

Freight Mobility Strategic Investment Board

July 30, 2020 / 8:30 a.m. to 1:30 p.m.

GoToMeeting Agenda

(Please contact FMSIB at workmag@fmsib.wa.gov for meeting link)

Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?clientID=9375922947&eventID=2020071136>

8:30 AM	1. Welcome/Introductions	Dan Gatchet	
8:35 AM	2. History of FMSIB - Successes and Opportunities	Ashley Probart	Informational
8:50 AM	3. History of WAFAC - Successes and Opportunities	Dan Gatchet	Informational
9:05 AM	4. WSDOT Freight Stakeholder Group - Next Steps	Roger Millar/Ron Pate WSDOT	Informational
9:20 AM	5. Board Discussion	Dan Gatchet	Informational / Action
9:50 AM	6. Direction to Staff	Dan Gatchet	Action
10:00 AM	7. Annual Report: Refresh?	Kjris Lund	Informational / Action
10:15 AM	8. FAST Act Reauthorization - Update	Megan Cotton WSDOT	Informational
10:25 AM	9. Trucking, Rail, Waterway, and Port Priorities	Sheri Call, WTA Johan Hellman, BNSF Kristin Meira, PNWA Chris Herman, WPPA	Informational
11:45 AM	10. Lunch Break		
11:50 AM	11. Meeting Minutes (March 20, 2020)	Dan Gatchet	Action
11:55 AM	12. FMSIB Budgets	Brian Ziegler	Informational
12:10 PM	13. Director's Report	Brian Ziegler	Informational
12:20 PM	14. Board Member Reports	Board Members	Informational
12:30 PM	15. Active Projects That Could Be Deferred	Brian Ziegler	Informational / Action
12:35 PM	16. Project Update: City of Seattle East Marginal Way Heavy Haul Corridor Improvements	Lorelei Williams City of Seattle	Informational / Action
1:05 PM	17. Board Member Committee Appointments	All	Action
1:15 PM	18. Establish 2021 Meeting Schedule	All	Action
1:25 PM	19. Next Meeting: Sept. 18, 2020 - Walla Walla Nov. 20, 2020 - Spokane	Dan Gatchet	Action
1:30 PM	20. Adjourn	Dan Gatchet	Action



Note: This meeting will be audio and video recorded.

FMSIB and WAFAC Comparison – D R A F T

Created 3/13/20. Updated 5/12/20, 7/15-27/20

Note: This comparison is a retrospective view of FMSIB and WAFAC actions to date. It is not a recommendation of the FMSIB Board nor a prediction of future recommendations from the Freight Stakeholder Group (FSG) currently being facilitated by WSDOT.

Attribute	FMSIB	WAFAC	Comments
1. Existence	Statutory (RCW 47.06A)	Optional (49 U.S.C. 70201)	
2. Function	Statute says to serve as a forum for state freight policy and to solicit, prioritize, and recommend funding for freight projects	Statute says WAFAC is advisory to the Secretary on freight plans and projects. WSDOT/FMSIB agreement said the same, but WAFAC has been a standing committee of FMSIB.	
3. Structure	State Agency	Advisory Committee	
4. Created by:	State Legislature	Agreement of WSDOT and FMSIB, subcommittee of FMSIB	
5. Created when	1998 (22 yrs.)	2013 (7 yrs.)	
6. Meeting frequency	Five meetings annually	Ad hoc (not since 2017)	
7. No. of meetings	Since 1998: Approx. 120 (Between 5 and 6 meetings annually)	2013: 5, 2014: 3, 2015: 0, 2016: 4, 2017: 4/5	
8. Membership	Since 1998: Gubernatorial appointees (12)	2013: FMSIB appointed 2016: Members added per FAST Act changes	2013 appointments included FMSIB members plus additional members. Membership expanded in 2014 and 2017 for freight plan updates.

Attribute	FMSIB	WAFAC	Comments
9. Recommendations provided to:	Governor and Legislature	Federal code says WAFAC to advise the Secretary. FMSIB/WSDOT agreement says expert advice and input will be provided to WSDOT and the Transportation Commission in the development of the state's freight plans.	WAFAC Products: 2014: Created Freight Report (<i>"Washington State Freight Trends & Policy Recommendations for Air Cargo, Freight Rail, Ports & Inland Waterways, & Trucking – May 2014"</i>) 2014: Advised WSDOT on State Freight Mobility Plan 2016: Collaborative Project List to Leg. 2017: Advised WSDOT on freight plan update, including investment plan for priority projects. Plan approved by FHWA.
10. Funding authority	Budgetary	Advisory; No funding authority in U.S.C. or FMSIB/WSDOT agreement.	Both FMSIB and WAFAC/WSDOT subject to legislative appropriation
11. Funding influenced	State - \$29 m / biennium (\$14.5 m annually)	Federal - \$89.5 m/ 5 years (\$17.8 m annually). WAFAC engaged after first two years allocated. Three year remainder: \$51.9 m (\$17.3 m annually)	WAFAC participated in development of the state freight plan, which is required to include a freight investment plan for priority projects
12. Freight project eligibility	T1/T2, or provides benefits to T1/T2	On NHFN and meets federal planning criteria	
13. Freight project selection criteria	Statutory direction: Ten categories totaling 198 points	Six categories totaling 100 points	Both sets of criteria include M, O, P, Mobility, Safety, and Environmental criteria for both state and local routes
14. Eligible mileage	2,875	1,079	

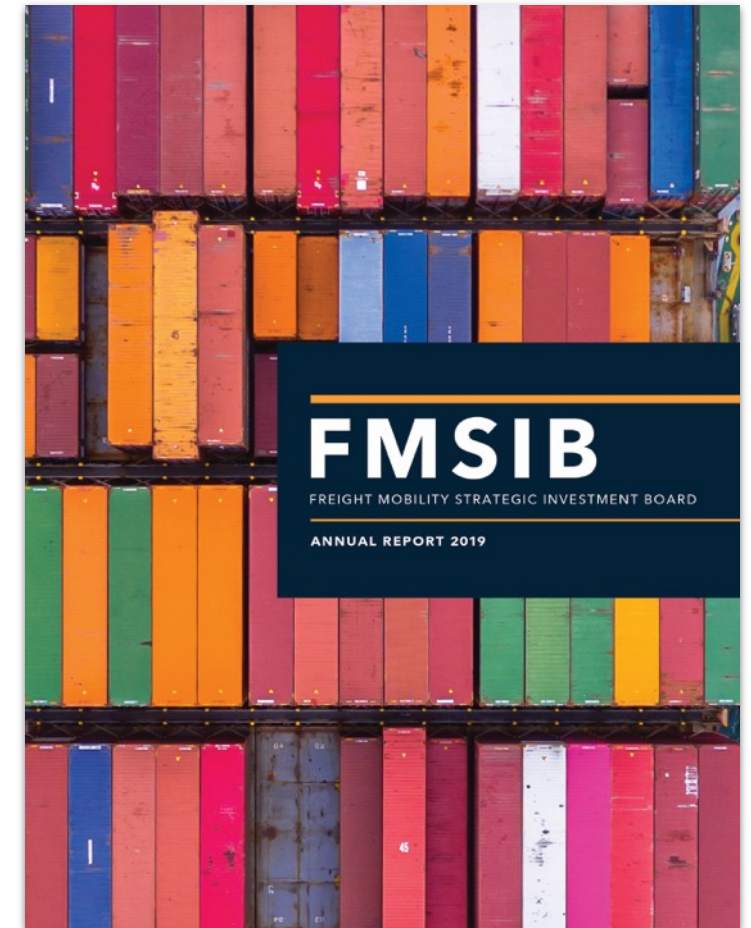
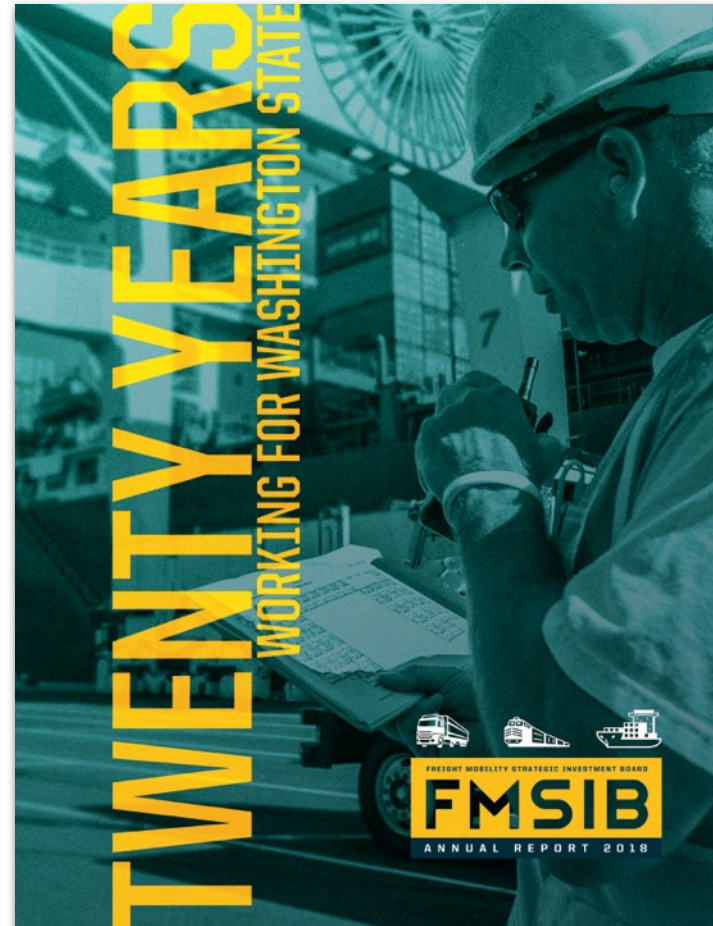
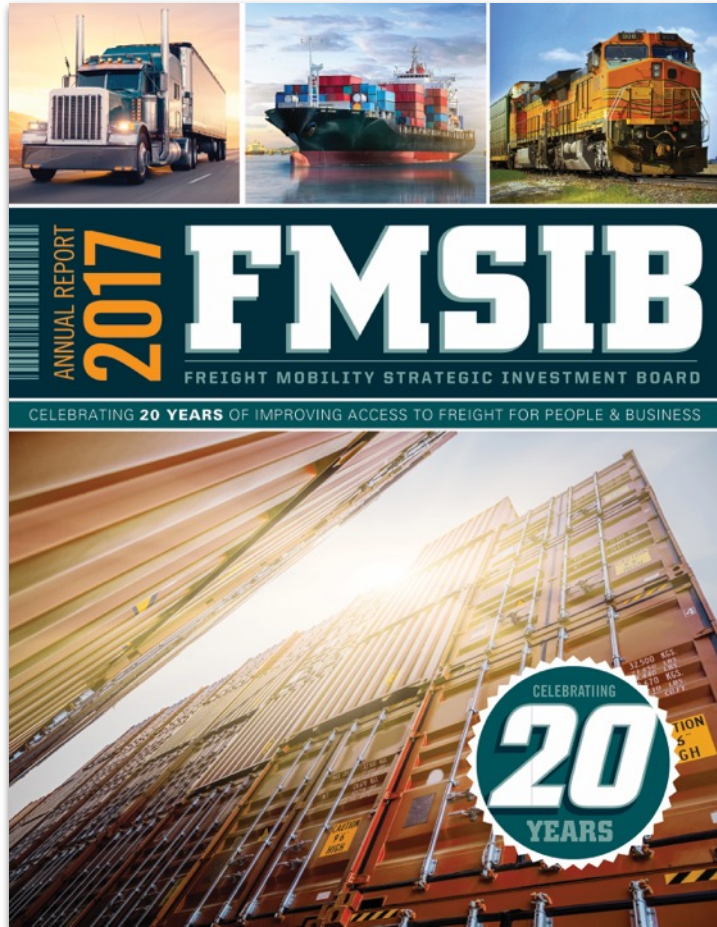
Attribute	FMSIB	WAFAC	Comments
15. Freight project selection process	1998 to 2018: Board solicits projects (six months in advance of award); two committees score, conduct interviews and recommend funding; Board consensus determines awards.	2016: Freight project list developed collaboratively between FMSIB and WSDOT, per legislative direction (very short timeline). 2017: WSDOT consulted with WAFAC on freight plan update, including freight investment plan. WSDOT consulted with WAFAC on validating projects on 2016 list and allocating three years of federal freight formula funding to projects. WSDOT Secretary made final decisions.	2016: WAFAC and WSDOT collaborated on the project solicitation and prioritization. 2017: WSDOT led the project validation and funding allocation process, per legislative direction.
16. State/Local funding split	By project applicant: 5% State / 95% Local By facility ownership: 28% State / 40% State Connector / 32% Local	By NHFP-funded project: 48% State / 52% Local	
17. Staff support by:	FMSIB staff	FMSIB and WSDOT staff	
18. Operations funded by:	FMSIB budget	FMSIB budget (RCW 47.06A.045 added funds to FMSIB for reimbursing travel of WAFAC members, for 2013-15 biennium)	
19. Successes	<ul style="list-style-type: none"> - Nearly 100 projects in 20 years - \$331 m FMSIB funding leveraging \$2.1 b in non-FMSIB funds (6:1) - Numerous reports and studies (Road-Rail, Marine Cargo, 2014 Freight Mobility Plan, etc.) 	<ul style="list-style-type: none"> - 2014 Freight Mobility Plan - Successful 2016 “Call for Projects” - NHFP funding of \$89 m leveraging addition non-NHFP funding of \$86 m (1:1). Seventeen projects in five years 	FMSIB prioritized, selected, and awarded funding to projects. WAFAC advised WSDOT Secretary on project selection and funding.
20. Improvement Opportunities	<ul style="list-style-type: none"> - Diverse membership - Post-project performance measurement - Peer review of project selection criteria (simplification?) 	<ul style="list-style-type: none"> - Keeping members engaged in an ad hoc committee - Clarity of project prioritization role and process - Clarity of project selection criteria 	2020: Legislature directed WSDOT to convene a Freight Stakeholder Group to make recommendations for a FAC. Work is on track to be completed by December 2020 deadline. Many FMSIB members are part of the FSG.

FMSIB

2017-2019 ANNUAL REPORTS

Discussion about 2020 Annual Report
Priorities and Ideas

2017-2019 COVERS





ANNUAL REPORT 2017 FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CELEBRATING 20 YEARS OF IMPROVING ACCESS TO FREIGHT FOR PEOPLE & BUSINESS



FMSIB Project Map

Freight Corridors

- R-1 corridors: carrying more than 5m gross tons per year
- T-1 corridors: carrying more than 10m tons per year
- T-2 corridors: carrying 4 to 10m tons per year

FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.

