

Freight Mobility Strategic Investment Board

September 20, 2019

9:00 AM to 1:15 PM

Coast Wenatchee Center Hotel - Riverside Room 201

N. Wenatchee Aveune Wenatchee, WA

AGENDA

9:00 AM	Welcome/Introductions	Dan Gatchet	Informational
9:05 AM	Meeting Minutes	Dan Gatchet	Action
9:10 AM	FMSIB Budgets	Brian Ziegler	Informational
9:40 AM	Capital Budget: Another Format	Brian Ziegler	Informational
10:00 AM	Fund Balance Monitoring	Brian Ziegler	Informational
10:10 AM	Reappropriations Report to the Legislature	Brian Ziegler	Informational
10:20 AM	Review FMSIB Priorities	Brian Ziegler	Informational
10:30 AM	Legislative Leadership Briefings Update	Dan Gatchet	Informational
10:45 AM	Executive Session	Dan Gatchet	Informational
10:55 AM	2019 Annual Report	Kjris Lund, Lund Consulting	Informational
11:05 AM	Director's Report	Brian Ziegler	Informational
11:20 AM	Board Member Reports	Board Members	Informational
11:30 AM	West Cashmere Bridge Project Update	Paula Cox, Chelan County	Informational
11:50 AM	Working Lunch		
12:00 PM	Deferred Projects Review	Brian Ziegler	Informational
12:05 PM	Bigelow Gulch Corridor Project Update	Chad Coles & Brandi Colyar Spokane County	Action
12:25 PM	Project Reconsideration - Lewis Street	Dan Ford, City of Pasco	Action
12:45 PM	Truck Parking Update	Ron Pate & Jason Beloso WSDOT	Informational
1:00 PM	FMSIB Director COLA	Brian Ziegler	Action
1:10 PM	Next Meeting: November 15, 2019 - Fife	Dan Gatchet	Action
1:15 PM	Adjourn	Dan Gatchet	Action



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

May 31, 2019
Stevenson, WA

Board Members Present: Mr. Dan Gatchet, Chair; Mr. Matt Ewers; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. John McCarthy; Secretary Roger Millar; Mr. Art Swannack; Mr. Bob Watters; and Mr. Ben Wick.

Board Members Not Present: Mr. Leonard Barnes and ex officio Mr. Aaron Hunt.

WELCOME

Chair Dan Gatchet opened the meeting with welcoming comments.

MINUTES

Chair Gatchet entertained a motion to adopt the March 15, 2019 Board meeting minutes as presented. Mr. Wick so moved and Mr. Hulcey seconded the motion.

MOTION CARRIED

FMSIB BUDGETS

Operating Budget

Director Ziegler gave a brief update on FMSIB's Operating Budget. The Operating Budget continues on schedule and approximately 10 percent under plan. At the September Board meeting, the expenditure chart will reflect the new biennium dollar amounts.

Capital Budget

Director Ziegler reviewed the current and the 2019-21 Biennium. There has been a similar trend of reappropriations in the 2018 and 2019 Supplemental Budget. Due to two projects not spending as planned, there is \$32 million supplemental in 2019. There is \$42 million authorized to spend in the 2019-21 Biennium. The Board briefly discussed how to minimize reappropriations for projects that are not progressing. Mr. Pate shared that WSDOT's grant agreement is clear that for their freight rail programs, money will be reallocated to other projects if not spent within the time specified.

Several Board members expressed some confusion in understanding the capital funds chart prepared by WSDOT Local Programs, particularly what is real and current expenditures. Mr. Hansen suggested he work with Director Ziegler on developing a new format for the chart that will be clearer for the Board by showing a biennial break down. Mr. Wick commented that future commitments on the current chart are not clear. Chair Gatchet stated this chart is better than it used to be, but there is still some confusion. Director Ziegler offered to add more data to help minimize confusion. He also noted that Mr. Hansen's approach would mirror the LEAP list that FMSIB is now required to submit. Mr. Hansen also suggested that it might be less confusing if completed projects were removed from the chart even though WSDOT projects stay on the list for at least one biennium after the project closes.

Director Ziegler reminded the Board that that Risk Assessment Chart is meant to supplement the WSDOT-provided grant management chart and provide more detail on active projects. Any project changes since the last Board meeting are noted in red. The delivery risk column is a forecast. Chair Gatchet expressed a concern about why FMSIB still has money allocated to the City of Kent S 212th Project, which has now been a 15-year commitment. Director Ziegler clarified that the Board took action in 2014 to defer this project, and he does not understand why it was still included in the 2017-19 Biennium, as he did not work on that budget. Director Ziegler explained that many deferred projects on the list are scheduled to be canceled at the November 2019 Board meeting and will not be included on the new biennium list. FMSIB has the authority to cancel projects that have been deferred for six years. FMSIB will notify project sponsors of the cancelation and that they will now have to reapply.

The Board was in general agreement that it is time to be more aggressive with projects completing on time. Mr. McCarthy suggested there should be a differentiation on the chart between projects that are off the ground versus not at all. Chair Gatchet stated that FMSIB needs to clearly communicate with project sponsors and notify them when FMSIB's procedures change. Secretary Millar would like to see FMSIB plan expenditures over five biennia. Director Ziegler pointed out that it is a FMSIB policy question of how patient the Board is going to be with the project changes and delays. Secretary Millar suggested as we move forward that FMSIB's call for project criteria should include project sponsors past performance.

ACTIVE PROJECTS THAT COULD BE DEFERRED

Director Ziegler reviewed the FMSIB active projects that could be deferred. The spreadsheet was included in the May 30, 2019 FMSIB Workshop meeting packet and summarizes total project costs, FMSIB award amount, year awarded, summary of progress, and Director Ziegler's recommendation for possible deferral. He recommended four of the twenty-five projects be considered for deferral. The first five projects on the spreadsheet are under construction and Director Ziegler suggested they not be deferred. Regarding the Port of Seattle Argo Project, Secretary Millar suggested sending notice that if the invoice is not received in 30 days, then FMSIB is going to consider the project complete. Chair Gatchet inquired if Director Ziegler intended for the Board to make a decision on these recommendations. Director Ziegler suggested the Board have the discussion today and take action at the September Board meeting since it was not published as an action item for this meeting. Mr. McCarthy asked why we could not develop a process to let sponsors know there is opportunity to reapply at the construction phase if they have been previously removed from the list. Mr. Wick pointed out that FMSIB's deferral process already does that since with a deferral, FMSIB no longer holds money for that project, the sponsor can request to be reconsidered for active status. Director Ziegler stated that he could invite project sponsors who are being considered for deferral to come to the September or November meeting and present their case to the Board. Any money from deferred projects can then be used for FMSIB's next call for projects. Mr. McCarthy inquired if this process would require a change in statute. Director Ziegler clarified that the statute gives the Board deferral authority. Mr. McCarthy then asked if the money from deferrals is still on the list given to the Legislature. Director Ziegler stated that it depends on when FMSIB makes the deferral. The FMSIB application form includes information on when the sponsor expects to spend the award money. Secretary Millar pointed out that is why an aging analysis is important so we can see when projects are slipping. He also questioned how a project could score so well when it is

far from having the needed funds. Secretary Millar suggested that “seed” money should be treated differently with a two-tiered system and a different application process for first money in and last money in.

Secretary Millar asked Chair Gatchet if it would be appropriate to make a motion so the minutes can reflect that the Board directed Director Ziegler to contact the four project sponsors on the possible deferral list and let them know they are welcome to come to the Board meeting in September and explain why they should not be deferred. Director Ziegler expressed a concern about taking a motion that was not noted on the agenda. Chair Gatchet agreed that Director Ziegler should contact the four projects listed as “maybes” to defer and let them know they can come to the September or November meeting. Mr. Ewers asked why FMSIB could not cancel some of these projects. Director Ziegler pointed out that FMSIB does not have statutory authority to cancel a project until it has been deferred for six years. Mr. Watters expressed it is still a legislative issue since the project will still be on the books. Director Ziegler pointed out that, if canceled by the Board, the project would be removed from the legislative list for the next budget. *Mr. Wick stated that he would second a motion for the four project sponsors to come in September.* Secretary Millar stated there has been a lot of discussion on this topic and that it is important to have clear direction by making a motion, having discussion on the motion, and voting on the motion and having the minutes reflect that. Chair Gatchet suggested the motion be made again and then the Board can finish the discussion and take a vote.

Director Ziegler suggested the Board go through the list for feedback to make sure we are making the right choices. Chair Gatchet asked the Board for input on Director Ziegler’s recommendations on possible deferrals. There were no objections to Director Ziegler’s recommendations. Mr. Hansen pointed out that FMSIB’s deferral policy is okay for now, but FMSIB really needs to look at the application process and possibly make it clear that unless the sponsors can spend the money in six years, then they should not apply. Mr. Watters agreed with Mr. Hansen that FMSIB needs to deal with future projects differently than current ones.

Secretary Millar restated the motion for the Board to direct Director Ziegler to contact the sponsors of the four projects listed as “maybe” and tell them that the Board will be taking action at the September meeting on deferring the projects, and they are welcome to come to the meeting and make an argument to not be deferred. Mr. Wick seconded the motion. Chair Gatchet requested clarification if the sponsors come in September, will the Board take action then or in November. Mr. Swannack suggested it would be apparent at the September meeting and the Board should be able to take action at that time.

Director Ziegler wanted clarity on how this process of deferring will work with the new LEAP list requirement. Chair Gatchet suggested that be part of the conversation with the transportation chairs. Secretary Millar stated that the LEAP list could be modified. Mr. Hansen pointed out that changes can be made during the supplemental budget. Director Ziegler pointed out the need for a clear procedural process for an action item that was not included in the agenda. Mr. Swannack stated that an agenda item with action could be added at the meeting. The agenda should be amended at the meeting in order to add the action item. *Secretary Millar amended his prior motion and moved to amend the agenda for this meeting to take action and the action be for the Board to direct Director Ziegler to contact the sponsors of the four projects listed as*

“maybe” and tell them that the Board will be taking action at the September meeting on deferring the projects, and they are welcome to come to the meeting and make an argument to not be deferred. Mr. Swannack pointed out that the above motion has to be two separate motions: the agenda has to be amended first and then the other motion can be taken.

Secretary Millar moved to amend the May 31, 2019 Board meeting agenda and add an action item on deferred projects. Mr. Ewers seconded the motion. Mr. Hulcey recused himself.

MOTION CARRIED

Secretary Millar made a motion to for the Board to direct Director Ziegler to contact the sponsors of the four projects listed as “maybe” and tell them that the Board will be taking action at the September meeting on deferring the projects and they are welcome to come to the meeting and make an argument to not be deferred. Mr. Wick seconded the motion. Mr. Hulcey recused himself.

MOTION CARRIED

OPTIONS FOR REDUCING REAPPROPRIATIONS

Director Ziegler presented an updated list of options for reducing reappropriations based on Board input at the May 30, 2019 Workshop. Two additional options were added as well as miscellaneous issues for Chair Gatchet, Director Ziegler, and Secretary Millar to discuss with transportation legislative leadership this summer.

There was some discussion on whether or not the Board should talk with transportation leadership about expanding Board membership. Mr. Hansen suggested any discussion on Board membership should be brought to the Governor’s Office. Mr. Watters agreed this was an important step. Mr. Hellman pointed out Board membership is a legislative decision, not FMSIB’s. Several other Board members agreed this is the Governor’s and legislative decision. Secretary Millar suggested FMSIB is under the spotlight right now and should consider if it wants to have the changes made to it or show some leadership and suggest changes. Chair Gatchet stated that this topic could not be ignored and felt it should be added to the September meeting agenda for further discussion and that the focus of the legislative meetings this summer should be on FMSIB’s reappropriation options.

Secretary Millar suggested that at the September Board meeting we look at the FAST Act and its recommended composition of a freight advisory committee at the state level. Having a freight advisory committee is optional. If you have one, the legislation says (Secretary Millar read the legislation) the membership might include but is not limited to representation from the ports; freight railroads; shippers, freight forwarders; carriers, including carriers operating on their own infrastructure (such as railroads and pipelines); freight-related associations; third-party logistics providers; freight industry workforce; the transportation department of the state; MPOs, councils of government; federal agencies; independent transportation authorities, such as maritime port and airport authorities of varying sizes, toll highway authorities; safety partners and advocates; state and local environmental and economic development agencies; other private infrastructure owners, such as pipelines; hazardous material transportation providers; representatives of environmental justice populations potentially affected by freight movement; and university transportation centers and other institutions of higher education.

Mr. Hellman suggested there are other ways to bring other interests to the table without changing composition of the Board. He has never seen other interests attend FMSIB's open-to-the-public meetings. There may be other ways to bring outside voices, particularly when we are looking to fund projects. Mr. Swannack suggested if the legislative leadership brings up FMSIB's membership during the meetings, then we should ask what their objectives are in adding to the membership and report to the Board in September.

Director Ziegler asked if FMSIB should consider what a desirable WAFAC is and consider if there are benefits to FMSIB being more like WAFAC in terms of membership. There might be some value in not having two freight committees and the confusion it causes. Secretary Millar stated that Director Ziegler gets his intent to have one freight committee. He noted that FMSIB is made up of seasoned white men. Mr. Ewers pointed that it is not FMSIB making those appointments, but the Governor's Office.

DIRECTOR'S REPORT

Please see the meeting packet (posted at www.fmsib.wa.gov) for the complete Director's Report. Director Ziegler briefly reviewed the following:

FMSIB Member Appointments

One County position remains vacant on the FMSIB Board. The Association of Counties was to have sent four names to the Governor on February 23.

Project Status Updates

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

The final phase of this multiphase project was completed this spring. Director Ziegler visited the project on January 31 and provided an update to the Board March 15. He completed a second project tour on April 30.

Spokane County - Bigelow Gulch Road

Director Ziegler visited Spokane County offices to discuss progress on the six phases of this corridor project. He toured the corridor to review construction progress and view proposed extensions of the corridor alignment.

City of Spokane Valley –Barker Road Corridor

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

FMSIB 20th Anniversary Recognition

FMSIB's freight partners funded and TVW produced a 30-second promotional spot on the TVW network. This spot has been airing since the beginning of the year. Our contract with TVW calls for approximately 350 airings throughout 2019. The quoted TVW fee for this sponsorship is \$25,000. More details will be provided under the agenda item on this topic.

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

Calls of Concern Regarding FMSIB's 2019-21 Budget

After the Legislature adopted FMSIB's biennial budget, Director Ziegler received calls from project sponsors concerned about the funding status of their projects. Since the Board has not met to discuss a response to the legislative revenue reduction, the Director was not able to make any commitments to the project sponsors. FMSIB's traditional freight supporters (i.e., WTA, AWC, WPPA, and WSAC) discussed how they might respond to the FMSIB revenue reduction as well. Those discussions continue.

FMSIB Admin Committee Meeting to Discuss CAGTC Reauthorization Position

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

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

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

PROJECT UPDATE: ARGO YARD OPERATIONS

Director Ziegler gave a PowerPoint presentation on the history of all stages of the Argo Yard Project. The first phase took 13 years before FMSIB money was spent. This project is a great example of FMSIB having first and last dollars in.

TVW AND HISTORY LINK UPDATE

TVW Update

Director Ziegler reviewed sponsorship contributions that have been received and asked the Board if they wanted to fund the remaining \$5,000. The agreement with TVW does not require FMSIB pay the balance; however, the length of showings could possibly be reduced to 10 months if the full \$25,000 is not received. Secretary Millar did not think it would be a good use of FMSIB funds to pay the balance. Mr. Watters felt that to the extent that we have been able to get

contributions, it is a good use of state money and Mr. Hellman agreed. Mr. Swannack suggested shortening exposure time from 12 to 10 months.

