

Freight Mobility Strategic Investment Board

May 31, 2019
9:00 AM to 1:15 PM

Skamania Lodge
Rainier Room
Stevenson, WA

AGENDA

9:00 AM	Welcome/Introductions	Dan Gatchet	Informational
9:10 AM	Meeting Minutes	Dan Gatchet	Action
9:20 AM	FMSIB Budgets	Brian Ziegler	Informational
10:05 AM	Director's Report	Brian Ziegler	Informational
10:25 AM	Board Member Reports	Board Members	Informational
10:55 AM	Project Update: Argo Yard Operations	Brian Ziegler	Informational
11:25 AM	TVW and History Link Update	Brian Ziegler	Informational / Action
11:45 AM	Working Lunch		
12:00 PM	Executive Session	Board Members	
12:30 PM	Reconvene - Discussion	Dan Gatchet	Action
12:40 PM	Board Member Committee Appointments	All	Action
12:55 PM	Establish 2020 Meeting Schedule	All	Action
1:10 PM	Next Meeting: September 20, 2019 - Wenatchee	Dan Gatchet	Action
1:15 PM	Adjourn	Dan Gatchet	Action



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

March 15, 2019
Kalama, WA

Board Members Present: Mr. Dan Gatchet, Chair; Mr. Leonard Barnes; Mr. Matt Ewers; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. John McCarthy; Mr. Art Swannack; Mr. Bob Watters; and Mr. Ben Wick.

Board Members Not Present: Mr. Erik Hansen, Secretary Roger Millar, and ex officio Mr. Aaron Hunt.

WELCOME

Chair Dan Gatchet opened the meeting with welcoming comments, and Board members introduced themselves. Mr. Eric Yakovich, Port of Kalama Economic Development Manager, welcomed the Board and gave a brief overview of what to expect on the port tour.

MINUTES

JANUARY 18, 2019

Chair Gatchet entertained a motion to adopt the January 18, 2019 Board meeting minutes as presented. Mr. Ewers so moved and Mr. Swannack seconded the motion.

MOTION CARRIED

FEBRUARY 15, 2019

Chair Gatchet entertained a motion to adopt the February 15, 2019 meeting minutes as presented for the special Board meeting on triple trailer legislation. Mr. McCarthy so moved and Mr. Hulcey seconded the motion.

MOTION CARRIED

FMSIB BUDGETS (2017-19 & 2019-21)

Director Ziegler reviewed the Operating and Capital Budgets.

Operating Budget

The 2017-19 biennial budget is running as forecasted at 90 percent, which will leave about \$70,000 unspent. Any remaining balance will be re-appropriated for the 2019-21 Biennium. The 2019-21 budget will be \$60,000 less since the Road-Rail Study is complete. Mr. Swannack asked if there would be additional money in the budget for FMSIB staff transition and the Air Cargo Study. Director Ziegler stated that the budget is the last thing to be adopted by the Legislature; however, \$59,000 is currently included in the draft Operating Budget for staff transition (enough to cover one extra staff for three months of cross-training) and leave buyout. Senator Karen Keiser sponsored the Air Cargo Study. There has been discussion about funding it with one FTE split among FMSIB, Department of Commerce, and WSDOT. She also wants coordinating and marketing elements included in this study. FMSIB might also receive an

increase in appropriations to serve on the proposed statewide commercial aviation coordinating commission, which would address a second alternative airport site to SeaTac. This commission would have a very aggressive schedule.

Capital Budget

When FMSIB submitted its 2018 Supplement Budget, it went from \$50 million in the biennial budget to \$53 million in the supplemental budget, primarily due to two delayed projects. The 2019 Supplemental Budget drops to \$32 million, which is based on improved forecasting for projects not anticipated to be complete by June. Of the \$32 million, \$5 million has been paid on reimbursement requests. Director Ziegler pointed out that this spending trend has been consistent historically.

Mr. Barnes asked how FMSIB can get the money off the sidelines for these delayed projects and put it to good use while honoring the original commitment. Mr. McCarthy suggested a two-tiered funding approach that is worth further discussion at the workshop. One tier would be the first money in and would likely take much longer to expend the money. The second tier would be last money in when a project is ready to go and money can be spent quickly. Mr. Swannack pointed out money for maintenance projects would likely be spent sooner. Director Ziegler shared a few policy choices to be discussed at the workshop. One choice would be to fund projects where FMSIB monies are the last dollar in. The other option is to over program and award the money to the projects that are completed first.

Director Ziegler reviewed the Project Risk Assessment Chart and highlighted the City of Kent's S 228th Street Extension & Grade Separation (Phase 1 & 2) as the most significant change. At the November 2018 Board meeting, the city assured the Board they anticipated to spend the \$4.5 million award money by June 30, 2019. At that time, FMSIB informed the city that the money must be spent by June 30 or they would not receive it, since the money would not be included in FMSIB's 2019-21 Budget. The city has now advised they will only be able to spend \$1 million by June 30 and will need \$3.5 million in 2019-21. This change affects federal and UP funding sources. The legislative staff is working on getting these two sources added to the 2019-21 budget.

Chair Gatchet questioned if FMSIB should be more aggressive with project sponsors in keeping their commitments to spend money on time. Director Ziegler noted that to some degree pressure could work as seen with the Kent City Council who are now dedicating money to the project. Mr. McCarthy pointed out that Kent has two 2004 projects and asked if Kent was going to pick one. Director Ziegler explained that Kent's S 212th St BN Grade Separation Project is up for review to cancel in November 2020. Kent's Willis Street Project was already canceled. Director Ziegler pointed out Tukwila's Strander Blvd/SW 27th to West Valley Hwy is another high-risk project since the project costs have increased to \$70 million. The City of Tukwila was required to complete a Valued Engineering study in January. Mr. Watters asked about what happens to projects like this that undergo such significant changes and have little opportunity to close the funding gap. Director Ziegler explained the granting agencies for the Tukwila project would look at the project slightly differently but agree the cost has to be reduced. It could go to the Legislature after all other efforts have been made to reduce the cost. Mr. Ewers asked if the project has to resubmit to FMSIB when there is a material change in the design and construction

of the project. Director Ziegler explained that FMSIB has not adopted a specific policy requiring a review; however, as seen with the City of Lacey Hogum Bay project, FMSIB can request verification to ensure freight benefits have not changed. Director Ziegler plans to bring a list of projects to the May workshop that he recommends deferring. Mr. Wick pointed out that everyone wants to be the last dollars in, and FMSIB is one of the few that offers first dollars in. Mr. Swannack stated that it often takes the first money in before other sponsors will commit. Director Ziegler will bring an updated Fund Balance Chart to the workshop.

