

Freight Mobility Strategic Investment Board

January 24, 2020

9:00 AM to 1:15 PM

DoubleTree by Hilton - Olympia Conference Room

415 Capitol Way N

Olympia, WA

AGENDA

9:00 AM	1. Welcome and Introductions	Dan Gatchet	Informational
9:05 AM	2. Meeting Minutes	Dan Gatchet	Action
9:15 AM	3. Day on the Hill Recap	Board Members	Informational
9:30 AM	4. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
10:00 AM	5. Board Member Reports	Board Members	Informational
10:10 AM	6. Canceled Projects	Brian Ziegler	Action
10:25 AM	7. I-5/Port of Tacoma Rd I/C - Phase 2 & I-5/54th Ave E I/C	Russ Blount, City of Fife	Action
11:25 AM	8. Active Projects that Could be Deferred	Brian Ziegler	Action
11:40 AM	9. FMSIB Projects and Federal Funding	Brian Ziegler	Informational
12:00 PM	10. Working Lunch / Legislative Panel	Rep. Fey, Sen. Hobbs, Rep. Barkis, Sen. King	Informational
12:45 PM	11. Comparison of TIB/CRAB/FMSIB	Brian Ziegler	Informational
1:05 PM	12. WSDOT Update on Connell Rail I/C	Ron Pate & Jason Beloso, WSDOT	Informational
1:15 PM	Adjourn	Dan Gatchet	

Next Meeting: March 20, 2020 - Tacoma



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

November 15, 2019 • 8:45 a.m. – 1:30 p.m. • Fife, WA

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair
Leonard Barnes
Matt Ewers
Johan Hellman
Pat Hulcey

Temple Lentz
Roger Millar
Art Swannack
Ben Wick

Not Present:
Erik Hansen
John McCarthy
Bob Watters
Ex officio Aaron Hunt

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Josh Diekmann
Steve Fuchs
Jason Beloso

Russ Blount
Kjris Lund
Wenjuan Zhao

Adam Jackson
John Hohman
Sean Eagan

Project Tour

The Board conducted a tour of the below projects from 9 to 10 a.m.:

<i>Project Title</i>	<i>Project Sponsor</i>	<i>Presenter</i>
I-5, 54th Ave E. I/C - Phase 2	City of Fife	Russ Blount
I-5, Port of Tacoma Rd. I/C	City of Fife	Russ Blount
Pacific Highway E/Port of Tacoma Rd to Alexander Ave	City of Fife	Russ Blount
Puyallup River Bridge Replacement	City of Tacoma	Josh Diekmann
East "D" Street Grade Separation	City of Tacoma	Josh Diekmann
SR 509, "D" Street Off Ramps	City of Tacoma	Josh Diekmann
Lincoln Ave Grade Separation	Port of Tacoma	Sean Eagan
Port of Tacoma Road Rehabilitation	City of Tacoma	Josh Diekmann
SR 509, Port of Tacoma Rd. Grade Separation	WSDOT	Brian Ziegler
Taylor Way Rehabilitation	City of Tacoma	Josh Diekmann
SR-167 Completion	WSDOT	Steve Fuchs
I-5, 54th Ave E. I/C - Phase 1A and 1B	City of Fife	Russ Blount
70th Ave. E Freight Bottleneck Relief	City of Fife	Russ and Steve
70th Avenue/Valley Avenue Widening	City of Fife	Russ Blount

Meeting Convenes

Chair Dan Gatchet convened the meeting at 10 a.m. with Board member and guest introductions.

Approval of Minutes

Board Action Item: Adoption of September 20, 2019, Board Meeting Minutes

MOTION:

Chair Gatchet entertained a motion to adopt the September 20, 2019, meeting minutes as presented.

Mr. Hulcey moved to adopt the minutes as presented. Mr. Wick seconded.

MOTION CARRIED

FMSIB Budgets

Operating Budget: The Operating Budget is on track to expend as forecast.

Capital Budget: Director Ziegler reviewed the two new capital budget charts, one for project financing and one to track active project progress. The active project chart indicates that FMSIB's average award to construction schedule has dropped from eight to four years. This is due to the Board actively moving projects to FMSIB's Deferred Project List.

Director Ziegler discussed the impacts of I-976 on FMSIB projects. If the Legislature does not further reduce FMSIB's biennial budget more than the 50 percent that has already been removed, FMSIB can still fund the projects anticipated to expend during this biennium. Every biennium FMSIB receives \$14.5 million in the Freight Mobility Multimodal Account (FMMA) and \$14.5 million in the Freight Mobility Investment Account (FMIA). FMMA comes from the state multimodal account, which will be approximately \$128 million short this biennium due to I-976 passing.

Projects with low likelihood to expend in 19-21 Biennium (noted in red on budget charts):

- CITY OF KENT S 212th St Grade Separation: The city requested to be placed on FMSIB Deferred List, however, the project is not eligible for deferral until 2020.
- CITY OF TUKWILA Strander Blvd/SW 27th Connection: The city council has canceled project so it is eligible to be moved to FMSIB Deferred Project List. The \$5 million award money will now be available for other projects.
- SPOKANE COUNTY Bigelow Gulch Ph 3: On September 20, 2019, the Board chose not to defer this project and requested the county provide an update in November 2020.

Projects with medium likelihood to expend in 19-21 Biennium (noted in yellow on budget charts):

- CITY OF MARYSVILLE SR 529/I-5 I/C Expansion: FMSIB awarded \$5 million in 2018. The Legislature then awarded Connecting Washington money, fully funding the project. FMSIB entered an interagency agreement with WSDOT to move Marysville's FMSIB money to WSDOT. FMSIB is also now last money in the project.
- SPOKANE VALLEY Barker Rd Corridor: Presenting at today's meeting.

Director's Report

Please see the board meeting packet for the complete report on Director Ziegler's activities since the September 20, 2019 Board meeting.

Board Member Reports

Mr. Hulcey: The Board was invited to tour local car business that started its business in a garage and has now expanded into a 50,000 square-foot warehouse that ships worldwide.

Mr. Wick: Spokane Valley held a ribbon cutting for the Barker Road Widening Project. The community is coming together in a regional approach to transportation and there is a lot of support for projects. *Secretary Millar:* WSDOT does not know the full impact of I-976 and is still operating under the Governor's proposed budget that was passed by the Legislature with amendments. Overall, the impacts in the 19-21 Biennium are about \$450 million, but they will not know where that \$450 million is felt until the Governor proposes it and Legislature takes their action. It will take time for that process to take place.

Chair Gatchet: Met with Governor's Office about FMSIB's successes over the past 20 years, its desire to remain an independent agency, and the budget proviso response. Board member Erik Hansen also attended the meeting.

Completed Projects

ACTIVE PROJECTS ELIGIBLE FOR COMPLETED STATUS

Board Action Item: Move eligible projects from active to completed status

Every November, the Board takes action to move all active projects completed during the fiscal year to completed status.

MOTION:

Mr. Ziegler asked for a motion to accept the below projects as completed status:

No.	Owner	Name	Completed Date
92-0	Skagit County	Burlington Northern Overpass Replacement Project	Nov. 2018
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	Jan. 2019
72-0	City of Tacoma	SR-99, Puyallup River Bridge	Aug. 2019
99-1	City of Spokane Valley	Barker Road Corridor Widening-Phase 1	Oct. 2019

Mr. Ewers so moved. Mr. Swannack seconded.

MOTION CARRIED

Deferred Projects

ACTIVE PROJECTS ELIGIBLE FOR DEFERRED STATUS

Board Action Item: Move eligible projects from active to deferred status

Every November, the Board reviews the active projects that are not progressing according to schedule and determines if they should be deferred. Project sponsors are invited to present their case to the

Board if they wish to remain on the FMSIB Active Project List. Once the Board takes action to place a project on the deferred list, the following goes into effect:

- The award money is no longer allocated to the deferred project and will be used for other projects.
- Project sponsors are not required to reapply if they wish to have their project reinstated to the active list; however, they must present their case to the Board.
- The project must remain on the list for six years before being considered for cancelation.

Board Discussion:

Mr. Barnes pointed out his concern about the length of time FMSIB money sits after being obligated. Fewer projects might be best and putting more money towards projects to help get them completed. Mr. Swannack agreed with Mr. Barnes and questioned if a project would still be relevant. Mr. Ewers thinks FMSIB is going through the process properly since sponsors have to present their case to the Board. Mr. Wick stated it really depends on the circumstances surrounding each project. Secretary Millar pointed out that if FMSIB cancels a project, the sponsor has to reapply during a new call. If we do not cancel the project, they still have to come make their case to the Board. The only difference is they would have to wait for a call for projects to make their pitch as opposed to getting on our agenda. Either way, the Board still gets to discuss the merits of the project. Projects on the deferred list do not affect FMSIB's fund balance. Director Ziegler referred to the City of Pasco as an example of a project sponsor who did not need to wait for a call. Chair Gatchet reminded the Board that projects on the deferred list no longer have FMSIB funds allocated.

Director Ziegler made the following recommendations for active projects eligible for deferral:

DEFER

- *Project 77 (City of Tukwila) SW 27th/Strander Blvd Connection- Phase 3*
Mr. Swannack and Mr. Barnes suggested this should be canceled and not moved to the deferred list since the city canceled this project. Director Ziegler pointed out that the law states that the Board has the authority to cancel projects only after they have been in deferral status for six years. Secretary Millar pointed out it is the current law and the city could reconsider and reactivate the project.

MONITOR

- *Project 100 (City of Seattle) East Marginal Way Heavy Haul Corridor*
Only secured half of money and scheduled to go to ad in April 2021.
- *Project 101 (City of Sumner) Stewart Rd Corridor-White River Bridge*
Scheduled to go to ad in March 2021.

MAYBE

- *Project 76 (City of Fife) Port of Tacoma Rd I/C- Phase 2*
- *Project 89 (City of Fife) I-5/54th Ave E I/C Improvement*

MOTION: No motion taken.

Future Agenda Item: The Board will take action on projects eligible for deferral at the January 24, 2020 meeting. Mr. Russ Blount, City of Fife, will present on Project 76 and 89 at that meeting.

Canceled Projects

DEFERRED PROJECTS ELIBLE FOR CANCELED STATUS

Board Action Item: Move eligible projects from deferred to canceled status or retain on deferred list

Every November, the Board reviews deferred projects that are eligible for cancellation. At the end of the six-year period, the following goes into effect:

- The Board has legislative authority to cancel the deferred project.
- Project sponsors are notified of the reasons for potential project cancellation.
- Project sponsors are invited to present their case to the Board if they wish to remain on the FMSIB Deferred Project List and not be canceled.
- If the project is canceled, project sponsors are required to reapply during a future call.

Director Ziegler reviewed the below deferred projects that are eligible for cancellation:

- ***Project 57 Phase 2 (Woodinville) SR 202 Corridor Improvement***
City of Woodville Request: Prefer to remain on deferred list, but okay with canceling.
Staff Recommendation: Director Ziegler recommended canceling this project since there has not been progress since 2018 when the city presented to the Board and requested the project remain on the deferred list.
- ***Project 74 (Tacoma) SR 509/"D" Street Ramps***
City of Tacoma Request: Remain on Deferred Project list and not be canceled.
Josh Diekman, City of Tacoma, gave an overview of this project during the project bus tour. It was deferred in 2013 and is eligible for cancellation.
Staff Recommendation: Director Ziegler recommended retaining this project on the deferred list and not cancel. The City of Tacoma made a case during the project tour for why it should not be canceled. There is a lot of support for this project, but they still do not have all the funding in place.
- ***Project D (WSDOT Spokane) Pines Rd BNSF Grade Crossing***
City of Spokane Valley Request:
 - 1) Project be moved from deferred to active status
 - 2) FMSIB award \$8.7 million (30% of total project cost)

WSDOT originally applied to FMSIB for this project in 2000. Spokane Valley incorporated in 2003, and the project was deferred in 2007. The city briefed the Board in November of 2018, and the Board chose to retain the project on the deferred list for one more year.

City of Spokane Valley Presentation: John Hohman and Adam Jackson, City of Spokane Valley, shared the following project progress and updates since the last year's report:

- 1) Total estimated project cost is \$29M
- 2) Secured Funds
 - a. FRA CRISI: \$1.25M for PE
 - b. FHWA STBG: \$1.9M for RW
 - c. City Funds: \$4.7M
- 3) Unsecured Funds: \$21.15M

- 4) Applied for 2019 BUILD grant
- 5) Design selected
- 6) PE Phase status: FRA contract to be final November 2019
- 7) ROW Phase status: Early acquisition in 2020
- 8) Presented a comparison chart illustrating freight benefits still remain since 2000 FMSIB award

Board Discussion:

Chair Gatchet commented on how well the city's presentation illustrated that the project is still relevant today. Secretary Millar asked the sponsors if they knew that the success rate on BUILD grants is 6 percent and wanted to know if they have previously received BUILD grants. According to Mr. Jackson, the city has received TIGER grants but not BUILD grants. The region continues to be successful receiving federal grants. Director Ziegler pointed out this project ranked number one in the state Road-Rail Study.

Secretary Millar asked Director Ziegler if we noticed the action items correctly, since the public notice was that we were going to be considering the deferred list, but the city is requesting the project be moved back to active status and to be awarded 30 percent of \$29 million. Director Ziegler stated that project sponsors can make a case for funds to be restored and that the action item on the agenda, as done with this project, does not presume a particular action but allows all actions. According to Director Ziegler, FMSIB probably does not have the \$8.7 million to award this project without taking money from other projects.

Secretary Millar pointed out when talking about first money in and how this agency was created, quite often congressional delegation was able to earmark but now a lot of people ask for money. If FMSIB can come up with a way to match these grants without actually coming up with the money until these agencies are successful in getting the federal money, we could make that commitment without having the fund balance problem. It is something we can ask our director to consider and come back to the board with a proposal. Mr. Swannack pointed out that in regards to the BUILD grants; FMSIB needs information from the federal government as to what they consider a valid funding marker. Do the dollars have to be committed or could it be something like Secretary Millar recommended where FMSIB's contribution is contingent on the federal award.

Mr. Wick questioned what FMSIB's process will be moving forward. Is FMSIB going to focus on fund balance as it is now or plan for future biennium, such as 2023-25 biennium in which FMSIB does not have much allocated. Mr. Wick pointed out that the Pines Road Project is on two state highways but the partnership funding is not there. The city is committed to this project but needs help.

Board Action Item: Project D (Pines Rd BNSF Grade Crossing) to remain in deferred status, be canceled, or as requested by the city, be moved to active status with an award of \$8.7 million.

Staff Recommendation: Retain Project D on the deferred list and do not cancel. More fiscal analysis would be required regarding the funding request.

MOTION:

Secretary Millar moved to retain Project D-Pines Road on FMSIB's Deferred Project list and further moved to ask Director Ziegler to come back with a proposal for how the Board can address BUILD grant applications, including the question about what is a match commitment.

Further Comments: Secretary Millar stated that the Board could commit the \$8.7 million since every agreement we sign has a subject to availability clause, which apparently is good enough for the federal government. The question is do we have to have that money appropriated, particularly if we plan to spend it in 2023-25. Need to look at what can we do to show support of state projects, but not tie up the money.

Director Ziegler recommended two separate motions. One for if the Project D should remain on the deferred list and not be canceled. The second motion for direction to staff on additional work. Director Ziegler pointed out that the Board could also consider the project sponsors award request for the 2021-23 Biennial Budget.

Secretary Millar restated his motion to retain Project D-Pines Road on FMSIB's Deferred Project List. Mr. Barnes seconded. Mr. Wick abstained.

MOTION CARRIED

ADDITIONAL MOTION:

Secretary Millar moved to direct staff to provide a proposal for how FMSIB addresses projects that include BUILD grants in their funding proposal. As part of preparing that proposal, have conversations with OFM, legislative staff, and others to have a proposal that has been vetted.

Chair Gatchet stated that we have a motion to review the BUILD grant requirements to see how state funding could be allocated without being appropriated until needed.

Mr. Hulcey seconded.

Mr. Swannack clarified that the staff conversations should include federal people to find out their position.

Secretary Millar suggested Director Ziegler talk with Mr. Ron Pate regarding federal issues.

MOTION CARRIED

Staff Action Item: Director Ziegler is to prepare a proposal to the Board on ways the Board can match grants without actually coming up with the money until the project sponsors are successful in getting the federal money.

Future Agenda Item: Present proposal as noted in above motion to the Board at future meeting.

Future Agenda Item: Chair Gatchet recommended the Board postpone taking action until January 24, 2020, on the below projects eligible for cancellation:

- 1) Project 57 Phase 2 (Woodinville) SR 202 Corridor Improvement
- 2) Project 74 (Tacoma) SR 509/"D" Street Ramps

Director Ziegler reviewed other projects the Board will be considering for cancellation later in 2020.

