefing Paper – Emergent Project Funding - Draft

(Revised 5/23/18)

FACTORS TO CONSIDER IN A POLICY REVISION

In order to minimize administration costs yet increase FMSIB's responsiveness to potential future project applicants, any new policy should consider these factors:

1. The Board may want to develop a modified applications procedure for Emergent Projects.
2. The application process should likely focus on how the project meets "Emergent Project" criteria (which would also need to be developed).
3. In order to document freight value, Emergent Project requests should be scored using standard FMSIB project scoring criteria.
4. The Board may want to consider a modified version of the scoring criteria in order to facilitate expeditious scoring.
5. The Board may want to consider whether the applicant does the scoring in order to facilitate expeditious scoring.
6. All Emergent Projects should require a review and approval by the full Board.
7. If a policy is developed, the Board should decide how broadly to make the new policy known to all traditional FMSIB customers.



FMSIB 2018 Call for Projects

Briefing to Board Workshop
May 31, 2018

Brian J. Ziegler, P.E.

Agenda



- Call for Projects Process and Outreach
- Applications Received
- Project Selection Committees Efforts
- Review Projects
- Funding Recommendations
- Expected Board Action

Call for Projects - Schedule



- Call for Projects Initiated January 15, 2018
- Submittals Due March 30, 2018
- Preliminary Selection May 1, 2018
- Project Interviews May 14-15, 2018
- Final List Adoption June 1, 2018

Call for Projects - Outreach



- IACC Conference (2017)
- Direct email and Association newsletters (AWC, WSACE, WPPA)
- Call for Projects Webinar (Jan. 25th). About 20 attendees
- PSRC FAST Freight Advisory Committee
- MPO/RTPO Coordinating Committee
- Interest Group Presentations (WPPA, LCTA, WSTC, PCCTA)



Call for Projects Outreach

January 25th Webinar Agenda

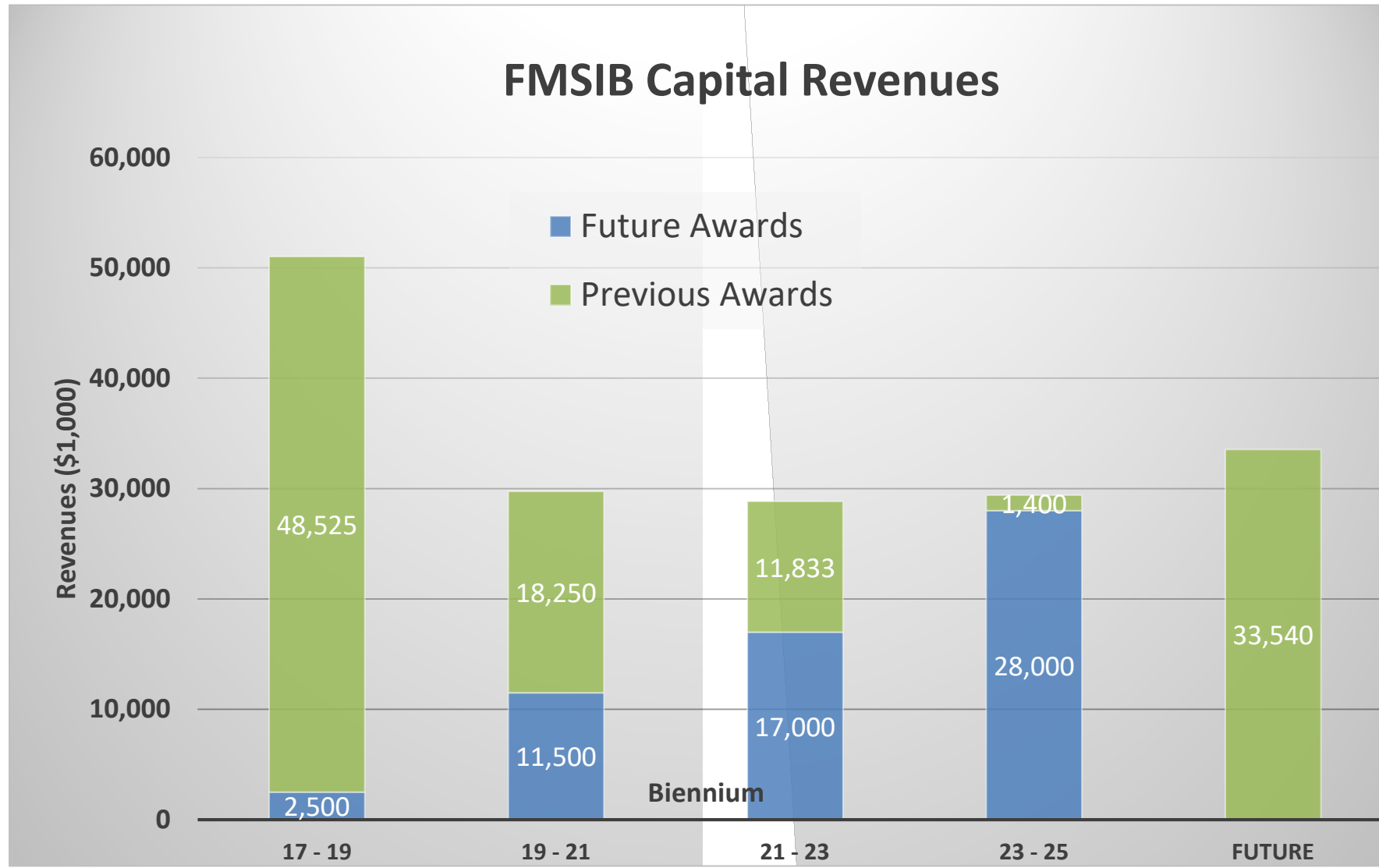
- Timeline and Funding
- Eligibility and Screening
- Project Prioritization Criteria
- Scoring and Selection Process
- Example of Funded Projects
- Open Q & A



