

Freight Mobility Strategic Investment Board

September 18, 2020

9:00 AM to 11:35 AM

GoToMeeting Agenda

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

9:00 AM	1. Welcome and Roll Call	Dan Gatchet	
9:10 AM	2. Meeting Minutes (July 30, 2020)	Dan Gatchet	Action
9:15 AM	3. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
9:45 AM	4. FMSIB LEAP List Process	Brian Ziegler	Informational
9:55 AM	5. Board Member Reports	Board Members	Informational
10:05 AM	6. City of Sumner, Stewart Rd. Corridor - White River Br. Replacement Update	Mike Dahlem & Michael Kosa City of Sumner	Informational / Action
10:25 AM	7. Pierce County Canyon Road Project Update	Letticia Neal Pierce County	Informational / Action
10:55 AM	8. Freight Stakeholder Group Update	Dan Gatchet Roger Millar	Informational / Action
11:15 AM	9. 2020 Annual Report	Kjris Lund	Informational
11:35 AM	10. Adjourn Next Meeting: Nov. 20, 2020 - Virtual	Dan Gatchet	



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

July 30, 2020 • 8:30 a.m. – 1:30 p.m. • GoToMeeting
TVW Recording [FMSIB 07-30-20](#)

In Attendance

BOARD MEMBERS

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

Temple Lentz
John McCarthy
Roger Millar
Art Swannack
Bob Watters
Ben Wick

Not Present:
Ex officio Aaron Hunt

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Kjris Lund, Lund Consulting
Tom Clauson, TCI Design
Chris Herman, WPPA

Megan Cotton, WSDOT
Sheri Call, WTA
Kristin Meira, PNWA

Dena Horton, PNWA
Lorelei Williams, City of Seattle
Megan Hoyt, City of Seattle

Meeting Convened

Chair Dan Gatchet convened the GoToMeeting at 8:30 a.m. and reviewed virtual meeting protocols. Roll call was taken during Board member introductions.

FMSIB & WAFAC History

Mr. Ashley Probart, Transportation Improvement Board Director and past FMSIB director, provided a history of FMSIB and WAFAC (Washington State Freight Advisory Committee), including their successes, challenges, similarities and differences. (See FMSIB & WAFAC Comparison Chart – Agenda Item No. 2 http://www.fmsib.wa.gov/meetings/materials/2020_July_Meeting_Materials.pdf)

Mr. Probart also shared the following background about FMSIB & WAFAC:

FMSIB

- In the 1990's, several legislators toured the Alameda Corridor and determined Washington needed to be more strategic in freight transportation investments or risk losing its competitive advantage.
- As a result, FMSIB was created to make strategic investments in freight projects.
- Although FMSIB's initial project selection process is based on a point system, it is the expertise of the Board and staff that determines the final project selection.

WAFAC

- In 2012, a new federal act allowed states to have an optional freight advisory committee, modeled after FMSIB.
- In 2013, the FMSIB Director and the WSDOT Secretary created WAFAC by memorandum.
- FMSIB primarily held the leadership role while WSDOT provided support.
- In 2013, the FMSIB Director was appointed to the National Freight Advisory Committee.
- WAFAC seemed to provide a forum for freight policy information sharing between the state and national level.
- WAFAC was originally created to discuss policy level as no federal freight funding was yet available.
- In 2016, several federal guidelines changed, including who should serve on WAFAC. The federal government provided dedicated freight revenue and that was appropriated in WSDOT's budget.

Board Discussion

Mr. Swannack raised the question about FMSIB's project selection criteria. Mr. Probart stated although the criteria has been very effective, it is important to review after 20 years. Chair Gatchet agreed that reviewing the criteria would help keep FMSIB relevant.

WSDOT Freight Stakeholder Group

Secretary Millar reviewed how the FAST Act federal money was dispersed:

- WSDOT can only make recommendations to the Governor and Legislature for how to disperse state or federal funding.
- For the first two years of the FAST Act, the Legislature directed the funding go towards preservation since the money came when there was a gap in the freight plan.
- The money was split 50/50 between the state and the locals with most of the state's portion going to preservation.
- Between 2016 and 2017, 85 percent of the funding federal went to local agencies and 15 percent to WSDOT.

Secretary Millar pointed out that FMSIB has a very specific role in transportation policy implementation. The Legislature set up FMSIB to invest in projects that advance the state's freight agenda. Based on federal statute, WAFAC is optional and Secretary Millar does not think it is designed to be a FMSIB for federal money but rather an advisory group to the state on freight policy, particularly the development and implementation of the Freight Mobility Plan.

Secretary Millar's vision and advice to the Governor, Legislature, and to FMSIB is that we do not want WAFAC to be a carbon copy of FMSIB. Rather than focus on who gets a small amount of money, his goal is how the freight community advances our economy in ways that are consistent with our environmental and social values.

Originally, WAFAC was setup to be administered by FMSIB and the goal was to advise the WSDOT on freight policy. When the federal money came in, we worked as a team but kept bumping into each other. WSDOT thought it would be a good idea to have a conversation about a freight advisory committee that could advise the state on the big picture stuff (such as truck parking, Puget Sound

Gateway Project, and the I-5 bridge over the Columba River) as they develop and implement a Freight Mobility Plan.

The new budget proviso directed WSDOT to convene a freight stakeholder group with a specific membership and to review what the purposes, goals, roles, responsibilities, reporting structure, some proposed activities for what a WAFAC should be in Washington State.

Mr. Ron Pate and his team have brought a broad group of stakeholders together to talk about those issues. They have held two meetings and will have three or four more meeting between now and December. The goal is, hopefully with consensus, to provide a report to the Legislature about what a freight advisory committee could be.

Board Discussion:

Mr. Bob Watters asked if the goal was to combine FMSIB and WAFAC and raised a concern it may dilute the emphasis on freight and become more political.