In 2018 the Board chose not to cancel below projects, and project sponsors agreed to update the Board in 2020:

- *Project 20 (Pierce County) North Canyon Rd Ext/BNSF Overcrossing*
- *Project 53 (Pierce County) Canyon Road Northerly Extension*

The below projects are eligible for cancelation in Nov. 2020 (six years on deferred list):

- *Project 59B (City of Kent) S 212th Street UP Grade Separation*

Mr. Swannack clarified that if the city canceled project, then the Board can take action to cancel. Director Ziegler said we are obligated by state law to retain the project on the deferred list for six years.

- *Project 83 (City of Marysville) 116th NE Interchange*

Reappropriations Report to the Legislature-Executive Summary

Board Action Item: Adopt FMSIB's 2019 Budget Proviso Executive Summary & Reappropriations Report to the Legislature

Based on previous Board discussions, Mr. Swannack provided a draft 2019 Budget Proviso Executive Summary that included the below proposals to the Legislature:

- 1) The Board will more aggressively evaluate funded projects for deferral based upon the project making or not making regular progress towards construction. If a consistent lack of progress is present, the Board will defer the project and award the funds to a project on a secondary list of evaluated projects.
- 2) The Board will change methodology so a higher percentage of biennial funding is awarded to projects ready to go to construction and a lower percentage of funding is awarded to projects that have not received other sources of funding.
- 3) The Board will award funding to more projects in the awards process than previously awarded.
- 4) The Board will award higher amounts of funding to a project.

Board Recommendation: Include a fifth proposal stating that the Board is considering other policy changes options that may include time limits on deferring and canceling projects, FMSIB funding implementation of existing state policy (e.g., the Road-Rail Report), and funding more than construction. The Executive Summary should also request continued legislative input.

MOTION:

Mr. Gatchet entertained a motion to add a fifth element to the Executive Summary.

Mr. Swannack moved to approve the Executive Summary as published with the addition of a fifth element describing future policy changes FMSIB is also considering. (See above Board Recommendation.)

Mr. Barnes seconded.

MOTION CARRIED

Staff Action Item: Director Ziegler will send the updated Executive Summary to the Board for any corrections. Chair Gatchet will sign the final document and submit it to the Governor and House and Senate leadership by December 31, 2019.

Future Agenda Item: The Board needs to address policy changes at future meetings.

FMSIB's 2020 Legislative Talking Points

Board Action Item: Adoption of the Legislative Committee's recommendations on 2020 Legislative Talking Points

The Legislative Committee held a conference call on November 5. The purpose of the meeting was to develop 2020 legislative talking points to present to the Board for consideration. Committee Chair Leonard Barnes, FMSIB Chair Gatchet, Mr. Hellman, Secretary Millar, Mr. Watters, and Mr. Wick were in attendance, as well as staff members Director Ziegler and Ms. Workman. The Committee meeting minutes were distributed to the Board. Mr. Barnes reviewed the below Committee recommendations included in the meeting packet:

- 1) Conduct a 2020 Call for Projects, contingent on legislative approval of the proviso report - committee consensus
- 2) Remove LEAP List requirement - no committee consensus
- 3) Keep FMSIB an independent agency - committee consensus
- 4) Do not request funding to be restored - committee consensus

Board Discussion:

Mr. Swannack asked for clarification about the 2020 call for projects request. Director Ziegler stated that most recently, FMSIB calls have been based on money already appropriated, and the budget proviso says a call is contingent on submitting the proviso report. FMSIB can do a call, even if there isn't funding to allocate, but still needs legislative authority because of the budget proviso.

Secretary Millar stated that the Call for Projects is contingent on meeting legislative requirements. He also stated that he would abstain from conversations involving the other talking point about FMSIB remaining an independent agency. He didn't object to it, but finds a conflict there.

Secretary Millar pointed out his agency has worked well with a LEAP List and does not think it is an appropriate ask since it's like asking for money back. Mr. Swannack disagrees since FMSIB has operated quite a few years quite successfully without a LEAP list requirement. The City of Pasco project is a great example if we did not have the LEAP list requirement, we could have awarded money and accelerated delivery of a strategic freight project. Secretary Millar stated that FMSIB could work with legislative committee leadership (i.e., the four corners) in a situation like that.

Mr. Wick pointed out that with the new legislative leadership comes the opportunity to build confidence in what FMSIB does. He would rather have a program than not have the program at all.

Mr. Hellman noted that the timing might not be right to request removal of the LEAP list given the current crisis and recommended that the Board legislative talking points be for FMSIB to remain an independent agency and to conduct a 2020 Call for Projects.

MOTION:

Mr. Swannack made a motion to remove the LEAP list from the 2020 Legislative Talking Points and to include the following:

- 1) Thank the Legislators
- 2) FMSIB remain an independent agency
- 3) Conduct a FMSIB Call for Projects

Mr. Wick seconded. Secretary Millar abstained.

MOTION CARRIED

FMSIB Visits to Washington, D.C.

Board Action Item: Should FMSIB plan for a Washington, D.C., trip to meet with congressional delegation?

Board Discussion:

(Tape 2 43)Chair Gatchet gave an overview of FMSIB's past visits to Washington, D.C. Over the last few years, FMSIB has visited local congressional staff instead of making a regular trip to D.C. Chair Gatchet requested Board input on two options: direct staff to start planning a visit to D.C. in 2020 or postpone for another time. Mr. Hulcey felt it was a good plan to talk with local staff for now. 1:52 Secretary Millar thought it was a bad time to be spending that kind of money and stated anything FMSIB does, it should start with a call to the Governor's Office because they are our conduit to federal regulations. Mr. Swannack stated he is mostly concerned about the budget issue this year with I-976, but stated it was important to have face-to-face meetings. Mr. Barnes pointed out that there is still a lot of value of meeting with local staff, even if FMSIB does not go to D.C. Based on Board discussion, Chair Gatchet summarized that FMSIB should continue reaching out on the local level for 2020 and if at a future date the Board decides to go to D.C., we can coordinate with the Governor's Office. Secretary Millar pointed out again that the first step should be to talk with the Governor's Office even if only talking to local congressional staff.

MOTION: None presented

2019 FMSIB Annual Report

Kjris Lund distributed copies of Board member quotes captured from the annual report interviews. Upon Board approval, she would like to include the quotes in the 2019 report. Her goal in this year's report is to be more visual and focus on economic impacts.

Staff Action Item: Ms. Workman will send electronic copies of the Board member quotes for the members' approval or corrections. The approved quotes will be forwarded to Ms. Lund to be included in the report.

Representative Jake Fey Addresses the Board

Representative Fey was the author of FMSIB's budget proviso and appreciated the opportunity to speak to the Board. He is trying to understand FMSIB better before getting into budget requests. He heard the Board's conversation at today's meeting and believes the Board is getting close to a point of understanding his concerns. He appreciates the Secretary's remarks about being careful what you ask for. Impacts of I-976 is approximately \$478 million in revenue reduction and that represents 16 percent of the annual transportation budget. It hits other activities such as not being able to pay for Amtrak or transit services. We pay for ferries out of the multimodal fund that has been decimated. We cannot pay for \$60 million out of gas tax for special needs transportation. It would take two-thirds of the Legislature vote to reinstate taxes, and he does not expect that to happen. They might not have the bandwidth to get deep into FMSIB issues because the priority is to control the damage of the initiative. There are a lot of good projects out there and many needs to meet.

Freight and Goods Transportation System (FGTS)

Board Action Item: To adopt the 2019 Freight and Goods Transportation System

Statute requires WSDOT to update the Freight and Goods Transportation System (FGTS) classifications every two years.

Ms. Zhao presented the freight corridor updates to the Board.

MOTION:

Chair Gatchet made a motion to adopt the 2019 Freight and Goods Transportation System report.

Mr. Swannack seconded.

MOTION CARRIED

Truck Parking/Connell I/C Project Update

Mr. Beloso provided a document titled, "*Addressing Truck Parking in Washington State*" and noted the below WSDOT activities:

- Undertaking two pilot programs that use occupancy sensors and smartphone apps to plan and locate safe parking options, communicate space availability, and maximize driving time for truckers
- WSDOT-owned land could be leased on a temporary basis or sold for truck parking development
- Developing a handbook to help inform private developers about truck parking development
- Continues to include truck parking issues in policy and planning
- Developed truck parking maps for major freight corridors

Future Agenda Item: Mr. Pate will give an update on the Connell I/C at the January 24, 2020, Board meeting.

FMSIB Director COLA

Board Action Item: Approval of COLA for FMSIB's Director

The Legislature approved the below COLA Salary increase for general service, WMS, EMS and exempt positions:

- 3% effective July 1, 2019
- 3% effective July 1, 2020

A Board action is required if the Board chooses to provide Director Ziegler's COLA. The Board could choose one of the following motions:

1. Approve 2019 COLA only, starting Oct. 1 (the first pay cycle after Board action).
2. Approve 2019 COLA only, retroactive to July 1, 2019.
3. Approve 2019 and 2020 COLAs, effective Oct. 1 (the first pay cycle after Board action)
4. Approve 2019 and 2020 COLAs, retroactive to July 1, 2019 (The Board chose this option in Sept. 2017)

MOTION:

Mr. Swannack moved to approve Director Ziegler's COLA as noted in Option 4 (Approve 2019 and 2020 COLAs, retroactive to July 1, 2019)

Mr. Barnes seconded.

MOTION CARRIED

Next Meeting

Day on the Hill: January 23, 2020 - Olympia

Board Meeting: January 24, 2020 - Olympia

Meeting Adjourned

Chair Gatchet adjourned the meeting at 1:30 p.m.

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 813,000

Expenditure Detail through: December 31, 2019

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Dec 31, 2019	Actual Expenditures thru Dec 31, 2019	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	576,000	144,000	131,409	12,591
Travel	57,000	14,250	10,759	3,491
Goods & Services	130,000	32,500	27,825	4,675
Personal Service Contracts	50,000	13,100	13,100	0
Total Thru Dec 31, 2019	\$ 813,000	203,850	183,093	20,757
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Dec 31, 2019	Actual Expenditures thru Dec 31, 2019	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	576,000	144,000	131,409	12,591
Total Salary	\$ 576,000	144,000	131,409	12,591
Travel:				
Staff Travel	27,000	7,500	5,658	1,842
Board Travel	30,000	6,750	5,101	1,649
Total Travel	\$ 57,000	14,250	10,759	3,491
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	35,000	8,750	10,098	-1,348
WS DES Services	15,000	3,750	4,421	-671
WS TIB - Office Rent & Utilities	35,000	8,750	8,633	117
WS Attorney General	5,000	1,250	0	1,250
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	40,000	10,000	4,672	5,328
Total Goods & Services	\$ 130,000	32,500	27,825	4,675
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund) 25,000	25,000	13,100	13,100	0
FY21 - 2020 Annual Report (Lund) 25,000	25,000		0	0
Total Personal Service Contracts	\$ 50,000	13,100	13,100	0
Total Thru Dec 31, 2019	\$ 813,000	203,850	183,093	20,757

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium - Effective Jan. 2020

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	0	2,334	2,334	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	0	4,333	3,005	0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231		0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	223	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	817	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,351	3,149	1,854	0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	0	0	6,000
		Subtotal			6,429	16,891	19,630				
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500		1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	5,000		0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400		0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	3,500		5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500		0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500		0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	4,100		900	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000	0	0	0		0	0	5,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134		1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000	0	0	0		0	0	0
	Statewide	Future Awards			0	0	5,000		5,000	22,000	55,500
		Past and Current Biennial Subtotals			6,429	16,891	51,044	10,088			

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	0		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	100	100
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
		Future Total							27,869	27,400	
		Program Total		109,933	6,429	16,891	51,044	10,088	27,869	27,400	158,133

Revenue											
	Beginning Balance			25,571	23,189				354	694	
	Freight Mobility Investment Account - 09E			7,255	13,698				13,698	13,698	
	Freight Mobility Multimodal Account - 11E			7,255	14,511				14,511	14,511	
	Highway Safety Account			0	0				0	0	
	Total Revenue			40,081	51,398				28,563	28,903	
Expenditures											
	Freight Mobility Investment Account - 09E			6,363				4,815	13,351	13,351	
	Freight Mobility Multimodal Account - 11E			7,258				3,414	14,571	14,571	
	Highway Safety Account			1,919				5			
	Motor Vehicle Funds (Federal)			1,351				1,854			
	Total Expenditures			16,892	51,044			10,088	27,869	27,400	
Reappropriation				23,189	354				694	1,503	

Union Pacific Revenue		Total	3,650				
Kent	S 277th St (2003-05)	2000	600	600	0		
Kent	228th Street Extension and Grade Separation	2004	1,250	0	0	1,250	
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	2005	750	750	0		
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	2010	500	500	0		
Pt Seattle	East Marginal Way Ramps	2008	480	480	0		
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	2011	70	0	70		

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Jan 2020

Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

First or Last Dollars?

	- FMSIB Award to Const. is less than 2 years
	- FMSIB Award to Const. is between 2 and 4 years
	- FMSIB Award to Const. is more than 4 years

No. of Projects

6
7
14

- Changes from last report

				PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.
17-19 Biennium								
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500				
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334				
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333				
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383				
15	Seattle	S Lander St Grade Separation	2017	8,000				
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000				
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000				
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750				
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000				
19-21 Biennium								
1	Chelan Co	West Cashmere Bridge	2018	3,000			Apr-20	
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000				
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100		Feb-20	Mar-20	
12	Port of Kalama	Industrial Rail Additions	2018	2,400		Feb-20	Jun-20	
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000		Feb-20	Mar-20	Four parcels in condemnation
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500				Feb-21
26	Tacoma	Taylor Way Rehabilitation	2016	2,500			Mar-20	
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000			WSDOT agreement executed	
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680				Phase 1 only
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000		Deferred - 2020 removal eligibility		
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270		Feb-21		
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000		Stopped by City Council (7/2019)		
Future Biennia								
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533		Unknown		
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500		Unknown		
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21		
20	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility		
24	Sumner	Stewart Road	2018	3,000		Dec-21		
			Total	104,983				

Governor's Supplemental Transportation Budget for 2019-21 Biennium

Issued 12/18/19

From the House Democratic Caucus

The Governor has released his [2020 supplemental Transportation budget proposal](#). Even though the initiative is currently stayed by a King Co Superior Court (upheld by Washington state Supreme Court), the budget accounts for the fiscal impact of I-976. The passage of I-976 is estimated to create a \$454 million shortfall in the 2019-21 Transportation budget.

Governor Inslee used the following principles when crafting his budget:

- “Maintain safety in our transportation system by continuing work on preservation and other related projects;
- Mitigate impacts on people who rely on transit, such as vulnerable individuals and seniors;
- Continue meeting legal obligations such as maintaining progress on fish passage barrier removal; and
- Maintain matching funds from non-state sources, when possible.”

The hole left by I-976 is addressed by:

- Additional bonding (~\$150 million) above covering reappropriations from 2017-19;
- Delaying ~\$180 million in highway projects (**projects are NOT cut, but delayed**) by seven months;
- Delaying ~\$62 million in multimodal spending (Public Transportation, Rail, and Local Programs) into 2021-23;
- \$2 million in Department of Licensing savings; and
- Around \$60 million in fund balances and other adjustments.

The Governor's budget also includes, at least by reference, some Transportation policies he will be pursuing this year:

- Money in WSDOT for OMWBE staff to help facilitate disadvantaged business enterprises certification;
- HB 1110 – Carbon Fuel Standards;
- A bill establishing ghg standards for TNCs (Lyft/Uber) to match California's;
- Zero Emissions Vehicle standards administered by Ecology;
- Money for DES to expand EV infrastructure on state-owned land (GF-S); and
- Noise reduction research on Washington state bridges.

FINANCIAL MOVES

Fund Shifts:

- \$82 million in sales tax revenue from Connecting Washington Account to Multimodal Account;
- \$4.4 million from Complete Streets Account to Multimodal Account; and
- \$61.5 million from Highway Safety Account to Multimodal Account.

Expenditure Shifts:

- \$45 million in ferry operating from Multimodal Account to Motor Vehicle Account;
- \$15 million in ferry capital from Multimodal Account to Motor Vehicle Account; and
- \$44 million in Washington State Patrol operating from Highway Safety Account to Motor Vehicle Account.