Available Funding

- FMSB funds construction only
- Beginning July 1, 2019: As much as **\$10 million** to be expended by June 30, 2021
- Beginning July 1, 2021: As much as an **additional \$15 million** to be expended by June 30, 2023
- Requires minimum 20% match (local or other non-FMSIB funds)
- Higher Match = Higher Priority

Available Funding





Contacts (Jan. 15th to Mar. 30th)

- Chelan County
- City of Spokane Valley (2)
- City of Seattle (2)
- Port of Kalama
- Port of Vancouver
- City of Millwood
- City of Othello
- City of Connell
- Port of Klickitat
- Franklin County
- City of Fife



Applications Received

- Chelan County
- City of Spokane Valley (2)
- City of Seattle (**1**)
- Port of Kalama
- ~~Port of Vancouver~~
- **Spokane County (2)**
- **City of Spokane (2)**
- City of Millwood
- ~~City of Othello~~
- City of Connell
- ~~Port of Klickitat~~
- ~~Franklin County~~
- City of Fife
- **Spokane Airport**
- **Port of Longview**
- **City of Edmonds**
- **City of Sumner**

Project Selection Committee Efforts



Project Selection Committee

- Pat Hulcey, Chair
- Matt Ewers
- Tom Trulove
- Bob Watters

Technical Committee

- Jane Wall (AWC)
- Jason Beloso (WSDOT)
- Sheri Call (WTA)
- Johan Hellman (BNSF)
- Chris Herman (WPPA)
- Jeff Monsen (CRAB)



Project Selection Committee Efforts

- Attend informational webinar (Mar. 27th)
- Download 16 applications packets (Apr. 4th)
- Score all applications and submit electronically (by Apr. 17th)
- Attend webinar to review scoring, reconcile differences, and select project sponsors for interviews (Apr. 24th)
- Attend day-long Project Interview session (May 15th)

Thank You Committee Members!

Project Selection Committee Efforts



- Recommended interviewing ten of the 16 project sponsors.
- After hearing all ten interviews, discussed project details, funding requests, and timing.
- After May 15th, reviewed a staff summary of those discussions and endorsed a recommendation to the Board.