Chair Gatchet shared his concern that too many groups can end up with overlapping functions. He pointed out that FMSIB already educates the public and stakeholders on the importance of freight and already has a Board makeup of experts. Chair Gatchet questioned if FMSIB could continue doing its primary mission and advise WSDOT on freight related issues, which would require expanding the Board's Scope of Work and membership. He wanted to be clear that he not advocating for FMSIB to become a part of WSDOT.

Secretary Millar stated that FMSIB has a budget and selects projects that are primarily first and last mile connection and rail crossing safety. The Board's investment is not a large amount of money and is often the first monies in, which is a vital function. FMSIB adds tremendously to the freight picture but he thinks what has been missing is bringing the movement of goods and services up to the same level as the consideration of the movement of people. He sees WAFAC as having a broader role and broader representation than FMSIB. Having that broader representation on FMSIB could be a little clunky.

Mr. Swannack pointed out that FMSIB and WAFAC have two different purposes. FMSIB is grading projects that are proposed by other entities, whether it is WSDOT, the cities, counties, etc. Each of those entities has a public input and environmental review process so FMSIB already has the diverse groups covered through local entities. WAFAC seems to have a broader purpose than FMSIB and in some ways. FMSIB could still host WAFAC if that is what the Legislature prefers but FMSIB and WAFAC currently have two different processes.

Mayor Wick feels that FMSIB is about finding the best strategic investments in the state. The stakeholder group has many of the same faces but it would include more policy discussions. So whether it is the same body or not, there will be similar people participating because we are invested in the freight mobility across the state. It does make sense to have additional voices to help with policy.

Mr. McCarthy expressed a concern about the organizational structure of a WAFAC and how the prioritization of how funds are spent, e.g., if all the money is given to WSDOT, it may go to maintenance due to the great need and freight may get lost. He would like to have system that will not lose focus on freight.

Secretary Millar stated that WSDOT only makes recommendations to the Legislature on how the money is spent, which includes advice from other entities.

Mr. Barnes pointed out the importance of a collaborative effort to make the most of our opportunities in Washington State. FMSIB has been transparent and accountable to stakeholders in how we spend the money.

Chair Gatchet stated that we are hoping for more clarity over the next few months and FMSIB will continue to be supportive of WAFAC. Chair Gatchet opened the floor for any direction to FMSIB staff. Secretary Millar suggested FMSIB staff continue doing FMSIB mission and let the stakeholder group be where the discussion occurs about an advisory committee.

Staff Direction Item: FMSIB staff to continue to manage FMSIB business and mission and let leaders engage in freight advisory discussion.

2020 Annual Report

Washington State statute requires the Board to submit a report to the Legislature. During the 2019 Annual Report review, the Board briefly discussed rethinking how to do the 2020 Annual Report given new technology and the meeting environment. Kjristine Lund, Lund Consulting, and Tom Clauson, TCi Design, presented ideas and discussed options for the 2020 report. They suggested a straightforward business-like report that still includes elements to share FMSIB's story, such as the project map and "FMSIB by the numbers." Ms. Lund asked for Board input on virtual meetings, printed reports, and priorities for this year.

Board Discussion

Mr. Hellman pointed out that we will need a digital format since the public access laws changed this year and legislators are reluctant to take hard copy materials.

Chair Gatchet wants the report to highlight how well FMSIB leverages money, the Board volunteer membership that are experts in their related fields, and why FMSIB should continue to be a state agency. Highlight who we are, what we do, and why we are good at it.

Mr. Swannack wants a simple and easy format that is easy to view digitally, and he does not think we need a printed report this year.

Mr. Barnes agrees with offering a printed copy only upon request.

Mr. McCarthy thinks this report is a low priority if we are not going to do a print copy.

Based on Board input, Mr. Clauson suggested exploring a horizontal format for screen viewing and switching to a digital PDF. Ms. Lund and Director Ziegler will conduct the 2020 Annual Report interviews with Board members in August.

FAST Act Reauthorization

Megan Cotton, WSDOT Tribal and Federal Relations Director, provided an update of the reauthorization process, where Congress is now and key freight related provisions being considered.

The Fixing Americans Surface Transportation (FAST) Act passed in December 2015 and is set to expire September 30. Washington State's Congressional delegation is well-positioned to engage on

reauthorization. The Senate Environment and Public Works Committee unanimously passed the America's Transportation Infrastructure Act in July 2019, which authorizes \$287 billion from the Highway Trust Fund over five years (about a 27% increase over FAST Act funding levels). The House Transportation and Infrastructure Committee passed the INVEST in America Act on June 18, which authorizes a \$494 billion bill over five years. Neither the House nor Senate have proposed how to pay for the bills to date and with the pandemic, the receipts into the Highway Trust Fund are down about 14 percent. Congress is headed for an extension of the FAST Act—at a minimum until after the election, but likely longer. Depending on the outcome of the elections, these bills could form the starting point for negotiations (or they could start over).

(Detailed presentation available at

http://www.fmsib.wa.gov/meetings/materials/2020_July_Meeting_Materials.pdf.)

Trucking, Rail, Waterway, and Port Priorities

The following modal interests provided a summary of their current freight-related issues, including response to and impact of COVID-19.

TRUCKING: Sheri Call, Executive Vice President of Washington Trucking (WTA)

WTA is a not-for-profit trade association representing over 500 companies in Washington with a primary focus of advocacy for trucking to improve the operating environment in the state. WTA appreciates FMSIB's advocacy on behalf of freight movement and believes FMSIB's role is more important than ever. We need a team of advocates to continue to protect freight mobility dollars for projects that matter most to our industry. Trucking has been a pivotal lifeline during the COVID-19 pandemic and is the central link to the supply chain and the lifeblood to our economy. Freight mobility is a top priority for the trucking industry, including safety, preservation of the highways, and truck parking. Washington, along with 13 other states, has signed a memorandum of understanding concerning adoption of zero emission vehicles in the state with a goal of 30 percent adoption by 2030 and 100 percent adoption by 2050. Despite the defunding police movement, WTA fully supports our law enforcement partners and appreciates everything they do to promote safety in our communities and on the highways.