Governor's Proposed Bill Language Affecting FMSIB

TRANSPORTATION AGENCIES—CAPITAL

Sec. 301. 2019 c 416 s 301 (uncodified) is amended to read as follows:

FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Freight Mobility Investment Account—State Appropriation	((\$18,094,000))
	\$23,715,000
Highway Safety Account—State Appropriation.	\$81,000
Freight Mobility Multimodal Account—State Appropriation	((\$21,220,000))
	\$24,099,000
Motor Vehicle Account—Federal Appropriation	((\$2,250,000))
	\$1,899,000
Freight Mobility Multimodal Account—Private/Local Appropriation	((\$1,320,000))
	\$1,250,000
TOTAL APPROPRIATION.	((\$42,884,000))
	\$51,044,000

The appropriations in this section are subject to the following conditions and limitations:

~~(1) Except as otherwise provided in this section, the entire appropriations in this section are provided solely for the projects by amount, as listed in the LEAP Transportation Document 2019-3 as developed April 27, 2019, FMSIB Project List.~~

(2) Until directed by the legislature, the board may not initiate a new call for projects. By January 1, 2020, the board must report to the legislature on alternative proposals to revise its project award and obligation process, which result in lower reappropriations.

Sec. 406. 2019 c 416 s 406 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS

(4) Motor Vehicle Account—State Appropriation: For transfer to the Freight Mobility Investment Account—State. \$8,511,000

(10) Multimodal Transportation Account—State Appropriation: For transfer to the Freight Mobility Multimodal Account—State. \$8,511,000

"Paused" Projects Affecting FMSIB

- City of Fife, Port of Tacoma Road I/C – Phase 2
- City of Pasco, Lewis St. Overpass
- Edmonds Waterfront Connector
- Connell Rail Interchange

FMSIB Director's Report

January 24, 2020

(Last Report : Nov. 15, 2019)

Project Status Updates

Chelan County, West Cashmere Bridge Project #98

Chelan County staff briefed the Board on this project at the September FMSIB meeting in Wenatchee. At that time, the County projected an advertisement date of October, but the ad date slipped to December. In that two-month period, I-976 passed and the Governor put a hold on several projects funded by the Multimodal Fund. This caused some concerns over whether the Cashmere Bridge project should be allowed to proceed. The project cost estimate is \$25.5 million and includes two federal grants. FMSIB's \$3 million contribution to the project includes \$1.5 million from the Multimodal Fund. After discussions with WSDOT and the Governor's Office, I authorized the project advertisement on the basis that it met one of the key Governor's Office criteria ("State of Good Repair"). The project was advertised for bids Dec. 10 and bid award is scheduled for Jan. 21.

City of Tacoma, Taylor Way Rehabilitation Project #94

Much like the Port of Tacoma Road rehabilitation project, The Taylor Way Rehabilitation Project will address existing design deficiencies and turn the roadway into a world-class freight corridor. Proposed improvements include: replacing the failing asphalt pavement with concrete pavement designed to heavy haul corridor standards, widening and improving channelization, upgrading all street lighting along Taylor Way, upgrading and interconnecting traffic signals, installing a roadway traffic camera system to monitor freight flow/terminal queueing/rail conflicts/security/emergency response, the removal of up to four rail crossings and the upgrade of the remaining seven, and the installation/continuation of a sidewalk along Taylor Way to remove pedestrians from the roadway. The project was advertised for construction on Oct. 29 and bid opening is scheduled Jan. 21.

Four Active Projects Being Considered for Deferral

At the May Workshop, staff presented an analysis of all 28 active FMSIB projects with recommendations on which projects should be considered for deferral. The Board concurred with the staff recommendation and directed that four project sponsors be invited to explain their project status to the Board. Two of those projects were discussed at the Board's Sept. meeting in Wenatchee:

1. City of Tukwila, SW 27th/Strander Blvd Connection - Phase 3: The Board was scheduled to take a deferral action at the Sept. and Nov. meeting but time ran short so this action is scheduled at the Jan. meeting instead.
2. Spokane County, Bigelow Gulch/Forker Road Realignment - Phase 5A and 6: The Board received a presentation from the County, decided not to defer the project, and requested another review in one year.

Two more of those projects were scheduled to be reviewed at the Nov. meeting but time ran short. These two are scheduled for review at the Jan. meeting:

3. City of Fife, I-5/54th Avenue E Interchange Improvement Project - Phase 1B
4. City of Fife, Port of Tacoma Road I/C - Phase 2

FMSIB 2019-21 Budget Proviso Report

At the November meeting, the Board approved a cover letter for the draft report. FMSIB staff then finalized the letter and report and circulated them Dec. 3 for review by Board members and Friends of Freight. Final comments were received Dec. 16, and the report was transmitted to the Governor and Legislature Dec. 19.

FMSIB staff reached out to legislative staff to request a meeting to discuss legislative reactions to the report. That meeting may occur prior to the Jan. 24 Board meeting.

Governor's 2020 Supplemental Transportation Budget Released

Dec. 18 was a busy day of reviewing the Governor's proposal, bill language and project lists. On Dec. 19, I provided the Board an initial briefing via email. Since that email, I have discovered that the Governor's proposed bill language eliminates the legislature's LEAP list requirement contained in the 2019-21 biennial budget bill. I can only assume the Governor took this approach because the Executive Branch considers the requirement to be a bit of legislative overreach. It could also have been because other small, transportation-granting agencies (like CRAB and TIB) are not held to the same requirement. Once the Governor releases the budget, transportation agencies contained therein are obliged to support it. I do not think this creates a conflict with the Board's legislative talking points since the Board's discussion around the LEAP list was whether to ask for its removal, which the Board voted not to do.

I have prepared a more detailed briefing paper on this topic, which is included in this month's meeting packet.

2019 Annual Report Preparation

Kjris Lund and her team have been developing text and graphics for this year's report. Thank you to all the Board members for providing quotes for the report. FMSIB staff have been collecting photos and editing various versions of the draft report. The final camera-ready proof was provided to FMSIB on Jan. 14 and as of this writing, Olympia Copy and Printing is producing 350 copies for our distribution.

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, I attended the following meetings, conferences and events:

- The ILWU Washington Conference invited me to attend their Nov. 19 meeting in Olympia and brief the members on FMSIB. They are very supportive of FMSIB's mission and had several questions about projects.
- Chair Gatchet and I attended the WPPA meeting in Tacoma and presented a briefing on FMSIB, focusing on the 2019 legislative actions.
- FMSIB is a member of the "JTC Statewide Transportation Needs Assessment Staff Work Group." The Legislature has commissioned this comprehensive assessment of statewide transportation needs and priorities over the ten-year timeframe spanning 2022-2031. The group first met in October, and last month I participated in an interview to discuss possible needs and data sources.
- Chair Gatchet, Commissioner John McCarthy and I met in Tacoma Nov. 25 to discuss various ways to better present FMSIB's budget and needs.
- I attended the Puget Sound Gateway Executive Committee meeting in SeaTac on Nov. 26.

- FMSIB was profiled in WPPA's Dec. 4 Manifest newsletter:
<https://www.washingtonports.org/the-manifest>
- FMSIB is a non-voting member of the Washington Highway User's Federation (WHUF). The organization conducts weekly briefings throughout the legislative session and annually convenes a one-day conference with key transportation officials. That conference was Dec. 5 in Tacoma and included reps from the Governor's Office, four legislators, and a lawyer's review of the legal basis for I-976 and subsequent appeals.
- On Dec. 12, Chair Gatchet and I met with Sen. Hobbs and his staff to provide an overview of FMSIB and our budget request.
- FMSIB is a member of the Transportation Commission's Road Usage Charge (RUC) Steering Committee. The Committee presented the final report to the Commission on Dec. 17.
- FMSIB is a non-voting member of PSRC's Transportation Policy Board. I attended their Jan. 9 meeting on behalf of the Chair.
- Met with House and Senate Transportation Committee staff on Jan. 13 to review the Governor's budget proposal and the current status and funding of FMSIB projects.
- Attended a Jan. 14 Transportation Commission briefing provided by WPPA, WSAC, and AWC. All three organizations spoke favorably about their relationship with and support of FMSIB.
- I attend the Transportation Commission's Jan. 15 meeting at their invitation and presented on FMSIB and its 2020 legislative agenda.
- On Jan. 16, I met with members of the APWA's Government Affairs Committee and assisted in developing that organization's legislative agenda for 2020.

FMSIB DEFERRED PROJECTS - CONSIDER FOR REMOVAL

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 D	DOT Spokane-transferred to Spokane Valley	Pines Rd BNSF Grade Crossing	2000	2007	2013	Y	Y	(i)	Retain on Deferred list	N	City briefed the Board 11/16/18. Scheduled to brief Board again 11/15/19. Board voted to retain on Deferred List.
Project 57 (Ph 2)	Woodinville	SR 202 Corridor Improvement (Trestle)	2005	2009	2015	Y	Y	(ii)		Y & N	City will be authorizing design funds in their 19-20 fiscal year (same report as 2018). Recommend removing this project.
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 the Board 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 the Board in 2 years (2020)
Project 74	Tacoma	SR 509/"D" Street Ramps	2009	2013	2019	N	Y	(i), (ii)		N	City requests the project remain on the Deferred List. Discussed on 11/15/19 bus tour. Recommend retaining on the list.
Project 59 B	Kent	S 212 th Street UP Grade Separation	2004	2014	2020	N					City requested project be placed on Deferred status
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.

Revision Date: 1/24/2020

Projects subject to Board consideration Jan. 24, 2020:

Freight Mobility Strategic Investment Board

City of Fife Project Update

*DoubleTree by Hilton, Olympia, WA
January 24, 2020*

Key Messages:

We Have Delivered:

Six Projects over past 15 years

<https://youtu.be/LAcdff0mkpU>

We Will Deliver:

Retain Active Status for Project 76-0

Much recent progress on POT Rd

We are respectfully asking that the FMSIB *not* defer Project 76, the Port of Tacoma Road Phase 2 improvements



Pacific Highway East - \$750,000 / 2006

Limits:

Port of Tacoma Rd to Alexander Ave

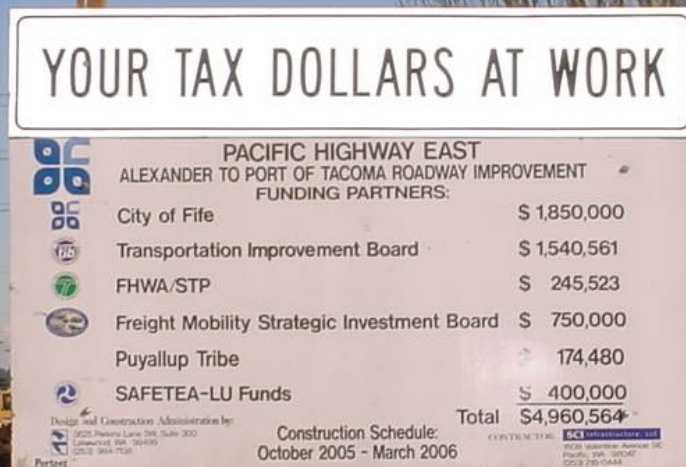
Improvements:

Widen from 4 lanes to 5

Add second left turn lane onto Port of Tacoma Rd









Pacific Highway East - \$750,000 / 2006



YOUR TAX DOLLARS AT WORK

PACIFIC HIGHWAY EAST
ALEXANDER TO PORT OF TACOMA ROADWAY IMPROVEMENT

FUNDING PARTNERS:

 City of Fife	\$ 1,850,000
 Transportation Improvement Board	\$ 1,540,561
 FHWA/STP	\$ 245,523
 Freight Mobility Strategic Investment Board	\$ 750,000
 Puyallup Tribe	174,480
 SAFETEA-LU Funds	\$ 400,000
Total	\$4,960,564

Design and Construction Administration by:
3025 Perkins Lane, Suite 300
Tacoma, WA 98409
252-3848-7200

Construction Schedule:
October 2005 - March 2006

CONTRACTOR:
SC1 Infrastructure, LLC
10201 Valleyview Avenue SE
Burien, WA 98148
206-835-0444

Limits:

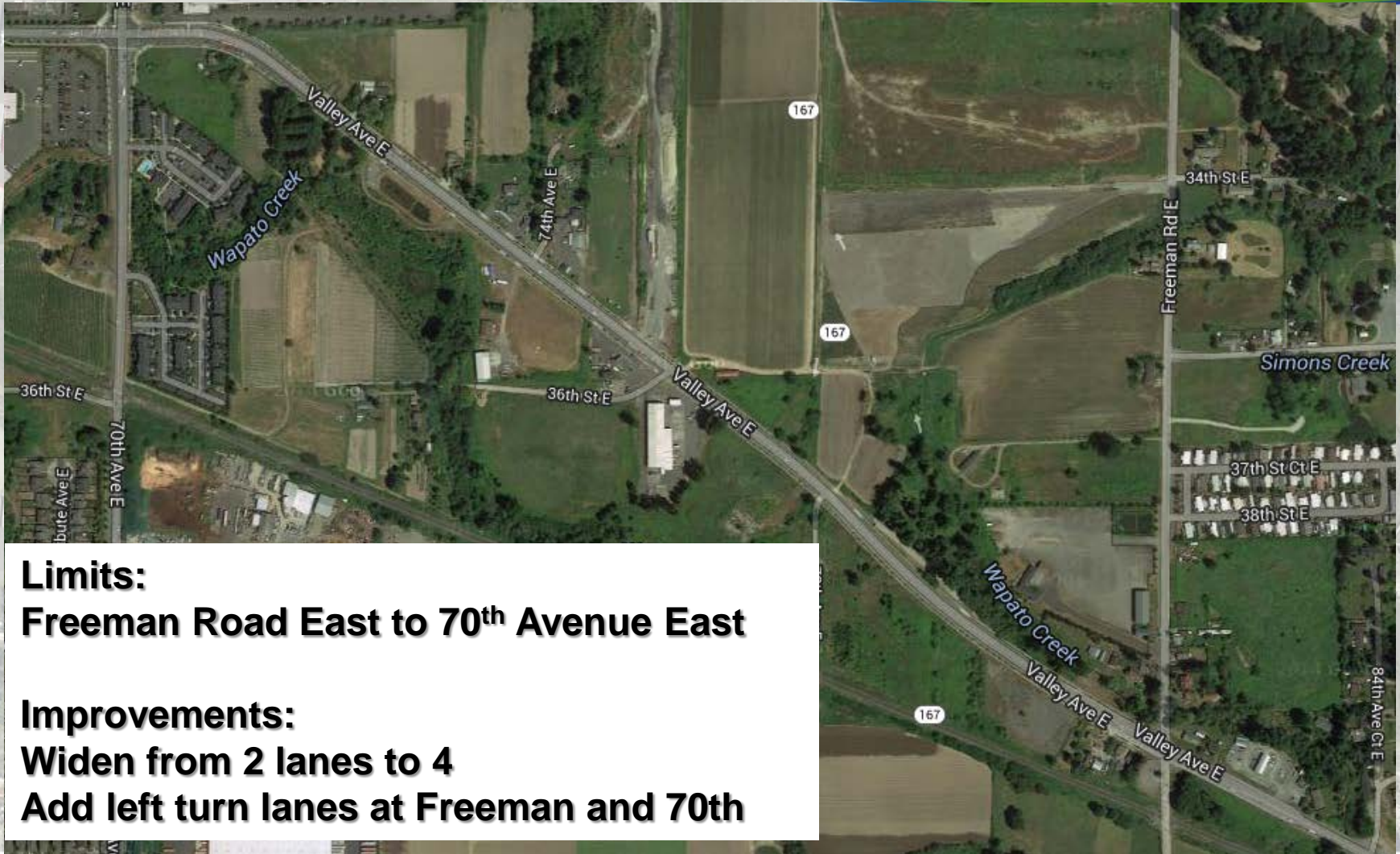
Port of Tacoma Rd to Alexander Ave

Improvements:

Widen from 4 lanes to 5

Add second left turn lane onto Port of Tacoma Rd

Valley Avenue East - \$1,500,000 / 2010



Limits:

Freeman Road East to 70th Avenue East

Improvements:

Widen from 2 lanes to 4

Add left turn lanes at Freeman and 70th

Valley Avenue East - \$1,500,000 / 2010

Limits:

Freeman Road East to 70th Avenue East

Improvements:

Widen from 2 lanes to 4

Add left turn lanes at Freeman and 70th



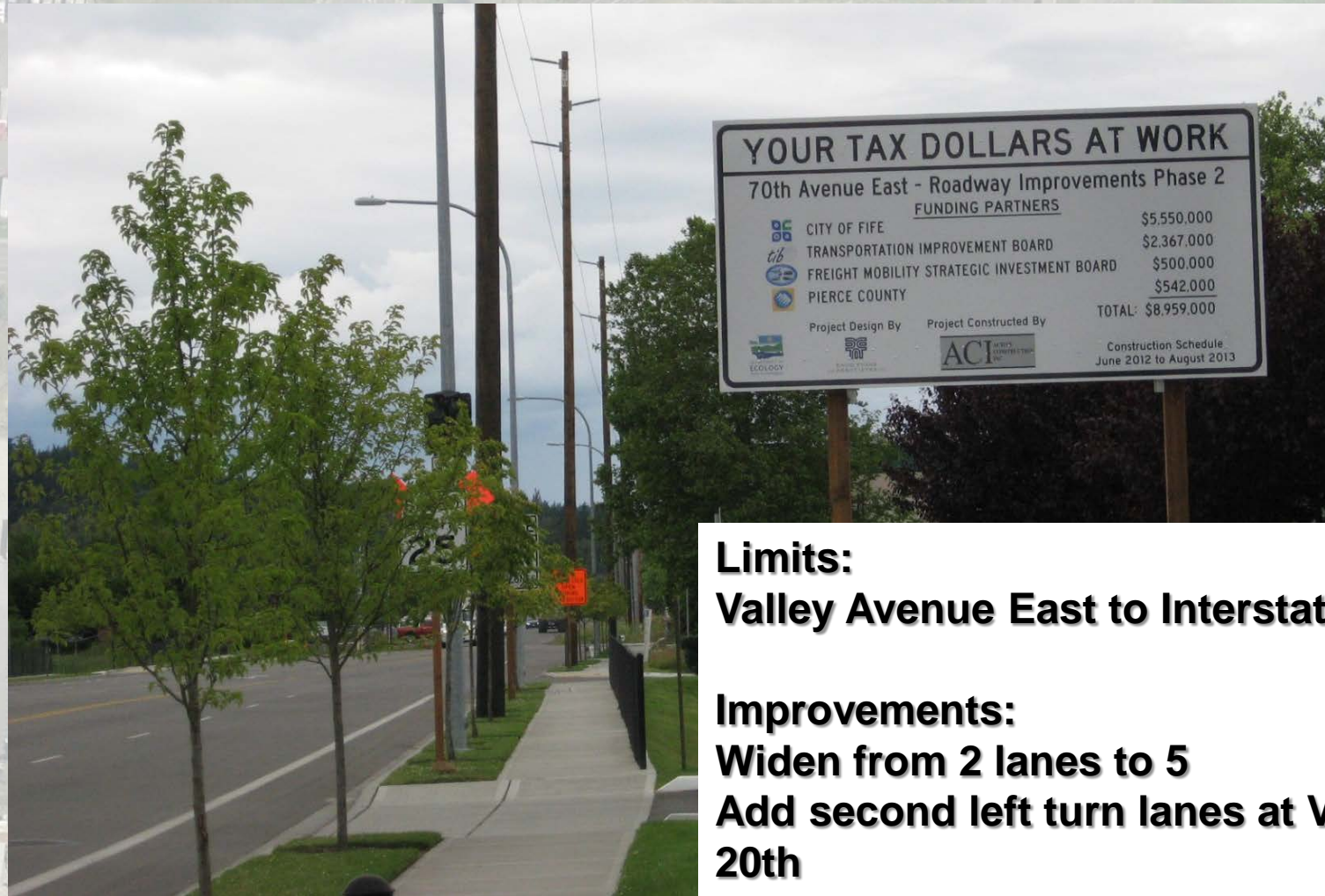
70th Avenue East - \$500,000 / 2013



Limits:
Valley Avenue East to Interstate 5

Improvements:
Widen from 2 lanes to 5
Add second left turn lanes at Valley
and 20th

70th Avenue East - \$500,000 / 2013



Limits:

Valley Avenue East to Interstate 5

Improvements:

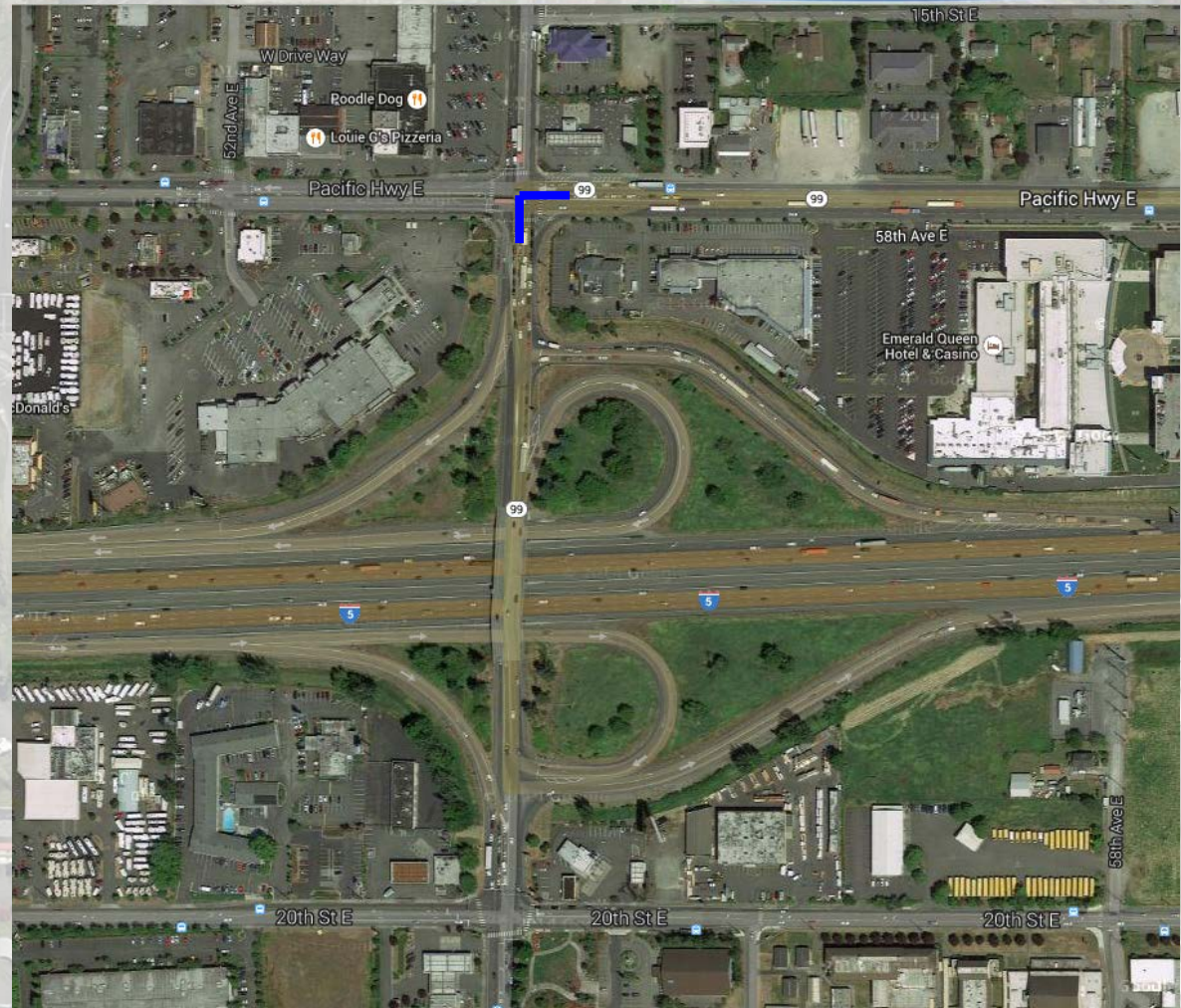
Widen from 2 lanes to 5

Add second left turn lanes at Valley and 20th

54th Ave E / I-5 Interchange Phase 1

Double Left Turn Lane - \$500,000 / 2018

- **Approved by FMSIB in 2017**
- **Built in 2018-19**
- **Phase is complete and being closed out**
- **Remainder of project moving forward towards IJR approval**
- **Very large funding gap remains – Status uncertain**



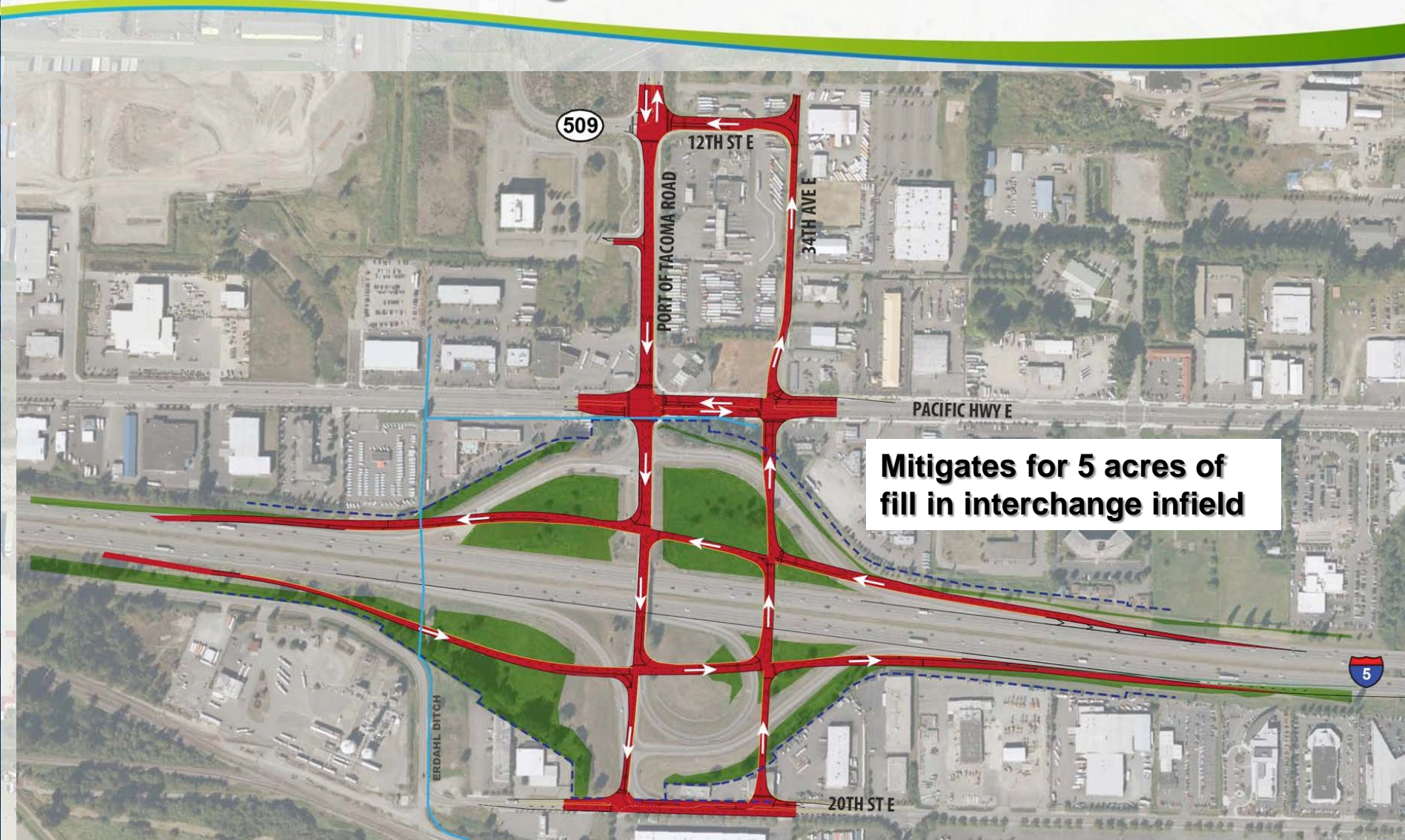
54th Ave E / I-5 Interchange Phase 1

Double Left Turn Lane - \$500,000 / 2018-19



Port of Tacoma Road I/C

Wetland Mitigation - \$2,000,000 / 2015



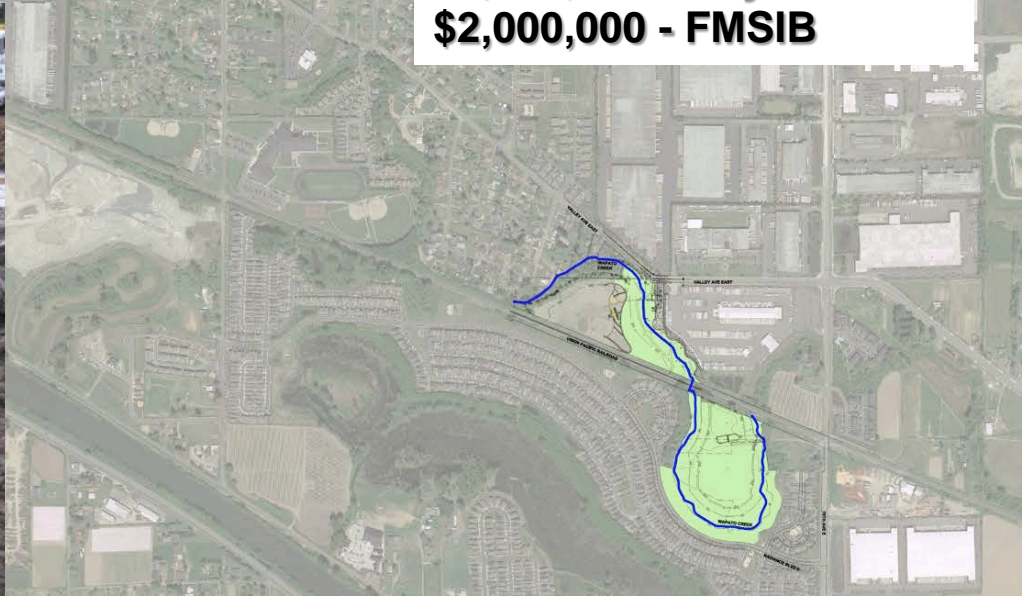
Port of Tacoma Road I/C

Wetland Mitigation - \$2,000,000 / 2015



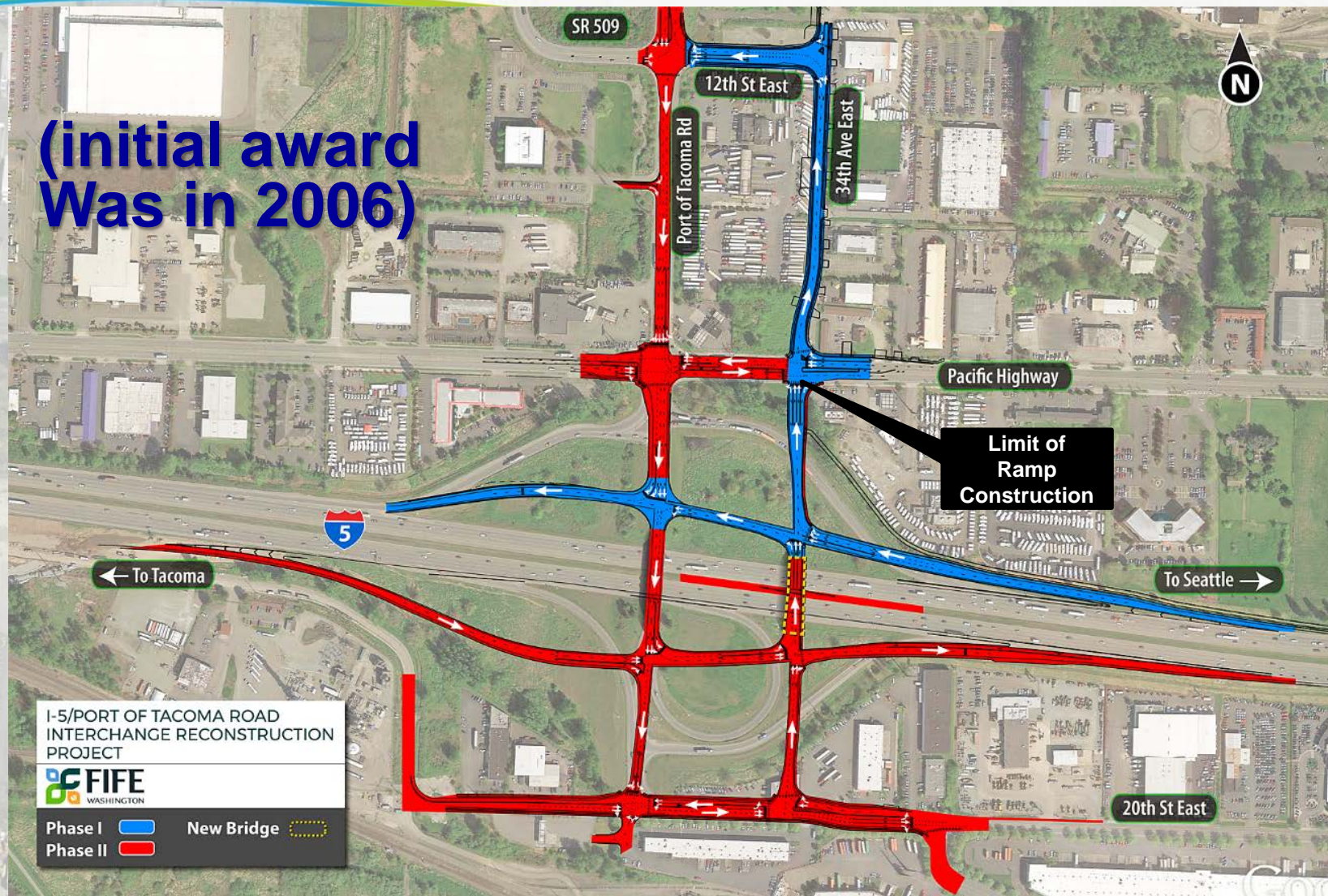
Mitigates for 5 acres of fill in interchange infield