Project Submittals



FMSIB #	Geo Area	Lead Agency	Project Title	Project Total	Committed	Requested from FMSIB
2018-1	EW	Chelan County	West Cashmere Bridge	\$ 23,500,000	\$ 18,500,000	\$ 5,000,000
2018-2	WW	City of Sumner	Stewart Road	\$ 16,489,033	\$ 3,633,618	\$ 5,000,000
2018-3	EW	City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ 8,400,000	\$ 750,833	\$ 1,680,000
2018-4	EW	City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ 5,800,000	\$ -	\$ 1,160,000
2018-5	PS	City of Fife	70th Ave. East Freight Bottleneck Relief	\$ 41,371,624	\$ 36,371,624	\$ 5,000,000
2018-6	EW	City of Spokane	Wellesley Ave. - Freya to Havana	\$ 2,000,000	\$ 750,000	\$ 1,250,000
2018-7	EW	City of Spokane	Freya St. - Wellesley to Decatur	\$ 3,500,000	\$ -	\$ 1,850,000
2018-8	PS	City of Edmonds	Edmonds St. Waterfront Connector	\$ 26,905,000	\$ 6,990,000	\$ 3,000,000
2018-9	WW	Port of Longview	Industrial Rail Corridor Expansion	\$ 35,900,000	\$ 17,900,000	\$ 4,000,000

Project Submittals (con't.)



FMSIB #	Geo Area	Lead Agency	Project Title	Project Total	Committed	Requested from FMSIB
2018-10	EW	City of Connell	Connell Rail Interchange	\$ 24,100,000	\$ 10,100,000	\$ 4,000,000
2018-11	EW	Spokane County	Bigelow Gulch - Phase 3	\$ 6,925,710	\$ 4,655,710	\$ 2,270,000
2018-12	EW	Spokane County	Nevada Street	\$ 914,000	\$ 457,000	\$ 457,000
2018-13	EW	Spokane Airports	Airport Drive/Spotted Road Interchange	\$ 17,437,000	\$ 437,000	\$ 2,500,000
2018-14	PS	City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 48,600,000	\$ 15,000,000	\$ 6,100,000
2018-15	EW	City of Millwood	Argonne Road - Fredrick to Liberty	\$ 1,470,250	\$ 19,900	\$ 735,100
2018-16	WW	Port of Kalama	Industrial Rail Additions	\$ 11,750,000	\$ 9,350,000	\$ 2,400,000
TOTAL				\$ 275,062,617	\$ 124,915,685	\$ 46,402,100

Scoring, Ranking, Interview Decisions



Rank	FMSIB Number	Lead Agency	Project Title
1	2018-5	City of Fife	70th Ave. East Freight Bottleneck Relief
2	2018-14	City of Seattle	East Marginal Way Heavy Haul Corridor Improvements
3	2018-4	City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery
4	2018-1	Chelan County	West Cashmere Bridge
5	2018-2	City of Sumner	Stewart Road
6	2018-13	Spokane Airports	Airport Drive/Spotted Road Interchange
7	2018-10	City of Connell	Connell Rail Interchange
8	2018-16	Port of Kalama	Industrial Rail Additions
9	2018-3	City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290
10	2018-11	Spokane County	Bigelow Gulch - Phase 3
11	2018-9	Port of Longview	Industrial Rail Corridor Expansion
12	2018-15	City of Millwood	Argonne Road - Fredrick to Liberty
13	2018-8	City of Edmonds	Edmonds St. Waterfront Connector
14	2018-6	City of Spokane	Wellesley Ave. - Freya to Havana
15	2018-7	City of Spokane	Freya St. - Wellesley to Decatur
16	2018-12	Spokane County	Nevada Street

Interview Cut Line



Interview Invite Letter - Questions

- General:
 - Describe the freight benefits
 - Describe elements of project that are not freight related
 - Describe project readiness to construct
 - How is project affected if FMSIB funds less than requested?
- Specific
 - Varied by project
- Expectations is that Sponsors would answer questions as part of their interview
- Several additional questions posed during the interviews