RAIL: Mr. Johan Hellman, Executive Director of Public Affairs with BNSF Railway and FMSIB Member

Railroads were designated as critical infrastructure during the COVID-19 outbreak, providing essential services at both the federal and state levels. BNSF immediately adopted The Center for Disease Control's recommendations for providing PPE to workers, which kept the supply chain moving at the highest level of safety for its employees, customers, and the communities it serves. BNSF has adapted well to the recent changes but remain concerned about the high unemployment rate, supply chain pressures, and the changing demand for agricultural items, consumer goods, durable products, building supplies, and many other commodities. America's freight railroads are experiencing furloughs, layoffs, departmental restructuring, amending capital plans, and rightsizing to the current economy. COVID-19 has shown that transportation and the industrial sectors contribute to the resiliency in our economy and in our communities. Trade and transportation will continue to serve as the state's economic backbone. Mr. Hellman sees opportunities to invest in critical infrastructure the next couple of years as helping by putting people back to work with good

paying construction jobs and keeping Washington competitive as the most trade dependent state in the nation.

WATERWAY: Kristin Meira, Executive Director and Dena Horton, Government Relations Director, Pacific Northwest Waterway Association (PNWA)

FMSIB is one of 135 PNWA members in Washington, Oregon, and Idaho. PNWA works with Congress, federal agencies, and regional decision makers on transportation trade, energy, and environment policies and projects. Information and updates were provided on the following topics:

- Columbia River Treaty
- Funding for federal waterways in Washington
- Water Resources Development Act
- Harbor Maintenance Trust Fund

PNWA's presentation available at

http://www.fmsib.wa.gov/meetings/materials/2020_July_Meeting_Materials.pdf.

PORTS: Chris Herman, Senior Director for Trade & Transportation, Washington Public Ports Association (WPPA)

WPPA represents 75 port districts across the state of Washington, and FMSIB is a very important partner to many of the port districts. Despite the negative impacts of COVID-19, freight is moving safely and efficiently through Washington ports, both international and domestic. As an example, the Pacific Northwest ports moves about 80 percent of items to Alaska and Alaska has seen very few shortages of these items. WPPA is also seeing record domestic air cargo transiting through SeaTac. Overall container volumes are down about 18 percent for the first six months of 2020. We've have some positives and some negatives on the supply chain side. BNSF has implemented direct intermodal service between Seattle and Ohio, which is something that the Northwest Seaport Alliance has been advocating for a number of years. It's a tough time given the volumes being down, but we're hoping that service can continue.

On the negative side, the Union Pacific did withdraw a dedicated service for perishable refrigerated and frozen products.

WPPA is very interested in the Surface Transportation Act and we generally like what we see so far. WPPA has been champions of the Gateway Program, but there is concern with the COVID crisis that the local communities are going to have the revenue to fund their required shares. I think we can as a state can step forward confidently in identifying funding sources for freight transportation. WPPA stands in step with WSDOT on the truck parking problems and finding solutions in the stakeholder group. WPPA is very interested the Freight Stakeholder Group conversations and hopes that it will include conversations related to the Federal Freight Formula money. He is concerned there has been a lack of leadership since 2017.

Approval of Meeting Minutes

Board Action Item: Adoption of March 20, 2020, Board Meeting Minutes

MOTION:

Chair Gatchet entertained a motion to adopt the March 20, 2020, meeting minutes as presented.

Mr. Swannack so moved to adopt the minutes as presented. Mr. Barnes seconded.

MOTION CARRIED

FMSIB Budgets

Operating Budget: The Operating Budget is on track for this biennium. There are some concerns about finishing out the fiscal year, depending on decisions the Board makes about travel and other expenses.

Capital Budget: Due to the Board being aggressive in the last couple of years to move projects forward, this is a banner year for FMSIB. About half of the portfolio is less than two years old. We are 50 percent through the biennium and expended approximately 43 percent of the biennial expenditures.

Board Discussion:

Mr. McCarthy suggested that the Board would need to know its financial position in order to lobby for a future call for projects during this session. Director Ziegler suggested FMSIB Administrative Committee meeting could convene a meeting to have this budget discussion. Based on his forecast, there will be some available revenue for doing a call for projects in the 21-23 Biennium. However, the Legislature will need to authorize a call for projects.

Staff Action Item: Possibly convene an Administrative Committee meeting to discuss FMSIB's financial position for having a future call for projects.

Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the March 20, 2020, Board meeting.

Project Updates

City of Fife, Port of Tacoma Rd. I/C ("First Dollars")

This project achieved an important milestone last month with the opening of the I-5 SB Off-ramp and the new 34th connection to 12th St, the new preferred routes for freight to access the Port of Tacoma. FMSIB first granted funding to the Port of Tacoma Road Project in 2003. In 2006, FMSIB provided advanced wetland mitigation funding to ensure the full interchange could be constructed while protecting adjacent wetlands. In 2010, FMSIB provided additional funding for construction but it was not until the 2015 Connecting Washington package that construction could begin.

Chelan County, West Cashmere Bridge Replacement ("Last Dollars")

Construction began earlier this year. The county submitted its application in 2018 and scored the highest amongst a dozen projects.