Funding
\$3,500,000 - City of Fife
\$2,000,000 - FMSIB

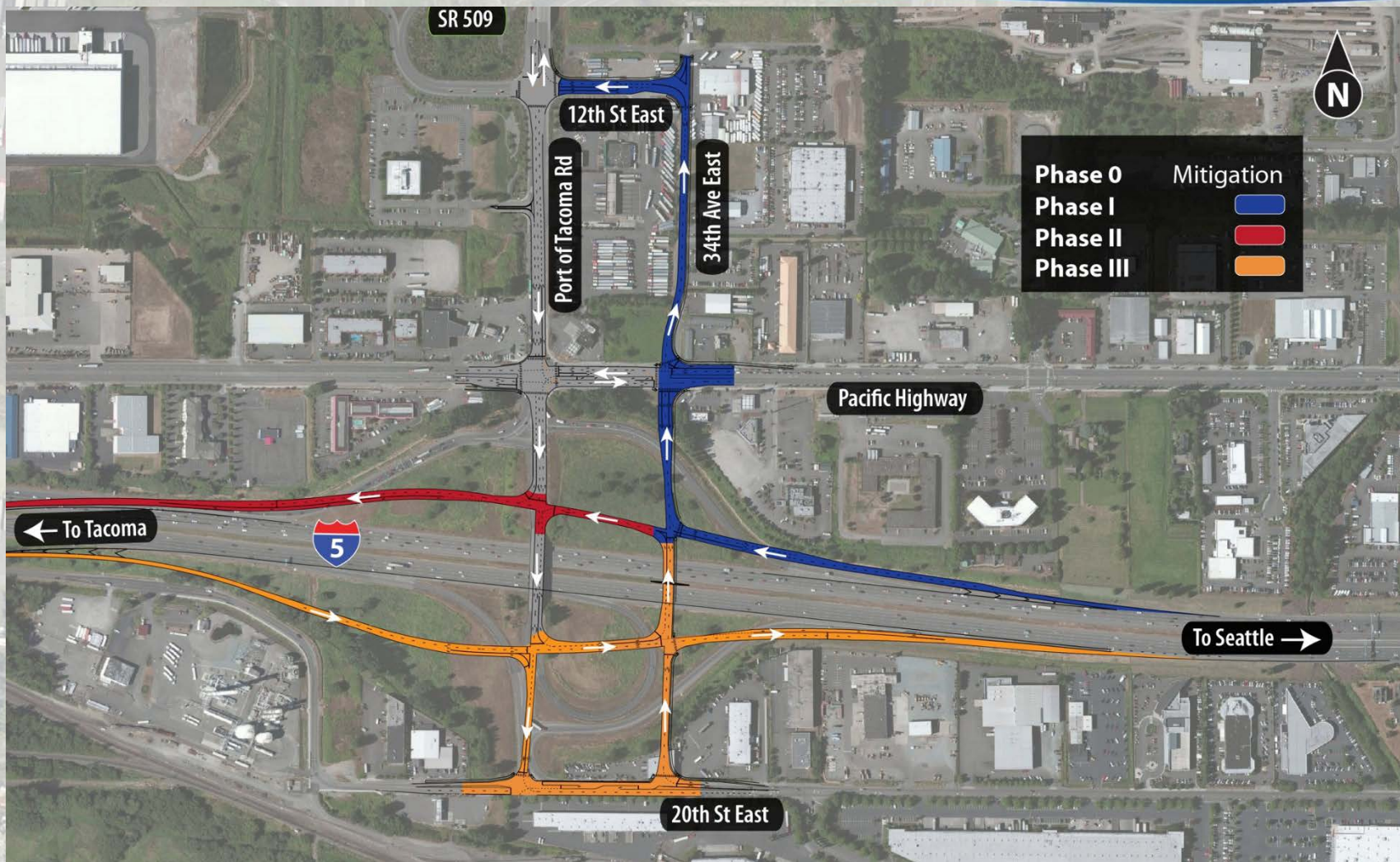


Port of Tacoma Road I/C Combined Phase 1 SB Ramp Construction - \$6,667,000 / 2018

(initial award
Was in 2006)



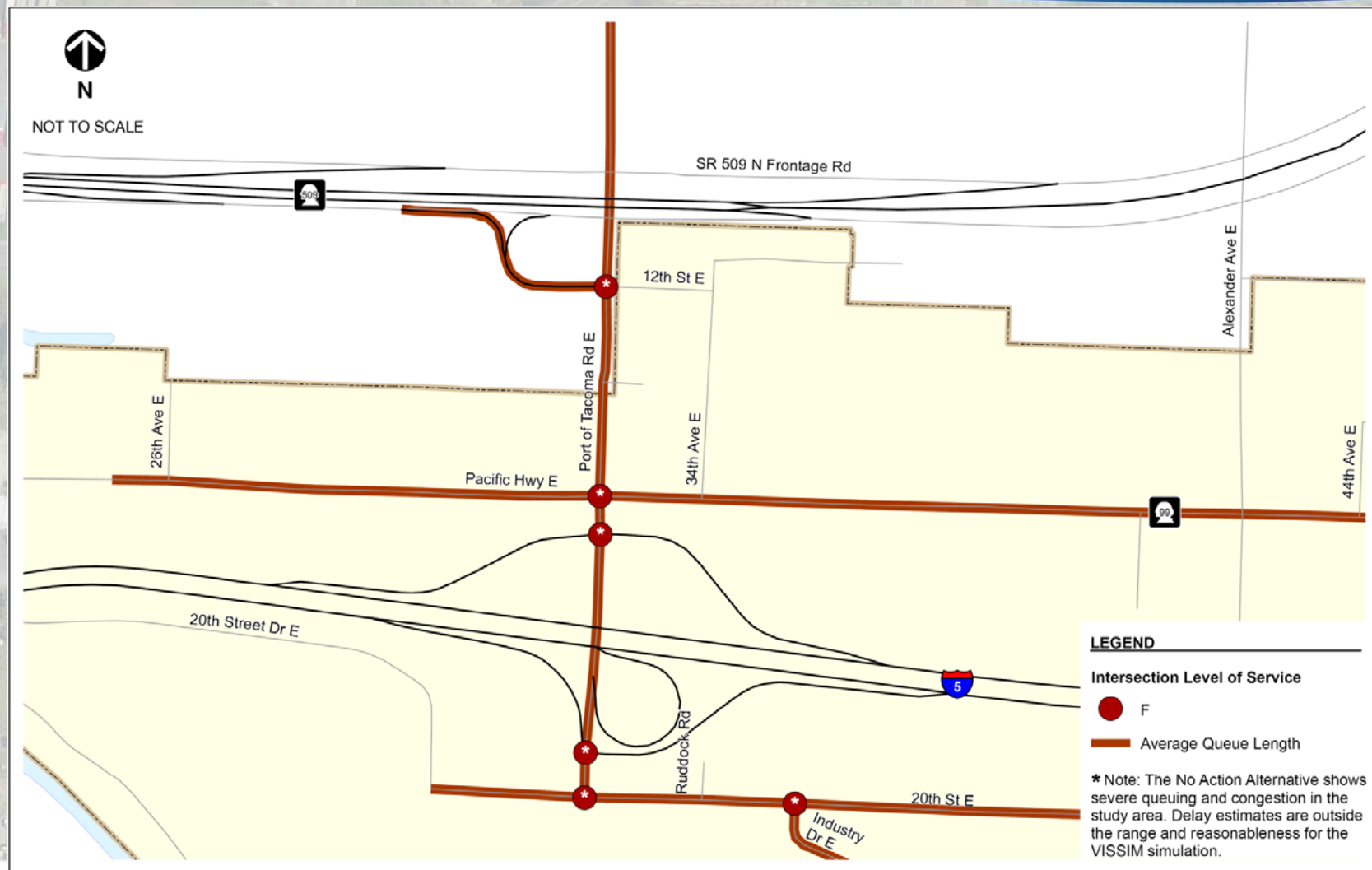
Port of Tacoma Road I/C Previous Phasing



Port of Tacoma Road Interchange Phase 1 SB Off Ramp Construction - Existing Conditions



2040 No-Action

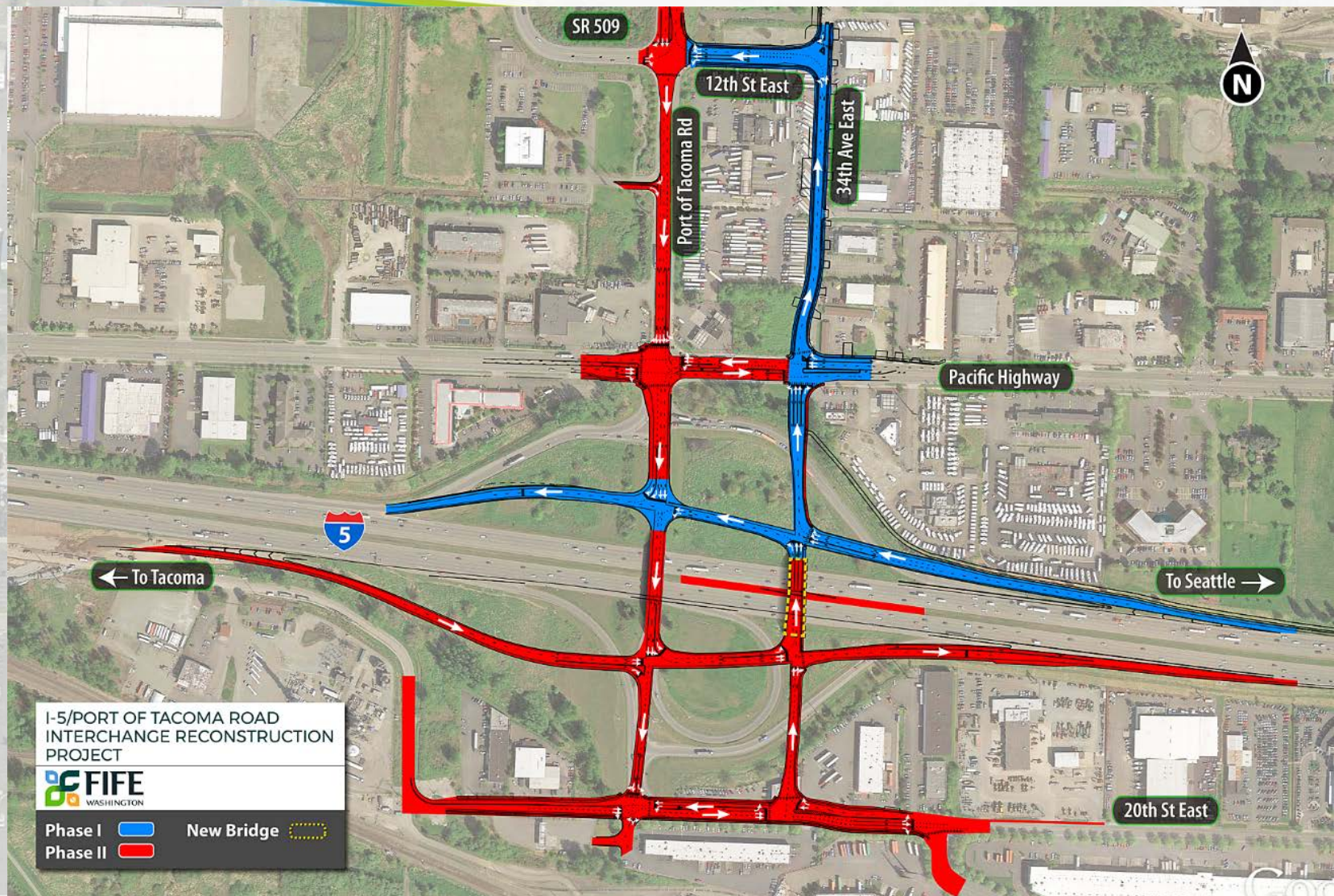




Benefited Users

- ***Freight Movers***
- ***Port of Tacoma Employees***
- ***Owners and Employees of surrounding businesses***
- ***Commuters***

Port of Tacoma Road Interchange Phase SB Off Ramp Construction - \$7,533,000 / 2022



Port of Tacoma Road I/C Funding & Status

Wetland Mitigation

- ***Fully Funded, Complete***

Phase 1 – Southbound Ramps & Truck Route

- ***Fully Funded, Design and Right-of-Way Complete***
- ***Construction Underway, to be complete in 2020***

Phase 2 – New Bridge & Interchange Completion

- ***Design Fully Funded, 30% Complete***
- ***Right-of-way Fully Funded, to begin 2020***
- ***Construction 60% Funded - \$25 Million Gap***
- ***This is an “ACTIVE” project for Fife, as it pursues Right-of-Way Plan Approval, will pursue Right-of-Way Acquisition, and will pursue construction funding***

Port of Tacoma Road I/C Phase 2 Progress

Design to 30 percent overall

60 percent at right-of-way edge

- *Fully Funded, but to be on temporary hold after R/W obligated*

Right-of-way plans through WSDOT first review

- *Comments back, are relatively minor*
- *Resubmittal planned by January 31*

Property owners well informed and ready to deal

- *Used car lot is most heavily impacted*
- *KING 5 and Tacoma News Tribune Stories on the need for project progress*

Construction funding strategy is realistic

- *Federal funds through BUILD – Made the top tier not funded last time*
- *In legislatures first list for the next new transportation package*

Port of Tacoma Road I/C Phase 2 Request

***Please keep project 76-0 on the Active List
\$7,533,000 for construction
Initial award was in 2010***

70th Ave E UPRR Grade Separation

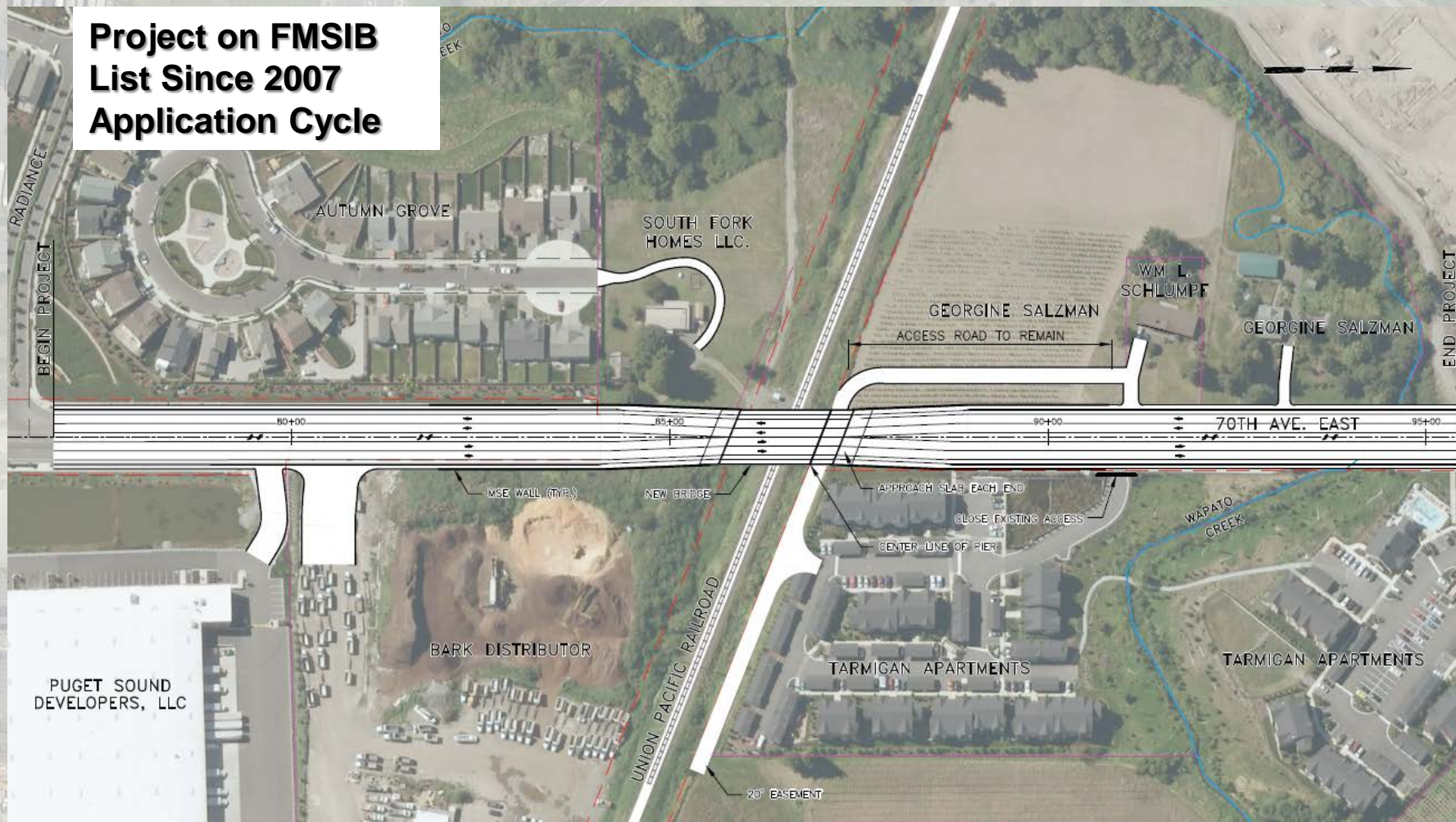
Problem

- Existing 2-lane at-grade crossing
- 70th Ave E is 5-lane Principal Arterial, part of Canyon Road Corridor
- Connects Frederickson Manufacturing Industrial Center to Port of Tacoma
- UPRR plans to extend their siding track east of 54th Ave E in 2016.