Mr. Swannack made a motion not to put any of FMSIB state money towards the TVW spot. Mr. Watters seconded the motion.

MOTION CARRIED

Chair Gatchet presented an appreciation award to Mr. Hellman, as the BNSF representative, for the generous contribution to FMSIB's TVW spot.

HistoryLink Update

HistoryLink has assigned a writer and Director Ziegler will share the draft essay with the Board when he receives it. FMSIB will be billed \$2,750 before the end of the biennium.

EXECUTIVE SESSION

The Board convened Executive Session from 11:25 a.m. to 11:55 a.m. FMSIB staff and guests excused themselves from the conference room during this time.

BOARD MEMBER COMMITTEE APPOINTMENTS

Chair Gatchet asked if any Board members would like to be involved in one of the FMSIB committees. Mr. Wick requested to be added to the Project Selection Committee. Secretary Millar and Mr. Wick requested to be added to the Legislative Committee.

No action taken.

ESTABLISH 2020 MEETING SCHEDULE

The Board discussed various options for meeting locations and dates. In particular, Chair Gatchet asked if the January Board meeting could be postponed from the traditional first week of session to the second week. If not, he will not be able to attend. The Board did not see any reason why that would not work. Ms. Workman will verify if the DoubleTree contract dates for January can be amended. Chair Gatchet suggested McMenamins for the March 20 Tacoma meeting. Ms. Workman will inquire about the cost of meeting space at McMenamins and check availability at the Fabulich Center. Mr. Eagan, Seaport Alliance, offered to arrange a port tour for the Board at the March meeting. Mr. Ewers suggested having the Spokane meeting in November at the airport.

Mr. Ewers made the motion to adopt the below FMSIB 2020 Meeting Schedule. Mr. Hulcey seconded the motion.

FMSIB 2020 Meeting Schedule

January 23	Day on the Hill
January 24	Olympia (DoubleTree Hotel)
March 20	Tacoma
May 28	Stevenson (Workshop)
May 29	Stevenson
September 18	Walla Walla
November 20	Spokane

MOTION CARRIED

FMSIB DELEGATIONS

Based on the Executive Session, Chair Gatchet recommended the Board postpone the delegation authority discussion until the September meeting.

NEXT MEETING

Chair Gatchet entertained a motion to hold the next FMSIB Board meeting on September 20, 2019 in Wenatchee, Washington. Mr. Hulcey so moved and Mr. Ewers seconded the motion.

MOTION CARRIED

MEETING ADJOURNED

The meeting adjourned at 12:30 p.m.

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

Washington State Budget Calendar

[illegible]

Financial Terminology

Plan

Budget (Proposed / Enacted / Biennial / Supplemental)
Appropriation (By Fund Source)
Expenditure Authority (from Legislature)
Delivery Expectation (Board / Governor / Legislative)

Actual

Expenditures
Reimbursements Made
Checks Sent

Fund Balance

Cash On Hand (Two Funds of primary interest)
Previous Cash Less Posted Expenditures

Forecasts

Expenditures: Based on Project Sponsor provided information
Fund Balances: Based on Project Sponsor provided information

Budget Proposal / Request

Forecasted Expenditures and Timing

Carry Forward

Unused Expenditure Authority (expires at end of biennium)
Not New Funding
Not a Contribution to Fund Balance
Reappropriation (Moving expenditure authority across fiscal year lines)

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 835,000

Expenditure Detail through: June 30, 2019

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru June 30, 2019	Actual Expenditures thru June 30, 2019	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	528,000	528,000	522,582	5,418
Travel	57,000	57,000	42,926	14,074
Goods & Services	145,000	145,000	104,434	40,566
Personal Service Contracts	105,000	100,025	100,025	0
Total Thru June 30, 2019	\$ 835,000	830,025	769,968	60,057
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru June 30, 2019	Actual Expenditures thru June 30, 2019	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	528,000	528,000	522,582	5,418
Total Salary	\$ 528,000	528,000	522,582	5,418
Travel:				
Staff Travel	27,000	27,000	18,301	8,699
Board Travel	30,000	30,000	24,625	5,375
Total Travel	\$ 57,000	57,000	42,926	14,074
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	40,000	40,000	16,049	23,951
WS DES Services	15,000	15,000	11,257	3,743
WS TIB - Office Rent & Utilities	45,000	45,000	35,392	9,608
WS Attorney General	5,000	5,000	290	4,710
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	40,000	40,000	41,445	-1,445
Total Goods & Services	\$ 145,000	145,000	104,434	40,566
Personal Service Contracts:				
<i>Consultant Expenses</i>				
Road Rail Study	60,000	55,525	55,525	0
FY18 - 2017 Annual Report (Lund) 20,000	20,000	20,000	20,000	0
FY19 - 2018 Annual Report (Lund) 25,000	25,000	24,500	24,500	0
Total Personal Service Contracts	\$ 105,000	100,025	100,025	0
Total Thru June 30, 2019	\$ 835,000	830,025	769,968	60,057

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 813,000

Expenditure Detail through: August 31, 2019

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Aug 31, 2019	Actual Expenditures thru Aug 31, 2019	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	576,000	48,000	45,461	2,539
Travel	57,000	4,750	0	4,750
Goods & Services	130,000	10,833	8,085	2,748
Personal Service Contracts	50,000	3,200	3,200	0
Total Thru Aug 31, 2019	\$ 813,000	66,783	56,746	10,038
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	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Aug 31, 2019	Actual Expenditures thru Aug 31, 2019	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	576,000	48,000	45,461	2,539
Total Salary	\$ 576,000	48,000	45,461	2,539
Travel:				
Staff Travel	27,000	2,500	0	2,500
Board Travel	30,000	2,250	0	2,250
Total Travel	\$ 57,000	4,750	0	4,750
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	35,000	2,917	2,044	873
WS DES Services	15,000	1,250	2,002	-752
WS TIB - Office Rent & Utilities	35,000	2,917	2,769	147
WS Attorney General	5,000	417	0	417
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	40,000	3,333	1,270	2,064
Total Goods & Services	\$ 130,000	10,833	8,085	2,748
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund) 25,000	25,000	3,200	3,200	
FY21 - 2020 Annual Report (Lund) 25,000	25,000		0	0
Total Personal Service Contracts	\$ 50,000	3,200	\$ 3,200	0
Total Thru Aug 31, 2019	\$ 813,000	66,783	56,746	10,038

FMSIB Operating Budget



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FY 2017-19 Capital Funds

	<u>2017-19 Total</u>	<u>Reappropriation</u>	<u>18 Supplemental</u>	<u>Gov 17-19 supp</u>	<u>19 Supplemental</u>
Motor Vehicle Funds (state)	\$ -	\$ -	\$ -		\$ -
Motor Vehicle Funds (Federal)	\$ 3,250,000	\$ -	\$ 3,250,000	\$ 3,250,000	\$ 1,000,000
Freight Investment Funds (state)	\$ 22,462,000	\$ -	\$ 22,507,000	\$ 17,321,000	\$ 10,065,000
Freight Multimodal Funds (state)	\$ 21,843,000	\$ 440,000	\$ 22,283,000	\$ 11,680,000	\$ 4,424,000
Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ 1,320,000	\$ 1,320,000	\$ 70,000
Highway Safety Account	\$ 1,900,000	\$ 2,000,000	\$ 3,900,000	\$ 2,000,000	\$ 2,000,000
TOTAL	\$ 50,775,000	\$ 2,440,000	\$ 53,260,000	\$ 35,571,000	\$ 17,559,000

Projects currently authorized to incur expenditures

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2017-19 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Fife	I-5/54th Ave E I/C Improvement - Ph 1A	\$ 500,000	\$ -	\$ 500,000	\$ 500,000	\$ -
Fife	I-5/54th Ave E I/C Improvement - Ph 1B	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Fife	Pt of Tacoma Rd Interchange Improvements Ph 1	\$ 2,334,000	\$ -	\$ 2,334,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 1 2	\$ 4,333,000	\$ -	\$ 4,333,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 3	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,750,000	\$ 5,250,000	\$ 1,000,000	\$ 1,350,631	\$ 3,500,000
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Lacey	Hogum Bay Road Improvements (complete)	\$ 1,200,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -
Longview	SR 432/SR 411 Intersection Improvements	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000
Marysville	SR 529/I-5 Interchange Expansion	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate (complete)	\$ 3,750,000	\$ -	\$ 3,750,000	\$ 3,750,000	\$ -
Seattle	Lander Street Overcrossing	\$ 8,000,000	\$ -	\$ 5,700,000	\$ 1,269,384	\$ 2,300,000
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ 579,091	\$ 1,803,909	\$ 1,572,840	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 779,391	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment 4A/5A/6	\$ 6,000,000	\$ -	\$ 4,000,000	\$ 3,811,166	\$ 2,000,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 100,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Sumner	SR 410 Traffic Ave/E Main	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 3,258,328	\$ -
Tacoma	Taylor Way Rehabilitation	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Tukwila	Strander Blvd/SW 27th to West (cancelled)	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
TOTAL		\$ 91,383,000	\$ 6,429,091	\$ 31,020,909	\$ 16,891,740	\$ 49,033,000

Union Pacific Details:											
Contribution		\$	3,650,000	\$	2,330,000	\$	-	\$	70,000	\$	1,250,000
Kent	S 277th St (2003-05)	\$	600,000	\$	600,000	\$	-	\$	-	\$	-
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$	750,000	\$	750,000	\$	-	\$	-	\$	-
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$	500,000	\$	500,000	\$	-	\$	-	\$	-
Pt Seattle	East Marginal Way Ramps	\$	480,000	\$	480,000	\$	-	\$	-	\$	-
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$	70,000	\$	-	\$	-	\$	70,000	\$	-
Kent	Willis Street Grade Separation	\$	-	\$	-	\$	-	\$	-	\$	-
Kent	S 212th St	\$	-	\$	-	\$	-	\$	-	\$	-
Kent	228th Street Extension and Grade Separation**	\$	1,250,000	\$	-	\$	-	\$	-	\$	1,250,000
Current planned UP Commitments Total		\$	3,650,000	\$	2,330,000	\$	-	\$	70,000	\$	1,250,000
FMSIB GRAND TOTAL		\$	95,033,000	\$	8,759,091	\$	31,020,909	\$	16,891,740	\$	50,283,000

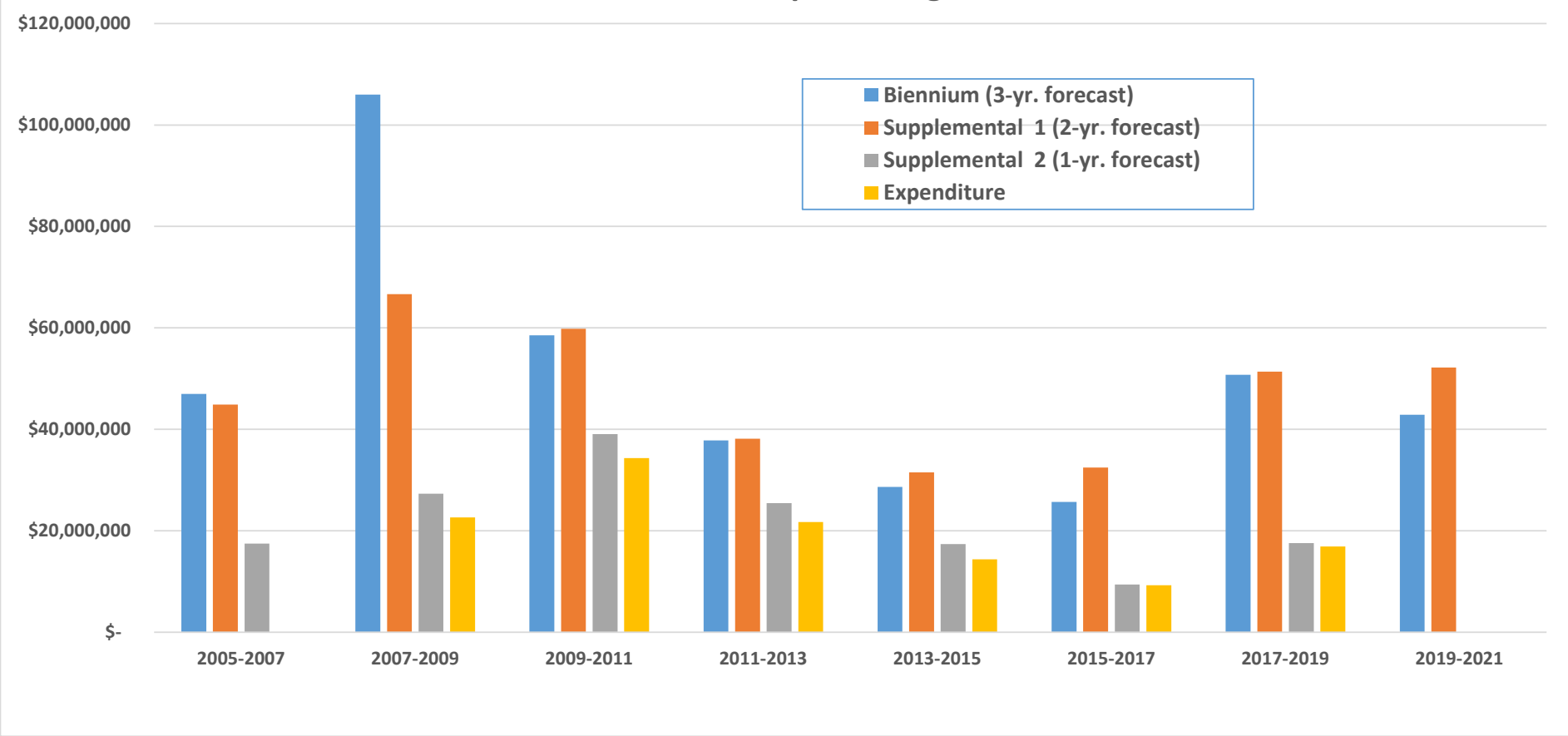
Funds Remaining

\$ 667,260

(Cost in \$1,000)