Projects Completed 1998-2017

PUGET SOUND REGION

1. City of Des Moines, South 210th Street Segment 1-A
2. City of Auburn, 3rd Street SW BNSF Crossing
3. City of Auburn, South 27th Street Grade Separations
4. City of Auburn, M Street South East Grade Separation
5. City of Fife, 70th Avenue and Valley Avenue Widening
6. City of Fife, Pacific Highway East/Port of Tacoma Road to Alexander Ave.
7. City of Everett, 1-5/41st Street, Phase 1 Ramp
8. City of Everett, East Marine View Drive Widening
9. City of Everett, Port of Everett to I-5 Improvements
10. City of Everett, 41st Street Overcrossing/Riverfront Parkway
11. Port of Everett, California Street Overcrossing to Port of Everett
12. City of Kent, South 22nd Street Extension & Grade Separation, Phase 1
13. Pierce County, 8th Street East Grade Separation
14. Pierce County, Cross Base Highway, Phase 1
15. City of Puyallup, Shaw Road
16. City of SeaTac, Connecting 28th and 24th Avenue South

17. City of Seattle, Duwamish Intelligent Transportation System (ITS)
18. Port of Seattle, East Marginal Way Truck Crossover & Argo Yard Truck Roadway
19. Port of Seattle, SR 518 at Airport Drive Eastbound Lane Addition
20. Snohomish County, Granite Falls Alternative Route, Phase 1
21. City of Tacoma, D Street Grade Separation
22. Port of Tacoma, Lincoln Avenue Grade Separation
23. City of Tukwila, 180th Street Grade Separation
24. City of Woodinville, SR 202 Corridor Improvement
25. WSDOT, SR 519 Intermodal Access Project
26. WSDOT, SR 509/Port of Tacoma Road Grade Separation
27. WSDOT, SR 18 Weyerhaeuser Way to SR 167 Truck Lane
28. City of Renton, SW 27th/Strander Boulevard Connection
29. King County, South Park Bridge Replacement
30. Port of Seattle, East Marginal Way Truck Crossover

WESTERN WASHINGTON REGION

31. City of Bremerton, SR 3/304 Transportation Improvement
32. City of Kelso, Allen Street Bridge Replacement
33. Port of Kalama, Industrial Park Bridge
34. Port of Kalama, Grain Terminal Track Improvements
35. City of Longview, SR 432/SR 433 Turn Lane Improvements
36. City of Longview, SR 432 Improvements/3rd Avenue Off Ramp Widening
37. Port of Longview, Port Alternate Rail Corridor
38. WSDOT City of Sumas, SR 9-SR 546/Nooksack Road Vicinity to SR 547/Cherry Street
39. Port of Vancouver USA, Port Rail Access, Phases 1 and 2
40. Port of Vancouver USA, Rail Tie-in to Mainline

Projects Underway In 2017


41. City of Fife, Port of Tacoma Road Interchange
42. City of Lacey, Hogum Bay Road
43. City of Marysville, SR 529/1-5 Interchange Expansion
44. City of Seattle, South Lander Street Grade Separation
45. City of Tacoma, SR 99 Puyallup River Bridge
46. Port of Vancouver USA, Bulk Facility Track Location
47. City of Kent, South 22nd Street Grade Separation Phase 3
48. City of Seattle, Duwamish Truck Mobility Improvements
49. Spokane County, Bigelow Gulch/Forker Road Realignment
50. Skagit County, Burlington Northern Overpass Replacement

Projects Scheduled 2018-2022

51. City of Kent, South 212th Street BNSF Grade Separation
52. City of Spokane Valley, Barker Road/BNSF Grade Separation
53. City of Tukwila, Strander Boulevard/SW 27th to West Valley
54. City of Tacoma, Taylor Way Rehabilitation Project
55. City of Longview, SR 432-SR 411 Intersection Improvements
56. City of Sumner, SR 410 Traffic Avenue/East Main
57. City of Fife, I-5/54th Avenue East Interchange Improvement

EASTERN WASHINGTON REGION

58. Benton County, Piert Road Extension
59. City of Colville, Colville Alternate Truck Route
60. City of Kennewick, Columbia Center Boulevard Railroad Crossing
61. Port of Pasco, SR 397 Ainsworth Avenue Grade Crossing
62. WSDOT-City of Pasco, US 395 Hillsboro Street Interchange
63. City of Prosser, Wine Country Road
64. City of Spokane, Havana Street/BNSF Grade Separation
65. City of Spokane, Freys Avenue Bridge
66. Spokane Valley, Sullivan Road West Bridge Replacement
67. City of Union Gap, Valley Mall Boulevard Extension
68. City of Walla Walla, Myra Road at the Dalles-Military Rd & US 12/SR 125 Interconnect
69. City of Yakima, River Road Improvements
70. WSDOT, US 12/124 to SR 730
71. City of Yakima, Lincoln Avenue and MLK BNSF Grade Separation




ANNUAL REPORT 2017

FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CELEBRATING 20 YEARS OF IMPROVING ACCESS TO FREIGHT FOR PEOPLE & BUSINESS



COMPLETED PROJECTS - 2017

SOUTH 216TH STREET SEGMENT 1A AND 28TH/24TH AVENUE SOUTH CORRIDOR
These two projects located in the cities of SeaTac and Des Moines improve freight access associated with Sea-Tac Airport and surrounding industrial/manufacturing land.

SOUTH 216TH STREET, SEGMENT 1A -

PORT OF EVERETT TO I-5 - CITY OF EVERETT

20 YEARS FMSIB INVESTMENT \$1:\$6.40

\$1.9 BILLION VALUE | \$294m STATE FMSIB | 82 PROJECTS COMPLETED AND UNDERWAY | \$6.40 LEVERAGED FOR EACH \$1 IN FMSIB FUNDS SPENT

For two decades, FMSIB has been fostering public-private and intergovernmental agency partnerships to improve freight mobility in the state to benefit the people of Washington.

\$79.6b EXPORTED 2016
(DECLINED BY 14%)

\$46.9b IMPORTED 2016
(DECLINED BY 14%)

375,009 JOBS SUPPORTED BY EXPORTS

\$10.0b AGRICULTURAL PRODUCTS EXPORTED

31% POPULATION GROWTH
1997: 5.6 million | 2017: 7.3 million

83.5% STATE GDP INCREASE
1997: \$260 billion | 2017: \$477 billion

• 724k Cargo value
• 44 Million tons of international trade

40k LOCAL JOBS
COLUMBIA SNAKE RIVER SYSTEM

\$37.8b CONTRIBUTION TO STATE ECONOMY

MARITIME

- BNSF operates 1,400 route miles
- Union Pacific operates 500 route miles
- 23 short line railroads operate 1,300 miles
- Freight rail contributes at least \$28.5 billion to the Washington State economy

3,200 Miles RAILROAD LINES

RAILROAD

TRUCKING

64.3% FREIGHT MOVED BY TRUCK IN WASHINGTON

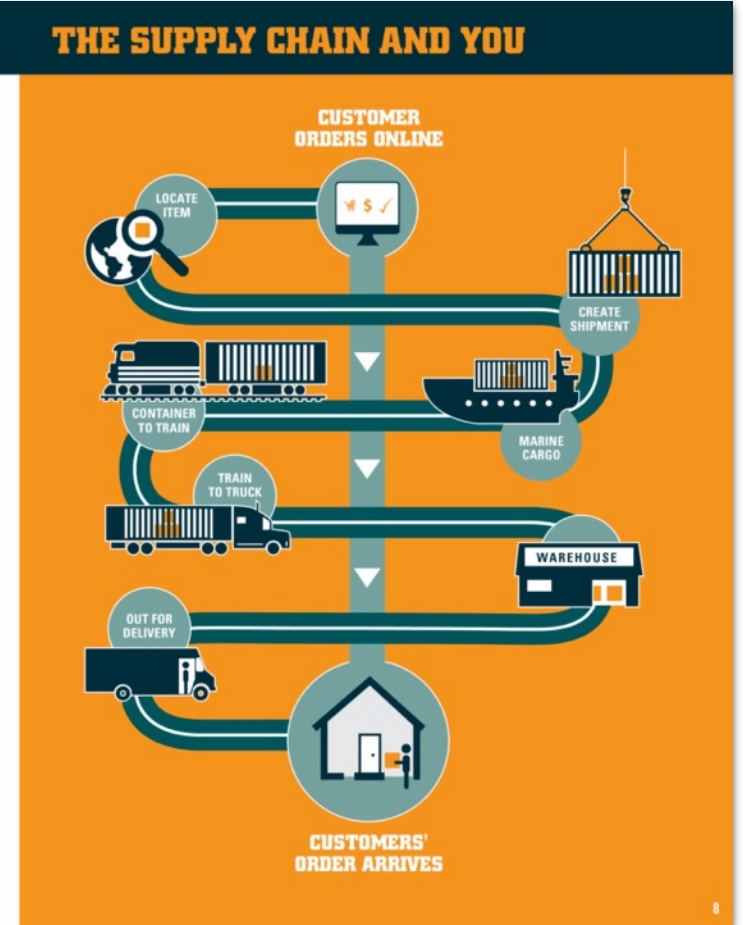
1.5% projected annual growth
• 5 international border crossings - 2 are among the slowest in the US

MOST CONGESTED FREIGHT LOCATIONS IN THE US:

- *14 Seattle I-5 at I-90
- *16 Tacoma I-5 at I-705/SR 16
- *18 Auburn I-5 at SR 18
- *21 Bellevue I-90 at I-405
- *36 Vancouver I-5 at the Columbia River

3,166 Miles HIGH TONNAGE TRUCK CORRIDORS

- 816 miles designated National Freight Network
- 81.66 miles of Critical Urban Freight Corridors
- 163.31 miles of Critical Rural Freight Corridors
- 835 miles of first/last mile connectors and missing links
- 368 miles on city streets handling high-tonnage freight
- 190 miles county roads carrying 4-10m tons of freight per year





PROJECTS SCHEDULED 2018-2022

- 1 City of Fife, 70th Ave. East Freight Bottleneck Relief
- 2 Port of Kelama, Industrial Rail Additions
- 3 Spokane County, Bigelow Gulch, Phase 3
- 4 Chelan County, West Cashmere Bridge
- 5 City of Spokane Valley, Barker Rd. Corridor Widening, Spokane River to SR-290
- 6 City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements
- 7 City of Sumner, Stewart Rd.
- 8 City of Kent, South 212th St. BNSF Grade Separation
- 9 City of Spokane Valley, Barker Rd./BNSF Grade Separation
- 10 City of Tukwila, Strander Blvd./SW 27th to W. Valley Hwy.
- 11 City of Tacoma, Taylor Way Rehabilitation Project
- 12 City of Longview, SR-432 - SR-411 Intersection Improvements
- 13 City of Sumner, SR-410 Traffic Ave./E. Main
- 14 City of Fife, I-5/54th Ave. E. Interchange Improvement

PROJECTS UNDERWAY 2018

- 15 City of Fife, Port of Tacoma Rd. Interchange
- 16 City of Lacey, Hogum Bay Road
- 17 City of Marysville, SR-529/I-5 Interchange Expansion
- 18 City of Seattle, S. Lander St. Grade Separation
- 19 City of Tacoma, SR-99 Puyallup River Bridge
- 20 Port of Vancouver USA, Bulk Facility Track Location
- 21 City of Kent, S. 228th St. Grade Separation Phase 3
- 22 City of Seattle, Duwamish Truck Mobility Improvements
- 23 Spokane County, Bigelow Gulch/Forker Rd. Realignment
- 24 Skagit County, Burlington Northern Overpass Replacement

FMSIB SITE MAP

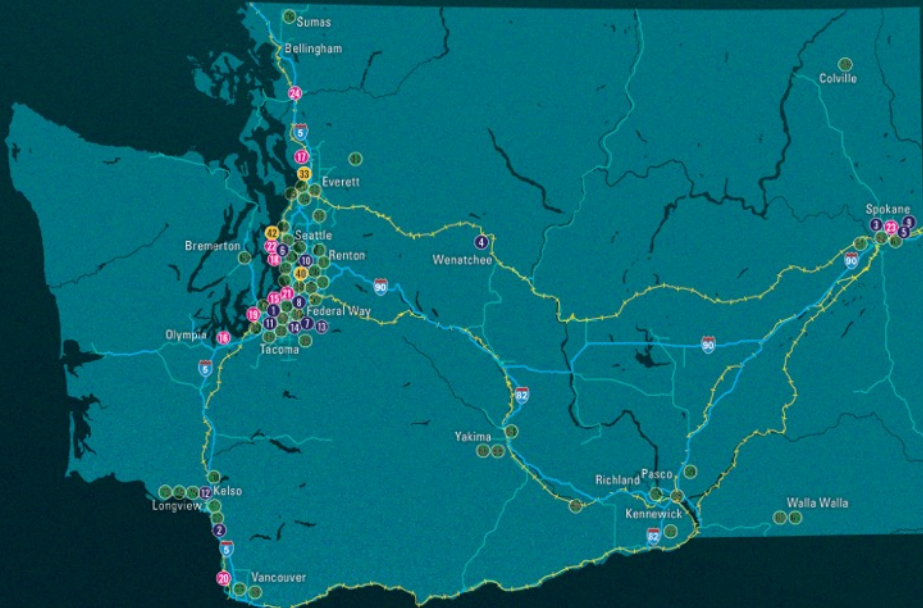
Freight Corridors

R-1 corridors: carrying more than 5m tons per year

I-1 corridors: carrying more than 10m tons per year

T-2 corridors: carrying 4 to 10m tons per year

FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.



PROJECTS COMPLETED 1998-2018

PUGET SOUND REGION

- | | | |
|---|--|---|
| 25 City of Des Moines
S. 218th St. Segment I-A | 35 Port of Everett
California St. Overcrossing to Port of Everett | 45 City of Tacoma
D St. Grade Separation |
| 26 City of Auburn
3rd St. SW BNSF Crossing | 36 City of Kent
S. 228th St. Extension
B Grade Separation, Phase 1 | 46 Port of Tacoma
Lincoln Ave. Grade Separation |
| 27 City of Auburn
S. 27th St.
Grade Separations | 37 Pierce County
8th St. E. Grade Separation | 47 City of Tukwila
180th St. Grade Separation |
| 28 City of Auburn
M Street S.
Grade Separation | 38 Pierce County
Cross Base Hwy, Phase 1 | 48 City of Woodinville
SR-202 Corridor Improvement |
| 29 City of Fife
70th Ave. and
Valley Ave. Widening | 39 City of Puyallup
Shaw Rd. | 49 WSDOT
SR-519 Intermodal Access Project |
| 30 City of Fife
Pacific Hwy E./
Port of Tacoma Rd.
to Alexander Ave. | 40 City of SeaTac
Connecting 28th and 24th Ave. S. | 50 WSDOT
SR-508/Port of Tacoma Rd. Grade Separation |
| 31 City of Everett
I-5/41st St.
Phase 1 Ramp | 41 City of Seattle
Duwamish Intelligent Transportation System | 51 WSDOT
SR-18 Weyerhaeuser Way to SR-167 Truck Lane |
| 32 City of Everett
E. Marine View Dr.
Widening | 42 Port of Seattle
E. Marginal Way
Truck Crossover
B Argo Yard
Truck Roadway | 52 City of Renton
SW 27th/Strander Blvd. Connection |
| 33 City of Everett
Port of Everett to
I-5 Improvements | 43 Port of Seattle
SR-518 at Airport Drive
Eastbound Lane Addition | 53 King County
South Park Bridge Replacement |
| 34 City of Everett
41st St. Overcrossing/
Riverfront Pkwy | 44 Snohomish County
Granite Falls
Alternative Rt., Phase 1 | 54 Port of Seattle
E. Marginal Way Truck Crossover |