70th Ave E UPRR Grade Separation

**Project on FMSIB
List Since 2007
Application Cycle**

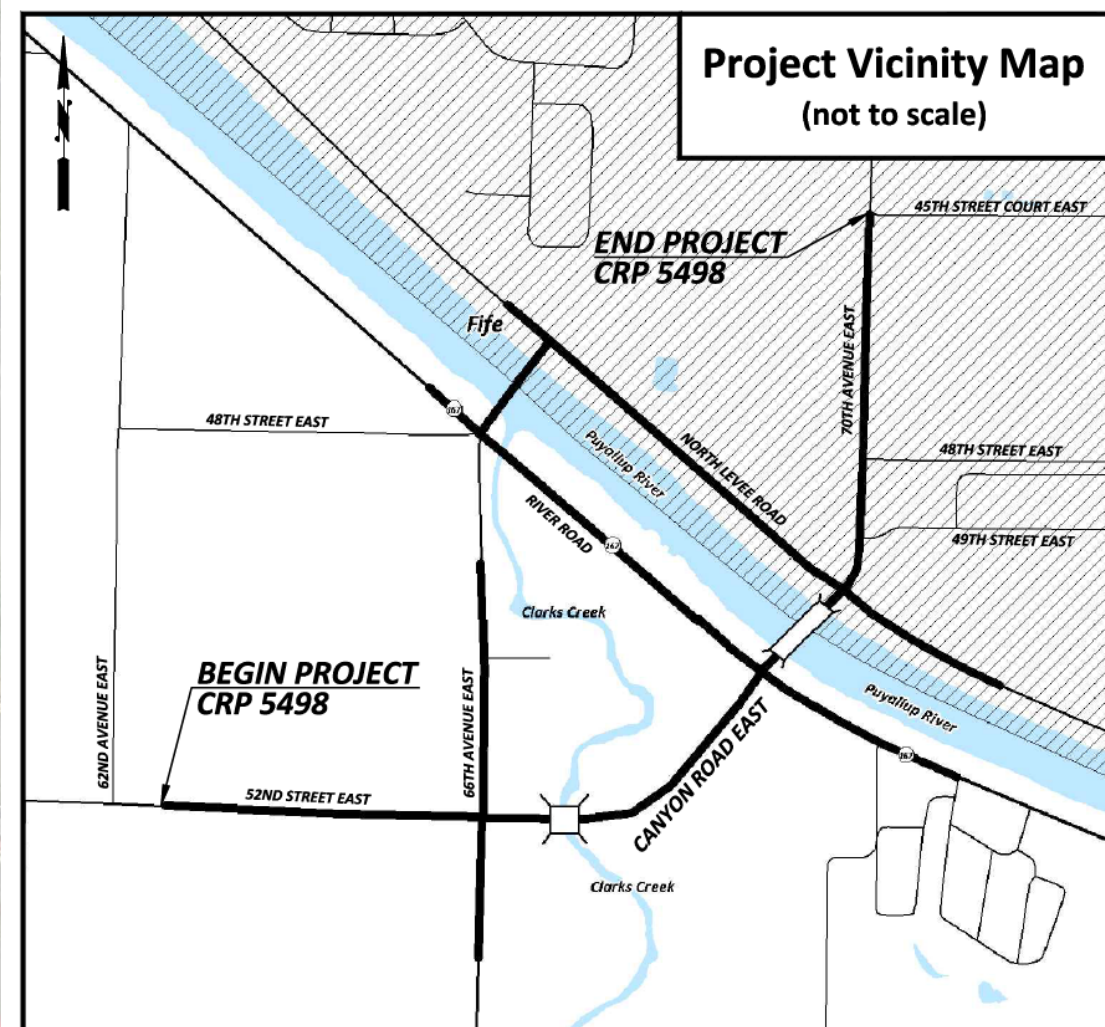


70th Ave E/Canyon Road – Puyallup River Bridge

Pierce County Lead

Problem

- Existing 2-lane Bridge built in 1930 is Functionally Obsolete
- Traffic warrants a 6-lane bridge
- 70th Ave E is 5-lane Principal Arterial, part of Canyon Road Corridor
- Connects Frederickson Manufacturing Industrial Center to Port of Tacoma



70th Ave E/Canyon Road – Puyallup River Bridge

Problem

- Existing 2-lane Bridge built in 1930 does not meet current standards for freeboard above flood
- Bridge subject to damage from floating debris.
- 2007 photo well after flood crest



54th Ave E UPRR Grade Separation

Problem

- At-Grade Crossing was closed to all but emergency vehicles in 2003.
- 1000 households south of UPRR Tracks are isolated from Fife's historic downtown.
- UPRR plans to extend their siding track east of 54th Ave E in 2016.



54th Ave E UPRR Grade Separation



Solution – Grade Separate 54th Ave E from the UPRR Tracks

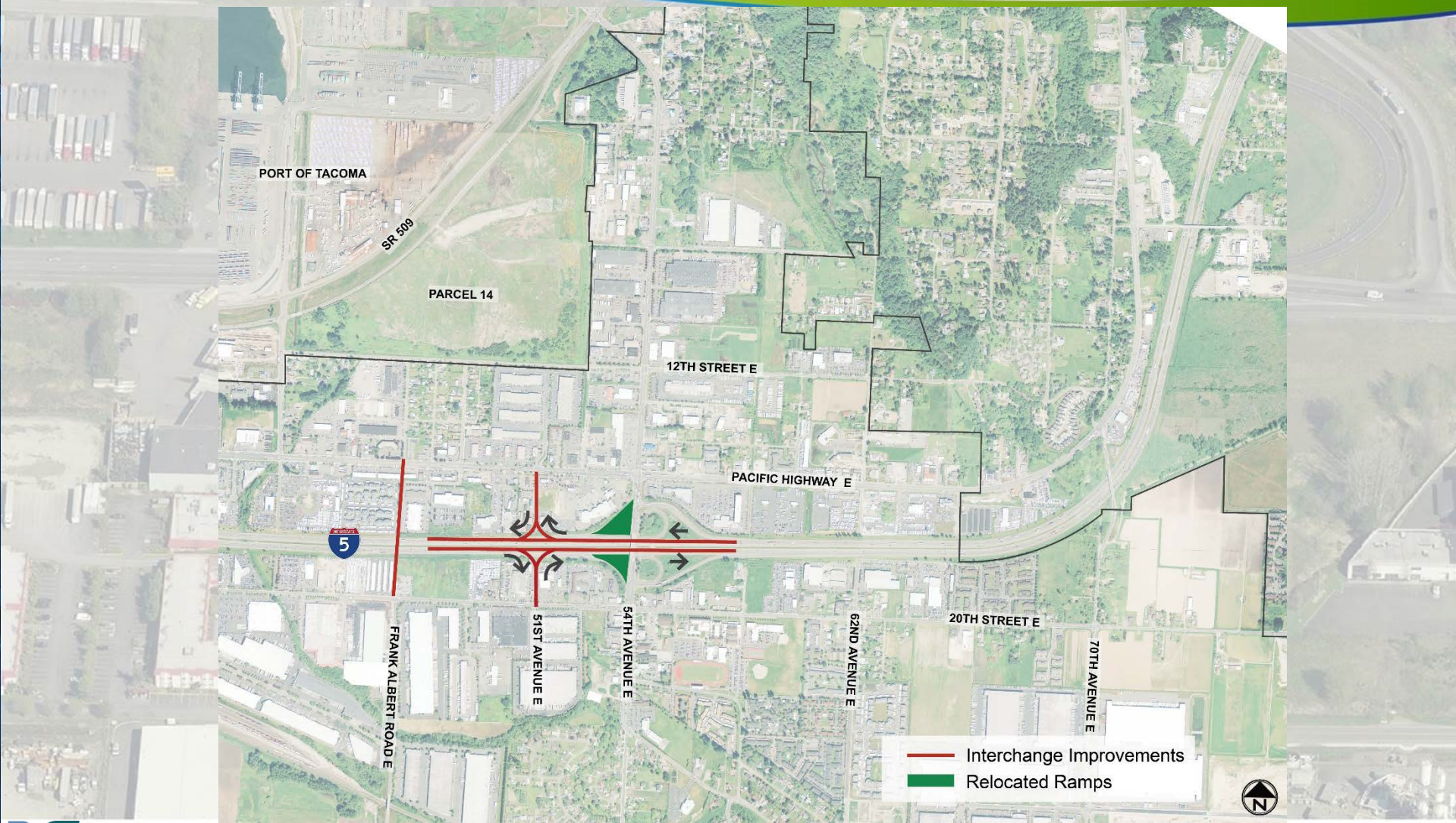
54th Ave E / I-5 Interchange

Problem

- Existing half-cloverleaf suffers congestion
- Still congested after completing SR 167 and Port of Tacoma Road Interchange
- Trucks will be a big share of traffic forever



54th Ave E / I-5 Interchange – Vicinity Map

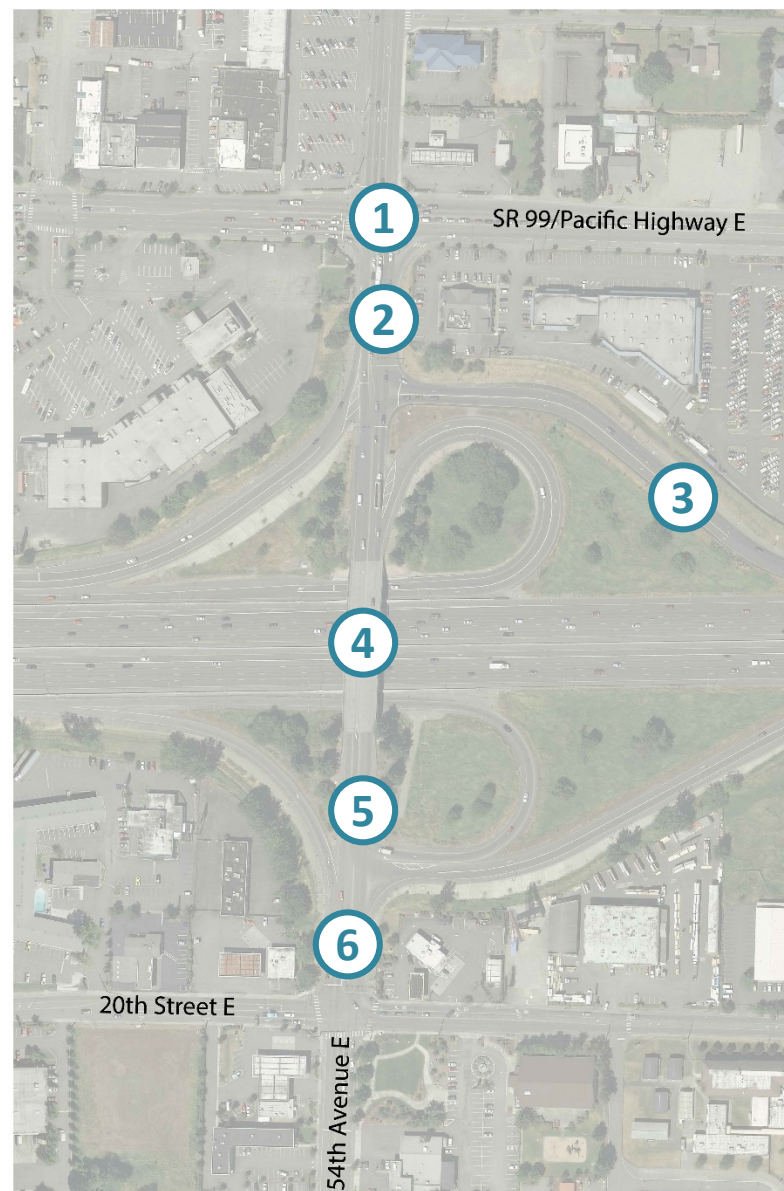


54th Ave E / I-5 Interchange – Project Need

- Interchange is an integral element of the traffic and freight operations for the City of Fife, Port of Tacoma and the State.
 - 54th Ave E, Pacific Hwy E (SR 99) and I-5 are T-1 Freight Corridors.
- Interchange is overcapacity for many hours each weekday and experiences significant delays, queuing and congestion-related collisions (211 collisions in last 3 years).
- Only I-5 crossing and I-5 access within one mile.
 - Concentrates all vehicles onto 54th Ave E.
 - Divides Fife into north and south halves.

54th Ave E / I-5 Interchange – Existing Conditions

1. Adjacent Pacific Hwy/54th Ave E intersection operates at LOS F and acts as a traffic bottleneck.
2. Closely spaced intersections (230 feet) cause northbound vehicle weaving and queues to block adjacent intersections.
3. Southbound off-ramp backs up onto I-5 mainline.
4. Lack of sidewalks disconnects north and south halves of Fife.
5. Southbound congestion due to left turn delays and one lane for through traffic.
6. Closely spaced intersections (170 feet) cause southbound weaving, collisions and congestion.