						Report Date: 5/31/2019				Report Date: 9/20/2019			
Agency	Project Title	Total Cost	Date Awarded	17 - 19 Planned Expend.	17-19 Phase / Status	Delivery Risk	Forecast	17-19 Phase / Status	Final Delivery	Actual			
Seattle	S Lander St Grade Separation	\$ 140,000	2016	8,000	CN: 12-19 completion. Shaft drilling and utility delays still affecting 17-19 expenditures. Completion date unchanged.		1,714	CN: 8-20 completion. Contractor filing \$2.4 m delay claim. Project cost reduced to \$77.5 m (FMSIB share now \$5.4 m)		1,269			
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 24,400	2010	5,900	Substantially complete. Awaiting full reimbursement request.		3,400	Substantially complete. Awaiting full reimbursement request.		3,811			
Tacoma	SR 99 Puyallup River Bridge	\$ 38,760	2009	5,000	DB / CN 7-19 completion. Some billings may lag beyond biennium.		3,000	DB / CN 8-19 completion. Some billings may lag beyond biennium.		3,258			
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	\$ 25,000	2004	4,500	CN: Phase 1 complete / Phase 2 completion 11-20.		500	CN: Phase 1 complete / Phase 2 completion 11-20.		1,351			
Fife	Port of Tacoma Rd Interchange Phase 2 (64-1)	\$ 35,361	2010	4,333	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		2,167	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		0			
Fife	Port of Tacoma Rd- Interchange Improvements - Phase 1 (64-1)	\$ 35,361	2010	2,334	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		1,167	CN / Ad 1-18 / 11-20 completion. City confirmed expend plan due to accelerated federal funds. 10/29: City says only 50% of funds will be spent this biennium)		0			
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 8,068	2009	3,750	CN / Contract awarded / Second project closeout tour completed.		3,750	CN / Contract awarded / Second project closeout tour completed.		3,750			
Fife	I-5/54th Avenue E I/C Improvement - Phase 1	\$ 23,700	2016	3,000	Design / CN. Completion scheduled 4-19		500	Design / CN. Completed 7-19		500			
Kent	S 212th St BN Grade Separation	\$ 27,000	2004	2,500	Design 30% / CN start mid-2020 / Not fully funded. Board deferred project in 2014, not sure why it was funded in 17-19.		0	Design 30% / CN start mid-2020 / Not fully funded. Board deferred project in 2014, not sure why it was funded in 17-19.		0			
Tukwila	Strander Blvd/SW 27th to West Valley	\$ 38,604	2010	2,400	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City completed VE study 3-19. Awaiting Council action on alternatives. (Not sure why FMSIB funding authorized in 17-19).		0	Design / 90% by 12-18 / Not fully funded. Project cost now \$73.5 m. City completed VE study 3-19. Awaiting Council action on alternatives. City "canceled" project 6/19. (Not sure why FMSIB funding authorized in 17-19).		0			
Skagit Co	Burlington Northern Overpass Replacement	\$ 19,200	2016	2,000	CN / Nov. 2018 substantial completion		1,500	CN / Nov. 2018 substantial completion		779			
Seattle	Duwamish Truck Mobility Improvement	\$ 16,031	2003	1,758	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,557	CN / 1-18 substantial completion. Billings not likely to exceed \$1.557 m		1,573			
Sumner	SR 410 Traffic Ave/E Main	\$ 18,540	2016	1,250	Design complete, on ad. Award 6-19. No 17-19 expenditures		0	Design complete, on ad. Bid opening 6-19. No 17-19 expenditures		0			
Longview	SR 432/SR 411 Intersection Improvements	\$ 3,540	2007	1,200	Design 50% complete. Ad date set for Feb. 2020. No 17-19 expenditures		0	Design 50% complete. Ad date set for Feb. 2020. No 17-19 expenditures		0			
Lacey	Hogum Bay Road Slip Ramp & Road Improvements	\$ 8,450	2015	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600			
	Planned	462,015		48,525	Forecasted	19,855		Actual	16,892				
	Historical Note:	FMSIB capital delivery for the last five biennia has averaged 29% of the biennial appropriation. Last biennium (15-17) it was 36%									35%		

FMSIB Capital Budget



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2019-21 Capital Budget

Likelihood to expend 19-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500		1,500	0	3,000
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	2,334	0	2,058	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5) 2	2006	4,333	0	4,333	0		0	0	4,333
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5) 3	2010	7,533	0	0	0		6,333	1,200	7,533
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	5,000		0	0	5,000
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,000	3,500		0	0	9,750
9	Kent	S 212th St Grade Separation	2015	5,000	0	0	5,000		0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	5,000		0	0	5,000
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400		0	0	2,400
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,804	0		0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	8,000	0	102	0	0	8,000
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	2,000	0	1	0	0	2,000
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	4,000	2,000		0	0	6,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134	108	1,136	0	2,270
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	100	100
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	3,500		5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500		0	0	2,500
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000

	Agency	Project Title	Selected	FMSIB \$	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	5,000	0	580	0	0	5,000
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500		0	0	2,500
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City cancel)	2013	5,000	0	0	5,000		0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
	Statewide	Future Awards		16,000	0	0	8,000		8,000	0	16,000
				125,933	6,429	33,321	50,814	2,849	29,969	5,400	125,933

Revenue											
	Beginning balance			25,571	23,189				584	-1,176	
	Freight Mobility Investment Account - 09E			7,255	13,698				13,698	13,698	
	Freight Mobility Multimodal Account - 11E			7,255	14,511				14,511	14,511	
	Highway Safety Account			0	0				0	0	
	Total Revenue			40,081	51,398				28,793	27,033	
Expenditures											
	Freight Mobility Investment Account - 09E			6,363				1,568			
	Freight Mobility Multimodal Account - 11E			7,258				1,281			
	Highway Safety Account			1,919							
	Motor Vehicle Funds			1,351							
	Total Expenditures			16,892	50,814			2,849	29,969	5,400	
Reappropriation				23,189	584				-1,176	21,633	

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

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	2,334	0	2,058	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	4,333	0		0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,804	0		0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	8,000	0	102	0	0	8,000
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	2,000	0	1	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	5,000	0	580	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,000	3,500		0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	4,000	2,000		0	0	6,000
		Subtotal			6,429	33,321	5,500				
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500		1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	5,000		0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400		0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	3,500		5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500		0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500		0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	5,000		0	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
9	Kent	S 212th St Grade Separation	2015	5,000	0	0	5,000		0	0	5,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134	108	1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City cancel)	2013	5,000	0	0	5,000		0	0	5,000
	Statewide	Future Awards		16,000	0	0	8,000		8,000	0	16,000
		Past and Current Biennial Subtotals			6,429	33,321	50,814	2,849			

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	0		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	100	100
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
		Future Total							29,969	5,400	
		Program Total		125,933	6,429	33,321	50,814	2,849	29,969	5,400	125,933

Revenue		Beginning Balance	25,571	23,189	584	-1,176
	Freight Mobility Investment Account - 09E		7,255	13,698	13,698	13,698
	Freight Mobility Multimodal Account - 11E		7,255	14,511	14,511	14,511
	Highway Safety Account		0	0	0	0
	Total Revenue		40,081	51,398	28,793	27,033
Expenditures						
	Freight Mobility Investment Account - 09E		6,363		93	
	Freight Mobility Multimodal Account - 11E		7,258		1,280	
	Highway Safety Account		1,919			
	Motor Vehicle Funds		1,351			
	Total Expenditures		16,892	50,814	1,373	29,969 5,400
Reappropriation			23,189	584	-1,176	21,633

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

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects

Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

First or Last dollars?

	- Award to Const. less than 2 years	6
	- Award to Const. less than 4 years	7
	- Award to Const. more than 4 years	14

					PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.	
1	Chelan Co	West Cashmere Bridge	2018	3,000		Feb-20			
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500					
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334					
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5) 2	2006	4,333					
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5) 3	2010	7,533		Unknown			
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000					
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500		Unknown			
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750					
9	Kent	S 212th St Grade Separation	2015	5,000		Deferred - 2020 removal eligibility			
11	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100		Feb-20			
12	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000					
13	Port of Kalama	Industrial Rail Additions	2018	2,400		Feb-20			
14	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750					
15	Seattle	Duwamish Truck Mobility Improvements	2012	2,383					
16	Seattle	S Lander St Grade Separation	2017	8,000					
17	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21			
18	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000					
19	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000					
20	Spokane Co	Bigelow Gulch Phase 3	2018	2,270		Feb-21			
21	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility			
22	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680			Phase 1 only		
23	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000		Feb-20			
24	Sumner	SR 410 Traffic Ave/E Main	2016	2,500					
25	Sumner	Stewart Road	2018	3,000		Mar-21			
26	Tacoma	SR 99 Puyallup River Bridge	2010	5,000					
27	Tacoma	Taylor Way Rehabilitation	2016	2,500		Nov-19			
28	Tukwila	Strander Blvd/SW 27th to West Valley	2013	5,000		Cancelled by City Council (7/2019)			
			Total	108,733					

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium (Status Effective Aug. 2019)

Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

First or Last Dollars?

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

No. of Projects

6
7
14

					PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.	
17-19 Biennium									
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500					
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334					
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333					
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750					
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383					
15	Seattle	S Lander St Grade Separation	2017	8,000					
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000					
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000					
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750					
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000					
19-21 Biennium									
1	Chelan Co	West Cashmere Bridge	2018	3,000		Feb-20			
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000					
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100		Feb-20			
12	Port of Kalama	Industrial Rail Additions	2018	2,400		Feb-20			
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000		Feb-20			
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500					
26	Tacoma	Taylor Way Rehabilitation	2016	2,500		Nov-19			
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000					
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680			Phase 1 only		
9	Kent	S 212th St Grade Separation	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	2013	5,000		Stopped by City Council (7/2019)			
Future Biennia									
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533		Unknown			
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500		Unknown			
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21			
20	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility			
24	Sumner	Stewart Road	2018	3,000		Mar-21			
			Total	108,733					

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2020 Supplemental Capital Budget

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
1	Chelan Co	West Cashmere Bridge	2019	3,000	0	1,500	-	1,500	0	3,000
2	Fife	I-5/54th Ave E I/C Improvement Ph 1A	2016	500	500	0	-	0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	2,334	2,058	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5) 2	2006	4,333	0	4,333	-	0	0	4,333
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5) 3	2010	7,533	0	0	-	6,333	1,200	7,533
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	5,000	-	0	0	5,000
7	Fife	I-5/54th Ave E I/C Improvement Ph 1B	2016	2,500	0	0	-	2,500	0	2,500
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	1,351	3,149	-	0	0	9,750
9	Kent	S 212th St Grade Separation	2015	5,000	0	0	-	0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	2,100	-	0	0	2,100
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	4,100	-	900	0	5,000
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	2,400	-	0	0	2,400
13	Port of Seattle	Marginal/Diagona Approach & Argo Gate	2011	3,750	3,750	0	-	0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvement	2012	2,383	1,573	231	-	0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	1,269	4,431	102	0	0	5,700
16	Seattle	E Marginal Way Heavy Haul Corridor	2018	6,100	0	0	-	3,000	3,100	6,100
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	779	1,221	1	0	0	2,000
18	Spokane Co	Bigelow Gulch/Forker Rd Realignment	2010	6,000	3,811	2,189	-	0	0	6,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	1,134	108	1,136	0	2,270
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	-	0	100	100
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	1,680	-	0	0	1,680
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	3,500	-	5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	2,500	-	0	0	2,500
24	Sumner	Steward Road	2018	3,000	0	0	-	2,000	1,000	3,000

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	3,258	1,742	580	0	0	5,000
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	2,500	-	0	0	2,500
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 cancel)	2013	5,000	0	0	-	0	0	0
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	0	-	0	0	1,200
	Statewide	Future Awards			0	5,000	-	5,000	22,000	55,500
				109,933	16,892	51,043	2,849	27,869	27,400	158,133

Revenue				
	Beginning balance	25,571	23,189	
				355
				695
	Freight Mobility Investment Account - 09E	7,255	13,698	13,698
	Freight Mobility Multimodal Account - 11E	7,255	14,511	14,511
	Total Revenue	40,081	51,398	28,564
				28,904
Expenditures				
	Freight Mobility Investment Account - 09E	6,363	23,715	1,568
	Freight Mobility Multimodal Account - 11E	7,258	25,349	1,281
	Highway Safety Account	1,919	81	0
	Motor Vehicle Funds	1,351	1,899	0
	Total Expenditures	16,892	51,043	2,849
				27,869
				27,400
Reappropriation				
		23,189	355	695
				1,504

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

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	0	2,334	2,058	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	0	4,333		0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231		0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	102	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	1	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	580	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,351	3,149		0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189		0	0	6,000
		Subtotal			6,429	16,891	19,630				
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500		1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	5,000		0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400		0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	3,500		5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500		0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500		0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	4,100		900	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
9	Kent	S 212th St Grade Separation	2015	5,000	0	0	0		0	0	5,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134	108	1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City cancel)	2013	5,000	0	0	0		0	0	0
	Statewide	Future Awards			0	0	5,000		5,000	22,000	55,500
		Past and Current Biennial Subtotals			6,429	16,891	51,044	2,849			

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	0		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	100	100
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
		Future Total							27,869	27,400	
		Program Total		109,933	6,429	16,891	51,044	2,849	27,869	27,400	158,133

Revenue		Beginning Balance	25,571	23,189		354	694
	Freight Mobility Investment Account - 09E		7,255	13,698		13,698	13,698
	Freight Mobility Multimodal Account - 11E		7,255	14,511		14,511	14,511
	Highway Safety Account		0	0		0	0
	Total Revenue		40,081	51,398		28,563	28,903
Expenditures							
	Freight Mobility Investment Account - 09E		6,363		1,568	13,351	13,351
	Freight Mobility Multimodal Account - 11E		7,258		1,281	14,571	14,571
	Highway Safety Account		1,919				
	Motor Vehicle Funds		1,351				
	Total Expenditures		16,892	51,044	2,849	27,869	27,400
Reappropriation			23,189	354		694	1,503

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

LEAP Transportation Document 2019-3 as developed April 27, 2019

2019-21 Biennium

FMSIB Project List

(Dollars In Thousands)

Project	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
FMSIB Total	32,001	42,884	21,969	5,400	0	0	0	0	0	191,799
01F035A - S 228th Street Extension & Grade Separation	1,000	3,500	0	0	0	0	0	0	0	9,858
1LP104F - Marginal/Diagonal approach & Argo Gate	2,430	70	0	0	0	0	0	0	0	2,500
1LP137F - Strander Blvd/SW 27th to West Valley	0	5,000	0	0	0	0	0	0	0	5,000
1LP908F - S 212th St Grade Separation	0	5,000	0	0	0	0	0	0	0	5,000
1LP912F - Duwamish Truck Mobility Improvement Project	1,804	0	0	0	0	0	0	0	0	85,391
3LP101F - SR 99 Puyallup River Bridge	5,000	0	0	0	0	0	0	0	0	5,000
3LP135F - Hogum Bay Road Slip Ramp & Road Improvements	600	0	0	0	0	0	0	0	0	1,200
3LP138F - Port of Tacoma Rd Interchange Phase 3	0	0	6,333	1,200	0	0	0	0	0	7,533
3LP139F - Port of Tacoma Rd Interchange Phase 2	4,333	0	0	0	0	0	0	0	0	4,333
6LP10AF - Park Road BNSF Grade Separation Project	0	0	0	100	0	0	0	0	0	100
6LP131F - Barker Rd / BNSF Grade Separation	0	3,500	5,500	0	0	0	0	0	0	9,000
6LP132F - Bigelow Gulch / Forker Rd Realignment	4,000	2,000	0	0	0	0	0	0	0	6,000
9LP999B - Port of Tacoma Rd- Interchange improvements	2,334	0	0	0	0	0	0	0	0	2,334
L1000205 - Steward Rd	0	0	2,000	1,000	0	0	0	0	0	3,000
L1000206 - East Marginal Way Heavy Haul Corridor Improvements	0	0	3,000	3,100	0	0	0	0	0	6,100
L1000207 - Barker Rd Corridor Widening - Spokane River to SR-290	0	1,680	0	0	0	0	0	0	0	1,680
L1000208 - West Cashmere Bridge	0	1,500	1,500	0	0	0	0	0	0	3,000
L1000209 - Bigelow Gulch - Phase 3	0	1,134	1,136	0	0	0	0	0	0	2,270
L1000210 - SR 529/I-5 Interchange Expansion	0	5,000	0	0	0	0	0	0	0	5,000
L1000211 - Industrial Rail Additions	0	2,400	0	0	0	0	0	0	0	2,400
L1000212 - 70th Ave. E - Freight Bottleneck Relief	0	5,000	0	0	0	0	0	0	0	5,000
L1000213 - I-5/54th Avenue E I/C Improvement - Phase 1B	0	0	2,500	0	0	0	0	0	0	2,500