Day of Interview – Committee Briefing



INTERVIEWS

- Maintaining the schedule is key. And it's fair.
- We've informed the presenters they have 15 minutes of presentation time and 10 minutes of Q&A.
- Each Interview begins with a welcome from the Chair, explanation of the format and schedule, and then introduction of the Board and Technical Committee members.
- Presenters have the option to introduce their team then begin their presentation.
- Staff will advise the Chair when 20 minutes has passed and 24 minutes is passed.
- Chair closes the presentation with a thank you to the presenters and a reminder that over the next week the Committees will formulate a funding recommendation to the full Board and that the Board will make a final funding decision on June 1st.
- A five minute break is available for Committee members between presentations.

Day of Interview – Briefing (con't.)



PRIORITIZATION DISCUSSION (AFTER ALL INTERVIEWS)

- For each project, determine whether we have enough information to make a prioritization decision. Direct staff to get additional information if the Committees need it to make a prioritization decision.
- Prioritization decision options:
 - Do not fund
 - Partially fund the requested amount
 - Fully fund the requested amount

Day of Interview – Briefing (con't.)



AVAILABLE FUNDING

- 19-21 Biennium: \$13 m
- 21-23 Biennium: \$17 m
- 23-25 Biennium: \$28 m

Day of Interview – Briefing (con't.)



FUNDING ALLOCATION DECISIONS

- Amount of set-aside for project cost overruns (pursuant to “Cost Overrun Policy,” yet to be determined)
- Amount of set-aside for emergent project needs within each biennium
- Amount of set-aside for 2020 Project Call
- Allocation to 2018 prioritized project list (i.e., partially or fully funding the requests)

Day of Interview – Briefing (con't.)



FACTORS POTENTIALLY AFFECTING PRIORITIZATION AND ALLOCATION

- FMSIB \$ ratio to Total \$ (Leverage Ratio)
- Urgency of project delivery (FMSIB \$ are First or Last \$)
- Truck percentage on the FMSIB improved routes
- FMSIB Share of Project (%) vs. Truck Percentage (%)
- FMSIB \$ per Truck



Review of Interviewed Projects

Switch to Project Presentation

Funding Requests



Lead Agency	Project Title	Project Total	Committed	Request of from FMSIB
City of Fife	70th Ave. East Freight Bottleneck Relief	\$ 41,371,624	\$ 36,371,624	\$ 5,000,000
Port of Kalama	Industrial Rail Additions	\$ 11,750,000	\$ 9,350,000	\$ 2,400,000
Spokane Airports	Airport Drive/Spotted Road Interchange	\$ 17,437,000	\$ 437,000	\$ 2,500,000
Spokane County	Bigelow Gulch - Phase 3	\$ 6,925,710	\$ 4,655,710	\$ 2,270,000
City of Connell	Connell Rail Interchange	\$ 24,100,000	\$ 10,100,000	\$ 4,000,000
Chelan County	West Cashmere Bridge	\$ 23,500,000	\$ 18,500,000	\$ 5,000,000
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ 8,400,000	\$ 750,833	\$ 1,680,000
City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ 5,800,000	\$ -	\$ 1,160,000
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 48,600,000	\$ 15,000,000	\$ 6,100,000
City of Sumner	Stewart Road	\$ 16,489,033	\$ 3,633,618	\$ 5,000,000
TOTAL		\$ 204,373,367	\$ 98,798,785	\$ 35,110,000



Funding Requests (con.t)

Lead Agency	Project Title	Percentage FMSIB	Requested Biennium (REVISED)		
			19-21	21-23	23-25
City of Fife	70th Ave. East Freight Bottleneck Relief	12%	\$ 5,000,000		
Port of Kalama	Industrial Rail Additions	20%	\$ 2,400,000		
Spokane Airports	Airport Drive/Spotted Road Interchange	14%		\$ 2,500,000	
Spokane County	Bigelow Gulch - Phase 3	33%	\$ 1,135,000	\$ 1,135,000	
City of Connell	Connell Rail Interchange	17%	\$ 4,000,000		
Chelan County	West Cashmere Bridge	21%	\$ 1,500,000	\$ 3,500,000	
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	20%	\$ 1,680,000		
City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	20%		\$ 1,160,000	
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	13%		\$ 6,100,000	
City of Sumner	Stewart Road	30%		\$ 2,500,000	\$ 2,500,000
TOTAL			\$ 15,715,000	\$ 16,895,000	\$ 2,500,000