OFM Furlough and Salary Savings

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

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

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

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

Although Director Ziegler recommends not submitting the 15 percent reduction budget, the Board can choose otherwise. If there is interest in exploring this reduction, Director Ziegler recommends the Board refer this issue to the FMSIB Administration Committee for discussion and recommendation. Budgets are due to OFM on September 14, so the committee would need to meet in August and would need delegated authority from the Board to implement recommendations since the Board does not meet again until September 18. Chair Gatchet suggested that he and Director Ziegler would discuss and then determine if the Administrative Committee needed to convene.

Staff Action Item: Director Ziegler will follow-up with Chair Gatchet regarding the possibility of convening an Administrative Committee meeting in August to discuss the supplemental budget.

FMSIB Reappointments

Chair Gatchet and Commissioner John McCarthy received notice of their FMSIB reappointments in May.

Board Discussion

Mr. Swannack asked if Director Ziegler had an update on the process of making changes on the LEAP List. Director Ziegler did not have an update so he will report to the Board at the September meeting.

Staff Action Item:

Director Ziegler will convene a meeting with the governor's office to discuss the process for making changes to the LEAP List.

Future Agenda Item: Director Ziegler will provide an update at the September Board meeting on the process of making LEAP List changes.

Board Member Reports

Mr. Swannack shared that during a recent meeting with counties, one of the topics was that this year's Legislature might conduct business virtually, rather than holding in-person meetings. We may not know the final decision until November.

Active Projects that Could be Deferred

At the January 2020 meeting, the Board agreed with staff recommendation to review two projects under consideration for deferral:

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

The city of Seattle presented to the Board at the March meeting and will be providing a status report at today's meeting. The city of Sumner will be asked to present at a later date.

Future Agenda Item: The City of Sumner to provide an update on the Stewart Road Project at the September or November meeting.

City of Seattle East Marginal Way Heavy Haul Corridor Improvements

Board Action Item: The city requests FMSIB approve applying \$1 million of the \$6.1 million FMSIB grant to Phase 1 of this project.

Lorelei Williams, City of Seattle Deputy Director for Capital Project Delivery, provided a project update to the Board. The INFRA Grant was not successful, and SDOT still waiting to hear back about the BUILD Grant application. If SDOT is successful with the BUILD Grant, then they will be able to move forward with Phase 1 and Phase 2 as a singular project and start construction in March 2022. In that case, all of the FMSIB funds would be applied to the combined project. If SDOT does not receive the BUILD Grant, then they will move forward with Phase 1, continue looking for Phase 2 funding, and start construction in May 2021. If SDOT receives a partial award, then they would break up portions of Phase 2.

Board Discussion

Chair Gatchet said it would be nice to see a line item showing the fees that the trucking industry has put towards this heavy haul corridor since 2015.

Mr. McCarthy asked if this the city's request would affect FMSIB's budget in any respect. Director Ziegler stated that the revenue and budget authority is available, assuming the Legislature does not make changes in January.

MOTION:

Mr. McCarthy moved to approve the City of Seattle's request to use \$1 million FMSIB funds in Phase 1. Mr. Ewers seconded.

MOTION CARRIED

Board Member Committee Appointments

Chair Gatchet presented the current 2019-20 FMSIB Subcommittee list and asked if the Board had any requests for changes. No changes were requested, so the subcommittee list stands as is.

Establish 2021 Meeting Schedule

Chair Gatchet opened the floor for discussion on whether the Board wanted to change the remaining two 2020 meetings from in-person to virtual:

- September 18, Walla Walla
- November 20, Spokane

Board Discussion

2020 Meetings

Mayor Wick shared that the health board he serves on is predicting a resurgence of COVID numbers in November. Mr. Swannack pointed out that both Walla Walla and Spokane counties are still in Phase 2 Reopening.

Chair Gatchet summarized the Board was in agreement to hold the September and November Board meetings virtually and not in-person. Director Ziegler noted that no board action is needed if the meeting date is not changed.

Staff Action Item: Ms. Workman will cancel meeting room and hotel contracts for Walla Walla and Spokane.

2021 Meetings

During the workshop, the Board typically establishes meeting dates and locations for the next year. Director Ziegler suggested that given the uncertainty of the 2021 environment, it might be appropriate to defer planning the 2021 meeting schedule until the November meeting.

Future Agenda Item: The Board will discuss the 2021 meeting schedule at the November 20 Board meeting.

Next Meetings

September 18, 2020 - GoToMeeting

November 20, 2020 - GoToMeeting

Meeting Adjourned

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

Summary of Board Motions & Recommendations:

- 1) **Board Action Item:** Adoption of March 20, 2020, Board Meeting Minutes. *Motion Carried* (page 7)
- 2) **Board Action Item:** City of Seattle requested to apply \$1 million of FMSIB's \$6.1 million grant to Phase 1. *Motion Carried* (page 10)

Summary of Staff Action/Direction Items:

- 1) FMSIB staff to continue to manage FMSIB business and mission and let leaders engage in freight advisory discussion. (page 4)
- 2) Possibly convene an Administrative Committee meeting to discuss FMSIB's financial position for having a future call for projects. (page 7)
- 3) Director Ziegler will follow-up with Chair Gatchet regarding the possibility of convening an Administrative Committee meeting in August to discuss the supplemental budget. (page 8)
- 4) Director Ziegler will convene a meeting with the governor's office to discuss the process for making changes to the LEAP List. (page 9)
- 5) Ms. Workman will cancel meeting room and hotel contracts for Walla Walla and Spokane. (page 10)

Summary of Future Agenda Items:

- 1) Director Ziegler will provide an update at the September Board meeting on the process of making LEAP List changes. (page 9)
- 2) The City of Sumner to provide an update on the Stewart Road Project at the September or November meeting. (page 9)
- 3) The Board will discuss 2021 meeting schedule at the November 20 Board meeting. (page 10)