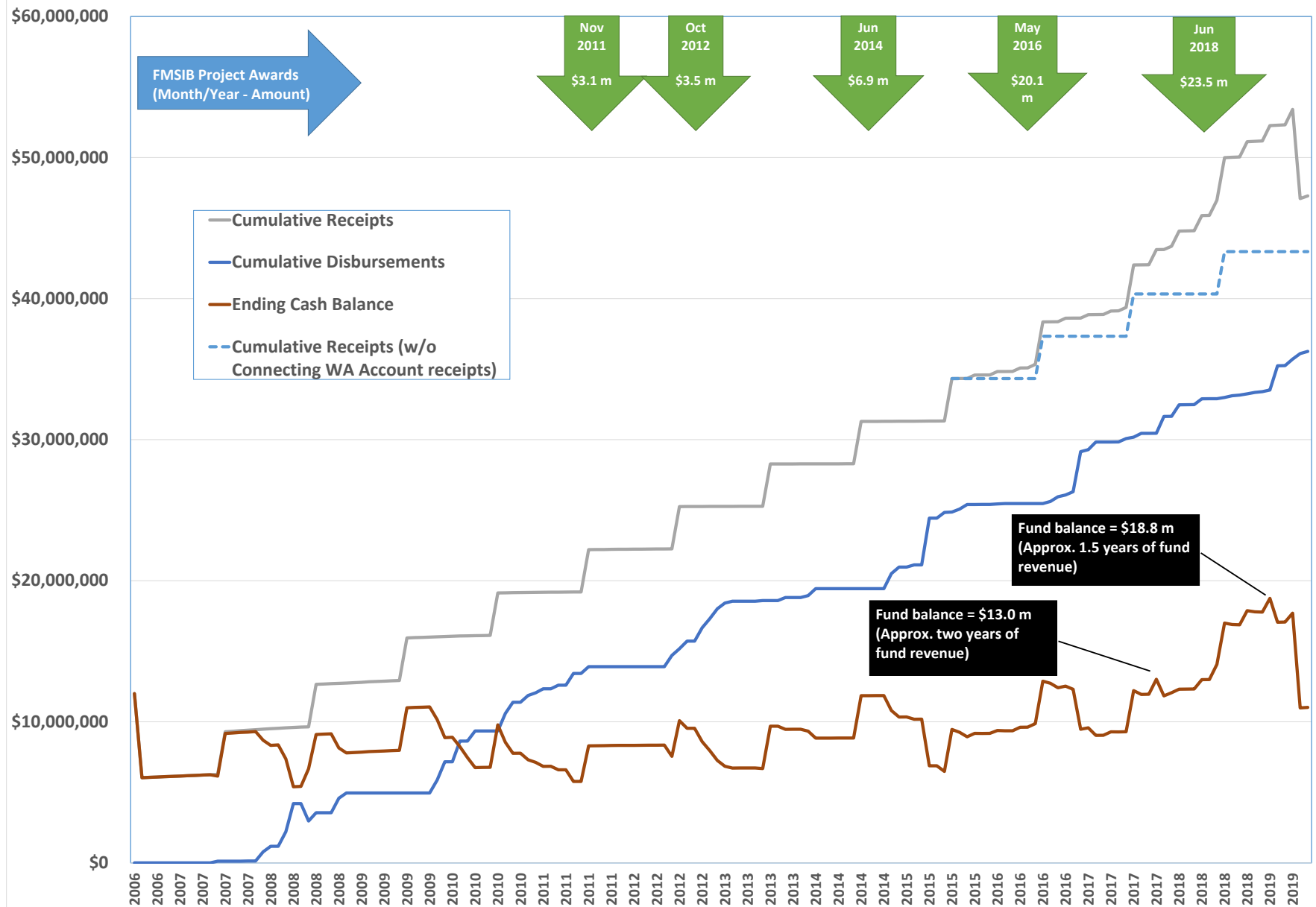
LEAP Transportation Document 2019-3 as developed April 27, 2019
2019-21 Biennium
FMSIB Project List
(Dollars In Thousands)

Project	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
L1000214 - Taylor Way Rehabilitation	0	2,500	0	0	0	0	0	0	0	2,500
L1000215 - I-5/54th Avenue E I/C Improvement - Phase 1A	500	0	0	0	0	0	0	0	0	500
L1000216 - SR 432/SR 411 Intersection Improvements	0	2,100	0	0	0	0	0	0	0	2,100
L1000217 - Burlington Northern Overpass Replacement	2,000	0	0	0	0	0	0	0	0	2,000
L1000218 - S Lander St Grade Separation	8,000	0	0	0	0	0	0	0	0	8,000
L1000219 - SR 410 Traffic Ave/E Main	0	2,500	0	0	0	0	0	0	0	2,500

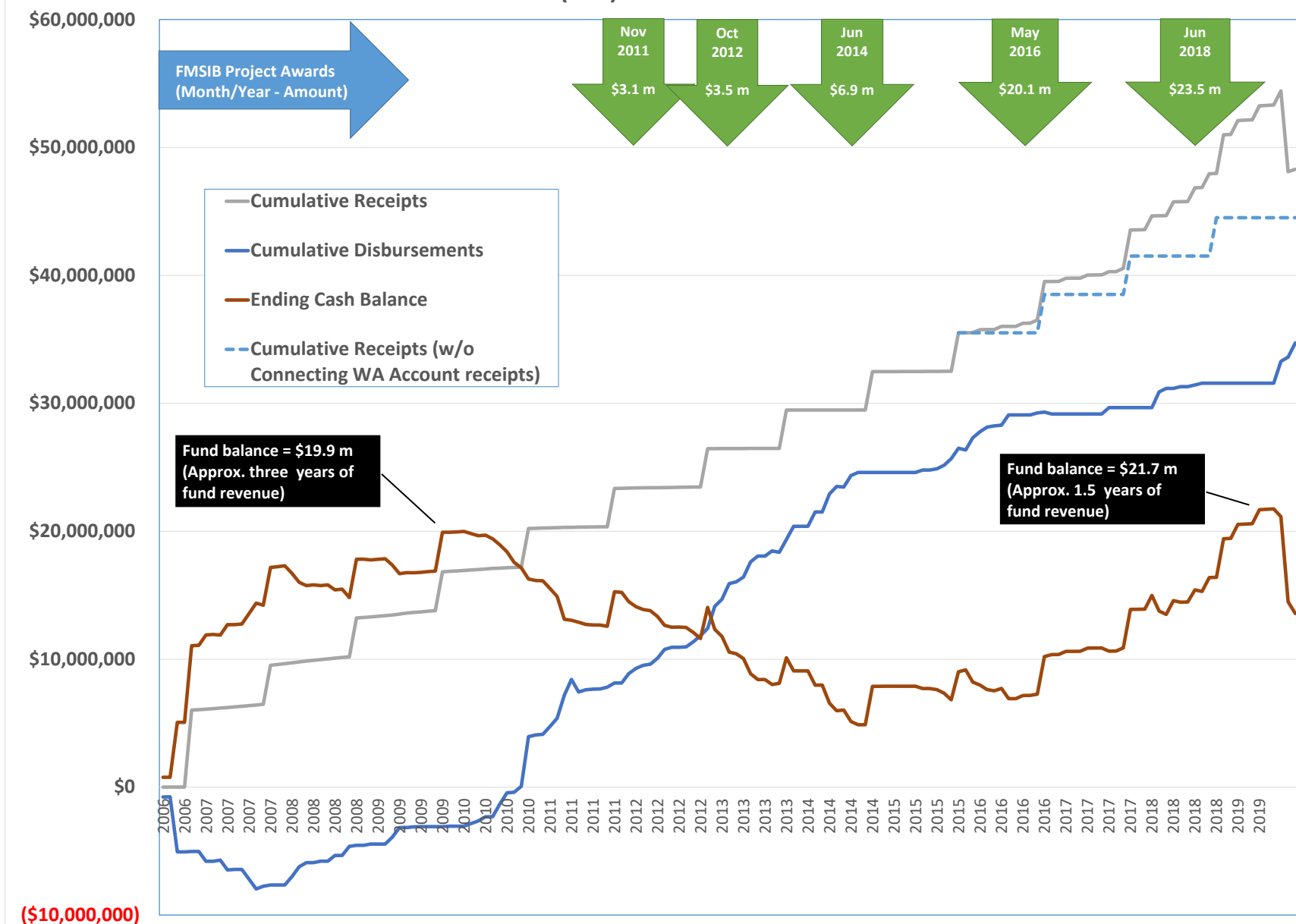
2020 Supplemental Transportation Budget - LEAP List

<u>PIN</u>	<u>Project Title</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>25 - 27</u>	<u>27 - 29</u>	<u>29 - 31</u>	<u>Total</u>
	FMSIB Total	16,892	51,043	27,869	27,400	23,500	0	0	
01F035A	S 228th Street Extension & Grade Separation	1,351	3,149	0	0	0	0	0	9,750
1LP104F	Marginal/Diagona Approach & Argo Gate	3750	0	0	0	0	0	0	3,750
1LP137F	Strander Blvd/SW 27th to West Valley	0	0	0	0	0	0	0	5,000
1LP908F	S 212th St Grade Separation	0	0	0	0	0	0	0	5,000
1LP912F	Duwamish Truck Mobility Improvements	1,573	231	0	0	0	0	0	2,383
3LP101F	SR 99 Puyallup River Bridge	3,258	1,742	0	0	0	0	0	5,000
3LP135F	Hogum Bay Road Slip Ramp & Road Improvements	600	0	0	0	0	0	0	1,200
3LP138F	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5) 3	0	0	6,333	1,200	0	0	0	7,533
3LP139F	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5) 2	0	4,333	0	0	0	0	0	4,333
6LP10AF	Park Road BNSF Grade Separation	0	0	0	100	0	0	0	100
6LP131F	Barker Rd / BNSF Grade Separation	0	3,500	5,500	0	0	0	0	9,000
6LP132F	Bigelow Gulch / Forker Rd Realignment	3,811	2,189	0	0	0	0	0	6,000
9LP999B	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5) Improvements	0	2,334	0	0	0	0	0	2,334
L1000205	Steward Road	0	0	2,000	1,000	0	0	0	3,000
L1000206	East Marginal Way Heavy Haul Corridor	0	0	3,000	3,100	0	0	0	6,100
L1000207	Barker Rd Corridor Widening - Spokane River to SR290	0	1,680	0	0	0	0	0	1,680
L1000208	West Cashmere Bridge	0	1,500	1,500	0	0	0	0	3,000
L1000209	Bigelow Gulch Phase 3	0	1,134	1,136	0	0	0	0	2,270
L1000210	SR 529/I-5 Interchange Expansion	0	4,100	900	0	0	0	0	5,000
L1000211	Industrial Rail Additions	0	2,400	0	0	0	0	0	2,400
L1000212	70th Ave E - Freight Bottleneck	0	5,000	0	0	0	0	0	5,000
L1000213	I-5/54th Avenue E I/C Improvement Ph 1B	0	0	2,500	0	0	0	0	2,500
L1000214	Taylor Way Rehabilitation	0	2,500	0	0	0	0	0	2,500
L1000215	I-5/54th Avenue E I/C Improvement Ph 1A	500	0	0	0	0	0	0	500
L1000216	SR 432/SR 411 Intersection Improvements	0	2,100	0	0	0	0	0	2,100
L1000217	Burlington Northern Overpass Replacement	779	1,221	0	0	0	0	0	2,000
L1000218	S Lander St Grade Separation	1,269	4,431	0	0	0	0	0	8,000
L1000219	SR 410 Traffic Ave/E Main	0	2,500	0	0	0	0	0	2,500
XXXXXXX	Future Awards	0	5,000	5,000	22,000	23,500	0	0	0
		16,892	51,043	27,869	27,400	23,500			

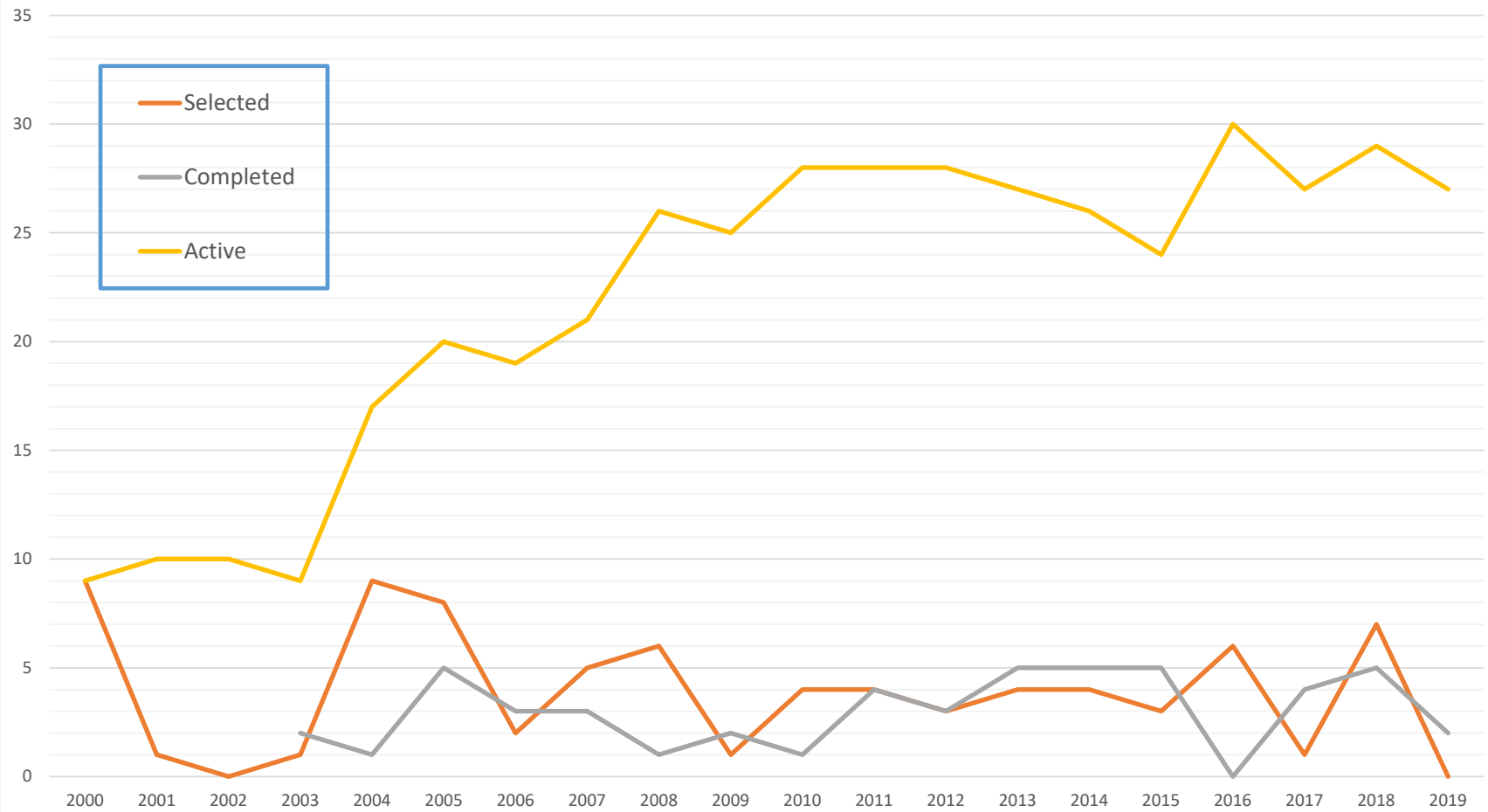
FMIA (09E) - Motor Vehicle Fund



FMMA (11E) - Multimodal Fund



FMSIB Projects Selected / Completed / Active



Components of the Reappropriations Report to the Legislature

Draft Report Outline

Sept. 20, 2019

1. Report Purpose
 - a. Respond to legislative budget proviso
 - b. Highlight FMSIB's purpose and successes
 - c. Facilitate legislative conversation on the value of FMISIB's contributions
2. Legislative Budget Proviso
3. FMSIB History
 - a. Link to HistoryLink article
 - b. Link to 20 annual reports
4. FMSIB Statutory Directions
 - a. Policy
 - b. Capital
5. FMSIB Results
 - a. Policy
 - b. Capital (project summary)
6. FMSIB Budget History
 - a. Appropriations and expenditures
 - b. Fund balances
7. Options for Reducing Reappropriations
 - a. Summary
 - b. Trade-offs
 - c. Board next steps
8. Request
 - a. Conduct 2020 Call for Projects
 - b. Eliminate LEAP list requirement
 - c. Reinstate \$14.5 m from 17-19 supplemental reduction