54th Ave E / I-5 Interchange – Traffic Congestion



54th Ave E / I-5 Interchange – Project Need

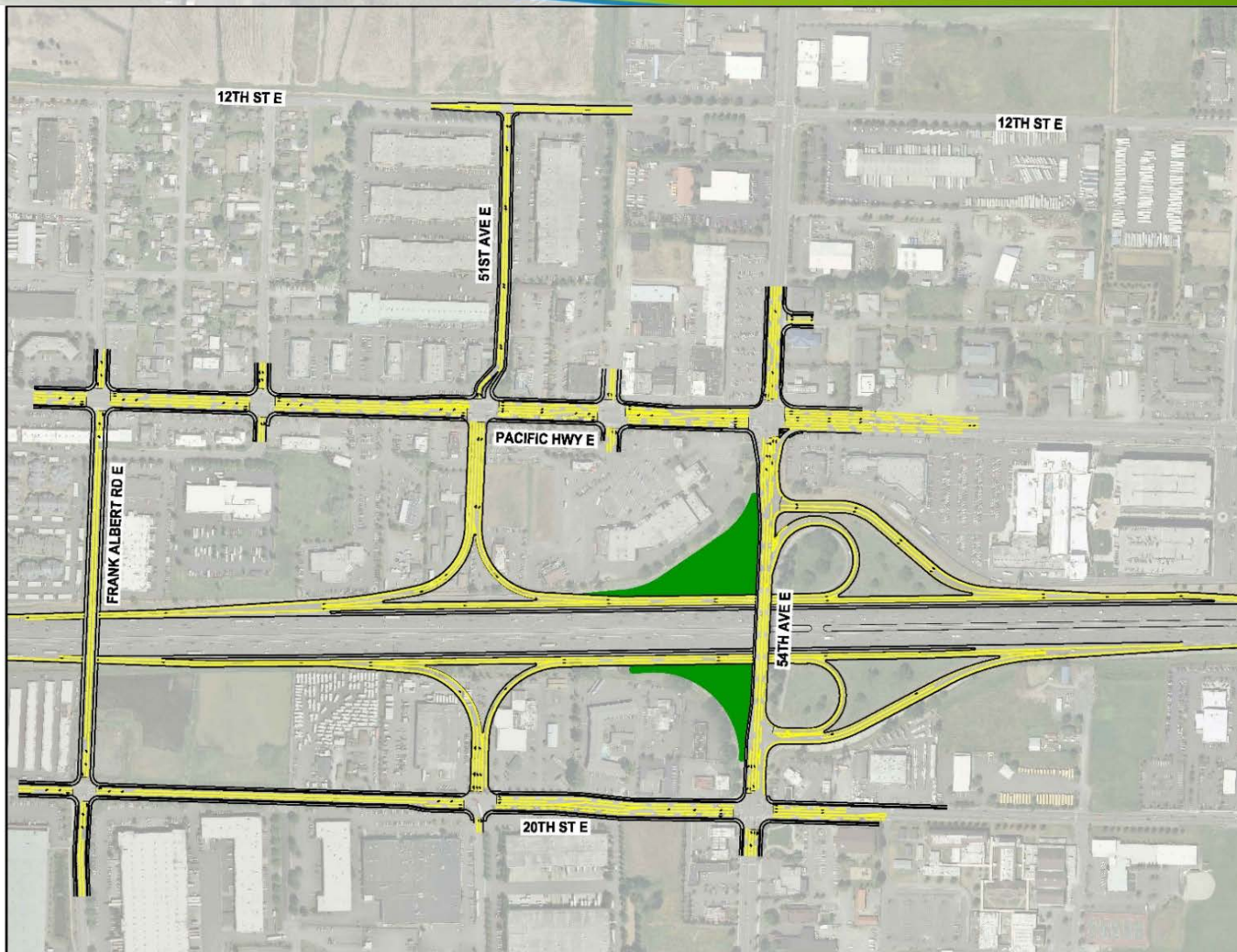
- Significant growth is planned in the area:
 - Parcel 14 developing 1.7 million sq. feet of warehousing/shipping and traffic impact study forecasts approximately 3,000 new trips/day.
 - Portside Development at 20th St E/66th Ave E is developing 489,000 sq. feet of warehousing, shipping and retail, and estimates over 1,500 trips/day.
 - Tideflats Area Transportation Study (2011) projects 3,200 new freight related jobs directly served by the interchange by 2030.
- Traffic analyses for this project and TATS demonstrate that the I-5/54th Ave E interchange will continue to operate at a failing LOS after the completion of the SR 167 Extension.

54th Ave E / I-5 Interchange – Project Partners

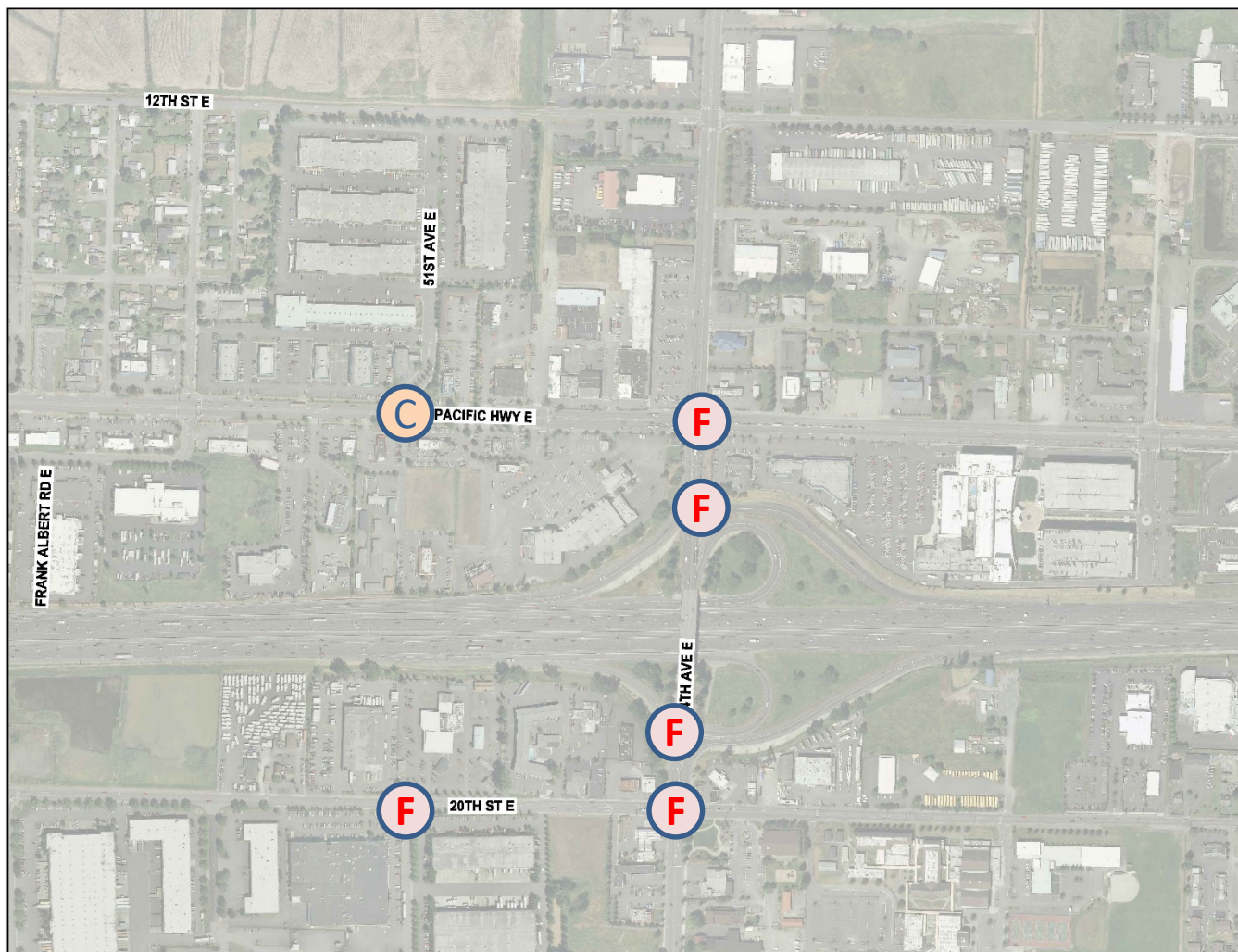
Project developed in partnership with:

- Washington State Department of Transportation
- Federal Highway Administration
- Port of Tacoma
- Puyallup Tribe of Indians
- City of Tacoma

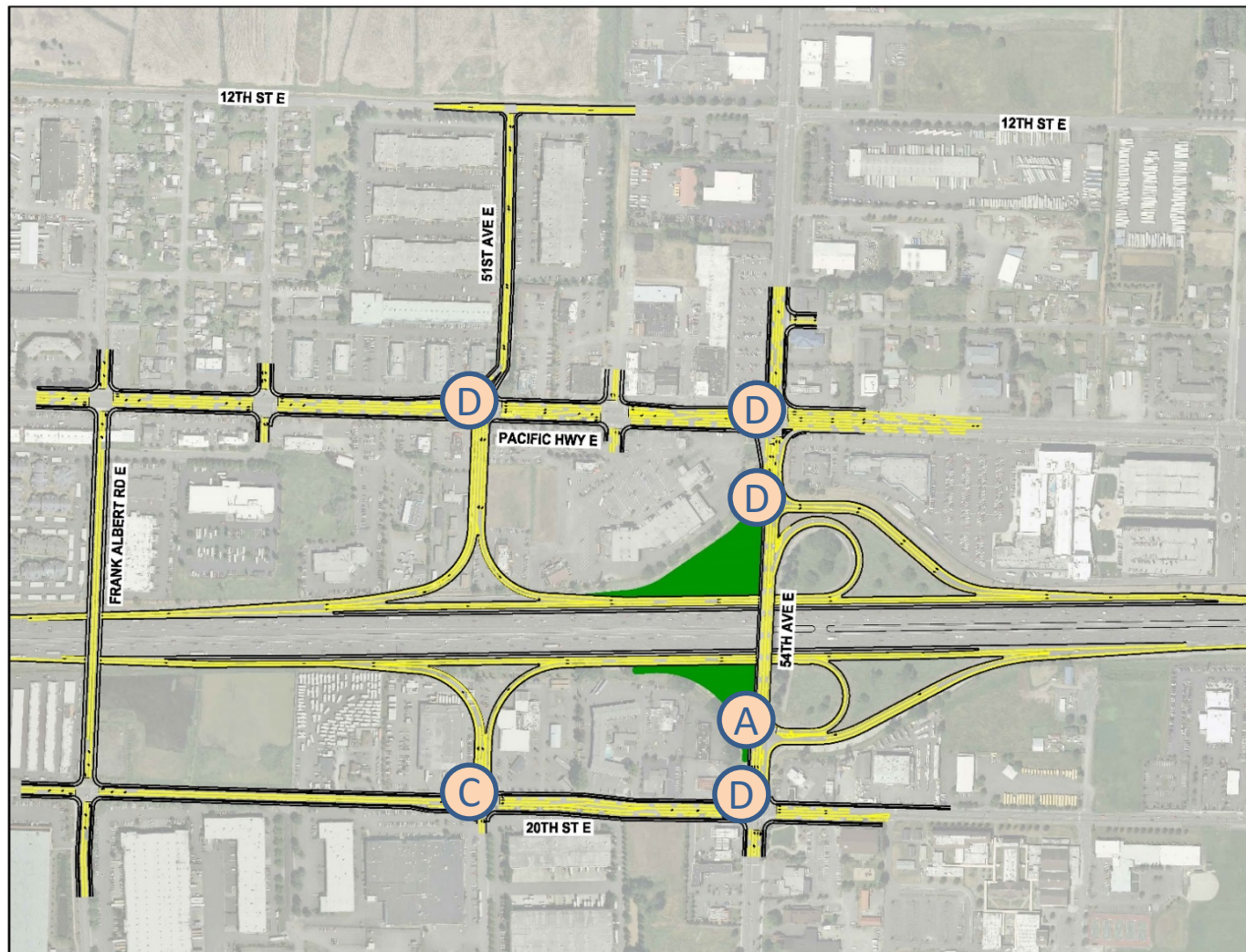
54th Ave E / I-5 Interchange – Preliminary Design



54th Ave E / I-5 Interchange – Without Project 2040



54th Ave E / I-5 Interchange – With Project 2040



Port of Tacoma Road I/C Status Request

Phase 2 – New Bridge & Interchange Completion

- ***Design Fully Funded, 30% Complete***
- ***Right-of-way Fully Funded, to begin 2020***
- ***Construction 60% Funded - \$25 Million Gap***
- ***This is an “ACTIVE” project for Fife, as it pursues Right-of-Way Plan Approval, will pursue Right-of-Way Acquisition, and will pursue construction funding***

Questions?



FMSIB Project Review - Defer? (Jan. 2020)

Board action taken in Sep. 2019:
 For Board consideration in Jan. 2020

Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Original Ad Date	Ad Date minus Awarded (mo.)	Progress	Staff: Defer?	Board: Defer?
51-3	Seattle	Duwamish Spot Improvement	\$300,000	\$2,383,000	Jan-03	Apr-06	39	Completed	N	
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$9,750,000	Jan-04	Oct-09	69	Scheduled for Nov. 2020 completion	N	
64-1	Fife	Port of Tacoma Rd. I/C - Phase 1	\$27,148,000	\$6,667,000	Jan-06	Feb-18	145	Scheduled for Nov. 2020 completion	N	
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	Jan-09	Apr-16	87	Completed	N	
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	Jan-09	Jan-15	71	Complete and operational	N	
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	Jan-10	None	N/A	City Canceled	Y	
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	Jan-10	None	N/A	Still short \$20 million. Nov. 15 Board presentation rescheduled to Jan. 2020	M	
80-0	Spokane Valley	Barker Road/BNSF grade separation	\$29,200,000	\$9,000,000	Jan-10	Feb-15	60	Fully funded - Feb. 2020 Ad date	N	
81-1	Spokane County	Bigelow Gulch/Forker Road Realignment - Phases 5A & 6	\$24,400,000	\$6,000,000	Jan-10	None	N/A	Sept. 20 Board action: Review in one year	N	N
87-0	Marysville	SR 529/I-5 Interchange Expansion	\$54,050,000	\$5,000,000	Jan-14	Sep-16	32	WSDOT agreement in process, funded in 21-23	N	
91-0	Seattle	South Lander Street Grade Separation	\$140,000,000	\$8,000,000	Jul-16	Dec-17	17	Under const. - Scheduled Dec. 2019 completion delayed	N	
89-0	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$500,000	Jul-16	Jan-19	30	Completed	N	
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	Jul-16	Jul-19	36	Ad date slipped to 2023. Nov. 15 Board presentation rescheduled to January 2020.	M	
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	Jul-16	Mar-18	19	Scheduled for Nov. 2019 ad date	N	
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	\$18,540,000	\$2,500,000	Jul-16	Sep-18	26	Under const., scheduled for Dec. 2020 completion	N	
90-0	Longview	SR 432-SR 411 Intersection Improvements Project	\$4,200,000	\$2,100,000	Jul-16	Apr-18	21	Scheduled for Feb. 2020 ad	N	
100-0	Seattle	East Marginal Way Heavy Haul Corridor	\$48,600,000	\$6,100,000	Jul-18	Apr-21	33	\$23 m of \$48 m secured. April 2021 Ad date.	N	
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	Jul-18	Feb-19	7	Groundbreaking Oct. 2019	N	
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	Jul-18	Feb-20	19	Board presentation Sept. 2019, Ad scheduled Feb. 2020	N	
101-0	Sumner	Stewart Road Corridor - White River Bridge Replace	\$21,489,033	\$3,000,000	Jul-18	Mar-21	32	Mar. 2021 Ad. \$7 m of \$21 m secured.	N	
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	Jul-18	Feb-20	19	Feb. 2020 completion of R/W acquisition	N	
99-1,2,3	Spokane Valley	Barker Road Corridor Widening	\$8,400,000	\$1,680,000	Jul-18	Jun-20	22	Phase 1 under construction. Phase 2 Ad June 2020	N	
97-0	Spokane County	Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000	Jul-18	Feb-21	30	All funds secured. Feb. 2021 Ad.	N	
24 Projects			Total:	\$671,665,367	\$101,633,000					

FMSIB Projects and Federal Funding – Interim Report

Jan. 24, 2020

Briefing Paper Purpose:

To respond to a Board motion from the Nov. 15 meeting:

“Direct staff to provide a proposal for how FMSIB addresses projects that include BUILD grants in their funding proposal. As part of preparing that proposal, have conversations with OFM, legislative staff, and others to have a proposal that has been vetted. Staff conversations should include federal people to find out their position.”

Approach:

1. Review the level of federal funding in FMSIB projects, particularly federal discretionary funding.
2. Review the effect of FMSIB funding on discretionary funding successes.
3. Determine if FMSIB awards funds that are not appropriated will affect federal discretionary funding success.
4. Determine if FMSIB wants to revise project awards to reflect presence (or potential presence) of federal funding.

Background: FMSIB project awards are principally funded with state funds appropriated by the Legislature. Occasionally, the Legislature has provided federal funding to FMSIB projects. Federal funding requires a local match to be provided by the local agency project sponsor. Local agency sponsors use FMSIB funds regularly to match existing and/or future federal grants received by the project sponsor.

Analysis and Conclusions to Date:

1. **Reviewed database of active FMSIB projects and tabulated the number of funding partners for each project; particularly federal program sources (see *Table 1*).**
 - a. Notes on data source:
 - i. Number of funding partners is based on FMSIB's web-based database. Due to editing restrictions, this data has not changed from the time of each project's application for funding.
 - ii. Data was extracted Oct. 15, 2019
 - iii. Data was amended to reflect known changes in funding sources since time of project application.
 - b. Observations:
 - i. FMSIB-funded projects average over four matching funding sources
 - ii. Federal Aid programs in Washington:

1. National Highway Performance Program (NHPP)	4. Highway Safety Improvement Program (HSIP)
2. Surface Transportation Block Grant (STBG)	5. National Highway Freight Program (NHFP)
3. Congestion Mitigation and Air Quality (CMAQ)	6. Transportation Alternatives (Previously Transportation Alternatives Program) (TA)
	7. Ferry Boat Program (FBP)
	8. Emergency Relief Program (ER)

- iii. Over half of FMSIB-funded projects (54%) include one of the federal programs above or one of four discretionary sources (described following). Some projects have more than one federal source.

2. Reviewed USDOT website for Washington State discretionary funding awards and summarize results with and without FMSIB participation.