Funding Recommendation



Lead Agency	Project Title	Project Total	Committed	REVISED from FMSIB	Percentage FMSIB
City of Fife	70th Ave. East Freight Bottleneck Relief	\$ 41,371,624	\$ 36,371,624	\$ 5,000,000	12%
Port of Kalama	Industrial Rail Additions	\$ 11,750,000	\$ 9,350,000	\$ 2,400,000	20%
Spokane Airports	Airport Drive/Spotted Road Interchange	\$ 17,437,000	\$ 437,000	\$ -	0%
Spokane County	Bigelow Gulch - Phase 3	\$ 6,925,710	\$ 4,655,710	\$ 2,270,000	33%
City of Connell	Connell Rail Interchange	\$ 24,100,000	\$ 10,100,000	\$ -	0%
Chelan County	West Cashmere Bridge	\$ 23,500,000	\$ 18,500,000	\$ 3,000,000	13%
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ 8,400,000	\$ 750,833	\$ 1,680,000	20%
City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ 5,800,000	\$ -	\$ -	0%
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 48,600,000	\$ 15,000,000	\$ 6,100,000	13%
City of Sumner	Stewart Road	\$ 16,489,033	\$ 3,633,618	\$ 3,000,000	18%
TOTAL		\$ 204,373,367	\$ 98,798,785	\$ 23,450,000	

Funding Rationale



Lead Agency	Project Title	Rationale
City of Fife	70th Ave. East Freight Bottleneck Relief	High freight benefit, urgent need, fully funded.
Port of Kalama	Industrial Rail Additions	Mainline rail benefit (locally and regionally), high private sector match, fully funded.
Spokane Airports	Airport Drive/Spotted Road Interchange	No freight data, Little to no freight mobility benefit, potential freight safety benefits. Good future candidate.
Spokane County	Bigelow Gulch - Phase 3	Moderate freight mobility benefits, continuation of corridor investments, freight growing even after NSC completion, fully funded
City of Connell	Connell Rail Interchange	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.
Chelan County	West Cashmere Bridge	Avoids imminent bridge failure, preserves alternative freight access and grade separated rail crossing, FMSIB is last money, but project did not warrant full \$5 million request
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	Connects SR-290 and I-90 through a developing industrial area, leverages previous FMSIB commitment and TIGER-grant funded grade separation at north end of corridor.
City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	High freight volumes but benefits are mostly to pavement conditions. Good future candidate, maybe paired with Millwood segment of Argonne Rd.
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	Direct Port and Terminal access, heavy freight volumes, upgrading to Heavy Haul standard, separating bicycles, funding delayed a biennium in order to full fund request
City of Sumner	Stewart Road	High freight volumes, developing industrial area, last constraint in the corridor, less expensive than previous FMSIB project request, project benefits did not warrant fully funding \$5 million request



Funding Changes from Request

Lead Agency	Project Title	Difference		Difference Requested Biennium		
		Revised to Original	Percent FMSIB	19-21	21-23	23-25
City of Fife	70th Ave. East Freight Bottleneck Relief	\$ -	0%	\$ -	\$ -	\$ -
Port of Kalama	Industrial Rail Additions	\$ -	0%	\$ -	\$ -	\$ -
Spokane Airports	Airport Drive/Spotted Road Interchange	\$ (2,500,000)	-14%	\$ -	\$ (2,500,000)	\$ -
Spokane County	Bigelow Gulch - Phase 3	\$ -	0%	\$ -	\$ -	\$ -
City of Connell	Connell Rail Interchange	\$ (4,000,000)	-17%	\$ (4,000,000)	\$ -	\$ -
Chelan County	West Cashmere Bridge	\$ (2,000,000)	-9%	\$ -	\$ (2,000,000)	\$ -
City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ -	0%	\$ -	\$ -	\$ -
City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ (1,160,000)	-20%	\$ -	\$ (1,160,000)	\$ -
City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ -	0%	\$ -	\$ (3,100,000)	\$ 3,100,000
City of Sumner	Stewart Road	\$ (2,000,000)	-12%	\$ -	\$ (500,000)	\$ (1,500,000)
TOTAL		\$ (11,660,000)		\$ (4,000,000)	\$ (9,260,000)	\$ 1,600,000