FMSIB Historical Capital Priorities

Rev. 7/3/19

Historical Capital Priority	RCW	Practice
1. Select high quality freight projects based on statutory criteria and a rigorous project application and review process.	47.06A. 010(6) 47.06A.020	
2. Fund only the construction phase of projects.		FMSIB awards construction funding only.
3. Fund projects “strategically.”	47.06A.001	
4. Fund projects proportional to freight benefits in accordance with statutory direction and FMSIB mission.	47.06A.020	
5. Leveraging funding with other sources minimizing amount of state funds.	47.06A.020(6) “The board shall consider twenty percent as the minimum partnership contribution ...”	Depending on project type, the twenty-year average partner contribution is between 80% and 90%.
6. Distribute funding across three regions of the state according to statutory direction.	47.06A.050	
7. Execute project agreements to cap FMSIB’s funding liability by <u>prohibiting</u> reimbursement for cost overruns.		All FMSIB grant agreements contain this language
8. When investing early in projects, assist sponsors in completing funding so construction can start. This requires the Board to be patient as some projects take up to 16 years from funding award to completion (the average is over 8 years).	47.06A.030(2)(b) “The Board may ... provide technical assistance ...”	
9. To ensure no project is delayed due to lack of funding, request the maximum amount of budget expenditure authority in the biennial budget that can be justified by active project awards.		Submitted and approved budgets included ALL projects that MIGHT construct in biennium. Average delivery has been around 29%.
10. Defer projects (i.e., remove project funding) that are not “progressing.”	47.06A.050(5)(a)	
11. Cancel projects that have been deferred more than six years (new authority granted to FMSIB in 2016).	47.06A.050(5)(b)	Board approved cancellations in Nov. 2016, 2017, and 2018
12. Maintain “reasonable” fund balances in the dedicated FMIA and FMMA accounts to ensure allocated funds are actively working.		The Board awards all available funds, reserving \$2-4 m for emergent projects
13. Minimize biennial budget reappropriation requests to the Legislature (New Legislative direction).		Given the strategic nature of FMSIB’s investments, this has not been considered historically.

Note: FMSIB’s WACs generally mirror the relevant RCWs above. FMSIB’s Bylaws are principally operational and do not affect the project priorities and funding issues mentioned above.

FMSIB Historical Policy Priorities

Rev. 6/14/19

Historical Policy Priority	RCW	Practice
1. The Governor appoints all Board members from lists provided by freight mobility stakeholder organizations.	47.06A.030(4)	Stakeholders like AWC, WPPA, and WSAC solicit interest from their membership.
2. The board shall designate strategic freight corridors within the state.	47.06A.020(3)	In concert with WSDOT and MPO's, the Board approves this system every two years.
3. Develop and recommend policies that address operational improvements that primarily benefit and enhance freight movement	47.06A.020(7)	Board members and staff have testified on behalf of freight-related legislation in Congress and the Legislature.
4. Advocate for Washington's freight mobility needs, solutions, and funding		Board members and staff visit legislators every year during "Day on the Hill."
5. Support state actions for allocating federal freight funds (e.g., WAFAC administration and support)	47.06A.045	FMSIB has convened and supported WAFAC since 2013.
6. Support legislatively directed freight policy studies	Various budget bills	Examples include the Road-Rail and Marine Cargo Studies
7. Guide the Director's activities through the position's job description		"A strong leader and policy liaison, you will work with [legislators ...]." – (2017 job announcement). "The Director will be an advocate for FMSIB'S policies throughout the state." – (1999 job announcement).

Note: FMSIB's WACs generally mirror the relevant RCWs above. FMSIB's Bylaws are principally operational and do not affect the policy priorities mentioned above.

FMSIB Director's Report

Sept. 20, 2019

(Last Report : May 31, 2019)

FMSIB Member Appointments

One County position remains vacant on the FMSIB Board. The Association of Counties was to have sent four names to the Governor on Feb. 23. The Governor's Office has narrowed the candidate list to two. We may have a candidate available at the Sept. 20 meeting.

Project Status Updates

Spokane County, Bigelow Gulch Road Corridor

I toured this corridor with County staff in May, just prior to the Board's May workshop. Phase 4 is complete and Phases 5 and 6 are progressing well. As you recall, at the May workshop I recommended this project be reviewed for potential deferral. However, based on my field review and understanding of the County's financing plans for the remaining segments, I don't believe deferral is warranted. The County will attend the Wenatchee meeting and provide a full update to the Board.

City of Tukwila, Strander Boulevard

The scope and cost of this project have expanded significantly since FMSIB first awarded funds in 2010. Both FMSIB and TIB encouraged the City to conduct a Value Engineering Study to assess alternatives for reducing project costs. That study was completed in April. The City briefed FMSIB and TIB in a May 3 meeting in Olympia where alternative funding strategies were discussed. The City advised FMSIB in a letter dated 06/17/19 that Council decided to stop this project and relinquish all grant funding. The City requested to be placed on FMSIB's six-year deferral list.

City of Sumner, SR 410 Interchange - Traffic Ave. / East Main

This project reconfigures the subject interchange, which provides freight access to Sumner and the Sumner-Pacific Manufacturing Industrial Center (MIC). FMSIB awarded \$2.5 million to this project in 2016 and a groundbreaking was held on Sept. 5.

City of Fife, 54th Ave. E. Interchange, Phase 1A project.

This project reconfigures the I-5 interchange to reduce congestion, minimize conflict points, and facilitate freight flows through the City and into the Port. Phase 1 rebuilds the north half of the I/C and Phase 2 the south half. The City split Phase 1 into a Phase 1A and combined FMSIB funds with an NHFP award to build a two-lane left turn lane from SR-99 onto I-5 southbound. A ribbon cutting ceremony was held June 21. At the November meeting in Fife, the City will update the Board on its funding strategy for completing the interchange.

FMSIB 20th Anniversary Recognition – HistoryLink Article

In March, the Board authorized development of a HistoryLink.org article chronicling the history of FMSIB. HistoryLink has completed the article and posted it July 24 at this location:

<https://historylink.org/File/20825>

FMSIB Administrative Committee Meeting

On June 24, the Committee met in SeaTac. Agenda topics included the following:

- Director Performance Evaluation
- Review Historic Capital and Policy Priorities
- Review Implementation Actions for Each Reappropriation Option
- Discuss “Delegation of Authority” Documents from May Workshop

Action items after the meeting included scheduling meetings with the House and Senate Transportation Committee Chairs and finalizing the meeting packet for those meetings.

Freight Mobility Outreach (Meetings, Conferences and Events)

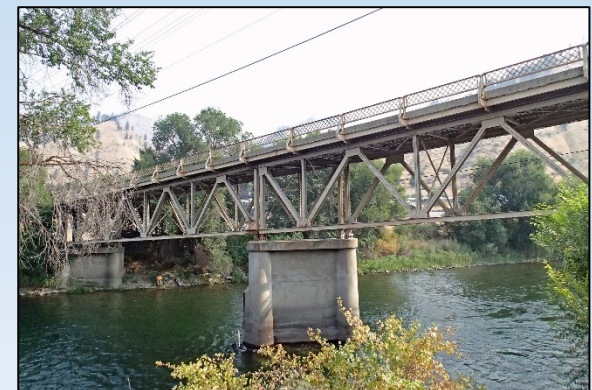
In order to better understand the freight mobility issues affecting our customers, I attended the following meetings, conferences and events:

- June 5 – Attended Puget Sound Gateway Executive Committee meeting in Fife.
- June 21 – Attended ribbon cutting for City of Fife, 54th Ave. E. Interchange, Phase 1A project.
- June 24 – FMSIB Administrative Committee (Chair Gatchet, Leonard Barnes, Art Swannack, and John McCarthy) met at SeaTac to discuss several issues (see briefing earlier in this report).
- June 25-27 – Attended AWC Conference in Spokane. Chair Gatchet and Councilmembers Pat Hulcey and Ben Wick also attended and presented CEO Peter King with a plaque acknowledging AWC’s contributions to FMSIB’s 20th Anniversary TVW Video.
- June 25 - Visited staff at Spokane Valley and reviewed status of Barker Road Corridor project. In addition, we field reviewed the three phases of the project, including Phase 1 which is under construction.
- June 27 – Visited Sen. Jeff Holy at his request and discussed various freight needs and projects in the greater Spokane area.
- July 8 through August 9 – Conducted 16 interviews with Board Members and Friends of Freight (WTA, WSAC, WPPA, AWC) to gather information for FMSIB’s 2019 Annual Report.
- July 9 – Attended Port of Seattle Commission meeting where FMSIB and others were honored for their contributions to the East Marginal Way Grade Separation Project (and connections to UP’s Argo Rail Yard.) A video of the meeting, including former FMSIB director Karen Schmidt’s testimony, is available for download on the FMSIB website.
- July 15 – Conference call with Sen. Cantwell’s Office at their request. We discussed freight issues in Washington, the role of FMSIB, and NHFP implementation in Washington.
- August 5 – Along with Chair Gatchet and Secretary Millar, met with Rep. Barkis in Olympia to discuss various FMSIB budget issues, including the reappropriation proviso.
- August 22 - Along with Chair Gatchet and Secretary Millar, met with Sen. King in Yakima to discuss various FMSIB budget issues, including the reappropriation proviso.

- August 27 – Met with staff from Congressman Adam Smith’s office at their request to discuss freight issues, FMSIB, and the Congressman’s freight funding bill.
- August 27 – Met with House Transportation Committee staff at their request to discuss history of WAFAC activities.
- Sept. 4 – Attended Washington Highway Users Federation Executive Board meeting in Tacoma.
- Sept. 5 – Attended groundbreaking for City of Sumner project, SR-410, Traffic Ave. / East Main Street Interchange.
- Sept. 8-10 – Attended the national conference of the American Public Works Association, which was being hosted by the Washington Chapter in Seattle.
- Sept. 13 - Along with Chair Gatchet and Secretary Millar, met with Rep. Fey in Olympia to discuss various FMSIB budget issues, including the reappropriation proviso.
- Sept. 13 - Along with Chair Gatchet and Secretary Millar, met with Sen. Hobbs via conference call to discuss various FMSIB budget issues, including the reappropriation proviso.



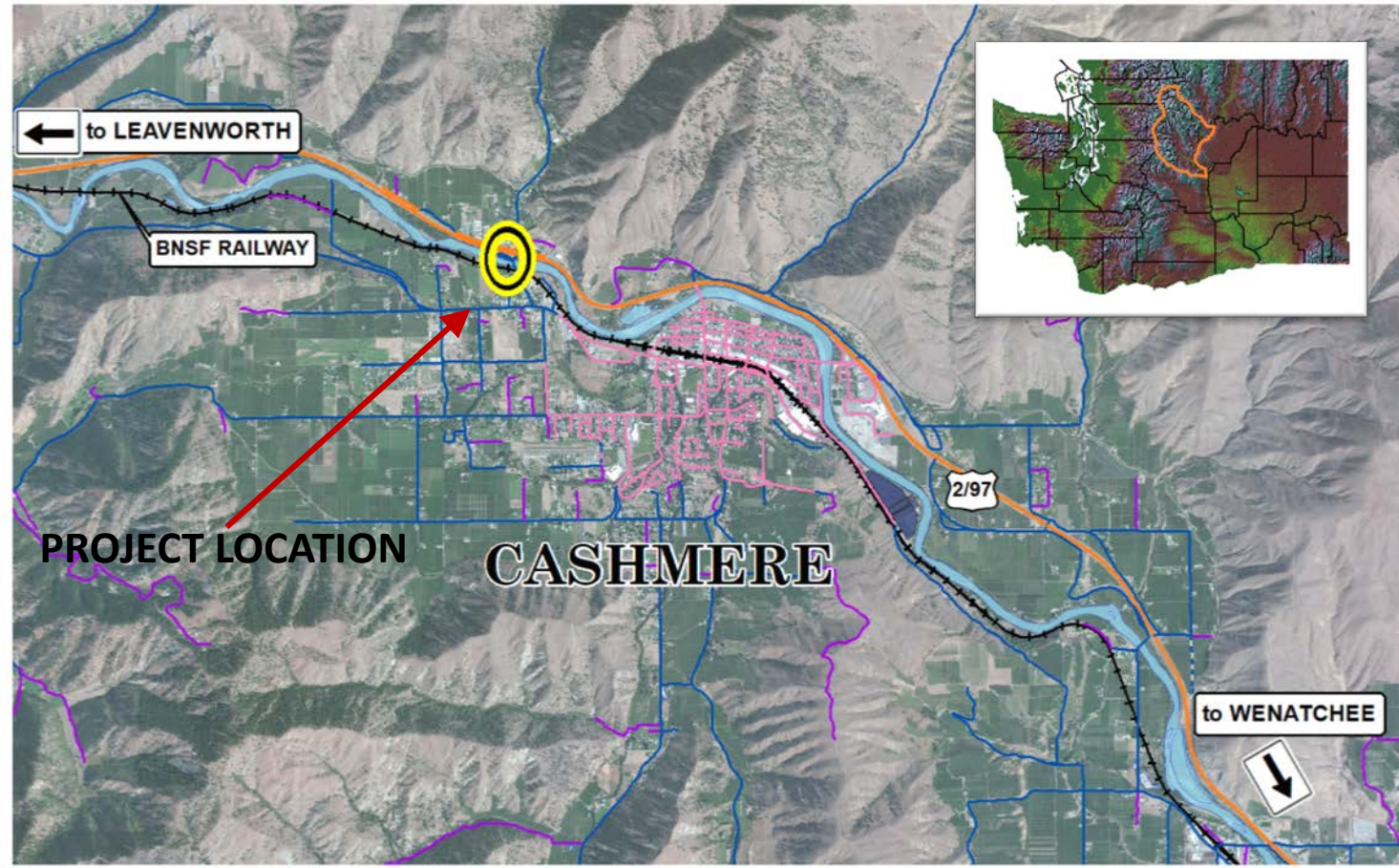
West Cashmere Bridge Replacement Project



Eric Pierson, Director/County Engineer

Presented by Paula H. Cox, Assistant County Engineer

Heart of Washington



Cashmere is between Leavenworth and Wenatchee, which are located 11 miles from the town in either direction.