DIRECTOR'S REPORT

Please see the meeting packet (posted at www.fmsib.wa.gov) for further details on the following topics addressed in the Director's Report:

- *FMSIB Member Appointments*

Based on the Director's conversations with the Governor's Office, it appears the county appointment should be made in time for the May Board meeting.

Chair Gatchet shared that he met with Keith Swenson, Governor's Office, to discuss his reappointment status and FMSIB in general. Mr. Swenson asked about the new Board members and FMSIB's relationship with WSDOT. Chair Gatchet said the new members were fantastic, and he was glad to have Secretary Millar attend our Board meetings, unlike prior WSDOT Secretaries. Chair Gatchet requested the county appointment be made as soon as possible. Keith assured it would be completed after Session. Director Ziegler shared that in his conversations with Keith, he was very complimentary of Dan.

- *Project Status Updates*

- o *Port of Seattle – East Marginal / Diagonal / ARGO Rail Yard*

The final phase of this multiphase project should be completed early in 2019. For further details, see agenda item titled, "Project Review-East Marginal Way Overcrossing to Argo Yard."

- o *Port of Kalama – Industrial Rail Additions*

This project was awarded \$2.4 million in FMSIB's 2018 Call for Projects. It adds rail capacity to the TEMCO Grain Facility to remove trains from the mainline faster and provide quicker unloading with a second grain car dump facility.

- o *City of Kent – S. 228th Street Grade Separation (UPRR):*

This grade separation project has languished since the 2004 FMSIB award. The federal funds are in danger of lapsing, so the Board requested a status briefing from the City. The City attended the Board's September meeting in Walla Walla to provide a progress report on development of this project and to assure the Board that the federal funds would be expended by June 30, 2019. Due to recent developments on the project schedule, federal funding expenditure will spill over well beyond June 30. As a result, Director Ziegler is working with House and Senate staff to ensure FMSIB's 2019-21 Budget submittal (prepared last fall) accommodates this delayed project schedule so federal funds are not lost.

- *JTC Air Cargo Study*
Director Ziegler has had several meetings with legislative staff, WSDOT, and the Department of Commerce to discuss potential future roles for FMSIB.
- *Codification Legislation*
Two bills were introduced in the 2019 Legislative Session (HB 2896 and SB 6830) and heard in their respective Transportation Committees. They did not survive the March 1 cutoff for fiscal committees.
- *FMSIB 20th Anniversary Recognition*
To date, FMSIB has received \$22,500 in preliminary commitments from its partners, of which \$12,500 has already been invoiced by TVW. Further details provided under agenda item titled, “FMSIB/TVW 20th Anniversary Video Sponsorship.”

Director Ziegler also shared with the Board of another opportunity to acknowledge FMSIB for 20 years of freight mobility services through the HistoryLink.org website. The types of articles commonly produced by and posted on HistoryLink.org include the following:

Feature Article / \$2,750

A feature article is an essay of up to 4,000 words. These essays tell the stories of people, places, events, and organizations.

Timeline Entry / \$1,250

A timeline entry is an essay of up to 1,500 words. The essays are organized by date and become part of our chronology of Washington State history that provides a sense of how the event relates to other things happening across the state.

- *New Law Transportation Budget Proposal*
This package of three bills (SB 5970, SB 5971, and SB 5972) provides new funding for several state and local transportation needs for the next 10 years. FMSIB is provided an additional \$10 million per biennium. Ironically, the money is codified in the legislation. Director Ziegler attended Senator Hobbs’ hearing on this bill and signed in support of, but did not testify on, SB 5972 (the appropriations bill, which allocates the funding to FMSIB). Director Ziegler did not sign in on the other two bills. SB 5970 provides bonding authority (FMSIB is not affected). In addition, SB 5971 raises several fees, including weight fees (and the Board has not discussed a position on this topic, though it would be a great workshop topic in May). Testimony on the package of bills on February 28 was mostly supportive.

The Senate Transportation Committee passed all three bills out of committee, the revenue bill (SB 5971) mostly on a party-line vote.

Chair Gatchet asked if Director Ziegler signs-in on a bill as FMSIB or as Brian Ziegler. Director Ziegler stated that he did not testify on any bills, but he did feel comfortable signing-in in favor of the expenditure bill, which gives FMSIB \$50 million in codified money. Mr. Ewers expressed a concern about supporting a revenue package at any cost. We want to make sure it is coming from a good funding source.

- *2018 Annual Report Mailings*
Over 750 copies of the 2018 Annual Report were distributed.
- *Freight Mobility Outreach (Meetings and Conferences)*

BOARD MEMBER REPORTS

Mr. Hulcey attended and spoke on FMSIB's behalf at the Burlington Northern Overpass Project ribbon cutting on January 23, 2019. Mr. Hulcey also testified on the new revenue Transportation Bill in both the House and the Senate.

PROJECT REVIEW-EAST MARGINAL WAY OVERCROSSING TO ARGO YARD

Director Ziegler gave a PowerPoint presentation on the three phases of this project. The East Marginal Way Ramps-Phase 1 and East Marginal Way Truck Crossover-Phase 2 are both complete. The last phase, Diagonal and Argo Yard Gates, is anticipated to be completed early 2019. Director Ziegler shared photos of the project tour he attended on January 31. It currently takes about 3 minutes to complete the processing for trucks. Once Phase 3 is complete, it will take about 45 seconds. FMSIB's total contribution for these three phases is \$11.64 million.

LEGISLATIVE UPDATE

Director Ziegler highlighted a few new updates to the Legislative Update for March Board Meeting summary which was included in the Board packets. *SB 5370/HB 1683* passed Senate on March 11. This bill proposes to create a state commercial aviation coordination commission in which FMSIB is to hold a position. *SB 5830/HB 1897* concerning vehicle combinations that may be operated on public highways did not pass Senate cutoff. *HB 1712/SB 5883* authorizing vehicles or combinations of vehicles carrying farm products to exceed total gross weight limits by two thousand pounds passed Senate and is scheduled for a House Transportation hearing. *SB 5506* concerning trucks parking at rest areas passed Senate. *HB 2132* addressing the completion of the planned construction of various facilities by advancing construction; issuing bonds; and tolling portions of Interstate 405, State Route 167, and State Route 509 is scheduled for a House Transportation Committee hearing on March 14. Director Ziegler will evaluate schedule and budget impacts this bill may have on FMSIB's 70th Avenue Undercrossing Project. FMSIB's codification bill did not move forward.