Funding Recommendation Summary



- Sixteen applications received
- Ten project sponsors interviewed
- Seven projects funded
 - Two projects to receive amounts below their request
 - One project to receive amounts later than requested
- Contingency Project Funding (Connell)
 - Depends on timing and amount of rebate from previously funded project
 - Will require additional conversations with the Sponsor and bring a recommendation to the Board

Expected Board Action Tomorrow



- Adopt Policies on Cost Overruns and Emergent Projects (or not).
- For each project, adjust funding amount and/or timing (or not).
- Approve the funding recommendation, in total, by motion and Board vote.

FMSIB Staff Actions After Board Action



- Notify unsuccessful project sponsors
- Prepare award letters and send to selected project sponsors
- Determine allocation of available revenues to specific projects reflecting best alignment to FMIA and FMMA fund constraints
- Enter new projects into the FMSIB web tracking system

Project Selection Committee(s) Prioritization and Funding Options

For Project Sponsor Interview Meeting on 5/15/18

INTERVIEWS

1. Maintaining the schedule is key. And it's fair.
2. We've informed the presenters they have 15 minutes of presentation time and 10 minutes of Q&A.
3. Each Interview begins with a welcome from the Chair, explanation of the format and schedule, and then introduction of the Board and Technical Committee members.
4. Presenters have the option to introduce their team then begin their presentation.
5. Staff will advise the Chair when 20 minutes has passed and 24 minutes is passed.
6. Chair closes the presentation with a thank you to the presenters and a reminder that over the next week the Committees will formulate a funding recommendation to the full Board and that the Board will make a final funding decision on June 1st.
7. A five minute break is available for Committee members between presentations.

PRIORITIZATION DISCUSSION (AFTER ALL INTERVIEWS)

- For each project, determine whether we have enough information to make a prioritization decision. Direct staff to get additional information if the Committees need it to make a prioritization decision.
- Prioritization decision options:
 1. Do not fund
 2. Partially fund the requested amount
 3. Fully fund the requested amount

AVAILABLE FUNDING

1. 19-21 biennium: \$13 m
2. 21-23 biennium: \$17 m
3. 23-25 biennium: \$28 m

FUNDING ALLOCATION DECISIONS

1. Amount of set-aside for project cost overruns (pursuant to "Cost Overrun Policy," yet to be determined)
2. Amount of set-aside for emergent project needs within each biennium
3. Amount of set-aside for 2020 Project Call
4. Allocation to 2018 prioritized project list (i.e., partially or fully funding the requests)

FACTORS POTENTIALLY AFFECTING PRIORITIZATION AND ALLOCATION

- FMSIB \$ ratio to Total \$ (Leverage Ratio)
- Urgency of project delivery (FMSIB \$ are First or Last \$)
- Truck percentage on the FMSIB improved routes
- FMSIB Share of Project (%) vs. Truck Percentage (%)
- FMSIB \$ per Truck