The West Cashmere Bridge



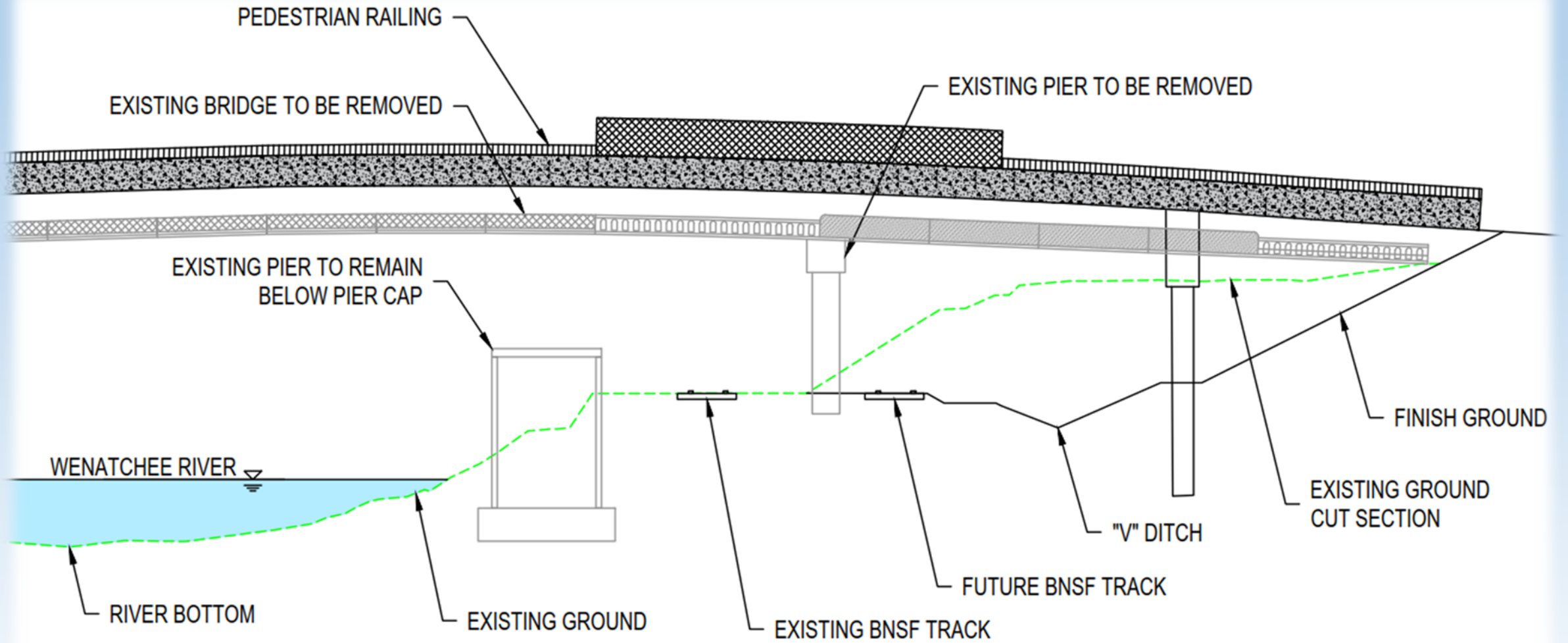
- New Structure Length: 952 feet
- Total Main Bridge Span: 732 feet
- Bridge ramps down to a roundabout
- Bridge maintains the **ONLY** overhead crossing of the railroad in and around Cashmere

Replacement Bridge

98% DESIGN



South Side of Bridge

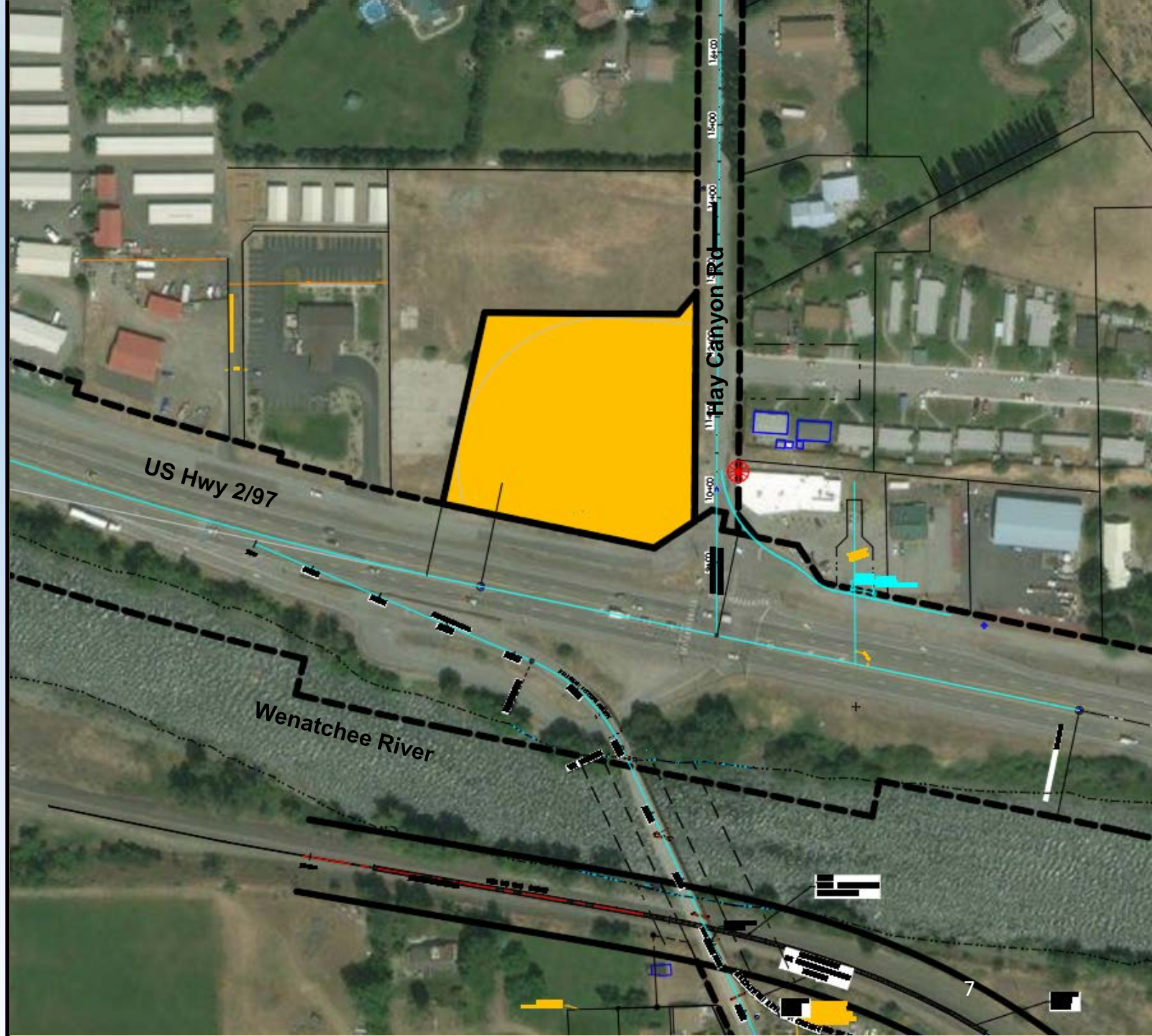




- Improves safety
- Improves mobility efficiency
- Provides larger turn radius for trucks heading westbound on Hwy 2/97
- Restores existing north end bridge entrance to native vegetation
- Allows for stormwater runoff to be treated and to remain on site

Right-of-Way

- Project impacts 11 parcels and 8 landowners.
- Project involves private landowners, a water users association, WSDOT, BNSF and the DNR.
- The purchase of 2+ acres necessary for construction of the north ramp and landing is in negotiations. Meanwhile, a possession-and-use agreement is in place, allowing the county to begin work on the property.





Environmental

- **Free Bridge:** A 9-month effort to find a new home for the bridge's historic trusses attracted interest from 5 parties, but in the end was unsuccessful.
- **Legacy:** The history of the bridge was recorded and shared at *HistoryLink.org*, the online encyclopedia of Washington state history. An inventory of other Chelan County-owned historic bridges will be shared on our Public Works website in October.
- **NEPA:** The NEPA process is nearly complete. Final outstanding item is a Biological Opinion from USFWS; anticipating receipt of BiOp in mid-September.
- **Bird Deterrent System:** As part of the Migratory Bird Act, bird exclusion netting will be installed to prevent swallows from nesting on the existing structure prior to bridge removal.
- **Soil Cleanup:** At the project's north approach, soil containing lead and arsenic left over from orchard practices will be removed and properly disposed of.

Estimated Project Schedule

MILESTONES	ANTICIPATED DATE
Design Began (TranTech Engineering)	June 2015
Final Design Completion	October 2019
Advertise the Project for Construction	October 2019
Bid Opening	December 2019
Start of Construction Working Days	Spring 2020
Number of Working Days	430
Physical Completion	November 2021

Estimated Construction Schedule

**January-February 2020: Work site preparation begins
The bridge is closed to traffic.**

**March 2020: Demo of existing bridge begins
Work expected to take 107 days.**

**April 2020: Construction of work trestle begins
Trestle will span the river and consist
of piles vibrated or impact driven.**

**July 2020: Installation of drilled shafts begins
Two (2) 10-foot and six (6) 5-foot shafts**

**August 2020: Construction of substructure begins
New bridge will have four (4) piers.**

**October 2020: Erection of steel plate girders begins
Requires nighttime closures of US 2/97.
(Traffic will be routed on a detour.)**

**December 2020: Construction of superstructure begins
Work expected to take 129 days.**

**March 2021: North and south approach work begins
Work expected to take 84 days.**

**The new bridge is anticipated to be open to traffic
by late Summer 2021**

Project Funding

PROJECT TOTAL	\$25,500,000
AWARDED	
BRAC (Bridge Replacement Advisory Committee)	\$12,000,000
MPO (Metropolitan Planning Organization) (STBGP/HIP) (Statewide Transp. Block Grant Program)	\$ 2,600,000
Legislative Discretionary (WSDOT)	\$ 2,000,000
RAP (Rural Arterial Program)	\$ 2,500,000
Private (Crunch Pak)	\$ 150,000
FMSIB (Freight Mobility Strategic Investment Board)	\$ 3,000,000
WSDOT (NC Region)	\$ 270,650
Local Match	\$ 2,979,350

QUESTIONS?

Stay informed of the West Cashmere Bridge Replacement Project:

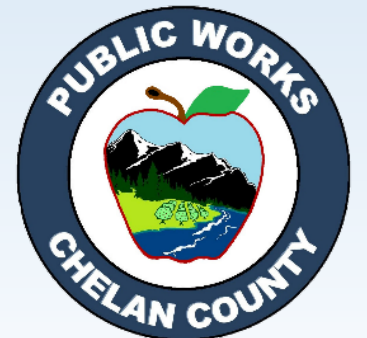
- ✓ Follow Chelan County Public Works on Facebook
- ✓ Watch for the project's construction webpage this winter
- ✓ Join our Listserv (email us and we'll sign you up)
- ✓ Plan to attend an open house in winter 2019-2020

Chelan County Public Works

509-667-6415

public.works@co.chelan.wa.us

www.co.chelan.wa.us/public-works





FMSIB Project Review - Defer?

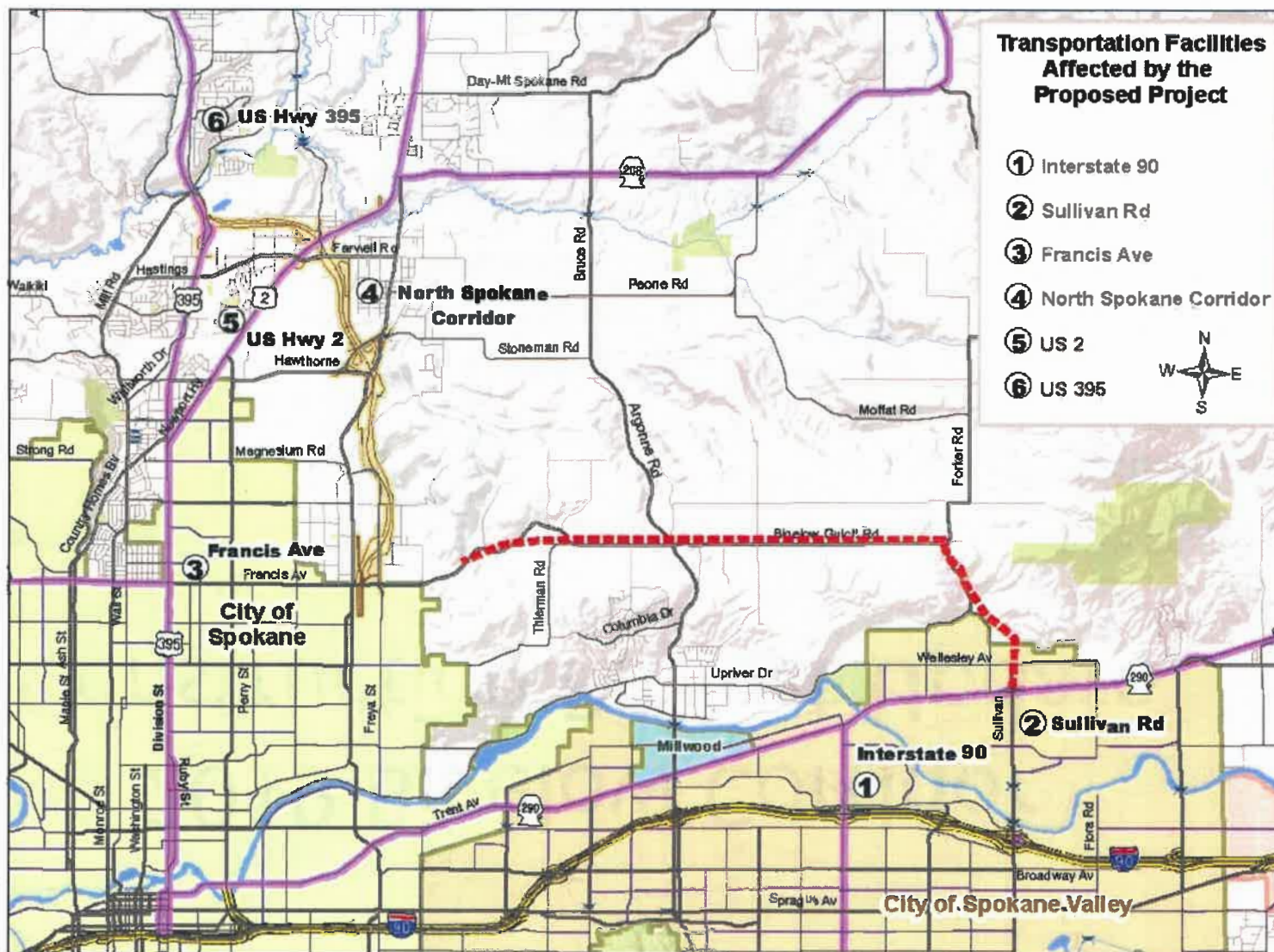
Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Progress	Defer?
51-3	Seattle	Duwamish Spot Improvement	\$300,000	\$117,000	2003	Scheduled for Sept. 2019 completion	N
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$4,500,000	2004	Scheduled for Nov. 2020 completion	N
64-1	Fife	Port of Tacoma Rd. I/C - Phase 1	\$27,148,000	\$6,667,000	2006	Scheduled for Nov. 2020 completion	N
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	2009	Scheduled for July 2019 completion	N
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	2009	Complete and operational	N
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	2010	30% design. Not fully funded	M
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	2010	Still short \$20 million	M
80-0	Spokane Valley	Barker Road/BNSF grade separation	\$29,200,000	\$9,000,000	2010	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	2010	No other funding secured - Site visit 5/14/19	M
87-0	Marysville	SR 529/I-5 Interchange Expansion	\$54,050,000	\$5,000,000	2014	Awaiting DB estimate and agreement with WSDOT	N
91-0	Seattle	South Lander Street Grade Separation	\$140,000,000	\$8,000,000	2016	Under const. - Scheduled Dec. 2019 completion delayed	N
89-0	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$500,000	2016	Scheduled for Summer 2019 completion	N
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	2016	Awaiting agreemeent on design concepts with ST Link	M
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	2016	Scheduled for Nov. 2019 ad date	N
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	\$18,540,000	\$2,500,000	2016	On ad, scheduled for Dec. 2020 completion	N
90-0	Longview	SR 432-SR411 Intersection Improvements Project	\$4,200,000	\$2,100,000	2016	Scheduled for Feb. 2020 ad	N
100-0	Seattle	East Marginal Way Heavy Haul Corridor	\$48,600,000	\$6,100,000	2018	Recent award	N
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	2018	Recent award	N
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	2018	Recent award	N
101-0	Sumner	Stewart Road Corridor - White River Bridge Replace	\$21,489,033	\$3,000,000	2018	Recent award	N
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	2018	Recent award	N
99-1,2,3	Spokane Valley	Barker Road Corridor Widening	\$8,400,000	\$1,680,000	2018	Recent award	N
97-0	Spokane County	Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000	2018	Recent award	N
25 Projects			Total: \$671,665,367	\$94,117,000			