PORT OF KALAMA PRESENTATION

Mr. Eric Yakovich, Port of Kalama Economic Development Manager, provided a PowerPoint presentation of the port's history, mission, and development. He reviewed FMSIB past port projects: Kalama River Industrial Park (completed 1999) and TEMCO Rail (completed 2004). In 2018, FMSIB awarded the port a new project, TEMCO Rail Expansion Right of Way. Mr. Yakovich stated it is the port's responsibility to provide public recreation for the community and to create family wage jobs. Grain continues to be the largest industry at the port. The new Mcmenamins Kalama Lodge is the third largest employer at the port, and it has been three times more successful than expected. The port is aware of the signage problem to Mcmenamins, and plans for improvement will be implemented in approximately 45 days. The port has not levied any taxes since 1996.

The Board took a tour of the Port of Kalama projects.

CONNELL PROJECT STATUS

Mr. Ron Pate, Director for WSDOT Rail, Freight, and Ports gave an update on the Connell project. WSDOT has taken the lead on this project and will be attending a meeting on March 26 in Connell with representatives from economic development, rail, and ports. This meeting is to develop deliverables, expectations, and planning for a grant. WSDOT is currently reviewing the grant application for improvement. Mr. Pate will soon be meeting with FRA and Connell will be included in those discussions. WSDOT will continue to monitor the BUILD and CRISI grants. If there are no funding partners, this project will likely not go anywhere.

Chair Dan Gatchet departed at 12:30 p.m., requesting Mr. Art Swannack fill the role of acting chair for the remainder of the meeting.

FGTS UPDATE-JASON BELOSO, WSDOT

Mr. Beloso gave a brief update on FGTS, which is part of FMSIB's project selection criteria and is required to be updated every two years. The next update is due in 2019. WSDOT is reviewing the gaps in state and federal network designations, first/last mile, and county data. MPO/RTPOs have been requested to coordinate with local jurisdictions for data. WSDOT is expecting the information by May. Mr. Beloso suggested the FMSIB November Board meeting in Fife would be the best time for Ms. Wenjuan Zhao to present the 2019 FGTS results.

FMSIB/TVW 20TH ANNIVERSARY TVW VIDEO SPONSERSHIP

The TVW video has aired almost 100 times since starting in January. To date, \$17,500 in sponsorship money has been pledged and \$12,500 has been received. WPPA and WSAC have contributed \$5,000 each. AWC has pledged \$5,000, but the money has not been received. BNSF contributed \$2,500. Mr. Watters stated the SSA Marine would contribute \$2,500. WTA considered the request but declined to participate. The Board discussed if FMSIB should pay the balance, which would be at least \$5,000. The Board will pay \$5,000 but will postpone taking action until the May Board meeting when the final balance is available.

The Board discussed whether to fund a historical article for FMSIB's 20th Anniversary. The article would be produced by and posted on HistoryLink.org. The two options would be a Feature Article (\$2,750) or a Timeline Entry (\$1,250). Mr. Ewers wanted clarification who would write the material and if it would be a one-time fee. Director Ziegler stated that HistoryLink.org would write and produce the article, but FMSIB would have rights to it. Director Ziegler noted that it is a one-time fee and the contract is not burdensome. Mr. McCarthy and Mr. Watters agreed that \$2,750 is a good value considering you can use it for the annual report and post a link on the FMSIB webpage. Mr. Wick raised the question if it would be better to wait for another time since FMSIB just did the TVW spot. Director Ziegler suggested it might be best to do the article while the previous FMSIB directors are still available to contribute.

Mr. Ewers made a motion to fund the historical article for up to \$2,750. Mr. Watters seconded the motion.

MOTION CARRIED

MAY 30 WORKSHOP AGENDA

Director Ziegler reviewed several potential topics for the 2019 workshop. Based on Board discussion, the following topics will be included in the May workshop agenda:

Federal Freight Funding Reauthorization, CAGTC

Future of WAFAC

FMSIB Capital Fund Reserves/Unallocated Funds

Trucking, Rail, and Port Priorities

FMSIB Position on Outside Commitments, e.g. Air Cargo Study

FMSIB Position on Funding/Requiring Resubmittal When Significant Changes/Delays Occur

FMSIB Policy/Procedure for Director Signing-in/Testifying/Lobbying on Bills

NEXT MEETING

Acting Chair Art Swannack entertained a motion to hold the next FMSIB Board meeting on May 30-31, 2019 at Skamania Lodge in Stevenson, Washington. Mr. Wick so moved and Mr. Ewers seconded the motion.

MOTION CARRIED

MEETING ADJOURNED

Acting Chair Art Swannack entertained a motion to adjourn the meeting at 1:15 p.m. Mr. Watters so moved and Mr. Hulcey seconded the motion.

MOTION CARRIED

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 835,000

Expenditure Detail through: April 30, 2019

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru Apr 30, 2019	Actual Expenditures thru Apr 30, 2019	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	528,000	484,000	477,660	6,340
Travel	57,000	52,250	31,469	20,781
Goods & Services	145,000	132,917	82,987	49,930
Personal Service Contracts	105,000	100,025	100,025	0
Total Thru Apr 30, 2019	\$ 835,000	769,192	692,141	77,051
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Apr 30, 2019	Actual Expenditures thru Apr 30, 2019	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	528,000	484,000	477,660	6,340
Total Salary	\$ 528,000	484,000	477,660	6,340
Travel:				
Staff Travel	27,000	24,750	14,629	10,121
Board Travel	30,000	27,500	16,841	10,659
Total Travel	\$ 57,000	52,250	31,469	20,781
Goods & Services:				
Other State Agency Services				
WSDOT Labor & Svcs/TIB Svcs	40,000	36,667	14,936	21,731
WS DES Services	15,000	13,750	10,424	3,326
WS TIB - Office Rent & Utilities	45,000	41,250	32,496	8,754
WS Attorney General	5,000	4,583	290	4,293
Misc. Operating Expenses				
Misc. Office, Mtg, Equipment Costs	40,000	36,667	24,841	11,825
Total Goods & Services	\$ 145,000	132,917	82,987	49,930
Personal Service Contracts:				
Consultant Expenses				
Road Rail Study	60,000	55,525	55,525	0
FY18 - 2017 Annual Report (Lund) 20,000	20,000	20,000	20,000	0
FY19 - 2018 Annual Report (Lund) 25,000	25,000	24,500	24,500	0
Total Personal Service Contracts	\$ 105,000	100,025	100,025	0
Total Thru Apr 30, 2019	\$ 835,000	769,192	692,141	77,051