EASTERN WASHINGTON REGION

- | | | |
|---|--|---|
| 55 Benton County
Pier Rd. Extension | 59 WSDOT-City of Pasco
US-395 Hilliboro
St. Interchange | 64 City of Union Gap
Valley Mall Blvd. Extension |
| 56 City of Colville
Colville Alternate
Truck Route | 60 City of Prosser
Wine Country Rd. | 65 City of Walla Walla
Myra Road at the
Dalles/Military Rd 6
US-12/SR-125 Interconnect |
| 57 City of Kennewick
Columbia Center
Boulevard Railroad
Crossing | 61 City of Spokane
Havana St./
BNSF Grade Separation | 66 City of Yakima
River Road Improvements |
| 58 Port of Pasco
SR-397 Alinsworth Ave.
Grade Crossing | 62 City of Spokane
Freya Ave. Bridge | 67 WSDOT
US-12/124 to SR-730 |
| | 63 Snohomish County
Sullivan Rd. West Bridge
Replacement | 68 City of Yakima
Lincoln Ave. and MLK BNSF
Grade Separation |

WESTERN WASHINGTON REGION

- | | |
|--|---|
| 69 City of Bremerton
SR-3/324 Transportation
Improvement | 74 City of Longview
SR-432 Improvements/
3rd Ave. Off Ramp Widening |
| 70 City of Kelso
Allen St. Bridge
Replacement | 75 Port of Longview
Port Alternate Rail Corridor |
| 71 Port of Kelama
Industrial Park Bridge | 76 WSDOT-City of Sumas
SR-9 - SR 548/Nooksack Rd.
Vicinity to SR-947/Cherry St. |
| 72 Port of Kelama
Grain Terminal
Track Improvements | 77 Port of Vancouver USA
Port Rail Access,
Phases 1 and 2 |
| 73 City of Longview
SR-432/SR-433 Turn Lane
Improvements | 78 Port of Vancouver USA, Rail
Tie-in to Mainline |





FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

ANNUAL REPORT 2019

PROJECTS SCHEDULED 2019-2022

- 1 Port of Kalamia, Industrial Rail Additions
- 2 Spokane County, Bigelow Gulch, Phase 3
- 3 Chelan County, West Cashmere Bridge
- 4 City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements
- 5 City of Sumner, Stewart Rd.
- 6 City of Spokane Valley, Barker Rd./BNSF Grade Separation
- 7 City of Tacoma, Taylor Way Rehabilitation Project
- 8 City of Longview, SR-432 - SR-411 Intersection Improvements
- 9 City of Fife, I-5/54th Ave. E. Interchange Improvement

PROJECTS UNDERWAY 2019

- 10 City of Fife, Port of Tacoma Rd. Interchange
- 11 City of Marysville, SR-529/I-5 Interchange Expansion
- 12 City of Seattle, S. Lander St. Grade Separation
- 13 City of Tacoma, SR-99 Puyallup River Bridge
- 14 City of Kent, S. 228th St. Grade Separation Phase 3
- 15 City of Seattle, Duwamish Truck Mobility Improvements
- 16 Spokane County, Bigelow Gulch/Forker Rd. Realignment
- 17 City of Fife, 70th Ave. East Freight Bottleneck Relief
- 18 City of Sumner, SR-410 Traffic Ave./E. Main
- 19 City of Spokane Valley, Barker Rd. Corridor Widening, Spokane River to SR-290

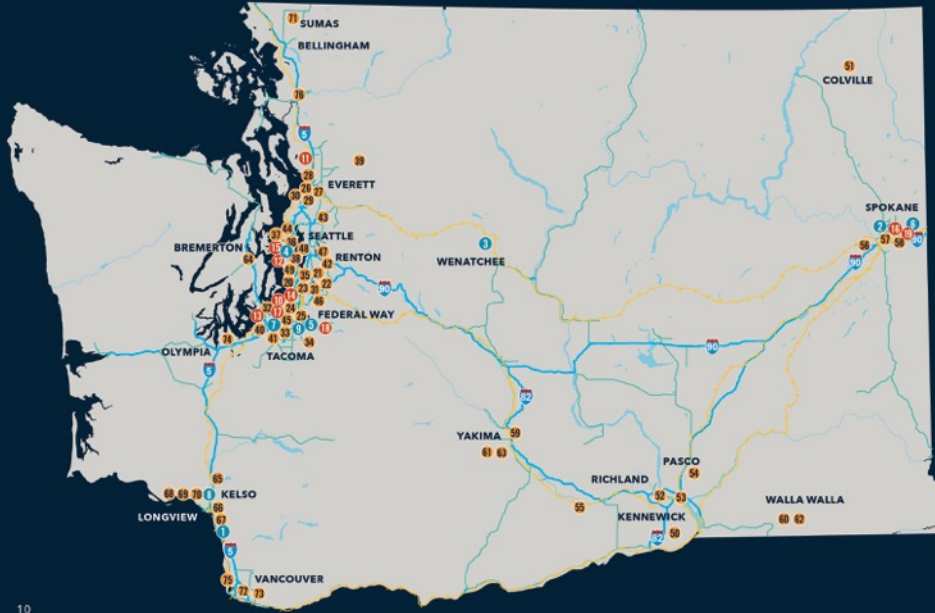
PROJECT MAP FREIGHT CORRIDORS

R-1 corridors: carrying more than 5m tons per year

T-1 corridors: carrying more than 10m tons per year

T-2 corridors: carrying 4 to 10m tons per year

FMSIB balances project selection between Eastern Washington, Western Washington, and Puget Sound



10

PROJECTS COMPLETED 1998-2019

ANNUAL REPORT 2019

PUGET SOUND REGION

- 20 City of Des Moines, S. 216th St. Segment 1-A
- 21 City of Auburn, 3rd St. SW BNSF Crossing
- 22 City of Auburn, S. 277th St. Grade Separations
- 23 City of Auburn, M Street S. Grade Separation
- 24 City of Fife, 70th Ave. and Valley Ave. Widening
- 25 City of Fife, Pacific Hwy E./Port of Tacoma Rd. to Alexander Ave.
- 26 City of Everett, I-5/41st St. Phase 1 Ramp
- 27 City of Everett, E. Marine View Dr. Widening
- 28 City of Everett, Port of Everett to I-5 Improvements
- 29 City of Everett, 41st St. Overcrossing/ Riverfront Pkwy
- 30 Port of Everett, California St. Overcrossing to Port of Everett
- 31 City of Kent, S. 228th St. Extension & Grade Separation, Phase 1
- 32 Pierce County, 8th St. E. Grade Separation
- 33 Pierce County, Cross Base Hwy, Phase 1
- 34 City of Puyallup, Shaw Rd.
- 35 City of SeaTac, Connecting 28th and 24th Ave. S.
- 36 City of Seattle, Duwamish Intelligent Transportation System
- 37 Port of Seattle, E. Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 38 Port of Seattle, SR-518 at Airport Drive Eastbound Lane Addition
- 39 Snohomish County, Granite Falls Alternative Rt., Phase 1

EASTERN WASHINGTON REGION

- 40 Benton County, Piatt Rd. Extension
- 41 City of Colville, Colville Alternate Truck Route
- 42 City of Kennewick, Columbia Center Boulevard Railroad Crossing
- 43 Port of Pasco, SR-397 Ainsworth Ave. Grade Crossing
- 44 WSDOT-City of Pasco, US-395 Hillsboro St. Interchange
- 45 City of Prosser, Wine Country Rd.
- 46 City of Spokane, Havana St./ BNSF Grade Separation
- 47 City of Spokane, Freya Ave. Bridge
- 48 Spokane Valley, Sullivan Rd. West Bridge Replacement
- 49 City of Union Gap, Valley Mall Blvd. Extension
- 50 City of Walla Walla, Myra Road at the Dalles Military Rd & US-12/SR-125 Interconnect
- 51 City of Yakima, River Road Improvements
- 52 WSDOT, US-12/124 to SR-730
- 53 City of Yakima, Lincoln Ave. and MLK/BNSF Grade Separation

WESTERN WASHINGTON REGION

- 54 City of Bremerton, SR-3/304 Transportation Improvement
- 55 City of Kelso, Allen St. Bridge Replacement
- 56 Port of Kalamia, Industrial Park Bridge
- 57 Port of Kalamia, Grain Terminal Track Improvements
- 58 City of Longview, SR-432/SR-433 Turn Lane Improvements
- 59 City of Longview, SR-432 Improvements/ 3rd Ave. Off Ramp Widening
- 60 Port of Longview, Port Alternate Rail Corridor
- 61 WSDOT-City of Sumas, SR-9 - SR 546/Nooksack Rd. Vicinity to SR-547/Cherry St.
- 62 Port of Vancouver USA, Port Rail Access, Phases 1 and 2
- 63 Port of Vancouver USA, Rail Tie in to Mainline
- 64 City of Lacey, Hogum Bay Road
- 65 Port of Vancouver USA, Bulk Facility Track Location
- 66 Skagit County, Burlington Northern Overpass Replacement

11



ANNUAL REPORT 2019

FMSIB by the Numbers

Why Freight Mobility Matters

"Strategic freight investments are critical to the state's economy and jobs. Much of the cargo coming to our state is discretionary which means that shippers will send it to other ports if delays and costs here are too high. FMSIB provides a transparent process and funding to select the best freight mobility projects in the state's interest. The Board daylights issues that make projects better."

James Thompson
Washington Public Ports Association
Executive Director

\$77.7 billion
exported from the state
of Washington in 2018

\$54.4 billion
imported in 2018

Washington is home to
12,000 exporters
90% have fewer than
500 employees

International trade represents
25.3%
of state gross domestic product (GDP)

921,400 jobs
in Washington are
supported by
international trade

The Business of Freight
(sources: United States Census Bureau, Business Roundtable)

4

ANNUAL REPORT 2019

CASE STUDY 2

Bridging the Valley: Cities of Spokane and Spokane Valley

Freya Street Bridge Replacement, Havana Street/BNSF Grade Separation, and the Barker Road/BNSF Grade Separation

"It is important that FMSIB plays a role in funding projects that lessen the impact of freight movement on our local communities. Cities can't afford to go at it alone to solve freight bottlenecks. We need project partnerships. FMSIB provides a forum to problem solve and collaborate."

Ben Wick
City of Spokane Valley Councilmember
Cities' Representative

Global In
Washington
Top agricultural
freight freight

(sources: Washington

Railroad

Average annual

2,911 railroad

Freight rail of

Washington

(sources: WSDOT

Trucking

Average annual

139,450 jobs

Trucks move

every day in

64.3% of freight

(sources: WSDOT

Maritime

Average annual

\$30 billion in

69,500 direct

(sources: Washington Maritime Federation Economic Impact Study, Department of Commerce)

All data in this section is from 2017-2019

The vision of Bridging the Valley (BTV) is to improve safety at railroad crossing by separating vehicle traffic from train traffic in the 42-mile corridor between Spokane, Washington, and Athol, Idaho, which includes 75 railroad and roadway crossings. BTV is a long-term vision which the Cities of Spokane and Spokane Valley are implementing mile by mile within the city limits. FMSIB funding is providing needed early dollars leading to construction activity. The Burlington Northern Santa Fe Railway (BNSF) and Union Pacific Railroad (UP) operate the primary rail lines within the Cities of Spokane and Spokane Valley. Both companies have connections to the Washington-Idaho border while BNSF's route represents the company's main transcontinental line, connecting the West Coast to Chicago and the Midwest. The BNSF corridor also hosts Amtrak, with two passenger trains per day. These rail lines help form the industrial corridor north of I-90 that supports many jobs in Spokane and Spokane Valley.

The City of Spokane Valley is constructing two projects, one of which includes multiple phases. This type of project phasing is necessary to make progress on complex projects that require a patchwork of funding. FMSIB has committed funding toward the Barker Road BNSF Grade Separation. In 2016, the Barker Road at-grade crossing of the BNSF railroad tracks was the cause of approximately 8,800 vehicle hours of delay

and at least one vehicle collision. The crossing currently has 5,800 vehicles and 58 trains using it per day. The Barker Road crossing of the BNSF railroad tracks is located less than 200 feet south of Trent Avenue (SR 290). Barker Road and Trent Avenue are significant corridors for local travel and freight movement. Barker Road provides access to a growing industrial area in the northeast region of Spokane Valley and directly connects SR 290 with I-90 to the south, a preferred freight route to I-90 between north Idaho and Canada.

The Barker Road/BNSF Grade Separation Project will replace an existing at-grade crossing with an overpass of BNSF's railroad tracks and provide a roundabout at the intersection of Barker Road and Trent Avenue. When completed, the project will improve emergency access, eliminate vehicle wait times, and reduce overall traffic congestion. It will eliminate the need for trains to sound their horns, which will make adjacent neighborhoods quieter. The project will also improve access to the industrial area and enhance the ability to develop almost 600 acres of industrial property to attract new businesses and jobs.



Discussion Questions:

Will virtual meetings require a different report format?

Do FMSIB members have suggestions for priorities?

Are there any changes members want to make to the type of information included?

Other suggestions?

FMSIB FAST Act Reauthorization Update

Megan Cotton, WSDOT Tribal and Federal Relations Director
July 30, 2020

Purpose: To provide a broad overview of reauthorization process, where Congress is now and key freight related provisions being considered

Overview

- Through surface transportation legislation, Congress creates or revises transportation policy and determines funding authorization levels over a multi-year period.
- The Fixing Americans Surface Transportation (FAST) Act was passed in December 2015 and is set to expire on September 30th.
- There are a multitude of congressional committees that are involved in reauthorization:
 - On the House Side:
 - The Transportation & Infrastructure Committee (T&I) has jurisdiction over the surface transportation bill, including highways, freight, rail, safety, motor carrier and transit policy
 - The Ways and Means Committee determines how the bill is funded
 - On the Senate Side:
 - The Senate Environment and Public Works Committee has jurisdiction over highway policy – Including highway-focused freight policy that is funded out of the HTF
 - The Commerce Committee has jurisdiction over motor carrier safety, rail and multimodal freight policy
 - The Banking committee has jurisdiction over transit policy
 - The Finance Committee determines how to pay for it
- In Washington State, our Congressional delegation is well positioned to engage on reauthorization:
 - Senator Cantwell is the Ranking Member on the Senate Commerce Committee
 - Senator Murray is a member of Senate Democratic leadership and is a senior appropriator (she is the Ranking Member on the Appropriations Subcommittee on Labor, HHS, and Education and formerly was the top Democrat on the Transportation-HUD Subcommittee)
 - Congressman Larsen is a senior member of the House T&I committee and Chairs the Aviation Subcommittee

Where are they now with Reauthorization...