- a. TIGER (*Transportation Investment Generating Economic Recovery*) and BUILD (*Better Utilizing Investments to Leverage Development*) are two recent discretionary funding programs (BUILD replaced TIGER in 2018). These transportation grants are for investments in surface transportation infrastructure and have been awarded on a competitive basis to projects with a significant impact in their local or regional communities. BUILD funding supports roads, bridges, transit, rail, ports or intermodal transportation. The program selection criteria encompasses safety, economic competitiveness, quality of life, state of good repair, environmental sustainability, innovation, and partnerships with a broad range of stakeholders.
- b. Washington State results are shown in *Table 2*.
 - i. One in eight applications included FMSIB funding.
 - ii. One in 20 state applications was successful.
 - iii. One in 12 applications with FMSIB funding was successful.
 - iv. FMSIB funding increased success rate by 56%.
 - v. FMSIB-funded projects brought \$63 m in additional funding to Wash.
 - vi. FMSIB contributed \$20 m to the four successful projects.
 - vii. Federal funds were leveraged 3 to 1.
- c. FASTLANE (*Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies*) which became INFRA (*Infrastructure for Rebuilding America*). Goals:
 - i. improve the safety, efficiency, and reliability of the movement of freight and people;
 - ii. generate national or regional economic benefits and an increase in global economic competitiveness of the U.S;
 - iii. reduce highway congestion and bottlenecks;
 - iv. improve connectivity between modes of freight transportation;
 - v. enhance the resiliency of critical highway infrastructure and help protect the environment;
 - vi. improve roadways vital to national energy security; and
 - vii. address the impact of population growth on the movement of people and freight.
- d. Washington State results are shown in *Table 3*.
 - i. One in two applications included FMSIB funding.
 - ii. One in 13 state applications was successful.
 - iii. One in 11 applications with FMSIB funding was successful.
 - iv. FMSIB funding increased success rate by 11%.
 - v. FMSIB-funded projects brought \$50 m in additional funding to Wash.
 - vi. FMSIB contributed \$13 m to the two successful projects.
 - vii. Federal funds were leveraged nearly 4 to 1.
- e. *Table 4* lists the six FMSIB-funded projects receiving federal discretionary funding.

3. Contacted USDOT regarding match requirements on discretionary funding programs.

- a. The discretionary grants require local match. A typical statement about match requirements reads like this:

“Non-Federal financial contributions can include State, local, and private sector funding; or other forms of cost share such right of way contributions or recycled revenue from the competitive sale or lease of publicly owned or operated assets. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the BUILD Transportation grant and another Federal grant program.”

- b. My questions: *What level of funding commitment will USDOT accept and/or use to score an application? In other words, an applicant could have funding:*
 - i. *in the bank (lowest risk),*
 - ii. *appropriated in a budget,*
 - iii. *obligated through a grant agreement,*
 - iv. *and/or promised through a support letter (highest risk).*

Would these differing commitment approaches affect how USDOT scores the application?

- c. USDOT Response: *“While cost sharing cannot be considered as a selection criteria, per the Appropriations Act, it can be considered in the financial capacity/project readiness evaluation to help assess the risks to obligating the grant funds and spending them in the required timeframe. The financial capacity/project readiness elements are not given a raw score, but rather rated as low, medium, or high risk. There are a few ways to demonstrate financial capacity, which may include TIP/STIP (Transportation Improvement Program) information if non-federal funding is coming from the state, letters of financial commitment to demonstrate the funds are secured or pledged, obligations of other grant funds, or other mechanisms to demonstrate funding has been secured. The more information and evidence provided that funding has been secured, the lower the risk rating.”*

4. Contact a successful applicant to assess their experiences on match requirements.

- a. I met with Jeannie Beckett on November 21 to discuss her experience with federal discretionary grant program applications. She is a grant consultant who has completed dozens of grant applications, successful and not, on behalf of ports and cities.
- b. We specifically discussed BUILD grant match requirements. According to Ms. Beckett, if the application includes anything less than a committed allocation of match funds (such as in an adopted budget), the USDOT will move the project to a lower tier of priority (e.g., Lowering the score on *“Financial Capacity/Project Readiness”* from “low” to “medium” risk).
- c. This federal approach makes some sense given how over-prescribed the federal discretionary grant programs are.

Next Steps

Determine if FMSIB wants to revise project awards to reflect presence (or potential presence) of federal funding.

Active FMSIB Projects - No. of Funding Partners (Nov. 2019)

Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Number of Funding Partners					No. Of Funding Sources	
						Federal	State	Local	Private	Other		
51-3	Seattle	Duwamish Spit Improvement	\$300,000	\$117,000	2003	0	0	1	0	0	2	
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$4,500,000	2004	2	1	1	1	0	6	
64-1	Fife	Port of Tacoma Rd. I/C - Phase 1	\$27,148,000	\$6,667,000	2006	1	0	1	1	2	6	
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	2009	2	1	1	0	1	6	
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	2009	0	0	1	1	0	3	
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	2010	0	0	1	0	0	2	
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	2010	0	1	1	0	1	4	
80-0	Spokane Valley	Barker Road/BN9F grade separation	\$29,200,000	\$9,000,000	2010	1	1	1	1	1	6	
81-1	Spokane County	Bigelow Gulch/Forker Road Realignment - Phases 5A & 6	\$24,400,000	\$6,000,000	2010	0	0	1	0	0	2	
87-0	Marysville	SR 529/I-5 Interchange Expansion	\$54,050,000	\$5,000,000	2014	0	1	0	0	0	2	
91-0	Seattle	South Lander Street Grade Separation	\$140,000,000	\$8,000,000	2016	2	1	1	1	1	7	
89-0	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$500,000	2016	0	0	1	0	0	2	
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	2016	0	0	1	0	0	2	
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	2016	1	0	1	1	2	6	
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	\$18,540,000	\$2,500,000	2016	1	2	1	1	2	8	
90-0	Longview	SR 432-SR411 Intersection Improvements Project	\$4,200,000	\$2,100,000	2016	0	0	1	0	1	3	
100-0	Seattle	East Marginal Way Heavy Haul Corridor	\$48,600,000	\$6,100,000	2018	1	2	1	0	1	6	
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	2018	0	2	1	1	0	5	
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	2018	2	2	1	1	1	8	
101-0	Sumner	Stewart Road Corridor - White River Bridge Replace	\$21,489,033	\$3,000,000	2018	0	2	1	1	0	5	
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	2018	0	0	0	1	0	2	
99-1,2,3	Spokane Valley	Barker Road Corridor Widening	\$8,400,000	\$1,680,000	2018	0	0	1	0	0	2	
97-0	Spokane County	Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000	2018	0	1	1	0	0	3	
24 Projects			Total:	\$871,886,387	\$84,117,000	13	17	21	11	13	4.3	Average Maximum Minimum
											8	
											2	

Note:

1. Number of funding partners is based on FMSIB's web-based database. Due to editing restrictions, this data has not changed from the time of each project's application for funding.
2. Data was extracted Oct. 15, 2019
3. Data amended to reflect known changes in funding sources since time of project application.

Table 2 - Washington State History of TIGER/BUILD Grant Applications (2009 - 19)

	Number of Applications	Number of FMSIB Projects	Successful (Total)	Successful (FMSIB)
TOTAL	391	50	20	4
ANNUAL AVE.	36	4.5	1.8	0.4
Percentage		13%	5%	8%
Success Rate Improvement				56%

- Observations:**
1. One in eight applications included FMSIB funding
 2. One in 20 state applications was successful
 3. One in 12 applications with FMSIB funding was successful
 4. FMSIB funding increased success rate by 56%
 5. FMSIB-funded projects brought \$63 m in additional funding to Wash.
 6. FMSIB contributed \$20 m
 7. Federal funds were leveraged 3 to 1

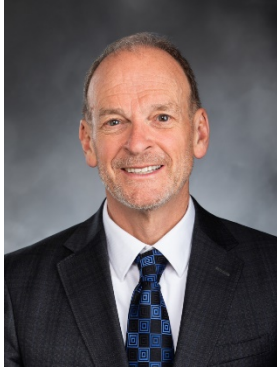
Table 3 - Washington State History of FASTLANE/INFRA Grant Applications (2016 – 19)

	Number of Applications	Number of FMSIB Projects	Successful (Total)	Successful (FMSIB)
2016	13	8	2	2
2017	17	7	1	0
2018	13	6	0	0
2019	8	2	1	0
TOTAL	51	23	4	2
ANNUAL AVE.	13	6	1	1
Percentage		45%	8%	9%
Success Rate Improvement				11%

- Observations:**
1. One in two applications included FMSIB funding
 2. One in 13 state applications was successful
 3. One in 11 applications with FMSIB funding was successful
 4. FMSIB funding increased success rate by 11%
 5. FMSIB-funded projects brought \$50 m in additional funding to Wash.
 6. FMSIB contributed \$13 m to those projects
 7. Federal funds were leveraged nearly 4 to 1

Table 4 - Washington State History of TIGER/BUILD/FASTLANE/INFRA Applications (2009 - 19)

Round	Project Name	Applicant Name	Project Type	Urban / Rural	Funding Request	Project Cost
TIGER 2010	South Park Bridge Replacement Project	King County's Department of Transportation (KCDOT)	Road	Urban	\$36,234,000	\$130,700,000
				Rec'd:	\$34,000,000	
				FMSIB \$	\$5,000,000	
TIGER 2010	West Vancouver Freight Access	Port of Vancouver, USA	Rail	Urban	\$22,000,000	\$92,855,113
				Rec'd	\$10,000,000	
				FMSIB \$	\$6,300,000	
TIGER 2016	Port of Everett South Terminal Modernization Project	Port of Everett	Maritime	Urban	\$10,000,000	\$55,500,000
				Rec'd	\$10,000,000	
				FMSIB \$	\$0	
TIGER 2017	Bridging the Valley: Barker Road Grade Separation Project	City of Spokane Valley	Road	Rural	\$9,020,149	\$18,738,000
				Rec'd	\$9,020,149	
				FMSIB \$	\$9,000,000	
FASTLANE 2016	South Lander Street Grade Separation and Railroad Safety Project	City of Seattle	Urban		\$55,000,000	\$137,466,600
				Rec'd	\$45,000,000	
				FMSIB\$	\$8,000,000	
FASTLANE 2016	Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	Urban		\$5,000,000	\$38,000,000
				Rec'd	\$5,000,000	
				FMSIB\$	\$5,000,000	



Representative Jake Fey

27TH Legislative District

Biography

Born and raised in Port Angeles, Jake's experience in the YMCA Youth and Government program pointed him early on toward a life of public service. He was the first in his family to attend college, earning a BA in Political Science from the University of Washington and then an MPA from the University of Puget Sound.

Jake served as the Director of the WSU Energy program from 2001 to 2019, providing leadership in alternative-energy and energy-efficiency. Jake has also coordinated community-volunteer efforts as a member of the Sound Transit and Pierce Transit Boards, and working on the Pierce County Public Health Board. He has served as Vice Chair of the Puget Sound Clean Air Agency, was a member of the Tacoma City Council and also Deputy Mayor of Tacoma.

Elected into the WA State House of Representatives in 2012, Jake currently serves as Chair of the House Transportation Committee and as a member of the House Environment and Energy Committee. In addition, Jake serves as the Vice Chair of the Council of State Governments' Transportation Committee.

One of Jake's top priorities in the legislature is ensuring a cleaner, more sustainable transportation system for our state. During the 2019 Legislative session, Jake introduced the Green Transportation bill, aimed at helping switch to electric vehicles and cleaner fuels, with incentives to buy electric vehicles and help to build the infrastructure to charge electric cars in Washington State. The new law also offers grants to help mass transit agencies electrify their fleets and takes steps to solve the last-mile problem in mass transit.

Jake has lived in Tacoma for more than 30 years. He has two children and two grandkids.



Senator Steve Hobbs

44th District-Lake Stevens

Biography

Senator Steve Hobbs has been a member of the Washington State Senate since 2006. He serves as chair of the [Transportation Committee](#) and also serves on the [Financial Institutions, Economic Development & Trade](#) Committee as well as the [Environment, Energy and Technology Committee](#).

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

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

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

Steve is a proud husband and father. He's been married to his wife Pam since 1995 and together they are raising three boys: Gavin, Truman, and Winston. Truman and Winston are in public school, while Gavin recently enlisted in the Washington National Guard.

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

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

- 2019 Everett Community College Distinguished Alumni Award
- 2018 Citizen of the Year Award, Sno Co./Camano Assoc. of Realtors
- 2017 Washington St. Patrol Troopers Assn. Legislator of the Year
- 2014 President's Appreciation Award, Dairy Federation
- 2014 Certificate of Commendation, Washington Farm Bureau
- 2014 Power of Choice Award, NARAL Pro-Choice Washington
- 2014 Honorary Member of the Year, PSE
- 2013 Legislator of the Year, Washington Low Income Housing Alliance
- 2013 Proud Partner Award, Washington State Housing Finance Commission
- 2013 Department of Defense Certificate of Appreciation
- 2012 Housing Hero, Housing Consortium of Everett and Snohomish County
- 2012 Legislative Recognition Award, Public School Employees of Washington
- 2012 Bringing Washington Home Advocacy Award, Washington Low-Income Housing Alliance
- 2011 Legislator of the Year, The Aerospace Futures Alliance
- 2011 Matson Award, Association of Washington Business
- 2010 Pioneer Educator
- 2010 NAACP Distinguished Armed Services Award
- 2010 Farm Bureau, Friend of Farm Bureau Award
- 2010 WASA Region Certificate of Achievement
- 2009 Housing Hero, Snohomish County Camano Association of Realtors
- 2009 Certificate of Appreciation, American Legion 96 Snohomish County
- 2008-2010 Legislator of the Year, Washington Association for Career and Technical Education
- 2008 Legislator of the Year, Washington Council of Police and Sheriffs
- 2007 Super Star Award, Washington State Skills Center
- 2007-2009 Business Champion, Joint Snohomish County Chambers of Commerce
- 2007-2008 Legislative Leadership Award, Statewide Poverty Action Network
- Commanders Award, Disabled American Veterans Dept. of Washington

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



Senator Curtis King

14th Legislative District

Biography

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

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

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

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

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



Representative Andrew Barkis

2nd Legislative District

Biography

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

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

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

Comparison of TIB, CRAB, and FMSIB

Nov. 15, 2019

Attribute	TIB	CRAB	FMSIB	Effect of Attribute on FMSIB's Program
AGENCY				
Agency Program Management FTE's	6	1	1	FMSIB has fewer program management resources
Does agency have regulatory authority over project sponsors?	No	Yes	No	CRAB has a strong, on-going relationship with all of it's grantees.
PROGRAM				
Number of projects in the program (2019-21)	400	130	28	FMSIB's program is comparatively small, but targeted on a single issue
Dollar size of the program (2019-21)	\$300 m	\$70 m	\$50 m	
Average time between grant award and start of construction (years)	2.0	4.5	6.3	Much of FMSIB's program is strategic and "first-dollar" into projects.
Average construction time (years)	1.3	1.5	2.1	Once funded, FMSIB projects are slightly more complicated to construct.
Historical expenditures as a percent of biennial appropriations	80%	66%	35%	This is the target of the 2019-21 biennial budget proviso
Current fund balance as a percent of biennial revenues	6%	41%	79%	FMSIB awards all fund balance to projects, nothing is un-allocated.
PROJECTS				
Types of projects	Road, Bridge	Road, Bridge	Road, Rail, Bridge	
Typical Project Scope	Widening, overlay	Widening, overlay, safety	Widening, overlay, grade separation, rail capacity	
Project phases funded	PE, RW, CN	PE, RW, CN	CN only	FMSIB could fund PE and RW but historically has target funding on Construction only.
Ave. number of fund sources in sponsor's projects	2.4	2.5	4.3	Project delivery become more complex as more funding partners and constraints are added.
Projects include private sector funding	Yes	No	Yes	
No. and type of potential project sponsors	304	39	398	
% of project total contributed by <u>state</u> agency	38%	55 to 60%	15 to 20%	FMSIB has a 6:1 funding ratio, which is good for leveraging state investments, but limits FMSIB influence on project decisions.
Average total project cost	\$1.6 m	\$2.2 m	\$3.4 m	FMSIB's projects are more expensive and more complicated.
Range of Project Costs	\$5 k to \$100 m	\$0.3 m to \$14 m	\$0.13 m to \$100 m	
LEGISLATIVE				
Legislative direction on reappropriations	None	None	2019	FMSIB proviso halting 2020 Call for Projects and requiring report on reappropriations
LEAP list requirement?	No	No	Yes	Requirement limits ability of FMSIB to shift awards to better performing projects.