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FY 2017-19 Capital Funds

	<u>2017-19 Total</u>	<u>Reappropriation</u>	<u>18 Supplemental</u>	<u>Gov 17-19 supp</u>	<u>19 Supplemental</u>
Motor Vehicle Funds (state)	\$ -	\$ -	\$ -		\$ -
Motor Vehicle Funds (Federal)	\$ 3,250,000	\$ -	\$ 3,250,000	\$ 3,250,000	\$ 1,000,000
Freight Investment Funds (state)	\$ 22,462,000	\$ -	\$ 22,507,000	\$ 17,321,000	\$ 17,321,000
Freight Multimodal Funds (state)	\$ 21,843,000	\$ 440,000	\$ 22,283,000	\$ 11,680,000	\$ 11,680,000
Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ 1,320,000	\$ 1,320,000	\$ -
Highway Safety Account	\$ 1,900,000	\$ 2,000,000	\$ 3,900,000	\$ 2,000,000	\$ 2,000,000
TOTAL	\$ 50,775,000	\$ 2,440,000	\$ 53,260,000	\$ 35,571,000	\$ 32,001,000

Projects currently authorized to incur expenditures

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2017-19 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Fife	I-5/54th Ave E I/C Improvement - Ph 1A	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	\$ -
Fife	I-5/54th Ave E I/C Improvement - Ph 1B	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Fife	Pt of Tacoma Rd Interchange Improvements Ph 1	\$ 2,334,000	\$ -	\$ 2,334,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 1 2	\$ 4,333,000	\$ -	\$ 4,333,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 3	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,750,000	\$ 5,250,000	\$ 1,000,000	\$ -	\$ 3,500,000
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Lacey	Hogum Bay Road Improvements	\$ 1,200,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -
Longview	SR 432/SR 411 Intersection Improvements	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000
Marysville	SR 529/I-5 Interchange Expansion	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ -	\$ 2,430,000	\$ 1,546,237	\$ 1,320,000
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
Seattle	Lander Street Overcrossing	\$ 8,000,000	\$ -	\$ 8,000,000	\$ 505,121	\$ -
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ 579,091	\$ 1,803,909	\$ 1,557,145	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 770,460	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment 4A/5A/6	\$ 6,000,000	\$ -	\$ 4,000,000	\$ 3,352,424	\$ 2,000,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 100,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Sumner	SR 410 Traffic Ave/E Main	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 2,157,760	\$ -
Tacoma	Taylor Way Rehabilitation	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Tukwila	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
TOTAL		\$ 93,883,000	\$ 8,929,091	\$ 32,000,909	\$ 10,989,147	\$ 48,053,000

Union Pacific Details:							
	Contribution	\$	3,650,000	\$	2,330,000	\$	-
						\$	-
						\$	1,320,000
Kent	S 277th St (2003-05)	\$	600,000	\$	600,000	\$	-
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$	750,000	\$	750,000	\$	-
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$	500,000	\$	500,000	\$	-
Pt Seattle	East Marginal Way Ramps	\$	480,000	\$	480,000	\$	-
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$	70,000	\$	-	\$	-
						\$	70,000
Kent	Willis Street Grade Separation	\$	-	\$	-	\$	-
Kent	S 212th St	\$	-	\$	-	\$	-
Kent	228th Street Extension and Grade Separation**	\$	1,250,000	\$	-	\$	-
						\$	1,250,000
	Current planned UP Commitments Total	\$	3,650,000	\$	2,330,000	\$	-
						\$	-
						\$	1,320,000
FMSIB GRAND TOTAL		\$	97,533,000	\$	11,259,091	\$	32,000,909
						\$	10,989,147
						\$	49,373,000

Funds Remaining

\$ 21,011,853

Completed / substantially complete

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

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FY 2019-21 Capital Funds

	2019-21 Total	Reappropriation	20 Supplemental	21 Supplemental
* Motor Vehicle Funds (Federal)	\$ 2,250,000	\$ -	\$ -	\$ -
Freight Investment Funds (state)	\$ 18,094,000	\$ -	\$ -	\$ -
Freight Multimodal Funds (state)	\$ 21,220,000	\$ -	\$ -	\$ -
* Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ -	\$ -
* Highway Safety Account	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 42,884,000	\$ -	\$ -	\$ -

Projects currently authorized to incur expenditures

Agency	Project Title	Total FMSIB Commitment	Previous Bien Exp	2019-21 Planned Expenditures	Current biennium exp	Future Commitment
Chelan Co	West Cashmere Bridge	\$ 3,000,000	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
Fife	70th Ave E - Freight Bottleneck Relief	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
Fife	I-5/54th Ave E I/C Improvement - Ph 1A	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Fife	I-5/54th Ave E I/C Improvement - Ph 1B	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Fife	Pt of Tacoma Rd Interchange Improvements Ph 1	\$ 2,334,000	\$ 2,334,000	\$ -	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase-2 1	\$ 4,333,000	\$ 4,333,000	\$ -	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase-3 2	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,750,000	\$ 6,250,000	\$ 3,500,000	\$ -	\$ -
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
Lacey	Hogum Bay Road Improvements	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -
Longview	SR 432/SR 411 Intersection Improvements	\$ 2,100,000	\$ -	\$ 2,100,000	\$ -	\$ -
Marysville	SR 529/I-5 Interchange Expansion	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
Pt Kalama	Industrial Rail Additions	\$ 2,400,000	\$ -	\$ 2,400,000	\$ -	\$ -
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ 2,430,000	\$ 70,000	\$ -	\$ 1,250,000
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
Seattle	East Marginal Way Heavy Haul Corridor Improvements	\$ 6,100,000	\$ -	\$ -	\$ -	\$ 6,100,000
Seattle	Lander Street Overcrossing	\$ 8,000,000	\$ 8,000,000	\$ -	\$ -	\$ -
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ 2,383,000	\$ -	\$ -	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment 4A/5A/6	\$ 6,000,000	\$ 4,000,000	\$ 2,000,000	\$ -	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Phase 3	\$ 2,270,000	\$ -	\$ 1,134,000	\$ -	\$ 1,136,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 100,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ 3,500,000	\$ -	\$ 5,500,000
Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	\$ 1,680,000	\$ -	\$ 1,680,000	\$ -	\$ -
Sumner	SR 410 Traffic Ave/E Main	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -
Sumner	Steward Road	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
Tacoma	Taylor Way Rehabilitation	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -
Tukwila	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
TOTAL		\$ 160,217,000	\$ 40,930,000	\$ 42,884,000	\$ -	\$ 28,619,000