FMSIB 2018 Project Submittals - Sorted for Interviews - Committee Revisions

FMSIB #	Geo Area	Lead Agency	Project Title	Project Total	Committed	REVISED from FMSIB	Requested Biennium (REVISED)		
							19-21	21-23	23-25
2018-5	PS	City of Fife	70th Ave. East Freight Bottleneck Relief	\$ 41,371,624	\$ 36,371,624	\$ 5,000,000	\$ 5,000,000		
2018-16	WW	Port of Kalama	Industrial Rail Additions	\$ 11,750,000	\$ 9,350,000	\$ 2,400,000	\$ 2,400,000		
2018-13	EW	Spokane Airports	Airport Drive/Spotted Road Interchange	\$ 17,437,000	\$ 437,000	\$ -		\$ -	
2018-11	EW	Spokane County	Bigelow Gulch - Phase 3	\$ 6,925,710	\$ 4,655,710	\$ 2,270,000	\$ 1,135,000	\$ 1,135,000	
2018-10	EW	City of Connell	Connell Rail Interchange	\$ 24,100,000	\$ 10,100,000	\$ -	\$ -		
2018-1	EW	Chelan County	West Cashmere Bridge	\$ 23,500,000	\$ 18,500,000	\$ 3,000,000	\$ 1,500,000	\$ 1,500,000	
2018-3	EW	City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ 8,400,000	\$ 750,833	\$ 1,680,000	\$ 1,680,000		
2018-4	EW	City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ 5,800,000	\$ -	\$ -		\$ -	
2018-14	PS	City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 48,600,000	\$ 15,000,000	\$ 6,100,000		\$ 3,000,000	\$ 3,100,000
2018-2	WW	City of Sumner	Stewart Road	\$ 16,489,033	\$ 3,633,618	\$ 3,000,000		\$ 2,000,000	\$ 1,000,000
TOTAL				\$ 204,373,367	\$ 98,798,785	\$ 23,450,000	\$ 11,715,000	\$ 7,635,000	\$ 4,100,000

FMSIB 2018 Project Submittals - Sorted for Interviews - Committee Revisions

FMSIB #	Geo Area	Lead Agency	Project Title	Project Total	Committed	REVISED from FMSIB	Rationale
2018-5	PS	City of Fife	70th Ave. East Freight Bottleneck Relief	\$ 41,371,624	\$ 36,371,624	\$ 5,000,000	High freight benefit, urgent need, fully funded.
2018-16	WW	Port of Kalama	Industrial Rail Additions	\$ 11,750,000	\$ 9,350,000	\$ 2,400,000	Mainline rail benefit (locally and regionally), high private sector match, fully funded.
2018-13	EW	Spokane Airports	Airport Drive/Spotted Road Interchange	\$ 17,437,000	\$ 437,000	\$ -	No freight data, Little to no freight mobility benefit, potential freight safety benefits. Good future candidate.
2018-11	EW	Spokane County	Bigelow Gulch - Phase 3	\$ 6,925,710	\$ 4,655,710	\$ 2,270,000	Moderate freight mobility benefits, continuation of corridor investments, freight growing even after NSC completion, fully funded
2018-10	EW	City of Connell	Connell Rail Interchange	\$ 24,100,000	\$ 10,100,000	\$ -	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.
2018-1	EW	Chelan County	West Cashmere Bridge	\$ 23,500,000	\$ 18,500,000	\$ 3,000,000	Avoids imminent bridge failure, preserves alternative freight access and grade separated rail crossing, FMSIB is last money, but project did not warrant full \$5 million request
2018-3	EW	City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ 8,400,000	\$ 750,833	\$ 1,680,000	Connects SR-290 and I-90 through a developing industrial area, leverages previous FMSIB commitment and TIGER-grant funded grade separation at north end of corridor.
2018-4	EW	City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ 5,800,000	\$ -	\$ -	High freight volumes but benefits are mostly to pavement conditions. Good future candidate, maybe paired with Millwood segment of Argonne Rd.
2018-14	PS	City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 48,600,000	\$ 15,000,000	\$ 6,100,000	Direct Port and Terminal access, heavy freight volumes, upgrading to Heavy Haul standard, separating bicycles, funding delayed a biennium in order to full fund request
2018-2	WW	City of Sumner	Stewart Road	\$ 16,489,033	\$ 3,633,618	\$ 3,000,000	High freight volumes, developing industrial area, last constraint in the corridor, less expensive than previous FMSIB project request, project benefits did not warrant fully funding \$5 million request
TOTAL				\$ 204,373,367	\$ 98,798,785	\$ 23,450,000	

FMSIB 2018 Project Submittals - Committee Revisions - Variance from Sponsor Request