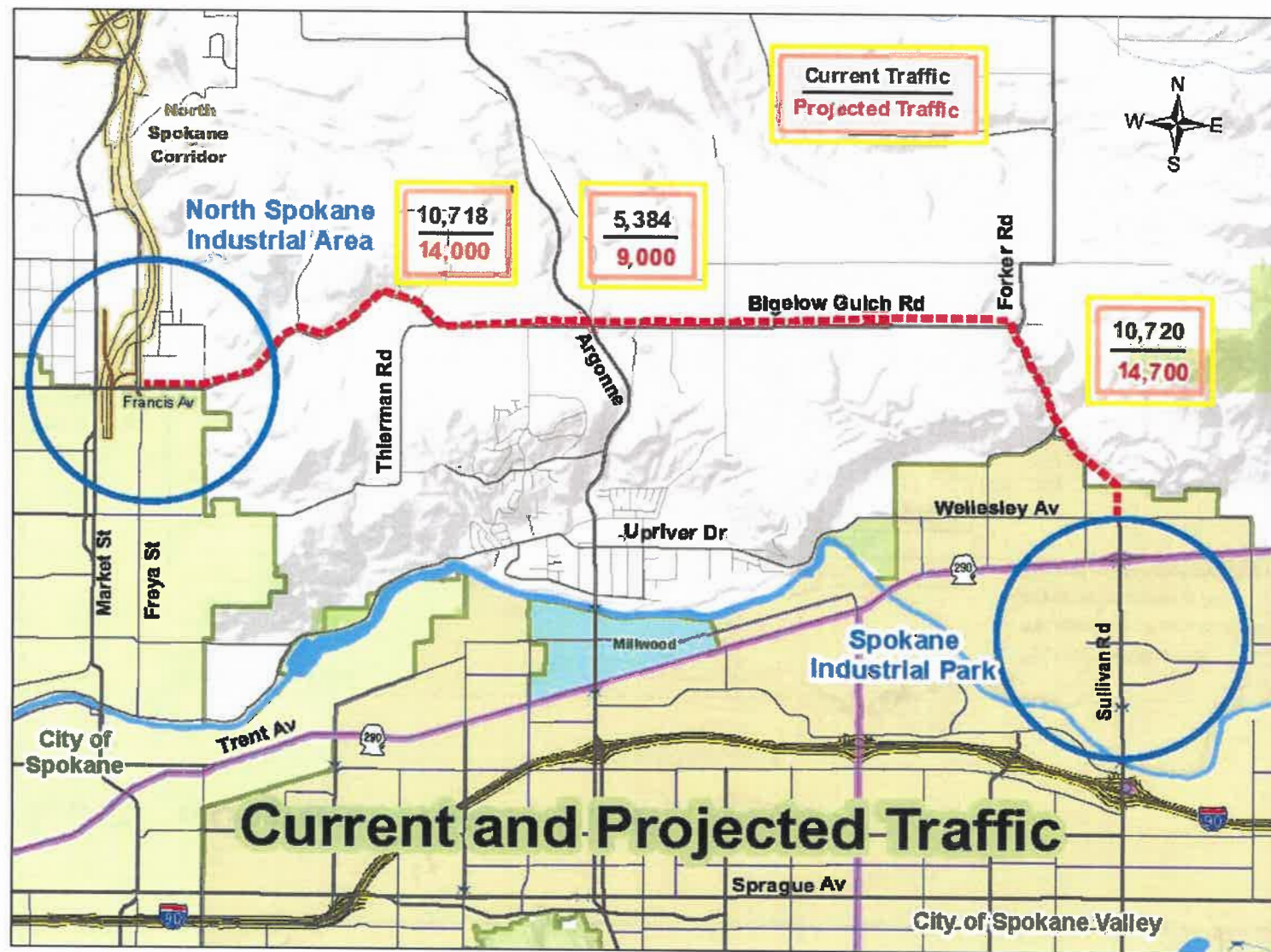
2019 Bigelow Corridor Construction Project Update



Brandi Colyar P.E.
Capital Projects Program Manager

Chad Coles P.E.
County Engineer



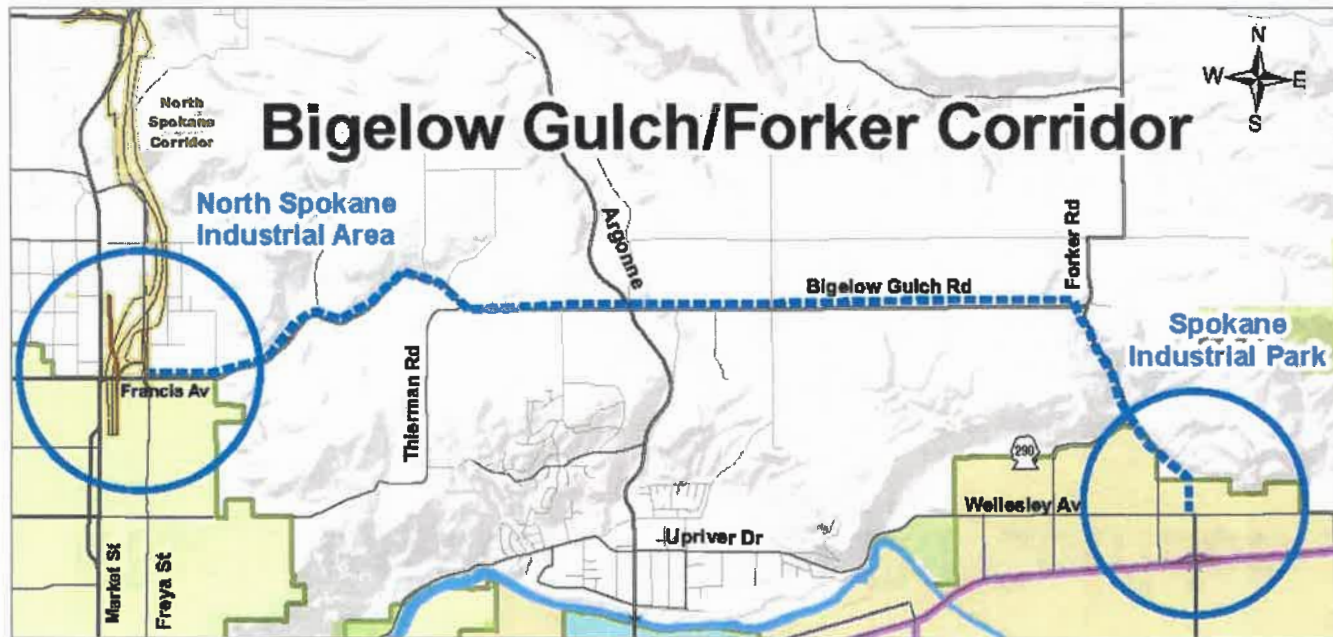


Current/Future Traffic Predictions

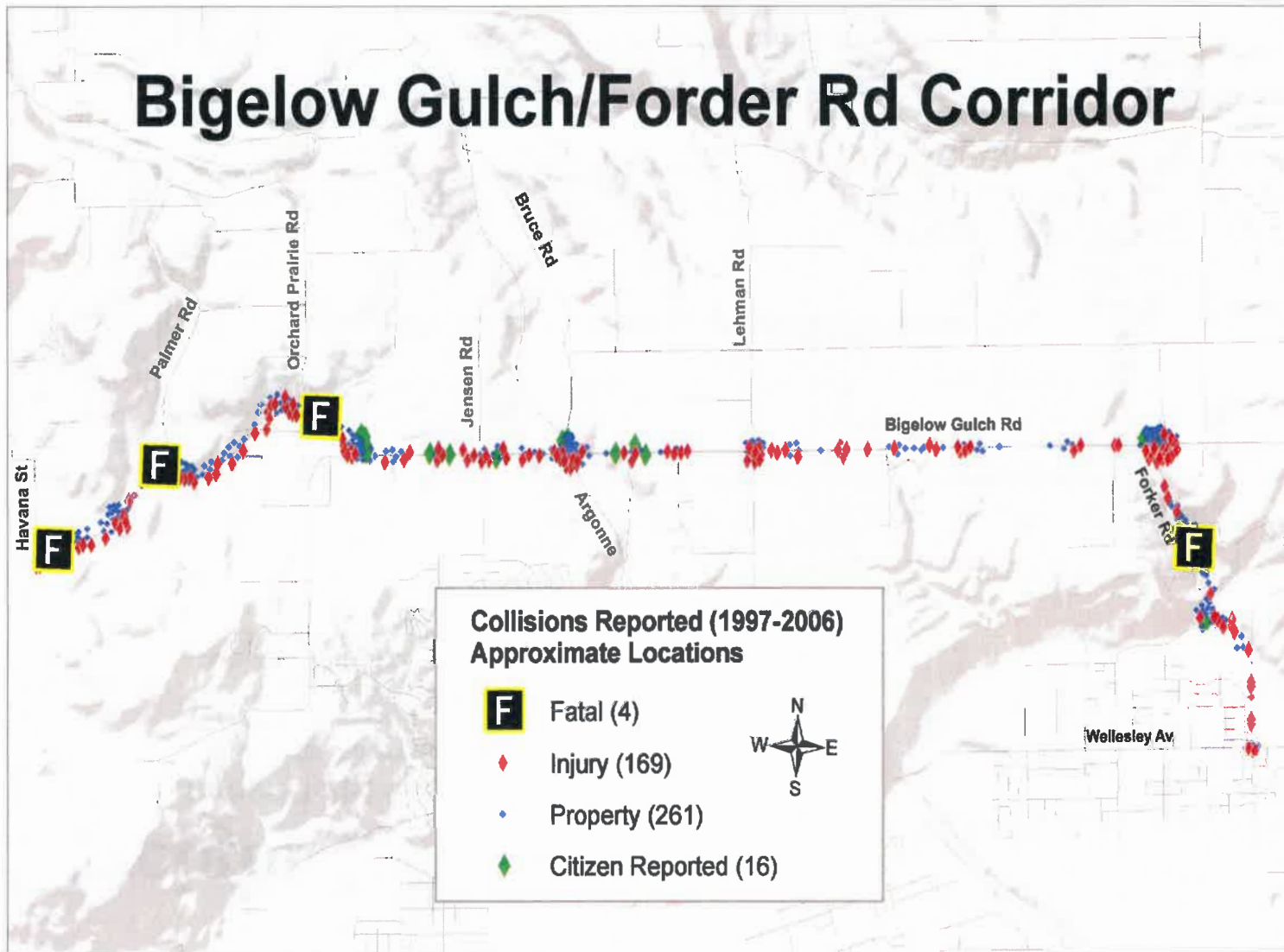
CRP 3178		Review of model volumes										notes						
		Date 5/27/2014										^ NSC complete I-90 to US395						
												# NSC operational: Francis to US395						
												all peak hour volumes or PM						
												Volumes with Direction are DDHV						
Segment	Direction	2025 Model						2040 model						2025 DHV	2040 DHV	% change	% 2006 to 2025	% 2010 to 2040
		Original EA						K - factor assumed at 0.10										
		Existing (2006)			2025 No Action ^		2025 Action		Existing (2010)		2040 no Action #		2040 Action ^					
		Peak Hr Volumes	AADT	K-factor	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT				
West of	WB	527	10,718	0.11	640	12,000	720	14,000	582	12,000	665	14,000	553	13,200	1380	1316	-4.61%	
Argonne	EB	684			600		660		576		734		763				13.96%	
East of	WB	365	5,384	0.14	240	7,500	640	12,500	393	7,700	443	9,000	694	13,700	1250	1364	9.14%	
Argonne	EB	381			300		610		377		416		671				67.56%	
Forker /	NB	670	10,720	0.10	600	10,600	1100	19,000	589	10,100	939	14,700	926	15,900	1900	1589	-16.35%	
Sullivan	SB	410			460		800		421		527		664				75.93%	
																	57.49%	

Freight Transport

- 12% Trucks (1,286 trucks/day)
- Class T-2 (4 to 10 million tons/year)
 - Current Travel Time:
 - Freya/Francis and Sullivan/SR 290
 - Sullivan/I-90/Freya/Green/Market: 29
 - SR 190/Mission/Green/Market: 34
 - Bigelow/Forker: 14.5



Bigelow Gulch/Forder Rd Corridor



Bigelow Gulch Road Corridor Projects



Recent Accomplishments

Bigelow Project 5a

- Major roadway realignment
- 230 CY of roadway excavation
- Geologic smorgasbord
- Utilized existing Forker alignment for Planting



Recent Accomplishments Cont.

Bigelow Project 4a

- Bigelow Gulch structure completed
- Forker Rd. underpass to continue Spring 2019
- Paving and open to traffic May 2019



Recent Accomplishments Cont.