Union Pacific Details:											
	Contribution	\$	3,650,000	\$	2,330,000	\$	1,320,000	\$	-	\$	-
Kent	S 277th St (2003-05)	\$	600,000	\$	600,000	\$	-	\$	-	\$	-
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$	750,000	\$	750,000	\$	-	\$	-	\$	-
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$	500,000	\$	500,000	\$	-	\$	-	\$	-
Pt Seattle	East Marginal Way Ramps	\$	480,000	\$	480,000	\$	-	\$	-	\$	-
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$	70,000	\$	-	\$	70,000	\$	-	\$	-
Kent	Willis Street Grade Separation	\$	-	\$	-	\$	-	\$	-	\$	-
Kent	S 212th St	\$	-	\$	-	\$	-	\$	-	\$	-
Kent	228th Street Extension and Grade Separation**	\$	1,250,000	\$	-	\$	1,250,000	\$	-	\$	-
Current planned UP Commitments Total		\$	3,650,000	\$	2,330,000	\$	1,320,000	\$	-	\$	-
FMSIB GRAND TOTAL		\$	163,867,000	\$	43,260,000	\$	44,204,000	\$	-	\$	28,619,000

Funds Remaining

\$ 42,884,000

FMSIB 17-19 Capital Program Delivery Risk Assessment - Sorted by Size
(Cost in \$1,000)

					Report Date: 3/15/2019			Report Date: 5/31/2019		
Agency	Project Title	Total Cost	Date Awarded	17 - 19 Planned Expend.	17-19 Phase / Status	Delivery Risk	Forecast	17-19 Phase / Status	Delivery Risk	Forecast
Seattle	S Lander St Grade Separation	\$ 140,000	2016	8,000	CN: 12-19 completion. Shaft drilling and utility delays affecting 17-19 expenditures.		1,714	CN: 12-19 completion. Shaft drilling and utility delays still affecting 17-19 expenditures. Completion date unchanged.		1,714
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 24,400	2010	5,900	Substantially complete. Awaiting full reimbursement request.		4,000	Substantially complete. Awaiting full reimbursement request.		3,400
Tacoma	SR 99 Puyallup River Bridge	\$ 38,760	2009	5,000	DB / CN Start 6-18 / 6-19 completion.		4,000	DB / CN 7-19 completion. Some billings may lag beyond biennium.		3,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	\$ 25,000	2004	4,500	CN: Phase 1 complete / Phase 2 completion 9-20. FMSIB funds must be expended by 6/30/19.		1,000	CN: Phase 1 complete / Phase 2 completion 11-20.		500
Fife	Port of Tacoma Rd Interchange Phase 2 (64-1)	\$ 35,361	2010	4,333	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		2,167	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		2,167
Fife	Port of Tacoma Rd- Interchange Improvements - Phase 1 (64-1)	\$ 35,361	2010	2,334	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		1,167	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		1,167
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 8,068	2009	3,750	CN / Contract awarded / Project closeout tour schedule for 1/31/19.		3,750	CN / Contract awarded / Second project closeout tour completed.		3,750
Fife	I-5/54th Avenue E I/C Improvement - Phase 1	\$ 23,700	2016	3,000	Design / CN. Completion scheduled 4-19		500	Design / CN. Completion scheduled 4-19		500
Kent	S 212th St BN Grade Separation	\$ 27,000	2004	2,500	Design 30% / CN start mid-2020 / Not fully funded. Board deferred project in 2014, not sure why it was funded in 17-19.		0	Design 30% / CN start mid-2020 / Not fully funded. Board deferred project in 2014, not sure why it was funded in 17-19.		0
Tukwila	Strander Blvd/SW 27th to West Valley	\$ 38,604	2010	2,400	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City performing a VE study (Results 3-19). (Not sure why FMSIB funding authorized in 17-19).		0	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City completed VE study 3-19. Awaiting Council action on alternatives. (Not sure why FMSIB funding authorized in 17-19).		0
Skagit Co	Burlington Northern Overpass Replacement	\$ 19,200	2016	2,000	CN / Nov. 2018 substantial completion		2,000	CN / Nov. 2018 substantial completion		1,500
Seattle	Duwamish Truck Mobility Improvement	\$ 16,031	2003	1,758	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,557	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,557
Sumner	SR 410 Traffic Ave/E Main	\$ 18,540	2016	1,250	Design / 90% complete / 100% funded. Ad date advanced to Feb. 2019. No 17-19 expenditures		0	Design complete, on ad. Award 6-19. No 17-19 expenditures		0
Longview	SR 432/SR 411 Intersection Improvements	\$ 3,540	2007	1,200	Design 50% complete. Ad date set for June 2019. No 17-19 expenditures		0	Design 50% complete. Ad date set for Feb. 2020. No 17-19 expenditures		0
Lacey	Hogum Bay Road Slip Ramp & Road Improvements	\$ 8,450	2015	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600
Planned		462,015		48,525	Forecasted		22,455	Forecasted		19,855
							46%			41%
Historical Note:		FMSIB capital delivery for the last five biennia has averaged 29% of the biennial appropriation. Last biennium (15-17) it was 36%								

FMSIB Director's Report

May 31, 2019

(Last Report : March 15, 2019)

FMSIB Member Appointments

One County position remains vacant on the FMSIB Board. The Association of Counties was to have sent four names to the Governor on Feb. 23. We continue to have regular conference calls with the Governor's Office to receive updates on progress of this appointment; however, we have been advised not to expect an appointment prior to the Board workshop.

Project Status Updates

Port of Seattle – East Marginal / Diagonal / ARGO Rail Yard

The final phase of this multiphase project was completed this summer. I visited the project Jan. 31 and provided an update to the Board March 15. I completed a second project tour April 30 and will provide an updated briefing at this month's Board meeting.