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 772,000

Expenditure Detail through: August 31, 2020

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Aug 31, 2020	Actual Expenditures thru Aug 31, 2020	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	576,000	336,000	307,590	28,410
Travel	38,000	22,167	14,676	7,491
Goods & Services	113,000	65,917	59,894	6,023
Personal Service Contracts	45,000	28,000	28,000	0
Total Thru Aug 31, 2020	\$ 772,000	452,083	410,160	41,923
Expenditure Detail	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Aug 31, 2020	Actual Expenditures thru Aug 31, 2020	Biennium To Date Dollar Variance
Salaries:				
Staff Salary	576,000	336,000	307,590	28,410
Total Salary	\$ 576,000	336,000	307,590	28,410
Travel:				
Staff Travel	19,000	11,083	6,175	4,909
Board Travel	19,000	11,083	8,501	2,582
Total Travel	\$ 38,000	22,167	14,676	7,491
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	32,000	18,667	15,585	3,082
WS DES Services	20,000	11,667	11,314	353
WS TIB - Office Rent & Utilities	33,000	19,250	18,920	330
WS Attorney General	2,000	1,167	0	1,167
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	15,167	14,076	1,091
Total Goods & Services	\$ 113,000	65,917	59,894	6,023
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund)	22,500	20,500	20,500	0
FY21 - 2020 Annual Report (Lund)	22,500	7,500	7,500	0
Total Personal Service Contracts	\$ 45,000	28,000	28,000	0
Total Thru Aug 31, 2020	\$ 772,000	452,083	410,160	41,923

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium - Effective Sept. 18, 2020

Likelihood to expend 19-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Yr. Selected	FMSIB Award	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	0	2,334	2,334	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	0	4,333	4,333	0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231	92	0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	993	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	833	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,351	3,149	3,149	0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	0	0	6,000
		Subtotal			6,429	16,891	19,630	13,589			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500	2,014	1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	2,500		2,500	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	0		2,400	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	1,000		8,000	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500	261	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	1,600		3,400	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000	0	0	0		0	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134		1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000	0	0	0		0	0	0
	Statewide	Future Awards			0	0	0		5,000	22,000	50,500
		Past and Current Biennial Subtotals			6,429	16,891	36,144	15,864			

<u>Agency</u>		<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</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	0	0
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
Future Total									37,769	27,300	
Program Total				109,933	6,429	16,891	36,144	15,864	37,769	27,300	148,033

Biennial Time Expended: **58%** **44%** of biennial expenditures

Revenue											
Beginning Balance											
						25,571	23,189			3,954	(5,606)
	Freight Mobility Investment Account - 09E					7,255	13,298			13,698	13,698
	Freight Mobility Multimodal Account - 11E					7,255	-1,296			14,511	14,511
	Motor Vehicle Funds					0	4,907			0	0
Total Revenue						40,081	40,098			32,163	22,603
Expenditures											
	Freight Mobility Investment Account - 09E					6,363	24,265	5,697	13,351	13,351	
	Freight Mobility Multimodal Account - 11E					7,258	4,992	318	24,418	14,571	
	Highway Safety Account					1,919	81	5			
	Motor Vehicle Funds (Federal)					1,351	6,806	6,642			
Total Expenditures						16,892	36,144	12,662	37,769	27,300	
Reappropriation						23,189	3,954		(5,606)	(4,697)	

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Sept. 18, 2020

Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

First or Last Dollars?

	- FMSIB Award to Const. is less than 2 years	6
	- FMSIB Award to Const. is between 2 and 4 years	7
	- FMSIB Award to Const. is more than 4 years	14

No. of Projects

- Changes from last report

				PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.
17-19 Biennium								
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500				
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334				Substantial Completion
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333				Substantial Completion
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383				
15	Seattle	S Lander St Grade Separation	2017	8,000				Substantial Completion
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000				
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000				
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750				Forecasted Feb. 2021
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000				
19-21 Biennium								
1	Chelan Co	West Cashmere Bridge	2018	3,000				Requested LEAP List revision
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000				
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100				
12	Port of Kalama	Industrial Rail Additions	2018	2,400				Deferred to 2021 by Legislature
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000				Right of Way Certification 8/4/20
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500				Feb-21
26	Tacoma	Taylor Way Rehabilitation	2016	2,500				Open House May 27
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000				Jan. 2021 Ad Date
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680				Phase 1 only
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000				Deferred - 2020 removal eligibility (Nov. 2020 meeting)
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270		Feb-21		
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000		Deferred by FMSIB (1/20)		
Future Biennia								
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533		Unknown		
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500		Deferred by FMSIB (1/20)		
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21		Presentations 3/20/20, 7/30/20, discussion 9/18/20
20	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility		
24	Sumner	Stewart Road	2018	3,000		Dec-21		FMSIB presentation scheduled 9/18/20
		Total		104,983				

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2020 Supplemental Capital Budget