On the Senate Side:

- The EPW Committee unanimously passed the America's Transportation Infrastructure Act in July 2019.
 - Authorizes \$287 billion from the Highway Trust Fund over five years – a 27% increase over FAST Act funding.
 - Over 90% of funding distributed to states by formula.
 - Freight provisions of note:

FMSIB FAST Act Reauthorization Update

Megan Cotton, WSDOT Tribal and Federal Relations Director

July 30, 2020

- Increases National Highway Freight Program (formula) funding to \$8.5 billion over five years (the FAST Act authorized the program at \$6.3 billion over five years).
- Increased multimodal cap from 10% to 30%
- Increased funding for the INFRA competitive grant program to \$5.5b over 5 years (was \$4.5b under the FAST Act)
- The state maximum designation of critical rural freight corridors is increased from 150 miles to 300 miles for any state.
- The state maximum designation of critical urban freight corridors is increased from 75 miles to 150 miles.
 - This means WSDOT and the state's MPOs and RTPOs would be able to expand the mileage of our designated critical rural and urban freight corridors, thereby increasing the size of the National Highway Freight Network in Washington state. That means more mileage where National Highway Freight Program funds can be invested.
- Expands the membership of state freight advisory committees, and lists state freight advisory committee member qualifications. For instance, MPOs, and state environmental protection and economic development agencies must be included as members. (Section 1127)
- Adds new strategies for inclusion within the national freight strategic plan, including strategies to promote resilience, national economic growth and competitiveness, and strategies to reduce local air pollution and water runoff.
- Requires that each state assess state capability to provide adequate parking and rest facilities for Commercial Motor Vehicles CMVs (as well as the location of any such areas in the state) and the volume of CMV traffic in the state.
- The other committees of jurisdiction that I mentioned previously still need to draft and pass their sections of the bill. While the committees are working on their sections, it is unlikely they will pass a bill this year.
- Also important to note that a Reauthorization Bill would require 60 votes to pass in the Senate (GOP Currently holds a 53 – 47 majority)

On the House side:

- House T&I Committee passed the INVEST in America Act on June 18th.
- \$494b, 5-year bill.
- It was rolled into a larger stimulus bill called the Moving Forward Act, which was passed by the House on July 1st, along party lines. The bill was largely considered dead on arrival and the Senate has not taken it up.
- The bill included additional revenue and flexibility for FY 21 to address COVID relief.
- A few of the freight related provisions of note include:
 - National Highway Freight Program: The program is now fully available to multimodal investments (i.e. the 10 percent cap is removed).
 - Nationally Significant Freight and Highway Projects Program (INFRA): \$1 billion for FY21 (same funding level as FY20 under the FAST Act) with additional eligibility for non-highway projects.

FMSIB FAST Act Reauthorization Update

Megan Cotton, WSDOT Tribal and Federal Relations Director

July 30, 2020

- Projects of National and Regional Significance: \$9.05 billion over a 4 year period (minimum of \$2.2 billion in FY22, ramping up to \$2.35 billion by FY25).
 - Available for large highway, transit, and freight projects that cannot be funded through annual apportionments or other discretionary sources.
 - Minimum project size: \$100 million; Minimum award size: \$25 million. Particular to freight projects, federal funds are only available for portions of the project that provide public benefit.
 - Funds are available for a wide array of freight projects, including: projects occurring on a highway; a freight intermodal, freight rail, or railway-highway grade crossing or grade separation project; a project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility. Non-highway projects must make a significant improvement to the movement of freight on the National Highway System.
- National Highway Freight Program:
 - Revises the goals to include further consideration of environmental and equity impacts.
 - Provides for additional critical rural and urban freight corridor mileage for States that have at least 90% of their currently allotted mileage. This means Washington could expand its mileage for the National Highway Freight Network, thereby expanding where National Highway Freight Program funding can be spent. (It's an additional 150 miles for rural and an additional 75 miles for urban; this work would be done by WSDOT and the MPOs and RTPOs.)
- Freight Planning:
 - Revises the National Multimodal Freight Policy, the National Strategic Freight Plan, and the requirements for State Freight Plans to include further consideration of environmental and equity impacts.

What happens now...

- Congress is headed for an extension of the FAST Act—at a minimum until after the election, but likely longer.
- Depending on the outcome of the elections, these bills could form the starting point for negotiations (or they could start over).
- Neither the House nor Senate have proposed how to pay for the bills released to date. With the pandemic, the receipts into the Highway Trust Fund are down 14%.
- There are also discussions about how best to leverage transportation investments to stimulate the economy. We'll be watching this closely and have been looking at the lessons learned from the 2009 ARRA package and how stimulus issues may be considered in conjunction with reauthorization.



Federal Issues Overview

Kristin Meira, Executive Director
Dena Horton, Government Relations Director

Pacific Northwest Waterways Association (PNWA)

Pacific Northwest Waterways Association

- **Over 135 members in WA, OR, and ID:**

Pilots

Union labor



Advocating for federal navigation infrastructure



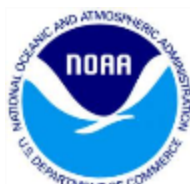
- **U.S. Army Corps of Engineers:**
 - Portland, Walla Walla, Seattle Districts
 - Northwestern Division
 - Headquarters in DC
 - Assistant Secretary of the Army (Civil Works) – Pentagon



- **Congress:**
 - Northwest House & Senate delegations (local and DC)
 - House & Senate Energy & Water Appropriations Subcommittees
 - House Transportation & Infrastructure Committee (T&I); Senate Environment & Public Works Committee (EPW)



- **White House:**
 - Office of Management & Budget (OMB)
 - CEQ



Agenda

Columbia River Treaty

Funding for federal waterways in WA

Water Resources Development Act (WRDA)

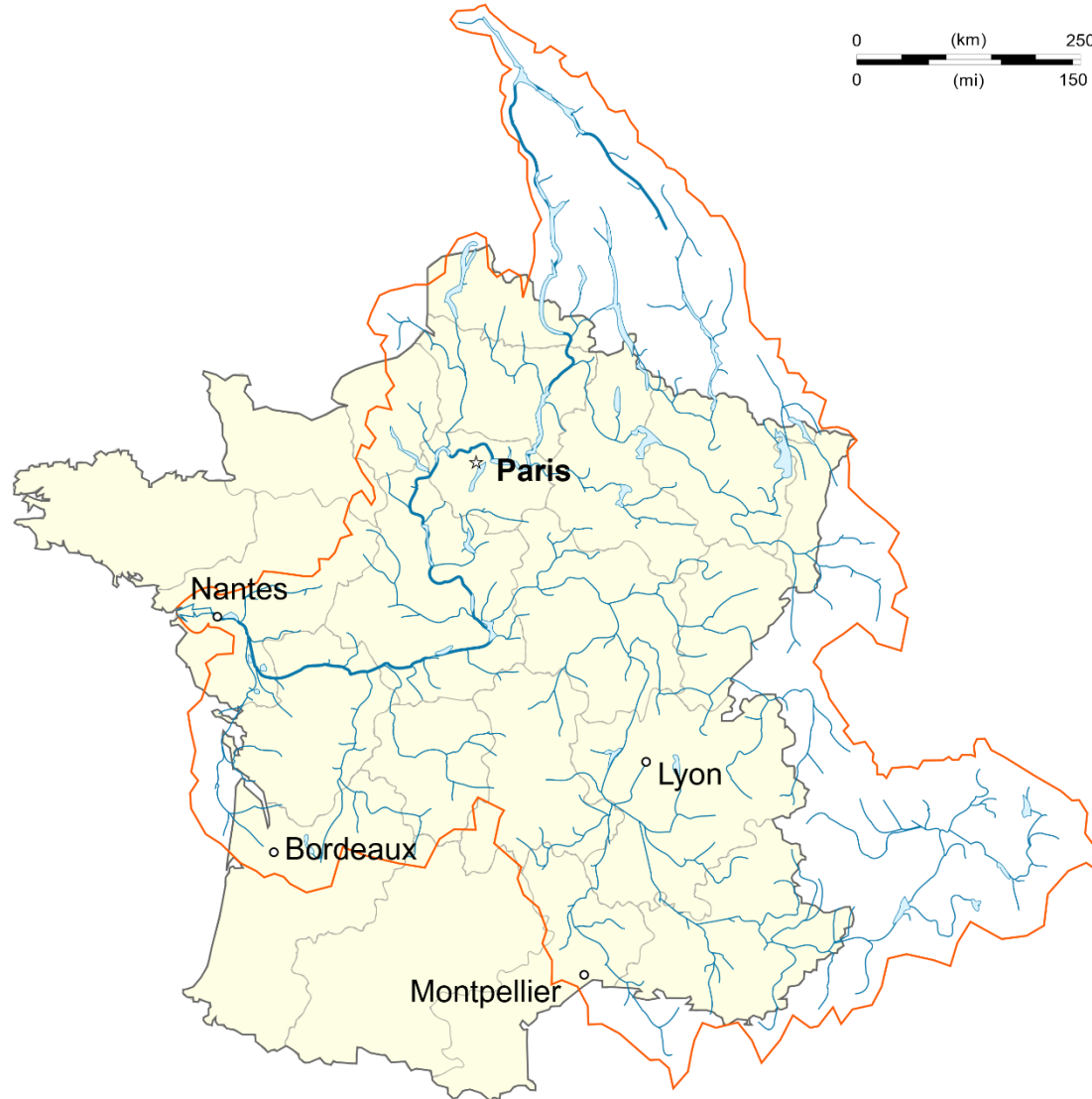
Harbor Maintenance Trust Fund (HMTF)



COLUMBIA RIVER BASIN



COLUMBIA RIVER BASIN



COLUMBIA RIVER TREATY

- US-Canada Treaty ratified in 1964 for:
 - Coordinate flood control
 - Optimize hydroelectric generation
- Constructed four dams
 - Duncan – 1967 – Canada
 - Arrow/Keenleyside – 1968 – Canada
 - Mica – 1973 – Canada
 - Libby – 1975 – U.S.
- Cost sharing
- Shared energy benefits
- Framework for cooperation
- Some flexibility, with “notes” exchanged



COLUMBIA RIVER TREATY

Current drivers:

- Costs – Canadian Entitlement
- Predictability & costs – flood control agreement
- Ecosystem health / cross-border fish passage

Wild card:

- 10 year “notice” to terminate
- Opened September 2014, for 2024
- Neither country has issued termination notice yet

Wild card:

- 2024 “Called Upon” operations
- Lack of certainty with flood control agreement

U.S. Entity Regional Recommendation
for the
Future of the Columbia River Treaty after 2024

December 13, 2013



COLUMBIA RIVER TREATY AND NAVIGATION

- Changes in flow volume, timing and duration could impact:
 - Sedimentation and shoaling
 - Safe movement of barge tows and deep draft vessels
 - Further degradation of pile dikes
 - Impacts to levees which protect port assets



NEGOTIATIONS ARE UNDERWAY ...



- Formal negotiations began in May 2018
- Ten rounds of talks have been held
- Navigation & port interests continue to engage with U.S. State Dept. and Corps of Engineers



FEDERAL WATERWAYS IN WA



Deep draft navigation

- Puget Sound
- Grays Harbor
- Lower Columbia River



Inland navigation

- Columbia Snake River System



Small & Recreational ports

- Columbia River
- Washington coast / Puget Sound



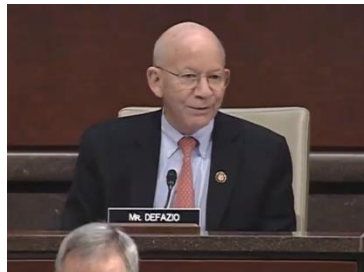
FY2021 CORPS OF ENGINEERS FUNDING

- Administration's budget – a mixed bag:
 - Just under \$6B - \$1.7B less than the FY2020 enacted level - roughly a 22% cut
 - \$119M to finish the Columbia River jetties major rehab project
 - Funding for a crane at McNary navigation lock
- House bill is on the move:
 - \$7.63B for the Corps - \$1.7 billion above the Administration's budget - \$400M over FY2020 enacted level
- See [“PNWA Supported Corps Projects”](#) for individual funding amounts



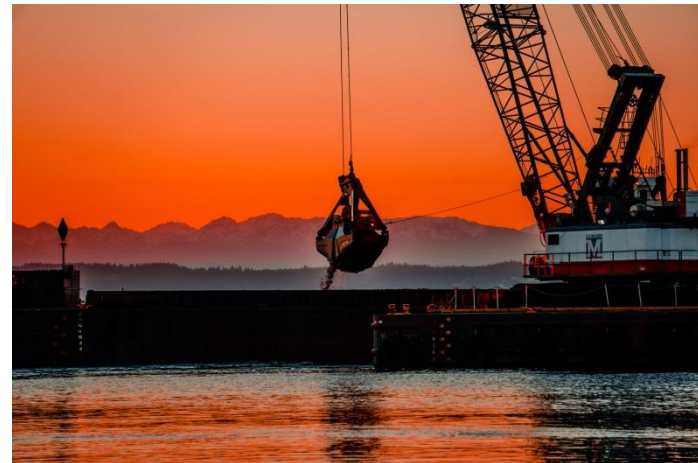
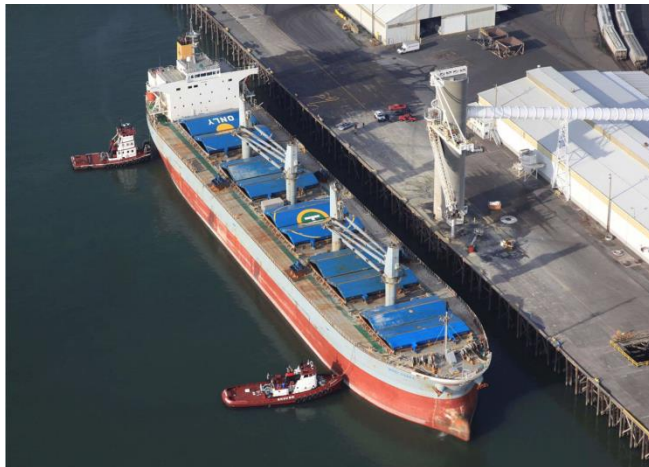
2020 WATER RESOURCES DEVELOPMENT ACT (WRDA)

- Brief overview
- History of PNWA project & policy successes
- PNWA priorities related to freight movement
 - Project authorizations
 - Harbor Maintenance Trust Fund
 - Re-evaluation of turning basins on the Lower Columbia River



HARBOR MAINTENANCE TRUST FUND

- Congress marches toward full spending
- More changes on the horizon?
 - Sen. Shelby & CARES Act
 - Competing House & Senate WRDA proposals



[Return to Agenda](#)

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

March 20, 2020 • 10:00 a.m. – 1:00 p.m. • Olympia, WA
(Conducted via GoToMeeting)

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair
Leonard Barnes
Matt Ewers
Erik Hansen
Johan Hellman
Roger Millar
Temple Lentz

John McCarthy
Roger Millar
Art Swannack
Bob Watters
Ben Wick
Ex officio Aaron Hunt

Not Present:
Pat Hulcey

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Lorelei Williams, City of Seattle
Megan Hoyt, City of Seattle

Meeting Convenes

Chair Dan Gatchet convened the webinar meeting at 10 a.m. Ms. Workman took roll call. Quorum achieved.

Approval of Minutes

Board Action Item: Adoption of January 24, 2020, Board Meeting Minutes

MOTION:

Chair Gatchet entertained a motion to adopt the January 24, 2020, meeting minutes as presented.

Mr. Barnes so moved to adopt the minutes as presented. Mr. Swannack seconded. Chair Gatchet asked if any Board members on the conference call opposed or wished to abstain on the motion. None noted.

MOTION CARRIED

FMSIB Budgets

Operating Budget: As of February 29, FMSIB's dollar variance is approximately \$20,000 to the positive and continues to be on track for expending below appropriations through the end of the biennium.