Spokane County - Bigelow Gulch Road

Visited Spokane County offices to discuss progress on the six phases of this corridor project. Afterward, we toured the corridor to review construction progress and view proposed extensions of the corridor alignment.

City of Spokane Valley –Barker Road Corridor

As you recall, the Board approved a phasing of this corridor into three segments. This approval prorated FMSIB's participation in each of the three phases. The City has since requested to begin construction on the first phase and not request FMSIB reimbursement until Phases 2 and 3. After discussing this with WSDOT Local Programs at HQ and Eastern Region, we have concluded the City can do this and still be assured of full FMSIB reimbursement on the corridor.

FMSIB 20th Anniversary Recognition

FMSIB's freight partners funded and TVW produced a 30-second promotional spot on the TVW network. This spot has been airing since the beginning of the year. Our contract with TVW calls for approximately 350 airings throughout 2019. The quoted TVW fee for this sponsorship is \$25,000. To date, I have preliminary commitments from FMSIB partners for \$22,500, of which \$12,500 has already been invoiced by TVW. At the Board meeting, I will provide more updates on the financing and request Board direction on next steps.

Also, at the March meeting, the Board authorized development of a HistoryLink.org article chronicling the history of FMSIB. HistoryLink has designated an editor and signed a contract writer. The goal is to finish the article before June 30.

Calls of Concern Regarding FMSIB's 2019-21 Budget

After the Legislature adopted FMSIB's biennial budget, I began receiving calls from project sponsors concerned about the funding status of their projects. Since the Board has not met to discuss a response to the legislative revenue reduction, I was not able to make any commitments to the project sponsors.

FMSIB's traditional freight supporters (i.e., WTA, AWC, WPPA, and WSAC) discussed how they might respond to the FMSIB revenue reduction as well. Those discussions continue.

FMSIB Admin Committee Meeting to Discuss CAGTC Reauthorization Position

The Coalition for America's Gateways and Trade Corridors (CAGTC) has developed position papers describing the Coalition's position on various aspects of the reauthorization of the FAST Act (the federal surface transportation act). In the timeline provided by the Coalition, we were unable to convene a full Board meeting in February to review and endorse these position papers. Therefore, I communicated our appreciation to CAGTC for their work and our regrets that the Board was unable to convene and discuss the CAGTC policy positions.

On March 25, CAGTC sent an urgent request to their members asking that we contact our two senators and convey to them our support for the CAGTC reauthorization principles. The Senate Environment and Public Works (EPW) Committee had asked for senator positions on reauthorization and CAGTC believed it was an opportunity for CAGTC members to reinforce these reauthorization principles with senators. However, the timeline for communicating with our senators was very short, April 4.

I was able to convene a FMSIB Administrative Committee meeting (Chair Dan Gatchet, Art Swannack, and Leonard Barnes) on April 3 to discuss three specific CAGTC positions. The Admin. Committee was able to support one of the three CAGTC positions, and I communicated that to the offices of Senator Murray and Senator Cantwell.

FMSIB Office Replacement Furniture

The Director and Executive Assistant have replaced 1990-vintage wooden desks with smaller, more functional, and ergonomically safer metal stand-up desks. The wooden desks were surplus through WSDOT.

PSRC and Port of Seattle on Freight

Several members of CAGTC planned to attend CAGTC's Annual Meeting in DC the week of May 13. Therefore, the Port of Seattle and PSRC convened a call with several freight interests to discuss reauthorization with an eye toward assessing whether there was any consensus amongst the call invitees on desired changes to the FAST Act. Participants included PSRC, the Port of Seattle, the Port of Tacoma, WSDOT, the NW Seaport Alliance, City of Fife, City of Tacoma, City of Kent, City of Seattle, and WPPA. The discussion covered a wide range of FAST Act issues and suggestions for improvement. PSRC committed to summarizing the meeting and sharing with participants.

Freight Mobility Outreach (Meetings and Conferences)

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

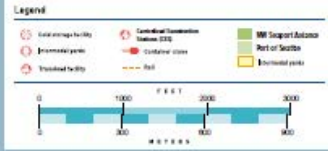
- Attended portions of AWC Lobby Day on Mar. 25 at the Legislative Building. Rep. Fey spoke about the House proposed transportation budget. The budget was publicly released that afternoon and then subject to one public hearing later in the day before being voted out of the Committee two days later.

- Met with Rep. Fey on April 3 to discuss FMSIB budget and proposed revenue reductions.
- Attended invitation only interviews and reception with Port of Tacoma CEO Finalists. Eric Johnson, Executive Director of WPPA, was selected for the position and confirmed by the Port of Tacoma Commission.
- Visited the Argo Yard project on April 30 and documented operations of the new truck access gates.
- Received delivery and installation of new stand-up desks at the FMSIB Office on May 3.
- Participated in FAST Act reauthorization discussion convened by PSRC and the Port of Seattle on May 7.
- Met with OMWBE staff to discuss Inclusion Planning for FMSIB.
- Met with Spokane County Public Works May 14 and reviewed the Bigelow Gulch Road corridor project.
- Attended WPPA Spring Meeting in Spokane May 15-17.