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	17 - 19	19 - 21	Expenditure	19-21 Forecast	21 - 23 Forecast	23 - 25	25 - 27	Total
1	Chelan Co	West Cashmere Bridge	2019	3,000	0	3,000	2,014	3,000	0	0	0	3,000
2	Fife	I-5/54th Ave E I/C Improvement Ph 1A	2016	500	500	0	-		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	2,334	2,334	0	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	4,333	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	-		6,333	1,200	0	7,533
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	1,500	-	2,500	2,500	0	0	5,000
7	Fife	I-5/54th Ave E I/C Improvement Ph 1B	2016	2,500	0	0	-		0	0	0	0
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	1,351	3,149	3,149	3,149	0	0	0	9,750
9	Kent	S 212th St Grade Separation (deferred)	2015	5,000	0	0	-		0	0	0	0
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	2,100	-	2,100	0	0	0	2,100
11	Marysville/WSDOT	SR 529/I-5 Interchange Expansion	2014	5,000	0	1,100	-	-	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/Diagona Approach & Argo Gate (complete)	2011	3,750	3,750	0	-		0	0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvement	2012	2,383	1,573	231	92	92	0	0	0	2,244
15	Seattle	S Lander St Grade Separation	2017	8,000	1,269	4,431	993	1,750	1,263	0	0	4,282
16	Seattle	E Marginal Way Heavy Haul Corridor	2018	6,100	0	0	-		3,000	3,100	0	6,100
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	779	1,221	833	833	0	0	0	1,612
18	Spokane Co	Bigelow Gulch/Forker Rd Realignment	2010	6,000	3,811	2,189	113	1,000	1,189	0	0	6,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	1,134	-	1,134	1,136	0	0	2,270
20	Spokane Co	Park Road BNSF Grade Separation (deferred)	2010	0	0	0	-		0	0	0	0
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	1,680	-	988	692	0	0	1,680
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	1,000	-	165	5,835	0	0	6,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	2,500	261	2,500	0	0	0	2,500
24	Sumner	Steward Road	2018	3,000	0	0	-		2,000	1,000	0	3,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	3,258	1,742	1,742	1,742	0	0	0	5,000
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	2,500	-	2,200	300	0	0	2,500
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 cancel)	2013	0	0	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	0	0	-		4,500	22,000	28,500	55,000
				104,833	16,892	36,144	15,864	29,820	36,148	27,300	28,500	145,089
								83%				

Revenue									
Beginning balance		25,571	23,189			10,237	2,291	3,193	
* Freight Mobility Investment Account - 09E		7,255	13,257			13,691	13,691	14,511	
**Freight Mobility Multimodal Account - 11E		7,255	(1,296)			14,511	14,511	14,511	
Motor Vehicle Funds		-	4,907			-	-		
Total Revenue		40,081	40,057			38,439	30,493	32,215	
Expenditures									
Freight Mobility Investment Account - 09E		6,363	23,015	7,258	18,731	17,190	13,250	13,000	
Freight Mobility Multimodal Account - 11E ¹		7,258	6,242	1,764	4,202	18,958	14,050	10,500	
Highway Safety Account		1,919	81	5	81	0	0	0	
Motor Vehicle Funds		1,351	6,806	6,641	6,806	0	0		
Total Expenditures		16,892	36,144	15,668	29,820	36,148	27,300	23,500	
Reappropriation		23,189	3,913		10,237	2,291	3,193		

* FMIA Revenue reflects reduction of Operating budget each biennium.

** FMMA Revenue reflects reduction in Supplemental budget

¹ Includes UP funds below

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	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		

FMSIB Director's Report

Sep. 18, 2020

(Last Report : July 30, 2020)

Project Status Updates

City of Fife, 70th Ave. E. Undercrossing (“Last Dollars”) - The “Little City That Could” is an example of local governments being closely attuned to the freight mobility needs of their communities and seeking grant support for projects from a variety of sources. Being on the doorstep of the Port of Tacoma and with I-5 splitting the city, Fife is uniquely positioned to understand the congestion and safety problems urban communities face where high volumes of international freight are being moved.

When the Legislature funded the Connecting Washington Transportation Package in 2015, jurisdictions who were adjacent to the Puget Sound Gateway Corridor (SR-167 and SR-509) were expected to come up with \$130 m in local funds to match the state contributions. In 2018, Fife applied for and received a \$5 m FMSIB award for the 70th Ave. E. Undercrossing, fully funding that phase of the Puget Gateway Corridor. Since FMSIB’s funding was “last dollars” into the project, final design was quickly completed and construction began last fall.

During a weekend closure of I-5, Aug. 28-30, contractors placed nine record-length girders across the freeway (see photos).

Figure 1 - Nighttime placement of bridge girders spanning I-5, 70th Ave. E. Undercrossing (August 2020)



Figure 2 - Completed placement of bridge girders, 70th Ave E. undercrossing (August 2020)



City of Seattle, South Lander Street Grade Separation (“First Dollars”)

In 2016, FMSIB awarded \$8 m to the city for this grade separation project in the Duwamish industrial area. Later that year, the city received a large FASTLANE grant from the federal government and the project became fully funded. The groundbreaking ceremony on May 29, 2018, began a two-year construction program that is nearing completion.

FMSIB has been invited to participate in the September 24 ribbon-cutting event at the project site as well as provide a video message congratulating the city on its accomplishments. Chair Gatchet will be representing FMSIB.

Figure 3: View of Lander St. Grade Separation looking east.



Active Projects Being Considered for Deferral

At the May 2019 Workshop, staff presented an analysis of all 28 active FMSIB projects with recommendations on which projects should be considered for deferral. The Board concurred with the staff recommendation and directed that four project sponsors be invited to explain their project status to the Board. Over the last six months or so, the Board has reviewed those four projects and taken action to Defer projects and/or keep them in Active status.

At the January 2020 meeting, the Board concurred with staff recommendations to review two more projects:

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

The City of Sumner will present at the September meeting.

The City of Seattle presented their project at the March meeting and the July meeting. The Board asked questions about the expected INFRA and BUILD federal grant funding requests and decided in July to authorize \$1 m of the awarded \$6.1 m for the city's Phase 1 project. The city was asked to confirm that would be sufficient and report back to the Board. Here is their response:

"Since the July FMSIB Board meeting, SDOT has continued working to answer the question of whether we have enough funds to award a Phase 1 East Marginal Way project if we are not successful with our BUILD application. The key input we are waiting for in order to answer this question will come from Union Pacific Railroad and involves approval of our design for the intersection of East Marginal Way S and S Hanford St. We have submitted two designs to UPRR for comment, review and (hopefully) approval:

- *One design relocates the railroad track out of the S Hanford St intersection. There are multiple design concepts for this option – the only change being the location of the railroad switch in relation to S Hanford St. If one of these options were approved for construction, we would still have a funding shortfall for Phase 1 if we weren't successful with BUILD. However, this is our preferred option from a design standpoint.*
- *The other design keeps the railroad track in place and improves the bicycle crossing by having the Protected Bicycle Lanes cross the UPRR track two times (on either side of a shortened S Hanford St crossing). If this design were approved, we would not expect to have a funding shortfall for Phase 1 now even if we were unsuccessful with BUILD, largely because of the \$1 m from our FMSIB grant being applied to Phase 1. We submitted this design to UPRR in mid-August after some initial feedback (which we received the day after the FMSIB Board meeting) indicating that the first design might not be approved.*

We are also waiting to hear about our BUILD application and hope that we have that answer in September, too.”