Capital Budget: Director Ziegler reviewed the capital budget chart and noted that project sponsors submit quarterly reports to FMSIB. This chart reflects project sponsor data through the end of January. Approximately \$12 million of FMSIB appropriation has been expended. As of last week, the

Legislature reduced FMSIB's appropriations from \$51 million to approximately \$36 million. This should not delay any projects other than the few projects the Legislature selected to delay to future biennia. FMSIB is currently tracking well for project delivery this biennium since many of the projects are in the construction phase.

Board Discussion

Mr. McCarthy asked for clarification on status of the three projects indicated as "High Likelihood" to expend this biennium but not under agreement, yet. Director Ziegler explained that one of the projects, Port of Kalama, was moved to the next biennium by the Legislature. The other two are either fully or mostly funded and anticipate going to ad soon. Mr. McCarthy also asked about those projects that are open to traffic but reimbursement has not been completed. Director Zeigler stated that even though the physical project completed, in the best of cases it can be 3 to 6 months for all the paperwork to be completed. It can even take up to several years. FMSIB relies heavily on WSDOT Local Programs to inspect completed projects and to monitor the sponsors for completing their paperwork.

Director Ziegler noted that the changes on the Active Projects chart do not reflect the changes in the Supplemental Transportation Budget. He will provide an update at the next Board meeting.

Mr. Ewers asked about the status of Spokane County Bigelow Gulch Phase 3. Director Ziegler explained that there are many phases to this project. FMSIB awarded money to Phase 3 in 2018. The county is struggling to get it fully funded, so it will likely be moved into the next biennium.

Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the January 24, 2020, Board meeting. Director Ziegler highlighted the following:

Project Status Updates

At the September 2019 Board meeting, FMSIB awarded the City of Pasco's Lewis Street Underpass \$4.4 million subject to Legislature approval of FMSIB's amended LEAP list. The Legislature did fund the project in the Supplemental Transportation Budget but moved it to WSDOT's Program Z.

Mr. Swannack asked for clarification as to where the \$4.4 million FMSIB planned to award to the Pasco project went. Director Ziegler said that due to I-976, the Legislature focused on reducing Multimodal Fund expenditures so the funding shift was part of the Legislature's overall reduction plan.

Active Projects Being Considered for Deferral

During 2020, the Board plans to review the status of following two projects:

1. Project #100, City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements (sponsor update provided at today's meeting)
2. Project #101, City of Sumner, Stewart Road

FMSIB Legislative Committee Meeting

The committee convened on January 31 to discuss possible legislative strategy for ensuring that state freight mobility needs are identified in time for 2021 transportation revenues. The committee decided not to pursue any options discussed.

Board Member Reports

Mr. McCarthy: Due to COVID-19, Northwest Seaport Alliance has seen a reduction of about 12 percent in container volume for the first two months compared to last year, and March is expected to be worse. On a positive note, China is beginning to resume operations.

Mr. Watters: In response to Chair Gatchet's question about Terminal 18 status, Mr. Watters stated it is doing pretty well without having to go to "casuals." They are trying to monitor how much volume is going in and out of the terminal and are hoping things will pick up in April.

Secretary Millar: WSDOT's primary responsibility is to keep the state's transportation system operational during the COVID-19 pandemic. Continuity of operations is a priority: maintaining staffing for bridges, tunnels, incident response teams, and maintenance crews. Public lobbies are now closed, and most work is being done online. Rest areas have remained open. There has been about a 40 to 80 percent reduction in transportation volumes around the state. He is encouraging people to use the state's website for accurate COVID-19 information. Mr. Ron Pate is available for any freight related questions/concerns about how WSDOT is responding.

Legislative Session Overview

Director Ziegler reviewed the following two charts:

1. Legislative Update for March Board Meeting

Provides a summary of all freight mobility related bills and their outcome for the 2020 Legislative Session. Secretary Millar noted that although WSDOT supported HB 2688/SB 6398 (Expanding transportation policy goals), there is some work to do on the language of the bill. Director Ziegler stated that HB 1110 (Reducing greenhouse gas emissions associated with transportation fuels-Carbon tax) will likely be part of Senator Hobbs next transportation funding packet.

2. FMSIB 2020 Supplemental Budget

Operating Budget received a standard 5 percent efficiency reduction. The reduction will not significantly impact FMSIB daily business.

Capital Budget received a \$15 million reduction (mostly due to I-976) and now has \$36 million expenditure authority. The intent of the Legislature is not to delay any projects. The Conference Committee Report also included the following:

- *LEAP List Retained* - Both House (HTC) and Senate (STC) Transportation Committees retained FMSIB's LEAP list requirement. The HTC approach selected the projects and amounts while the STC approach allows FMSIB to manage.
- *Call for Projects Prohibited* - The Conference Committee and HTC retained prohibition. STC's proposal removed call for projects prohibition.
- *Future Award Money* - The Conference Committee and STC included future award money. HTC proposal eliminated future award money.
- *New FMSIB Proviso* -
"It is the intent of the legislature to continue to make strategic investments in a statewide freight mobility transportation system with the help of the freight mobility strategic investment board, including projects that mitigate the impact of freight movement on local communities."

- *Updated WSDOT/WAFAC Proviso -*

Secretary Millar shared that he and Chair Gatchet agreed to postpone the discussion on WAFAC to a future Board meeting. Chair Gatchet acknowledged that was correct. Secretary Millar provided a brief summary stating that the proviso added in the budget last year would have upended a long-standing process led by the Governor's Office for allocating federal-aid highway dollars. He stated that nobody discussed that added proviso with WSDOT in advance. He further stated that, at Representative Fey's request, WSDOT provided language that would improve our state freight advisory committee. The cities, counties, and ports approached Representative Fey about amending the new language. WSDOT then worked with stakeholders to include new proviso language they could all support. Sec. Millar reminded everyone that in federal law, state freight advisory committees are encouraged but not required. He further added that if a state decides to have a freight advisory committee, FHWA recommends a variety of groups that should be at the table. The new proviso directs WSDOT to convene a group of stakeholders to make recommendations regarding the state freight advisory committee. WSDOT is looking forward to working with the stakeholders.

Board Discussion

Mr. Swannack asked if the LEAP list allows FMSIB the authority to request funding for any projects already reviewed by FMSIB or to add more money to an existing project. Director Ziegler confirmed FMSIB could make those LEAP list requests; however, the Governor's Office will need to be consulted to establish a process for doing so. Director Ziegler understood Mr. Hansen's comment (poor audio) to be that the Legislature authorizes projects on the LEAP list by amount. Chair Gatchet noted that Director Ziegler would look further into the process since the LEAP list language is different between the HTC and STC. Mr. Barnes commented on the importance of utilizing any project funds that are available, as well as getting FMSIB projects moving forward and completed.

Staff Action Item: Director Ziegler will work with the Governor's Office to determine process for requesting changes to the LEAP list.

Project Selection Committee-FMSIB Budget Proviso Next Steps

At the Board's request, the FMSIB Project Selection Committee met in February to begin to develop a plan for implementing the options for reducing reappropriation included in the Board's 2019 report to the Legislature. For a draft summary of the Committee's meeting, please see "Project Selection Committee Review of Reappropriation Options" in the Board meeting packet. Mr. Ewers stressed that this is preliminary review and that the committee was trying to narrow down the options to bring before the Board; he strongly advised this topic be included on the May meeting agenda.

MOTION: None presented.

E. Marginal Way Heavy Haul Corridor - Project Update

FMSIB awarded \$6.1 million to the City of Seattle East Marginal Way Heavy Haul Corridor in 2018. Lorelei Williams and Megan Hoyt provided a PowerPoint presentation on the status of this project. This project is one of two major city freight projects (FMSIB funding partner in both) and continues to

be a city priority. Approximately 50 percent of the funding is secured, and they have applied for federal grants. The city also provided the below updates since the 2018 project awarded:

- FHWA design funds (\$4M): project now at 60% design milestone
- Proposed relocation of railroad tracks at S Hanford St (approx. \$3M in increased scope)
- Safety improvement
- Allows crossing to be upgraded to match Heavy Haul pavement
- Reconstruction of roadway to Heavy Haul standards between S Spokane St and Duwamish Ave S (approx. \$1.5M in increased scope)
- Proposed project phasing in order to meet grant requirements (TIB & FHWA)

Board Discussion

Chair Gatchet encouraged the city to include the Washington Trucking Associations and the Manufacturing and Industrial Council in the project discussions. Ms. Hoyt appreciated the suggestion and noted that most of the outreach was done years ago. The city has done more local outreach as the design work has progressed. Chair Gatchet also inquired if this project is still valid since activity has decreased on East Marginal Way and only a small section of the corridor accesses the rail ramps. The city acknowledged it is difficult to predict future volumes; however, based on daily activity at the site, it is still a very important project. Chair Gatchet inquired if the Heavy Haul Trucking fee the city collects is part of the project. Ms. Hoyt said they have already been trying to track down that information, and she believes some may be going towards truck parking. Ms. Hoyt offered to provide updated information at a future board meeting.

Board Discussion

Mr. McCarthy stated the port has plans for Terminal 46. He would like to retain this project on the active list and asked if a motion was needed. Chair Gatchet pointed out this is another example of a worthy project that will not be done quickly. Ms. Williams stated that when the money was awarded, the expectation was to spend half in 2021-23 and the other half in 2023-25. Director Ziegler explained that a motion is not required: only if the Board wants to change direction or to advise FMSIB staff to do anything in particular. The city offered to report to the Board later this year, once they hear back about the federal grant applications.

Future Agenda Item: The City of Seattle will report to the Board in 2020, after hearing about federal grants.

MOTION: None presented.

FAST Act Reauthorization-Senator Cantwell

Senator Cantwell's DC Office requested a conference call with FMSIB to provide input on the FAST Act. Chair Gatchet, Director Ziegler, and Mr. Hansen participated in the meeting. The conference call minutes are included in the meeting packet.

WAFAC Discussion

Chair Gatchet is currently the chair of WAFAC and noted that WAFAC is center-stage again. He requested Director Ziegler prepare the documents included in the meeting packet for historical background of WAFAC in preparation for the Board to have a more robust conversation at the May workshop.

Mr. Pate stated that WSDOT would have some comments on the documents prior to the May workshop.

Staff Action Item: Director Ziegler to follow-up with Mr. Pate on WAFAC documents.

Future Agenda Item: The future of WAFAC included in May workshop agenda.

Review May FMSIB Workshop Topics

Director Zeigler reviewed past workshop topics and asked for input from the Board on workshop topics. Based on Board input, the final workshop topic list is as follows:

- Budget development for 2021
- Legislative proviso implementation (WAFAC)
- Include action items in workshop
- History of FMSIB, not the “All Freight in Washington” presentation
- History of WAFAC
- Trucking, Rail, Port, AWC, and WSAC Priorities
- Status of WAFAC and FAST Act Reauthorization
- Role of Transportation Boards in Washington

FMSIB/CRAB/TIB Comparison

This agenda item is in response to Mr. McCarthy’s request. Chair Gatchet asked that this agenda item be postponed until the workshop. Mr. McCarthy stated the chart included in the Board packet answered all of his questions.

Future Agenda Item: Consider adding to workshop agenda.

Annual Report Distribution

Under RCW 47.06A.020(1)(c), the board is required to provide a periodic progress report.

Ms. Workman gave a brief recap of the 2019 Annual Report distribution for both electronic and printed copies. Mr. Ewers questioned why we do a printed copy. Director Ziegler suggested we have that conversation before the 2020 report.

Future Agenda Item: Board to discuss distribution for next annual report at future meeting.

Next Meeting

The next Board meeting and workshop was scheduled for May 27-28 at Skamania Lodge; however, due to COVID-19 outbreak, the lodge is closed until May 31. A new workshop/board meeting date and location will need to be scheduled.

MOTION: Mr. Swannack moved to authorize the Chair to work with FMSIB staff to explore alternatives to the May workshop and schedule a new venue and date as acceptable. Mr. Barnes seconded. Chair Gatchet asked for any opposition. None noted.

MOTION CARRIED

Meeting Adjourned

Chair Gatchet adjourned the meeting at 12:40 p.m.

Dan Gatchet

Chair

Attest: Brian Ziegler

Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 772,000

Expenditure Detail through: June 30, 2020

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru June 30, 2020	Actual Expenditures thru June 30, 2020	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	576,000	288,000	276,106	11,894
Travel	38,000	19,000	14,260	4,740
Goods & Services	113,000	56,500	49,562	6,938
Personal Service Contracts	45,000	20,500	20,500	0
Total Thru June 30, 2020	\$ 772,000	384,000	360,429	23,571
Expenditure Detail	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru June 30, 2020	Actual Expenditures thru June 30, 2020	Biennium To Date Dollar Variance
Salaries:				
Staff Salary	576,000	288,000	276,106	11,894
Total Salary	\$ 576,000	288,000	276,106	11,894
Travel:				
Staff Travel	19,000	9,500	6,175	3,325
Board Travel	19,000	9,500	8,086	1,414
Total Travel	\$ 38,000	19,000	14,260	4,740
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	35,000	17,500	15,212	2,288
WS DES Services	18,000	9,000	7,683	1,317
WS TIB - Office Rent & Utilities	32,000	16,000	16,155	-155
WS Attorney General	2,000	1,000	0	1,000
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	13,000	10,512	2,488
Total Goods & Services	\$ 113,000	56,500	49,562	6,938
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund)	22,500	20,500	20,500	0
FY21 - 2020 Annual Report (Lund)	22,500		0	0
Total Personal Service Contracts	\$ 45,000	20,500	20,500	0
Total Thru June 30, 2020	\$ 772,000	384,000	360,429	23,571

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective July 30, 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	6
	- FMSIB Award to Const. is between 2 and 4 years	7
	- FMSIB Award to Const. is more than 4 years	14
	- Changes from last report	

No. of Projects

				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			Substantial Comp. June 30?	
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333			Substantial Comp. June 30?	
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383				
15	Seattle	S Lander St Grade Separation	2017	8,000			Substantial Comp. Sept.?	
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			Forecasted Feb. 2021	
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000				
19-21 Biennium								
1	Chelan Co	West Cashmere Bridge	2018	3,000				
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000				
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100			June NTP	
12	Port of Kalama	Industrial Rail Additions	2018	2,400			Deferred to 2021 by Legislature	
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000			July 17 Ad Date?	
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500			Feb-21	
26	Tacoma	Taylor Way Rehabilitation	2016	2,500			Open House May 27	
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000			Jan. 2021 Ad Date	
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		Deferred by FMSIB (1/20)		
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		Deferred by FMSIB (1/20)		
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21 FMSIB presentation 3/20/20 and 7/30/20		
20	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility		
24	Sumner	Stewart Road	2018	3,000		Dec-21 FMSIB presentation in 2020 TBD		
			Total	104,983				

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium - Effective July 30, 2020

Likelihood to expend 19-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

(Dollars in thousands)

	<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	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	4,333	4,333	0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	231	92	0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	4,431	797	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	1,221	833	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	1,742	1,742	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	3,149	3,149	0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	2,189	113	0	0	6,000
		Subtotal			19,630	13,393			
1	Chelan Co	West Cashmere Bridge	2018	3,000	1,500	2,014	1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	2,500		2,500	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0		2,400	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	1,000		8,000	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	2,500	261	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500		0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	1,600		3,400	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	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
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	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
	Statewide	Future Awards			0		5,000	22,000	50,500
		Past and Current Biennial Subtotals			36,144	15,668			

<u>Agency</u>		<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</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		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0		0	0	0
24	Sumner	Stewart Road	2018	3,000	0		2,000	1,000	3,000
		Future Total					37,769	27,300	
		Program Total			36,144	15,668	37,769	27,300	148,033

Biennial Time Expended: **50%** **43%** of biennial expenditures

Revenue			
Beginning Balance		23,189	3,954 (5,606)
Freight Mobility Investment Account - 09E		13,298	13,698 13,698
Freight Mobility Multimodal Account - 11E		-1,296	14,511 14,511
Motor Vehicle Funds		4,907	0 0
Total Revenue		40,098	32,163 22,603
Expenditures			
Freight Mobility Investment Account - 09E		24,265	5,697 13,351 13,351
Freight Mobility Multimodal Account - 11E		4,992	318 24,418 14,571
Highway Safety Account		81	5
Motor Vehicle Funds (Federal)		6,806	6,642
Total Expenditures		36,144	12,662 37,769 27,300
Reappropriation		3,954	(5,606) (4,697)

FMSIB Director's Report

July 30, 2020

(Last Report : March 20, 2020)

Project Status Updates

City of Fife, Port of Tacoma Rd. I/C (“First Dollars”) – The “Little City That Could” is an example of local governments being closely attuned to the freight mobility needs of their communities and seeking grant support for projects from a variety of sources. Being on the doorstep of the Port of Tacoma and with I-5 splitting the city, Fife is uniquely positioned to understand the congestion and safety problems urban communities face where high volumes of international freight are being moved.