EAST MARGINAL WAY TO ARGO PROJECT SUMMARY

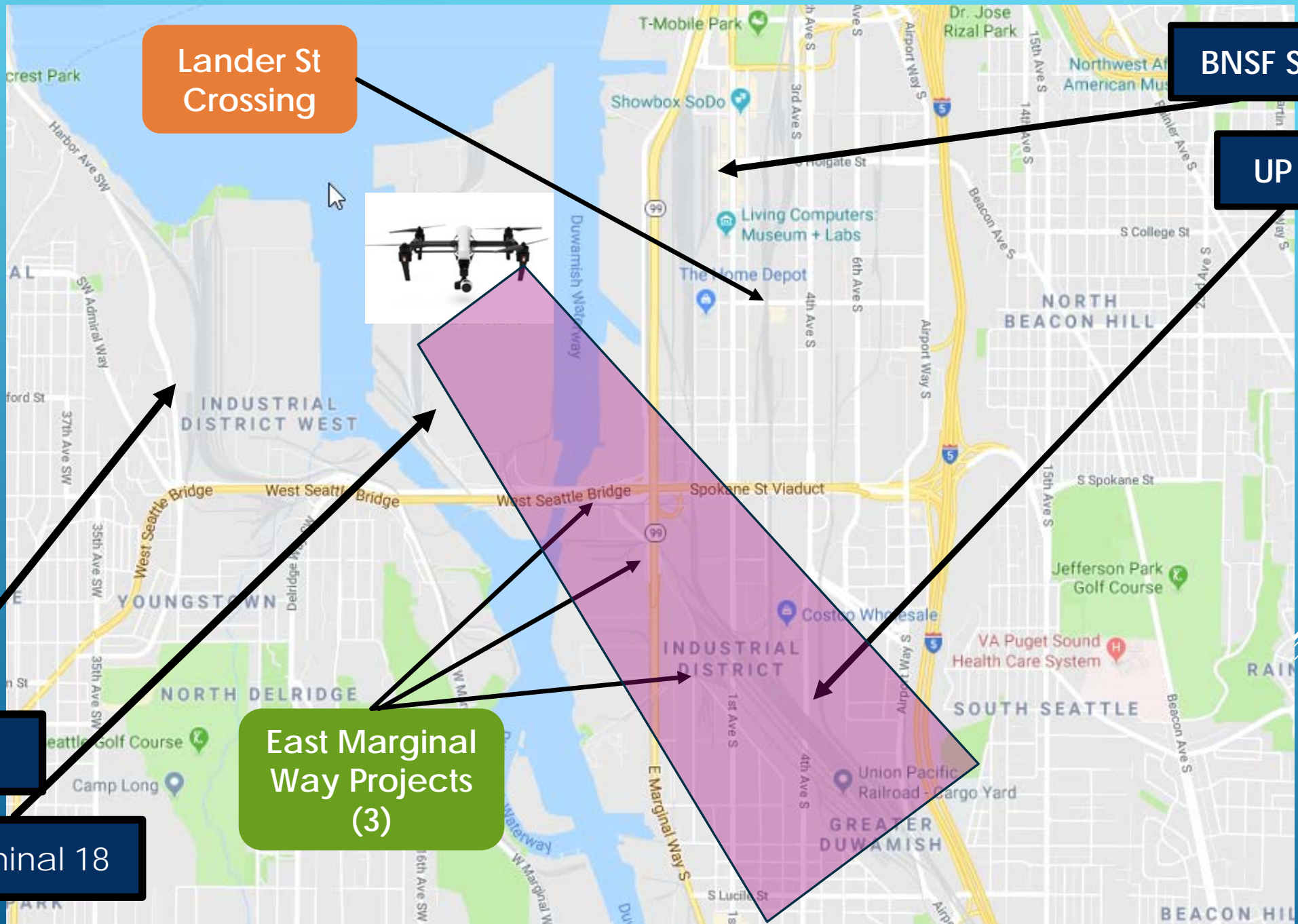
A Freight Mobility Idea –
in Three Phases

THE NORTHWEST SEAPORT ALLIANCE
NORTH HARBOR
(SEATTLE)



NORTHWEST SEAPORT ALLIANCE – NORTH HARBOR

- Terminal 5
- Terminal 18
- BNSF SIG Yard
- UP Argo Yard



Lander St
Crossing

BNSF SIG Yard

UP Argo Yard

Terminal 5

Terminal 18

East Marginal
Way Projects
(3)



Before



East Marginal Way
Truck Crossover

Diagonal
and Argo
Yard Gates

East Marginal
Way Ramps

Diagonal and
ARGO Yard
Gates

East Marginal Way
Truck Crossover

East Marginal Way
Ramps
(ca. 2012)





East Marginal
Way Ramps
(ca. 2012)

PLAY ANIMATION

Depicts benefits of E. Marginal Way Ramp Improvements and (at the time) proposed improvements to SR-99 Viaduct.

*(Animation produced by the Port of Seattle
ca. 2012)*

Diagonal and
ARGO Yard
Gates

East Marginal Way
Truck Crossover

East Marginal Way Ramps
(ca. 2012)