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

FMSIB Budget Proposal for 2021-23: Delivered Sept. 14

Every two years state agencies go through this biennial budget drill. FMSIB is supported by WSDOT's Local Programs Office and Budget Office in developing the budget proposal. OFM instructed all agencies to submit Decision Packages to reduce operating and capital requests by 10 percent each. As you recall, FMSIB received a 5 percent Operating Budget reduction in 2020, the equivalent of a 10 percent reduction for FY 21.

FMSIB's 21-23 Operating Budget proposal is at the \$772,000 base level and the 10 percent operating reduction (\$77,200) was taken from the Capital Budget (since both Operating and Capital come from the same freight mobility fund). In addition, our budget proposal includes the same Decision Package requested last biennium (and not funded) for staff transition (\$59,000).

On the Capital Budget side, FMSIB's request is to fully fund the current awarded project list for 2021-23, approximately \$36 million. FMSIB also submitted a 10 percent reduction Decision Package, approximately \$3.6 million, which would essentially eliminate funds for a 2021 Call for Project. Without that reduction, FMSIB could conduct a 2021 Call for Projects of approximately \$15 million and a 2023 Call for Projects of approximately \$20 million.

OFM Furlough and Salary Savings

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

2020 Annual Report

Under RCW 47.06A.020(1)(c), the Board shall “*provide periodic progress reports on its activities to the office of financial management and the senate and house transportation committees.*” FMSIB staff distributed over 200 paper copies and nearly 500 electronic copies of the 2019 Annual Report. In August, staff and our consultant began meetings with Board members and other interested parties to develop the 2020 Annual Report. This item is on the September meeting agenda to provide members an opportunity to allow a discussion of report themes and potential presentation formats.

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, FMSIB staff attended and/or facilitated the following meetings, conferences and events:

- Aug. 3 – FMSIB Chair and staff discussions about FMSIB budget proposal
- Aug. 4 – FMSIB staff and consultant coordination meeting on Annual Report interviews
- Aug. 12 thru Sept. 3: Conducted 16 Annual Report interviews.
- Aug. 13 – FMSIB staff coordinated meeting with WSDOT Local programs, the Governor’s Office, House and Senate Transportation Committee staff, and the LEAP Committee staff to discuss FMSIB’s LEAP list and processing revisions to the list.
- Aug. 13 – Provided briefing to Washington State Association of Counties on FMSIB and upcoming legislative session.
- Aug. 14 – Coordinated FMSIB Administrative Committee meeting to discuss Freight Stakeholder Group process
- Aug. 20 – Participated in PNWA’s monthly membership call
- Sept. 3 – Viewed USDOT webinar announcing release of the National Freight Strategic Plan.
- Sept. 4 – Coordinated meeting with CRAB to discuss transitioning the FMSIB website to Dept. Of Enterprise Services (DES), like CRAB is doing.
- Sept. 8 – Participated in Freight Stakeholder Group (FSG) Meeting No. 3.
- Sept. 9 – Coordinated FMSIB Administrative Committee meeting to discuss FSG process.
- Sept. 10 – Discussed with TIB options for Tukwila’s 42nd Ave. Bridge Replacement Project.

Upcoming:

- Sept 24 – House Committee Days meeting of the Transportation Committee, transportation agency presentations (WSDOT, CRAB, TIB, FMSIB) on Capital Program Capacity

LEAP List Briefing

Sept. 18, 2020

Who is LEAP?

Legislative Evaluation and Accountability Program (LEAP) is a bipartisan committee of four senators and four representatives with a staff of ten.

What is their role in government?

During legislative sessions, LEAP provides round-the-clock support to the Legislature's budget-writing committees (Senate Ways and Means, House Appropriations, Senate Transportation, House Transportation, and House Capital Committees). Committee staff use LEAP systems to analyze budget requests, to prepare budget proposals, and to record and communicate budget assumptions. The Legislature uses LEAP Fiscal Reporting Systems detailed and statewide fiscal reports and to compare budget versions.

Why does LEAP create lists?

LEAP developed and maintains the Washington State Fiscal Information website (fiscal.wa.gov) to improve public access to state fiscal data and promote government transparency through greater government accountability.

How does the Legislature use LEAP lists?

The Fiscal.wa.gov site routinely updates the following data:

1. Budgets as budget proposals are made public;
2. Revenues, expenditures, and staffing, on a monthly basis;
3. Historical data, as those data are updated; and
4. Workloads, caseloads, performance measures, and performance audits.

The website also displays Capital project lists attached to budgets. .

Which state agencies are subject to LEAP lists?

Each of the budget-writing committees can ask LEAP to document project lists and budget assumptions. For many year, the House and Senate Transportation Committees frequently use this tool to help develop project lists for the WSDOT. These lists cover most of the Capital programs in WSDOT and are part of the Legislative Budget Notes generated each session.

Prior to 2019, none of the transportation granting agencies (i.e., TIB, CRAB, or FMSIB) were subject to LEAP lists. Starting in 2019, FMSIB was subject to "*LEAP Transportation Document 2020-3 FMSIB Project List*."

What constraints are placed on agencies subject to LEAP lists?