FMSIB first granted funding to the Port of Tacoma Road project in 2003 to provide additional left-turn channelization on Highway 99. Then again, in 2006, FMSIB provided advanced wetland mitigation funding to ensure the full interchange could be constructed while protecting adjacent wetlands. Additional FMSIB construction funding was provided in 2010. But it wasn't until 2015's Connecting Washington package that construction could begin.

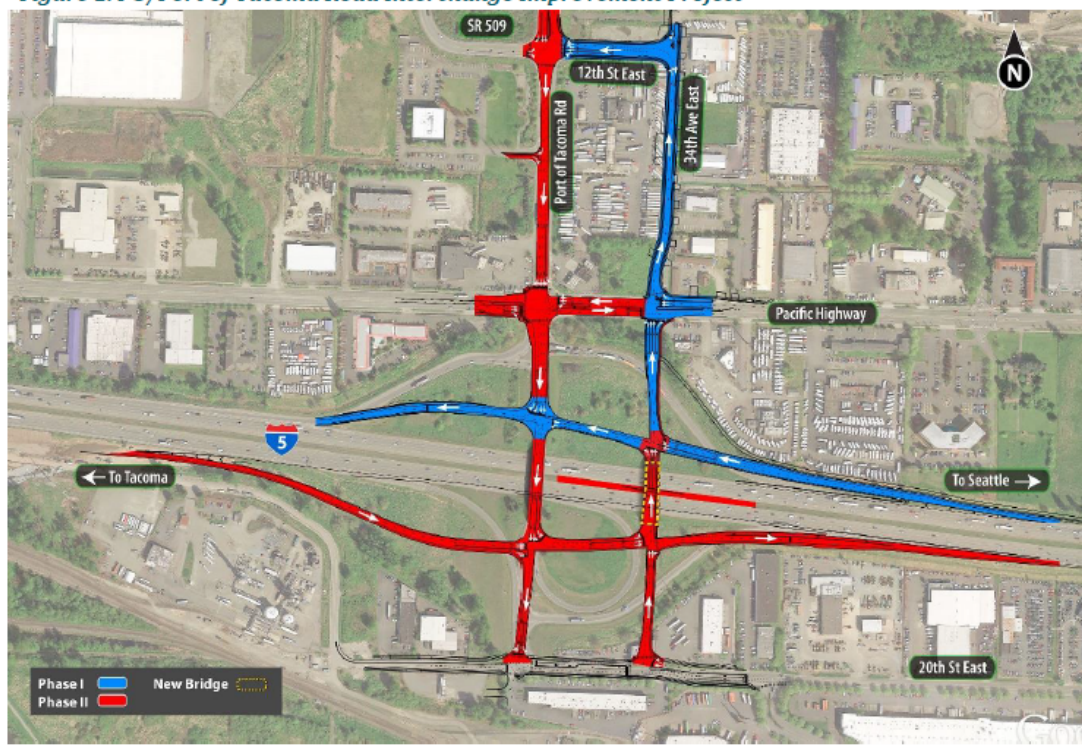
Construction on the north half of the interchange commenced in 2018. Here is a video from 2019 showing the weeklong night-time construction of the I-5 SB off-ramp.

Time-lapse video of Off-Ramp Cutover Construction, I-5 SB to Port of Tacoma Road (Oct 10-15, 2019) – Approx. 2 minutes:

<https://www.youtube.com/watch?v=FiQGtrUcVT0&feature=youtu.be>

The project achieved an important milestone last month with the opening of the I-5 SB Off-ramp and the new 34th connection to 12th St. This is the new preferred routes for freight to access the Port of Tacoma.

Figure 1. I-5/Port of Tacoma Road Interchange Improvement Project







Chelan County, West Cashmere Bridge Replacement (“*Last Dollars*”) – Rural communities face freight mobility challenges too, especially when geographic constraints and aging bridges limit freight access. The City of Cashmere is served on the west end by SR-2 and a bridge crossing of the railroad tracks and the Wenatchee River. Freight is constrained by vertical limits and weight limits, and the bridge needed replacement. On behalf of the city, Chelan County began developing designs, working on permits, and securing funding beginning in 2012. They approached FMSIB in 2018 needing only the final \$3 million of a \$23 million project. The Board reviewed their application and scored this project highest amongst the dozen projects submitted in 2018. Construction began earlier this year.

Project website:

<https://www.co.chelan.wa.us/public-works/pages/west-cashmere-bridge-replacement-crp-693>

May 29, 2020 Construction Update Video – Approx. 1 min:

<https://www.youtube.com/watch?v=zTMZrSokKaA&feature=youtu.be>

Time Lapse Video (Jun 12 to July 14) – Approx. 3 min:

<https://www.facebook.com/NCWLIFE/videos/318100422566406/>





Active Projects Being Considered for Deferral

At the May 2019 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. Over the last six months or so, those four projects have been reviewed by the Board and actions taken to Defer projects and/or keep them in Active status. At the January 2020 meeting, the Board concurred in staff recommendations to review two more projects:

1. City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements
2. City of Sumner, Stewart Road

The City of Seattle presented their project at the March meeting and the Board asked questions about the expected INFRA and BUILD federal grant funding requests. The city will be providing a status report on those grant requests at this meeting. The City of Sumner will be invited to present later this year.

Since the Board was precluded from conducting a 2020 Call for Projects, there are no additional projects to consider for Deferral, beyond the list reviewed in May 2019.

OFM Furlough and Salary Savings

On June 17, after the state revenue forecast showed a \$4.5 billion reduction in anticipated revenue, the Governor directed state agencies to forgo proposed July 1 salary increases (3%) and to implement a staff furlough plan. Per the Governor's Order, FMSIB staff are expected to take one furlough day a week through the month of July (a 20% pay cut) and one furlough day a month (5% pay cut) through November. Those furloughs have been executed to date.

2019-21 Second Supplemental Budget and 2021-23 Biennial Budget

As a state agency, FMSIB is required to submit a state agency budget to the Governor and Legislature every year.

In the 2021-23 Budget Instructions, OFM asks agencies to "re-base" state program budgets to a level below the maintenance level budget. Essentially, this means OFM is not likely to entertain any additions to the budget (called "decision packages"). In addition, OFM asks agencies to submit 2021-23 budget proposals that identify reductions equal to 15% of unprotected Near-General Fund maintenance level budgets. In FMSIB's case, 15% of the operating budget is approximately \$100,000 for the biennium, or \$50,000 annually. For several reasons, I suggest the Board not submit a 15% reduction scenario:

1. FMSIB has no General Fund, or Near-General Fund, appropriation.
2. A 15% FMSIB reduction represents a miniscule portion of the \$10 billion biennial Transportation Budget (0.001%, or equivalent to about ten bucks in a million), but is a huge impact to a small agency like FMSIB:
 - a. \$100,000 exceeds FMSIB's entire biennial rent, equipment, and office supplies costs (\$75,000)
 - b. \$100,000 exceeds FMSIB's entire biennial staff and Board travel costs (\$57,000)
 - c. \$100,000 represents an approximately 20% salary and benefits reduction, which would mean both FMSIB staff would be on one-day a week furlough for the biennium.

Though I recommend not submitting the 15% reduction budget, the Board can choose otherwise. If there is interest in exploring this reduction, I recommend the Board refer this issue to the Administration Committee for discussion and recommendation. Budgets are due to OFM on September 14, so the Committee would need to meet in August and would need delegated authority from the Board to implement recommendations since the Board does not meet again until Sept. 18.

Joint Transportation Committee – Statewide Transportation Needs Assessment

ESHB 1160, Sec, 204(1) directs the Joint Transportation Committee to conduct a comprehensive assessment of statewide transportation needs and priorities, and existing and potential transportation funding mechanisms to address those needs and priorities. This study includes two phases. FMSIB was asked to participate in the Phase I work and that work is now complete.

Here is the Phase 1 report:

http://leg.wa.gov/JTC/Documents/Studies/Statewide%20Needs%202019/FinalReport_StatewideNeeds.pdf

Phase 1 includes:

- Recommendations on the critical state and local transportation projects, programs, and services needed to achieve an efficient, effective, statewide transportation system over the next ten years;
- A comprehensive menu of funding options for the Legislature to consider to address the identified transportation system investments; and
- An analysis of the economic impacts of a range of future transportation investments (several of the highlighted projects are funded by FMSIB).

For Phase II, a JTC-appointed Advisory Panel has been identified and will begin meeting soon. They will review the assessment from Phase I and make final recommendations to the Legislature for consideration during the 2021 Legislative Session on a realistic, achievable plan for funding transportation programs, projects, and services over the next ten years including a timeline for legislative action on funding the identified transportation system needs shortfall. Phase II is to be completed by December 31, 2020. Transportation leadership in the Legislature have mentioned the importance of this study effort, particularly given the revenue limitations caused by I-976 and COVID-19.

2020 Annual Report

Under RCW 47.06A.020(1)(c), the Board shall “*provide periodic progress reports on its activities to the office of financial management and the senate and house transportation committees.*” FMSIB staff distributed over 200 paper copies and nearly 500 electronic copies of the 2019 Annual Report. In August, staff and our consultant will begin meeting with Board members and other interested parties to develop the 2020 Annual Report. This item is on the July meeting agenda to provide members an opportunity to discuss any desired changes in this year’s annual report.

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:

- April 7 – FHWA Washington Division Planning Office discussion on freight advisory committees
- April 14-17 – APWA Spring Meeting canceled
- April 16 – Washington State Good Roads and Transportation association (WSGRA) conference call to discuss unfunded maintenance and preservation needs
- April 16 – Pacific Northwest Waterways Association (PNWA) monthly membership call
- April 29 – Participated as a member of CAGTC’s Nominating Committee for 2020-21 Election of Officers
- May 6-8 – WPPA Spring Conference canceled
- May 7 – Participated in Washington Highway Users Federation (WHUF) Board meeting
- May 12 – CAGTC Annual meeting (virtual)
- May 27 – City of Tacoma, Taylor Way Rehabilitation project Open House (Virtual: <https://www.youtube.com/watch?v=usTVZv7OqAI&feature=youtu.be>)
- May 22 – Received word from Governor’s Office regarding reappointments to FMSIB of Chair Dan Gatchet and Commissioner John McCarthy. Congratulations!
- June – July: Conferred with other Boards and Commissions, such as TIB, WSTC, AWC Board, and JTC, to discuss virtual meeting protocols and technologies
- June 2 – CAGTC Summer Speakers Series - Joung Lee (AASHTO)
- June 8 – Freight Stakeholder Meeting No. 1 (facilitated by WSDOT)
- June 9 – Presented FMSB Overview to WPPA Roundtable (Zoom Meeting)
- June 10 – PSC Freight Advisory Committee meeting (Virtual)
- June 18 – Met with JTC staff to discuss potential for October Committee Tour of Eastern Washington freight activities.
- June 23-26 – AWC Spring Conference (In-person canceled, some sessions converted to online)
- June 25 – PNWA Webinar: “*Understanding the Rights of Tribes: Impacts and Opportunities for the Ports and Maritime Industry*”
- June 30 – Puget Sound Gateway Executive Committee meeting (virtual)
- July 7 – FMSIB Administrative Committee meeting (virtual) to discuss FMSIB July 30/31 Workshop and Meeting.
- July 9 – Climate Solutions Webinar: “*Carbon Pricing*”
- July 21 - FMSIB Administrative Committee meeting (virtual) to discuss FMSIB agenda and potential role of TVW.



FMSIB Project Review (July 2020)

Board action taken in Jan. 2020:

Board scheduling future reviews:

Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Original Ad Date	Progress	Staff: Defer?	Board: Defer?
51-3	Seattle	Duwamish Spot Improvement	\$300,000	\$2,383,000	Jan-03	Apr-06	Completed	N	
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$9,750,000	Jan-04	Oct-09	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	Scheduled for Nov. 2020 completion	N	
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	Jan-09	Apr-16	Completed	N	
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	Jan-09	Jan-15	Complete and operational	N	
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	Jan-10	None	City Canceled	Y	Y
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	Jan-10	None	Still short \$20 million. Nov. 15 Board presentation rescheduled to Jan. 2020	M	N
80-0	Spokane Valley	Barker Road/BNSF grade separation	\$29,200,000	\$9,000,000	Jan-10	Feb-15	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	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	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	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	Completed	N	
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	Jul-16	Jul-19	Ad date slipped to 2023. Nov. 15 Board presentation rescheduled to January 2020.	M	Y
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	Jul-16	Mar-18	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	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	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	\$23 m of \$48 m secured. April 2021 Ad date.	N	Invite
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	Jul-18	Feb-19	Groundbreaking Oct. 2019	N	
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	Jul-18	Feb-20	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	Mar. 2021 Ad. \$7 m of \$21 m secured.	N	Invite
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	Jul-18	Feb-20	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	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	All funds secured. Feb. 2021 Ad.	N	
24 Projects			Total:	\$671,665,367	\$101,633,000				

Active Projects that could be Deferred

[Return to Agenda](#)