After



ARGO YARD TOUR





CONTAINER STORAGE IN ARGO YARD



ACCESS TO ARGO AT NEW VIDEO
PORTAL BUILDING



IMPROVED SIX-LANE
RECEIVING FACILITY



DRIVER AND FREIGHT RECEIVER
COMPARE PAPERWORK



DRIVER AND RECEIVER
CONFIRM TRUCK AND
CONTAINER LABELS



CLEARANCE BETWEEN
DRIVER DOOR AND
ENTRANCE PORTAL KIOSK



DRIVER ENTERING
INFORMATION INTO
ENTRANCE PORTAL KIOSK



ENTRANCE PORTAL KIOSK



DRIVER ASSIST KIOSK OUTSIDE ADMINISTRATION BUILDING



ENTRANCE PORTAL SECURITY CAMERAS

ENTRANCE PORTAL EMERGENCY GENERATOR SET





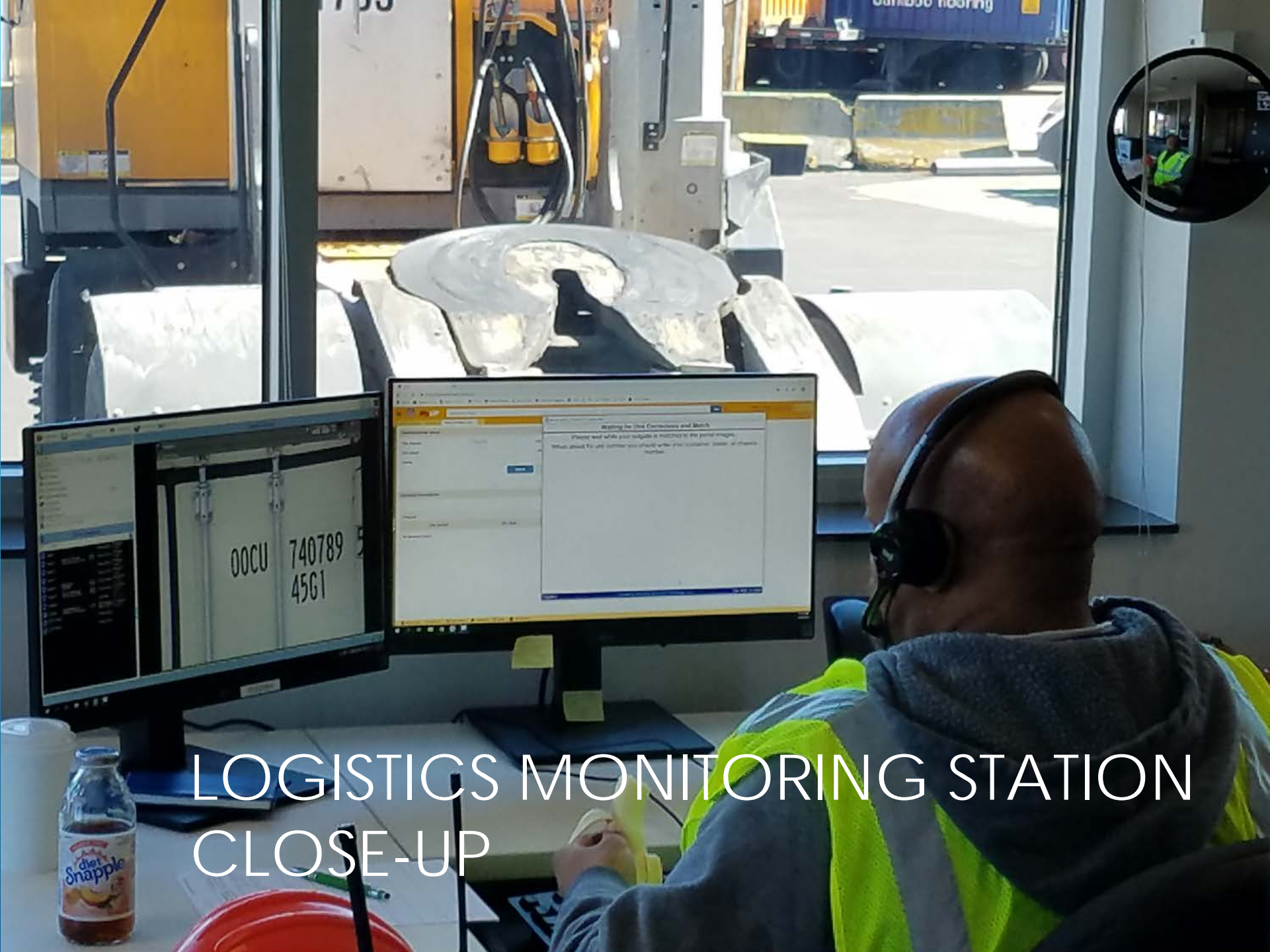
ENTRANCE PORTAL LANES FULL

EXIT PORTAL LANES FULL





LOGISTICS MONITORING STATIONS



LOGISTICS MONITORING STATION CLOSE-UP

EAST MARGINAL WAY TO ARGO PROJECTS

Phase	Total Cost (\$ Million)	FMSIB Share (\$ Million)	Awarded	Completed	Delivery Time
E. Marginal Way Ramps	33.47	6.9	1999	2012	13
E. Marginal Way Truck Crossover	7.29	0.99	2012	2014	2
E. Marginal / Diagonal and Argo Gates	8.07	3.75	2009	2019	10
TOTAL	48.73	11.64			

Honoring FMSIB for Twenty Years

5/31/19

Background

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

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

Board Discussion and Direction

In September 2018, the Board discussed several options for celebrating FMSIB's 20th year. The Board requested the Director to take the next steps in speaking with private-sector stakeholders to see if there was an interest in sponsoring a TVW program for FMSIB's 20th Anniversary. The Director was asked to report back to the Board at subsequent meetings.

In March 2019, the Board authorized the Director to contract with HistoryLink.org (\$2,750) to write and publish a 20-Year history of FMSIB.

Staff Work to Date

FMSIB staff contracted with TVW (\$25,000) and developed the promotional spot. Staff also identified the key associations and stakeholders who might be interested in contributing to such an anniversary promotional spot. Those stakeholders are listed below along with their current position about and contribution to the idea:

Stakeholder	Is this a good idea?	Are you willing to contribute financially?	Pledged Amount	Invoiced Amount	Paid Amount
Statewide Association A	Y	Y	\$5,000	\$5,000	\$5,000
Statewide Association B	Y	Y	\$5,000	\$5,000	\$5,000
Statewide Association C	Y	Y	\$5,000	\$5,000	
Private A	Y	Y	\$2,500	\$2,500	\$2,500
Private B	Unknown	Unknown	Unknown		
Private C	Y	Y	\$2,500	\$2,500	
Private D	Y	Y	0		
Statewide Association D	Association suggested but yet to be contacted				
FMSIB	Y	Y	TBD		
TOTAL			\$20,000	\$20,000	\$12,500

FMSIB staff also worked with TVW to provide photos and videos. TVW produced a 30-second spot, which has aired approximately 134 times through 4/1/19.

Some associations have paid their sponsorship fees while others are awaiting invoicing. The FMSIB Chair has authorized staff to purchase plaques honoring and thanking sponsoring organizations. To date, one plaque has been presented.

Question for the Board

The balance of the \$25,000 promotional fee is \$5,000. Does the Board want to contribute this amount to the effort? Our agreement with TVW is very clear that FMSIB will not be obligated to fund any portion of the \$25,000 fee.

2018-19 FMSIB Committees

Board & Executive

Chair ~ Dan Gatchet

Leonard Barnes

Matt Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Bob Watters

Aaron Hunt, Ex-Officio

*Cities (1) **Ben Wick**

*Counties (1)

*Ports (1) **John McCarthy**

Legislative

Chair ~ Leonard Barnes

Matt Ewers

Dan Gatchet

Johan Hellman

Pat Hulcey

Bob Watters

Project Selection

Chair ~ Pat Hulcey

Matt Ewers

Tom Trulove

Bob Watters

Administrative

Chair ~ Dan Gatchet

Leonard Barnes

Art Swannack

Outreach

Chair ~ Bob Watters

Leonard Barnes

*Vacant

Changes since 06-01-18 adoption noted in red.

Action Item: 2020 FMSIB Meeting Schedule

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

2020 Meeting Options	
January 16	Day on the Hill
January 17	Olympia (DoubleTree)
March 20	_____
May 28/June 4	Workshop

May 29/June 5	_____
September 18	_____
November 20	_____

Previous Board Meetings

2016 Board Meetings	2017 Board Meetings	2018 Board Meetings	2019 Board Meetings
Olympia*	Olympia*	Olympia*	Olympia*
Fife*	Fife*	SeaTac	Kalama*
Kalama			
Suquamish Workshop*	Suquamish *	Suquamish *	Stevenson Workshop*
Spokane	Tri-Cities Workshop	Walla Walla	Wenatchee
SeaTac	Vancouver	Spokane Area	Fife*

*= No airport

Active Project Locations

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