FMSIB #	Geo Area	Lead Agency	Project Title	Difference	Difference	Difference Requested Biennium		
				Revised to Original	Percent FMSIB	19-21	21-23	23-25
2018-5	PS	City of Fife	70th Ave. East Freight Bottleneck Relief	\$ -	0%	\$ -	\$ -	\$ -
2018-16	WW	Port of Kalama	Industrial Rail Additions	\$ -	0%	\$ -	\$ -	\$ -
2018-13	EW	Spokane Airports	Airport Drive/Spotted Road Interchange	\$ (2,500,000)	-14%	\$ -	\$ (2,500,000)	\$ -
2018-11	EW	Spokane County	Bigelow Gulch - Phase 3	\$ -	0%	\$ -	\$ -	\$ -
2018-10	EW	City of Connell	Connell Rail Interchange	\$ (4,000,000)	-17%	\$ (4,000,000)	\$ -	\$ -
2018-1	EW	Chelan County	West Cashmere Bridge	\$ (2,000,000)	-9%	\$ -	\$ (2,000,000)	\$ -
2018-3	EW	City of Spokane Valley	Barker Road Corridor Widening - Spokane River to SR-290	\$ -	0%	\$ -	\$ -	\$ -
2018-4	EW	City of Spokane Valley	Argonne Road Concrete Pavement Reconstruction - Indiana to Montgomery	\$ (1,160,000)	-20%	\$ -	\$ (1,160,000)	\$ -
2018-14	PS	City of Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ -	0%	\$ -	\$ (3,100,000)	\$ 3,100,000
2018-2	WW	City of Sumner	Stewart Road	\$ (2,000,000)	-12%	\$ -	\$ (500,000)	\$ (1,500,000)
TOTAL				\$ (11,660,000)		\$ (4,000,000)	\$ (9,260,000)	\$ 1,600,000

2017-18 FMSIB Committees

Board & Executive

Chair ~ Dan Gatchet
Leonard Barnes
John Creighton
Matt Ewers
Erik Hansen
Johan Hellman
Pat Hulcey
Roger Millar
Arthur Swannack
Tom Trulove
Bob Watters
Aaron Hunt, Ex-Officio
*Counties (1)

Legislative

Chair ~ Tom Trulove
Leonard Barnes
John Creighton
Matt Ewers
Dan Gatchet
Johan Hellman
Pat Hulcey
Bob Watters

Project Selection

Chair ~ Pat Hulcey
Matt Ewers
Tom Trulove
Bob Watters

Administrative

Chair ~ Tom Trulove
Leonard Barnes
Dan Gatchet
Art Swannack

Outreach

**Chair ~ Vacant*
Leonard Barnes
John Creighton
Tom Trulove

**Vacant*

Action Item: 2019 FMSIB Meeting Schedule

FMSIB meetings are traditionally scheduled on the third Friday of every odd-numbered month.

2019 Meeting Options	
January 17	Day on the Hill
January 18	Olympia
March 15	_____
May 30/June 6/13	Workshop
May 31/June 7/14	_____
September 20	_____
November 15	_____

Previous Board Meetings

2015 Board Meetings	2016 Board Meetings	2017 Board Meetings	2018 Board Meetings
Olympia*	Olympia*	Olympia*	Olympia*
Tacoma*	Fife*	Fife*	SeaTac
Marysville	Kalama		
Suquamish Workshop*	Suquamish Workshop*	Suquamish *	Suquamish *
Spokane	Spokane	Tri-Cities Workshop	Walla Walla
Seattle	SeaTac	Vancouver	Spokane Area

*= No airport

Active Project Locations

Puget Sound	Western WA	Eastern WA
Fife	Longview	Spokane County
Kent	Port of Vancouver	Spokane Valley
Marysville	Skagit County	
Port of Seattle		
Seattle		
Sumner		
Tacoma		
Tukwila		

2018 Call for Projects~Recommended for Award

Puget Sound	Western WA	Eastern WA
Fife	Port of Kalama	Chelan County
Seattle		Spokane County
Sumner		Spokane Valley