East Marginal Way Project

July 2020 Update and Request



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

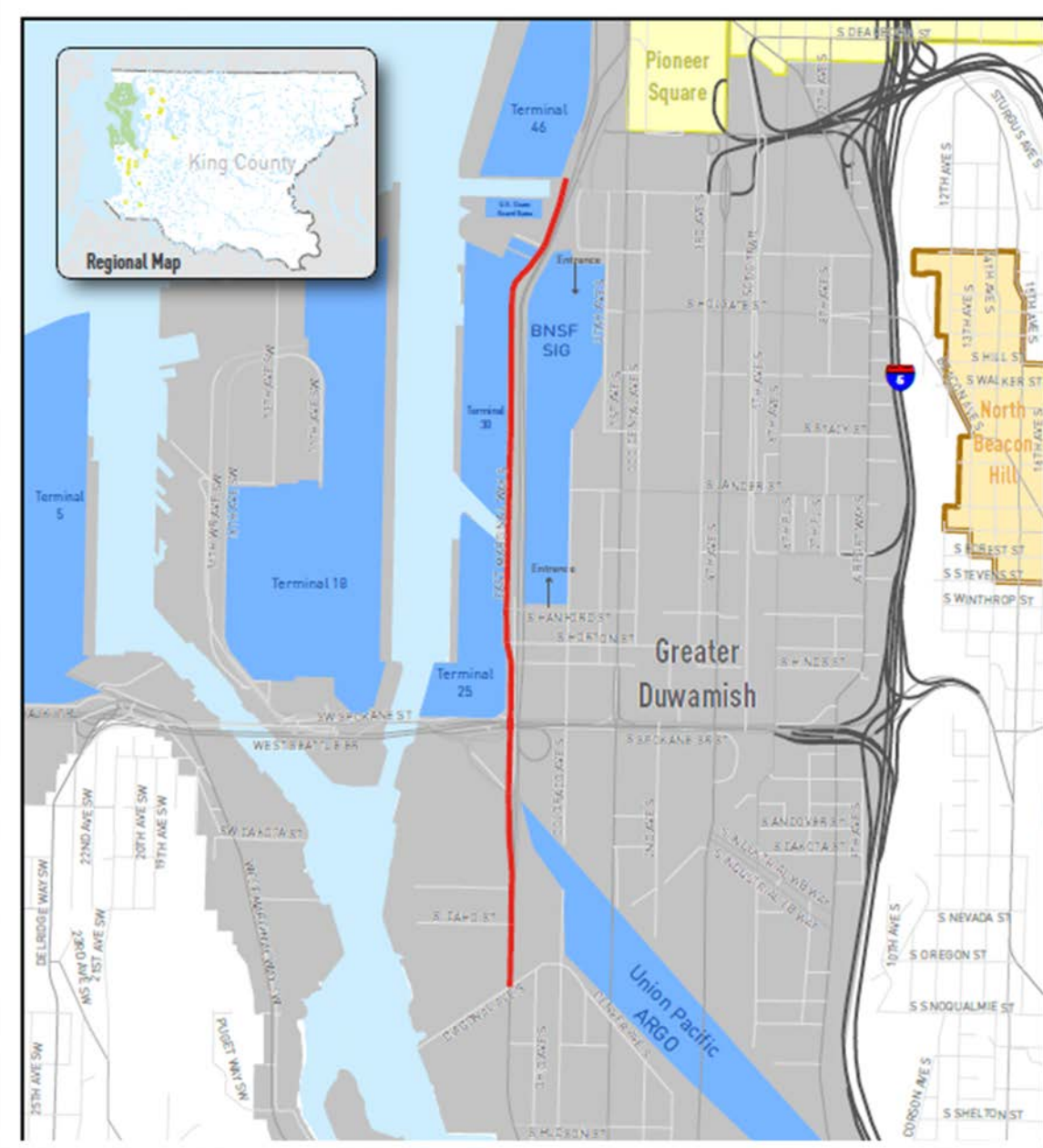
Presentation overview

- Background
- Project overview and funding scenarios
- Request for partial use of grant funds



Project location

- Located in Seattle's Greater Duwamish Manufacturing and Industrial Center
- Serves North Harbor terminals 5, 18, 25, 30, and 46, and the U.S. Coast Guard
- Key regional arterial for access to international commerce, I-5, SR 509
- PSRC Critical Urban Freight Corridor
- FGTS T-1/T-2 freight route
- Primary access to BN and UP intermodal facilities



Project goals



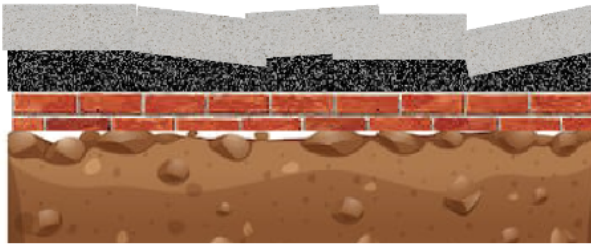
Improve freight mobility and access



Promote efficiencies in freight movements



Enhance separation for people walking and biking

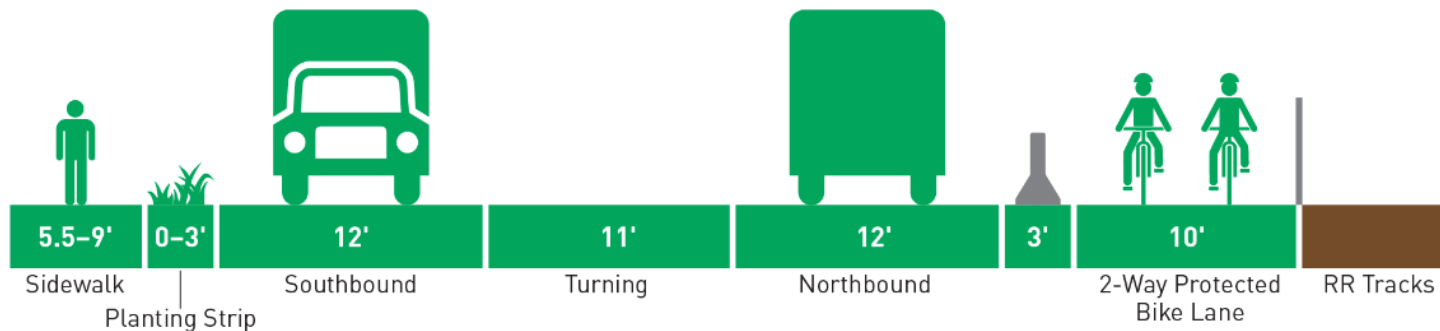


- Damaged and unlinked concrete slabs
- Asphalt section well past useful life
- Original brick sub-base
- Native fill material



Project Scope

- Pavement between S Massachusetts St and Duwamish Ave S will be upgraded to Heavy Haul standards
- Reconstructs roadway to provide 50-year life
- **Rebuilds signal at busy freight intersection (S Hanford St)** and adds adaptive signals to improve traffic flow
- Improves freight safety by separating people on bicycles



Phasing options

A phased approach utilizes current secured funding

Phase One – North Segment (S Atlantic St to S Spokane St)

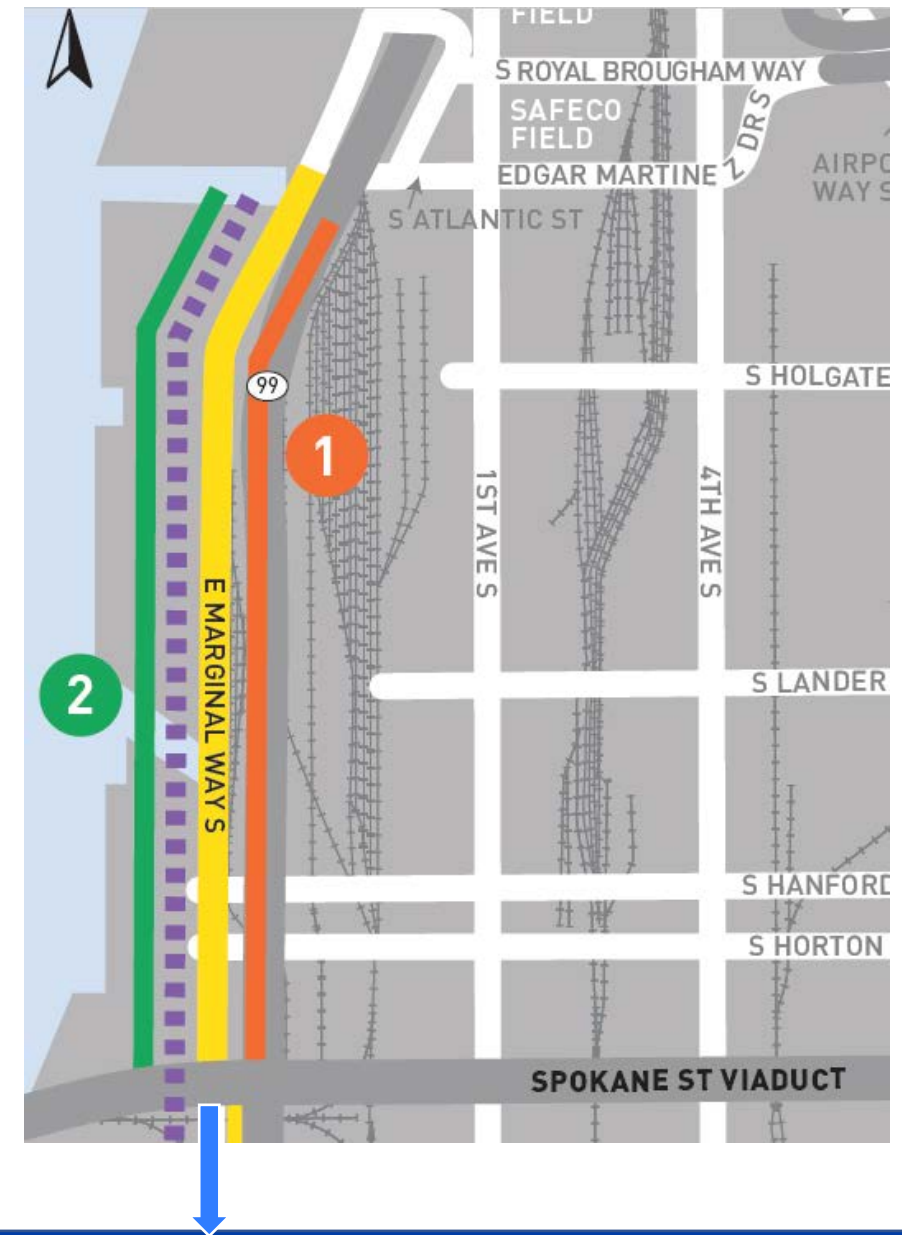
- Rebuild signal and relocate railroad track at S Hanford St
- New signal at S Horton St
- Bicycle facility between S Atlantic St and S Spokane St

Phase Two – North Segment (S Massachusetts St to S Spokane St)

- Roadway reconstruction to Heavy Haul standards
- Replace west sidewalk
- Water main replacement (SPU)

Future Phase – Central Segment (S Spokane St to Diagonal Ave S)

- Roadway construction to Heavy Haul standards between S Spokane St and Duwamish Ave S
- Non-motorized connection between S Spokane St and Diagonal Ave S



Funding plan

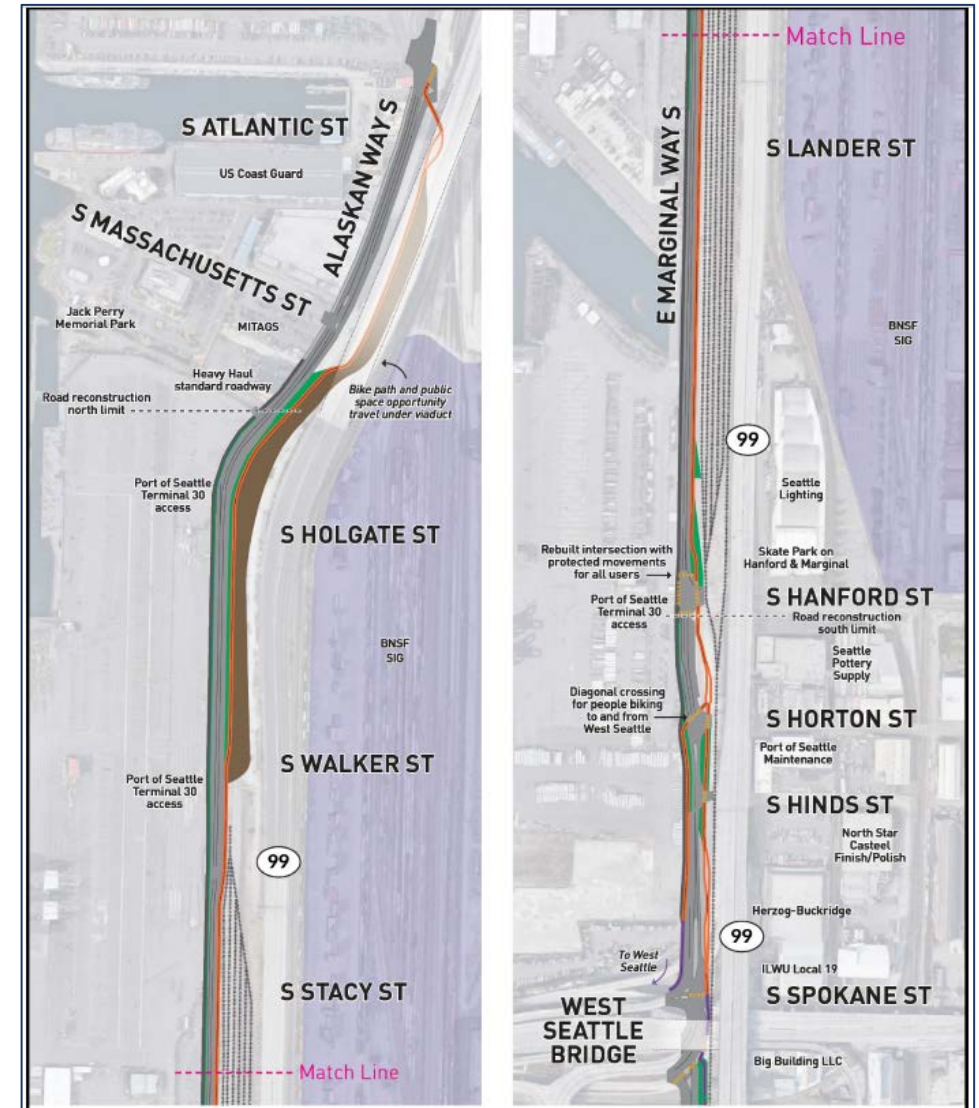
Source	Amount	Status
Levy to Move Seattle	\$5 million	Secured
Other local funds	\$2 million	Secured
Port of Seattle	\$5 million	Secured
FMSIB request	\$6.1 million	Secured
PRSC	\$6 million	Secured
TIB	\$3 million	Secured
BUILD	\$20 million	Requested
Total	\$47.1 million	
Phases 1 & 2 (FMSIB scope) ~ \$45M		
Phases 1, 2 & Central total: \$55M - \$60M; Shortfall: \$8M – 33M		

Original Cost Estimate (2018): \$48.5M

Revised Cost Estimate (2020): \$55 - 60M

2020 grant opportunities

- Submitted INFRA grant in February 2020 (\$13M ask) but it was not successful
- BUILD grant submitted May 18, 2020
 - \$20M ask to fund all work north of S Spokane St
- We expect to hear about BUILD in September 2020
- In September 2020 SDOT will know if the project will be phased or if Phase 1 and Phase 2 can be constructed together