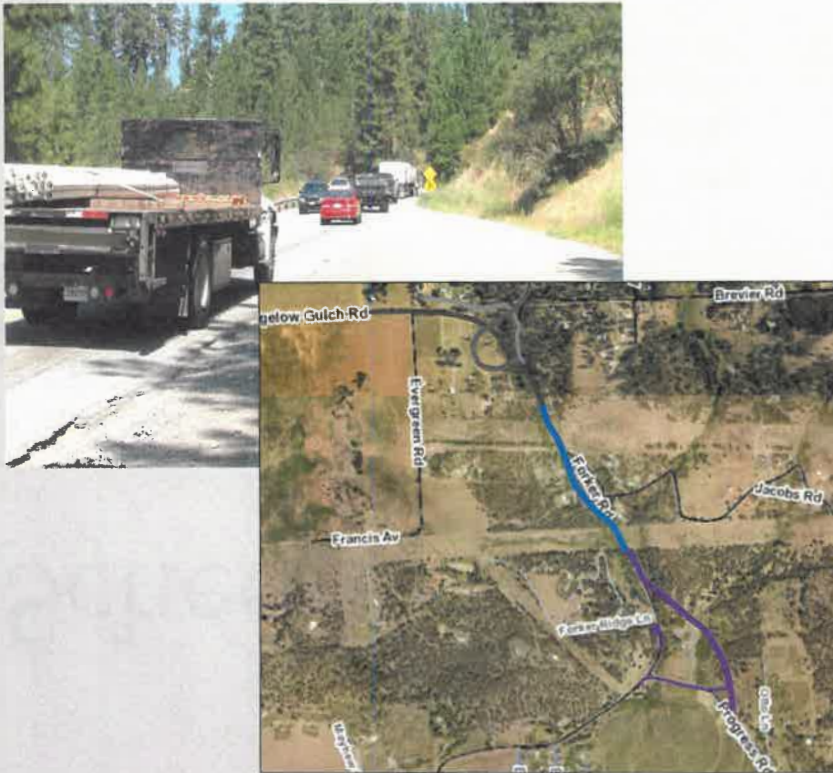
Project 4 – Bigelow Gulch Road from the end of concrete at Argonne intersection to Evergreen

- Construction began Spring 2019
- First lift of HMA complete
- Final lift of HMA scheduled for week of September 30

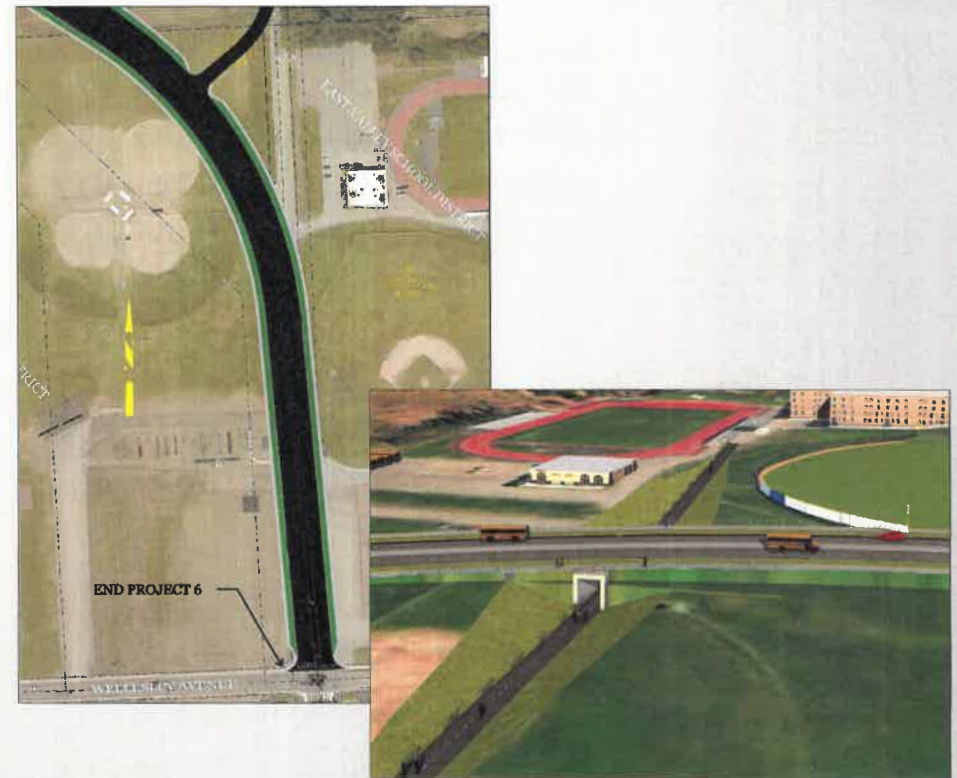


On the Horizon

- Project 5 Phase 2- Spring 2020



- Project 6- Summer 2020



Scheduled by 2022

Funding Partners and Need

Project	CRP NUMBER	Estimated Total Project Cost	Secured Funding by Source			Need
			STP	FMSIB	RAP	
Bigelow Gulch Project #2	CRP 2620	\$ 11,398,501	\$ 1,839,900	\$ 1,690,000	\$ 1,674,061	\$ 6,194,540
Bigelow Gulch Project #3	CRP 2924	\$ 7,259,542		\$ 2,270,000	\$ 2,579,100	\$ 2,410,442
Bigelow Gulch Project #6	CRP 2991	\$ 8,611,094	\$ 2,814,000	\$ 2,000,000		\$ 3,797,094
		\$ 27,269,137	\$ 4,653,900	\$ 5,690,000	\$ 4,253,161	\$ 12,402,076

Lewis Street Overpass Project



Lewis Street Overpass Project

re·stric·tion

/rə'strikSH(ə)n/

noun

noun: **restriction**; plural noun: **restrictions**

a limiting condition or measure



Lewis Street Overpass Project



Freight Mobility Considerations

The BNSF railyard plays significant role in Pasco.

It's location bisects the City and is a “pinch point” and/or restriction for both truck and rail movement

Lewis Street Overpass Project



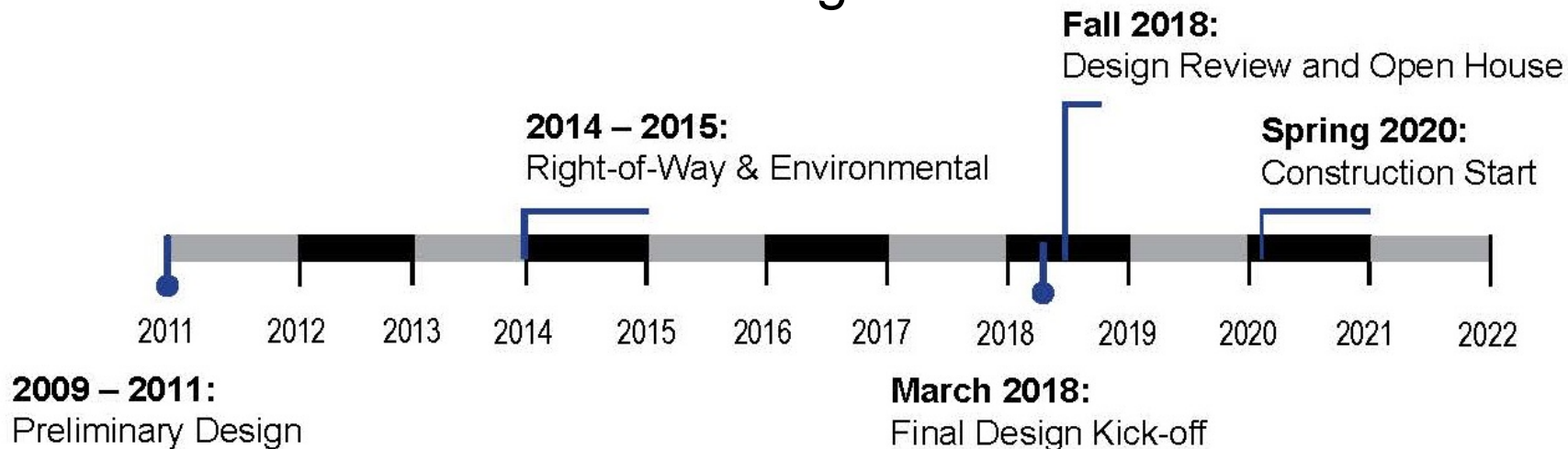
Current configuration has 5 tracks while the New Overpass could provide room for as many as 9 additional tracks meaning 14 tracks total.

For consideration... the only other restriction, within close proximity, occurs at interstate 182 which current count is 11 tracks.



Lewis Street Overpass Project

Schedule and Funding

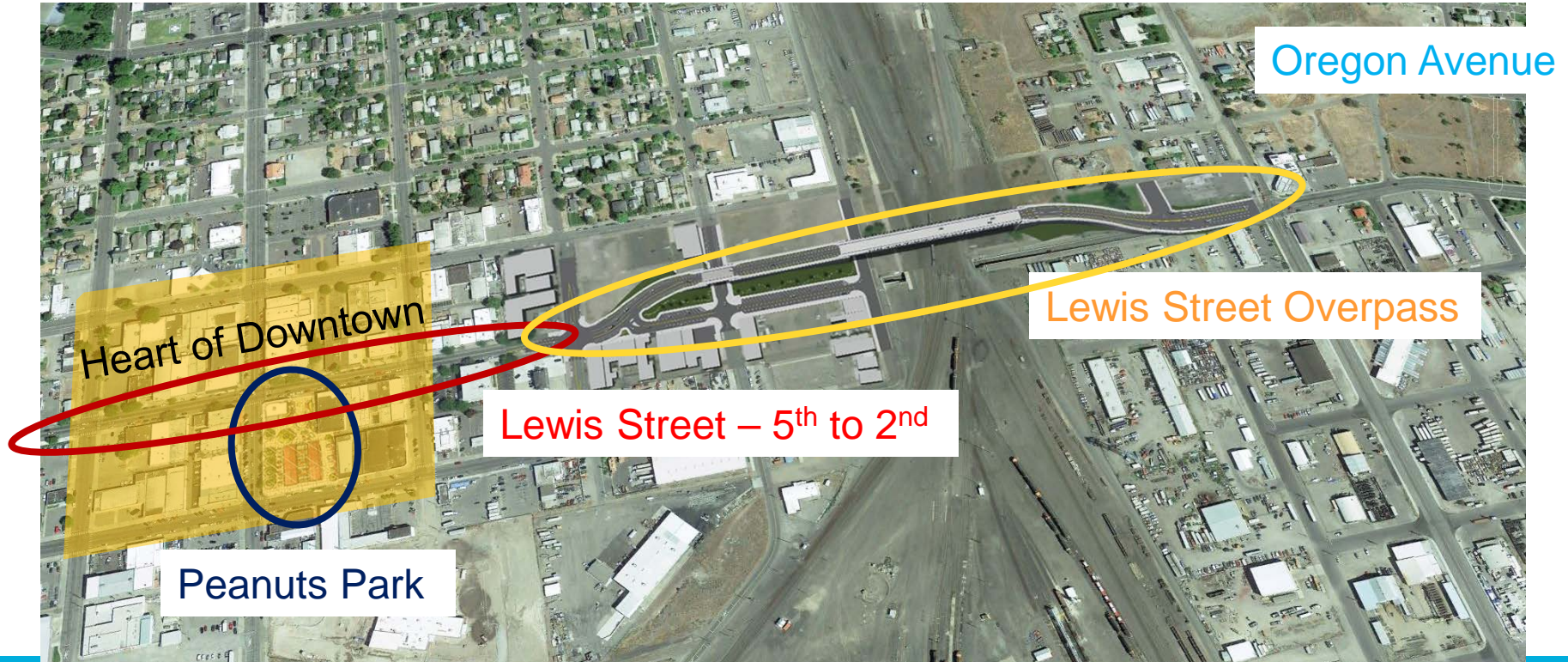




Lewis Street Overpass Project

Funding Source	Amount
City of Pasco	\$4.8 M
Connecting Washington Partnership	\$15 M
Federal Grant (past)	\$3.8 M
Transportation Improvement Board (not yet secured)	\$5.0 M
Unsecured*	\$3.4 M
TOTAL	\$32 Million

Lewis Street Overpass Project



Providing a Re-Visioned Downtown Gateway

Lewis Street Overpass Project



LEWIS STREET OVERPASS

Public and Stakeholder input



Descripción del Proyecto

La ciudad de Pasco está diseñando un paso elevado a través de las vías del tren BNSF Railway para reemplazar el 1937 cruce de Lewis Street. El proyecto incluye características viales y peatonales:

- Un paso elevado que conectará Lewis Street desde 2nd hasta Oregon Avenue (SR-397).
- Un carril de viaje de 11 pies en cada dirección.
- Un carril para bicicletas y una acera por ambos lados.
- Alumbrado decorativo de la calle.
- Se realizarán mejoras en la carretera en los bloques entre Tacoma y 2nd Avenues al lado oeste de las vías del tren.
- Al este de las vías del tren, las mejoras en la carretera se conectarán con la nueva construcción de Oregon Avenue.

Este proyecto mejorará la seguridad, la conectividad, y las posibilidades económicas en el área.



Diseño propuesto.

Beneficios Clave del Proyecto

SEGURIDAD

- Proporciona una conexión importante y seguro entre el Distrito Central de Negocios de Pasco y el este de Pasco para el transporte de mercancías, vehículos de emergencia, autobuses escolares, residentes, y negocios.
- Proporciona una ruta segura y acceso para discapacitados para caminar y andar en bicicleta a dos escuelas primarias públicas, una escuela secundaria, y cuatro parques de la Ciudad.
- Resuelve un problema de seguridad asociado con las vías del tren BNSF Railway a nivel estatal y nacional.

CONECTIVIDAD

- Sirve como conexión para un vecindario cultural y económicamente diverso con tiendas, servicios sociales, y el hospital.
- Mejora la accesibilidad para personas con discapacidad o personas sin acceso a vehículos.
- Elimina un cruce restringido del tren en el sistema estatal del tren, para aumentar el transporte de mercancías y el movimiento vehicular.

POSIBILIDAD ECONÓMICA

- Proporciona una entrada a Pasco que será más reconocible para los visitantes y permite a los residentes del este de Pasco tener el acceso a las tiendas, otros servicios en el centro, y el área oeste de Pasco de manera más conveniente.
- Revitaliza un área que está listo para el reurbanización con la infraestructura adecuada.
- Mejora la calidad del agua y el tratamiento de agua de lluvia.

Calendario del Proyecto



*Construcción sujeta a financiación.

Lewis Street Overpass Project



Lewis Street Overpass Project

- The overpass will provide a safe and efficient connection between the east and west sides of Pasco.
- It will provide the opportunity for freight and mobility enhancements that better utilize the corridor and surrounding connections.
- The Overpass design reflects the public visioning and standards for Downtown
- Will provide for a re-visioned Downtown Gateway!



Lewis Street Overpass Project

Questions?

FMSIB Combined Score Sheet Ranked by Average Score

Rank	FMSIB Number	Geo Area	Lead Agency	Project Title	Average Score	Tech Score	Board Score	Difference Between Tech & Board
1	2011-2	PS	SeaTac	Connecting 28th/24th Avenue South	77	77	77	-1
2	2011-1	PS	Marysville	116th NE Interchange	60	53	67	-14
3	2011-4	EW	Pasco	Lewis Street Overpass	58	54	63	-9
4	2011-3	EW	Yakima	River Road, N 6th to N 16th Ave & N 6th Ave Widening & Reconstruction	55	52	57	-5
5	2011-5	0	0	0				
6	2011-6	0	0	0				
7	2011-7	0	0	0				
8	2011-8	0	0	0				
9	2011-9	0	0	0				
10	2011-10	0	0	0				
11	2011-11	0	0	0				
12	2011-12	0	0	0				
13	2011-13	0	0	0				

Cost of Living Adjustments (COLA) for FMSIB Staff

Sept. 20, 2019

Background: The state Legislature approved FMSIB's 2019-21 operating and capital budgets earlier this spring. All state employee also received salary and benefit adjustments, but those adjustments are made in the General Fund budget.

Issue: By an interesting quirk of rules, Gena Workman's COLA is automatic and she has received her salary increase since July 1:

- **COLA** Salary increase for general service, WMS, EMS and exempt positions:
 - 3% effective July 1, 2019
 - 3% effective July 1, 2020
- **Monthly Medical Premiums** did not increase this biennium.
- **PERS 2** contribution rates increased from 7.41 to 7.90 percent, a 6.6 percent increase in the deduction amount.

Action: No Board action is required for Gena's COLA. However, if the Board chooses to provide Brian's COLA, a Board action is required (Motion and Approval). The Motion could take several forms:

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



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

*Dan Gatchet,
Chair*

September 19, 2017

*Brian Ziegler,
Director*

Board Members

Leonard Barnes

John Creighton

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Tom Trulove

Bob Watters

Ryanne Bonaudi
Human Resource Consultant
WSDOT - Office of Human Resources & Safety
P.O. Box 47310, Olympia, Washington 98504

Dear Ryanne Bonaudi:

At the Board meeting on September 15, 2017, the Freight Mobility Strategic Investment Board approved all COLA increases approved by the Legislature for 2017 through 2019 for Director Brian Ziegler.

The effective date of this first COLA increase of 2 percent is retroactive to July 1, 2017. Subsequent 2 percent increases will occur on July 1, 2018 and on January 1, 2019. Please process the necessary paperwork to provide this benefit to Brian Ziegler.

Thank you for your assistance.

Cordially,

Dan Gatchet
Chair

cc: Eileen Leingang
Sally See

Web Site
www.fmsib.wa.gov