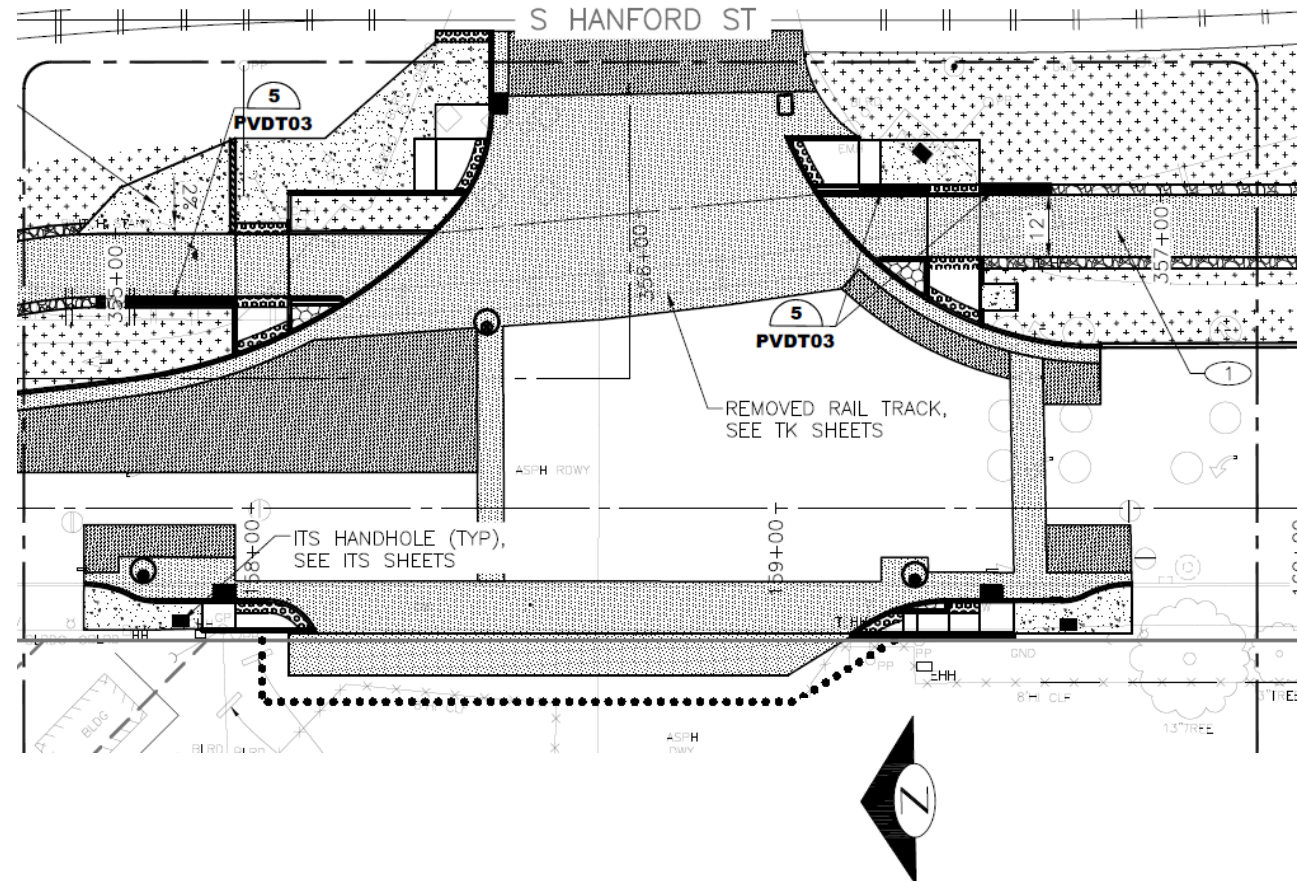


Funding scenarios

	Successful with 2020 BUILD grant	Partial award from 2020 BUILD grant	Unsuccessful 2020 BUILD grant
Phase 1 (S Atlantic St to S Spokane St)	Fully funded; construction start in 2022	Fully funded; construction start in 2022	Modified project funded; construction start in 2021
Phase 2 (S Massachusetts St to S Hanford St)	Fully funded; construction start in 2022	Fully funded; construction start in 2022	Continue to seek funding
Phase 2 (S Massachusetts St to S Spokane St)	Fully funded; construction start in 2022	Continue to seek funding	Continue to seek funding
Phase 3 (S Spokane S to Diagonal Ave S)	Continue to seek funding	Continue to seek funding	Continue to seek funding

Request to use \$1M of FMSIB funds in Phase 1

- SDOT would like to apply \$1M of our \$6.1M grant to Phase 1 if the project must be phased
- It would specifically be used for the S Hanford St signal rebuild
- If SDOT is successful with our BUILD grant, all FMSIB funds would be applied to the combined project



Phase 1 cost estimate and funding plan

	Cost (in millions)
Current estimate	\$14.4

Source	Amount	Status
Levy to Move Seattle	\$4.63 million	Secured
Other local funds	\$450K	Secured
FHWA (PSRC)	\$3.58 million	Secured
TIB	\$3 million	Secured
FMSIB	\$1 million	Today's Question
Total	\$12.63 million	

Funding shortfall to be addressed through scope revisions or additional local funding.

S Hanford St signal rebuild expected costs

- Full intersection and signal reconstruction will be over \$1M in direct costs (Engineer's Estimate)
- With soft costs (Construction Management, Inspection) cost for this work will be well over \$1M
- This work represents 7.4% of the Phase 1 project costs
- FMSIB match rate at award set at 12.6%



Next steps

Date	Activity/action
Sept 2020	BUILD decision
	Determines direction for construction
May 2021	Construction start of Phase 1
	or
March 2022	Construction start of combined project

Questions?

lorelei.williams@seattle.gov | (206) 684-5000

<http://www.seattle.gov/transportation/projects-and-programs/programs/freight-program/east-marginal-way-corridor-improvement-project>

www.seattle.gov/transportation





Memo

Date: July 17, 2020
To: Brian Ziegler
From: Lorelei Williams
Subject: SDOT East Marginal Way project: request to utilize partial grant amount in advance

The Seattle Department of Transportation (SDOT) is designing the East Marginal Way Corridor Improvement project, to which FMSIB has committed \$6.1M over two funding periods. Because full funding for the project has not yet been secured, SDOT is preparing to construct the project in phases. The work that FMSIB is funding would be spread between two phases of the project.

Phase 1 would include construction of the following scope of work:

- Protected bicycle lane between S Atlantic St and S Spokane St
- Full rebuild of the existing traffic signal at S Hanford St [\[FMSIB scope item\]](#)
- New traffic signal at S Horton St
- Lighting, landscaping, and signal adjustments to support the bicycle facility

Phase 2 would include the remainder of the FMSIB-funded work:

- Roadway reconstruction to Heavy Haul standards between approx. S Massachusetts St and S Spokane St

The original total project cost was \$48,600,000 with a FMSIB match rate of 12.6%. The current budget for Phase 1 is \$14.4M as shown below, and 12.6% of the budget for this phase would be approximately \$1.8M.

Phase 1 Project Costs

	Specific components	Subtotal	Total
Design		\$2,181,386	\$2,181,386
Construction			
	Engineer's Estimate	\$7,116,231	
	Soft costs	\$1,306,000	
	RR track relocation	\$2,000,000	
	Allowance & Contingency	\$1,792,018	
			\$12,214,249
Total			\$14,395,635

Considering the funding estimates above, and considering that FMSIB's grant was only intended to cover some of the scope elements in Phase 1, SDOT respectfully requests a FMSIB contribution of \$1M for this phase. This equals 6.9% of the Phase 1 project costs.

The new signal at S Hanford St represents a sizable percentage of the work in Phase 1 at just over \$1M of the Engineer's Estimate, including contingency, but not construction management costs or RR track relocation.

The signal will be rebuilt, with four new signal poles and mast arms, reconstructed curbs and landings, and potentially the relocation of the Union Pacific railroad track that currently runs through the intersection. We appreciate your consideration for a phased funding approach that will allow this, complex, multifaceted project to begin delivering benefits as soon as possible.

2019-20 FMSIB Committees

Board & Executive

Chair ~ Dan Gatchet
Leonard Barnes
Matt Ewers
Erik Hansen
Johan Hellman
Pat Hulcey (appt. expired 6/2020)
Temple Lentz
John McCarthy
Roger Millar
Arthur Swannack
Bob Watters
Ben Wick
Aaron Hunt, Ex-Officio
*Cities (1)

Legislative

Chair ~ Leonard Barnes
Matt Ewers
Dan Gatchet
Johan Hellman
Pat Hulcey (appt. expired 6/2020)
Roger Millar
Bob Watters
Ben Wick

Project Selection

Chair ~ Pat Hulcey (appt. expired 6/2020)
Matt Ewers
Bob Watters
Ben Wick

Administrative

Chair ~ Dan Gatchet
Leonard Barnes
Art Swannack
John McCarthy

Outreach

Chair ~ Bob Watters
Leonard Barnes

WA Freight Advisory Committee

See attached document

*Vacant

Changes since 05-31-19

Washington State Freight Advisory Committee (WAFAC)

Membership List

Name	Title	Organization	FMSIB Appointment Date
Chair			
Dan Gatchet	FMSIB Board Chair	Freight Mobility Strategic Investment Board	2013
Ports			
John Creighton	Commissioner	Port of Seattle	2013
Eric Ffitch		Port of Seattle	
LeeAnne Schirato		Port of Seattle	
Geri Poor		Port of Seattle	
Don Meyer	Commissioner	Port of Tacoma	2013 alternate
Randy Hayden	Director of Planning & Engineering	Port of Pasco	
Jim Hagar	Economic Development Project Manager	Port of Vancouver	
Alastair Smith		Port of Vancouver	
Ashley Helenberg	Director of External Affairs	Port of Longview	
Linda Olson		Port of Whitman County	
Bob Loken	Director PNW, AK, GU, and HI Gateways	MARAD	
Freight railroads (e.g., short lines)			
Johan Hellman		BNSF	2014-replaced Terry Finn
Jeff Van Schaick	Assistant Vice President, Government Affairs	Genesee & Wyoming Railroad Services, Inc.	
Steve Hefley	General Manager	Cascade & Columbia River Railroad	
		Puget Sound & Pacific Railroad	
Dan McBride	General Manager	Kettle Falls International Railway	
Shippers/freight forwarders			
Eric Candelaria	Air Division Manager, WA District	UPS	
Thomas Embleton	Senior Operations Manager	FedEx	
Daniel Kieffer	Director of Emissions Compliance at PACCAR Inc	Paccar	
Clayton Ritter	Director, Supply Chain Planning & Performance	Nintendo	
Girish Lakshman	VP, Worldwide Transportation Strategy and Technology	Amazon	
Carriers			
Janice Wasson	Vice President – Logistics/Intermodal	Heartland Express	2013 Larry Paulson
John Armstrong	Director of Logistics	Carlile Transportation	
Jeff Bosma	President	Fast Way Freight Systems	
Neil Maunu	New Infrastructure Business Development Manager	Tidewater Barge Lines	
Freight-related Associations (e.g., agricultural commissions)			
Sheri Call		Washington Trucking Associations	2013; Steve Holtgeerts (alternate in 2013)
Mike Moore		Pacific Merchant Shipping Association	2013
Jordan Royer		Pacific Merchant Shipping Association	2013 alternate
Ryan Poe	Executive Director	Washington Association of Wheat Growers	
Michelle Hennings		Washington Association of Wheat Growers	
Ranie Haas	Director of Regulatory and Industry Affairs	Washington State Tree Fruit Association	

Washington State Freight Advisory Committee (WAFAC)

Membership List

Matt Harris Kristin Meira Chris Herman James Thompson Sean Eagan Christine Wolf	Director of Trade Executive Director Senior Director, Trade & Transportation	Potato Commission Pacific NW Waterways Association Washington Public Ports Association Washington Public Ports Association Seaport Alliance Seaport Alliance
--	--	---

Third-party logistics Providers

Mark Miller	President and CEO	MacMillan-Piper
Bob Sherwood	District Manager	Northwest Container Services

Freight industry workforce

Dan McKisson	ILWU Puget Sound District Council	Jeff Johnson (alternate in 2013)
--------------	-----------------------------------	----------------------------------

WSDOT

Ron Pate	Director, Rail, Freight, and Ports Division	Washington State Department of Transportation	2013 Kate Taylor w/ WSDOT Secretary alternate
Megan White		Washington State Department of Transportation	

Metropolitan Planning Organizations (MPOs)/Regional Transportation Planning Organizations (RTPOs):

Charlie Howard	Director of Planning	Puget Sound Regional Council	2013 Mark Kushner; 2017 Bill Fashing, Sabrina Minshall
Sean Ardussi		Puget Sound Regional Council	2013
Ryan Stewart		Spokane Regional Transportation Council	

Local Governments and Tribal Governments

Pat Hulcey	Deputy Mayor	City of Fife	2013
Tom Trulove	Mayor	City of Cheney	2013 alternate
Mike Karnofski	Councilmember	Cowlitz County	2014 (replaced Dave Gossett)
Al French	Councilmember	Spokane County	2013 alternate
Chad Wright		Puyallup Tribe of Indians	2013

Federal Agencies

Sharleen Bakeman	Statewide Transportation Planner	Federal Highway Administration Washington Division
Sharon Love		Federal Highway Administration Washington Division

Independent transportation authorities

Larry Krauter	CEO	Spokane International Airport	2013
---------------	-----	-------------------------------	------

Safety partners and advocates

Captain Michael Dahl	Motor Carrier Safety Division	Washington State Patrol
----------------------	-------------------------------	-------------------------

Economic development agencies

Andrew Crowder	Clean Technology & Advanced Manufacturing	Washington State Department of Commerce
----------------	---	---

Environmental agencies

Washington State Freight Advisory Committee (WAFAC) *Membership List*

Andrew Green	Director, Air Quality Programs	Puget Sound Clean Air Agency
--------------	--------------------------------	------------------------------

Private infrastructure owners

Lloyd Tieken	Product Movements Team Leader	Olympic Pipeline Co.
--------------	-------------------------------	----------------------

Environmental justice communities

Chris Regan	Environmental Svcs Director	Washington Department of Transportation
-------------	-----------------------------	---

University Transportation Centers

Barbara Ivanov	Chief Operating Officer	UW Supply Chain Transportation and Logistics Center
----------------	-------------------------	---

Wholesale and Retail

Jim Harrison	Vice President, Transportation	Costco
Mark Ferguson	Director of Logistics	SuperValu Inc.

Note: contacts in black are current members of WAFAC (2017); contacts in orange are candidates for new members (per FAST Act suggestions).

Action Item: 2021 FMSIB Meeting Schedule

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

2021 Meeting Options	
January 14	Day on the Hill
January 15	Olympia (DoubleTree)
March 19	_____
May/June	2-Day Workshop/Meeting
<i>*See below for available dates at Skamania</i>	
September 17	_____
November 19	_____

Previous Board Meeting Locations

2017 Board Meetings	2018 Board Meetings	2019 Board Meetings	2020 Board Meetings
Olympia*	Olympia*	Olympia*	Olympia*
Fife*	SeaTac	Kalama*	Tacoma (webinar)
Suquamish *	Suquamish * Workshop	Stevenson* Workshop	Stevenson* Workshop
Tri-Cities Workshop	Walla Walla	Wenatchee	Walla Walla
Vancouver	Spokane Area	Fife*	Spokane

*= No airport

Active Project Locations

Puget Sound	Western WA	Eastern WA
Fife (3)	Longview	Chelan County
Kent	Port of Kalama	Spokane County (2)
Seattle (2)		Spokane Valley (3)
Sumner (2)		
Tacoma		
WSDOT NW Region		

*Skamania Lodge Dates:

- May 20-21
- May 26-28
- June 2-4

Potential Holiday Conflicts:

- Jan 18 MLK Jr
- May 31 Memorial Day