The LEAP list represents a budget assumption for the relevant legislative appropriation. That appropriation language usually describes how the LEAP list is to be interpreted. In some cases, the language requires the agency to expend only on the list of projects. Sometimes, the restriction is placed by project and amount. The language may also restrict project expenditures by specific amount in the current biennium. In each case, the budget proviso language should detail the intended legislative direction.

How does the 2019 LEAP list budget proviso affect FMSIB?

The relevant legislative direction is contained in ESHB 2322, Sec. 301:

"1) Except as otherwise provided in this section, the entire appropriations in this section are provided solely for the projects by amount, as listed in the LEAP Transportation Document ((2019-3 as developed April 27, 2019,)) 2020-3 as developed March 11, 2020, Conference FMSIB Project List.

Key to interpreting this direction is the phrase *"for the projects by amount."* This language would restrict FMSIB from adding or deleting projects and from exceeding the "project amount" shown. Of some debate is whether the "by amount" is a biennial amount or a project amount, since both are shown on the LEAP list. One could read this to mean that as long as total project amounts are not exceeded, then all FMSIB-awarded funding is available for the project, regardless which biennium it is shown in the LEAP list.

What experience does FMSIB have with LEAP lists?

None, this is a new requirement.

What process will FMSIB use to request a LEAP list revision?

FMSIB convened a call with LEAP staff, House and Senate Transportation Committee staff, WSDOT and the Governor's Office to discuss a consensus interpretation of the language. The purpose of the conversation was to determine not only what the language meant, but given that interpretation, to detail how the FMSIB LEAP list could be modified. The group was split on their opinion, but agreed that either interpretation was valid.

In order to ensure the legislative intent was fully implemented, the group suggested FMSIB explain a revision request in a letter to the Transportation Chairs and Ranking Members of each committee and to the Governor's Office. On behalf of Chelan County, who requested advancing 2021-23 funding into the current biennium on the West Cashmere Bridge project, a letter was drafted and sent August 21, 2020. A subsequent email from Chair Fey requested FMSIB provide an expenditure reduction offsetting the advancement of funding. The email implied that FMSIB's request for advancement would be approved and that a written confirmation is forthcoming.

Stewart Road (8th Street) Corridor Completion: White River Bridge

Mike Dahlem, P.E., Public Works Director
Michael Kosa, P.E., Associate City Engineer



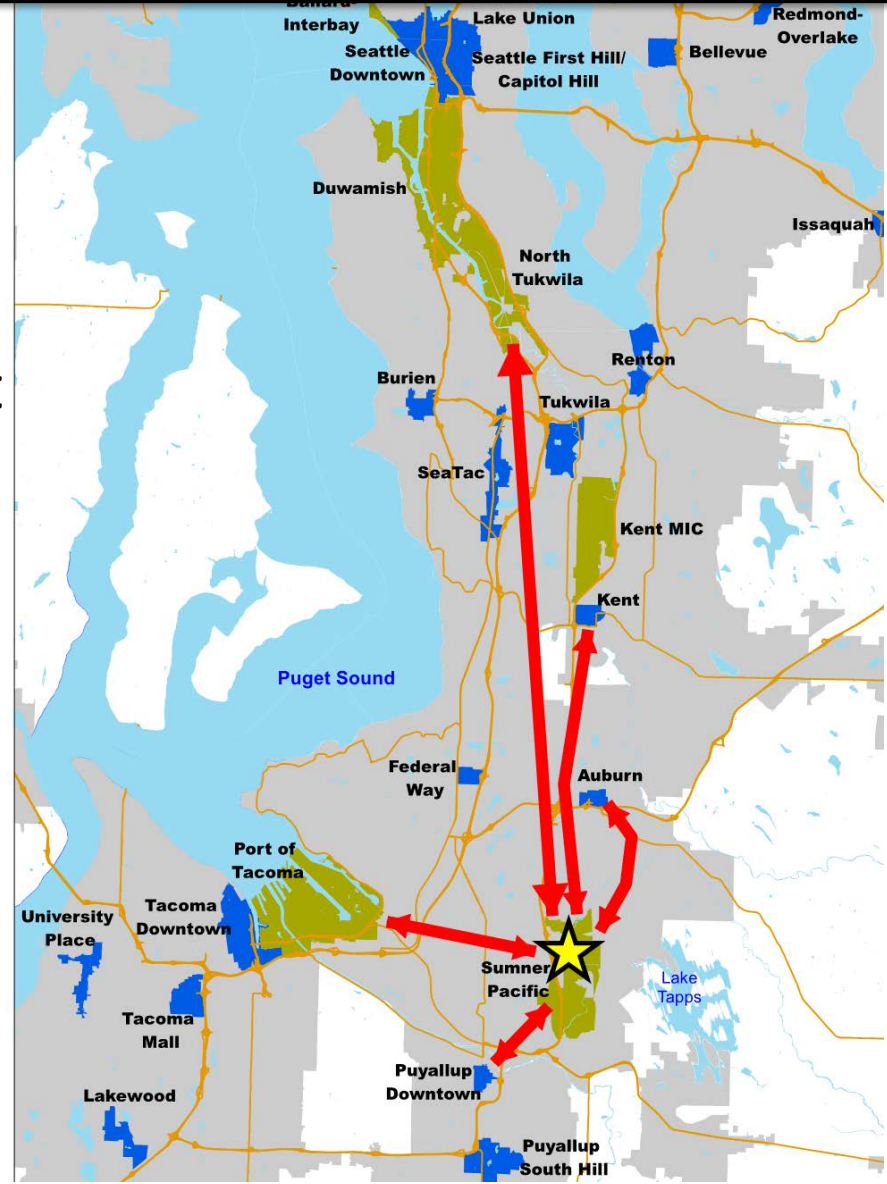
CITY OF
SUMNER
WASHINGTON



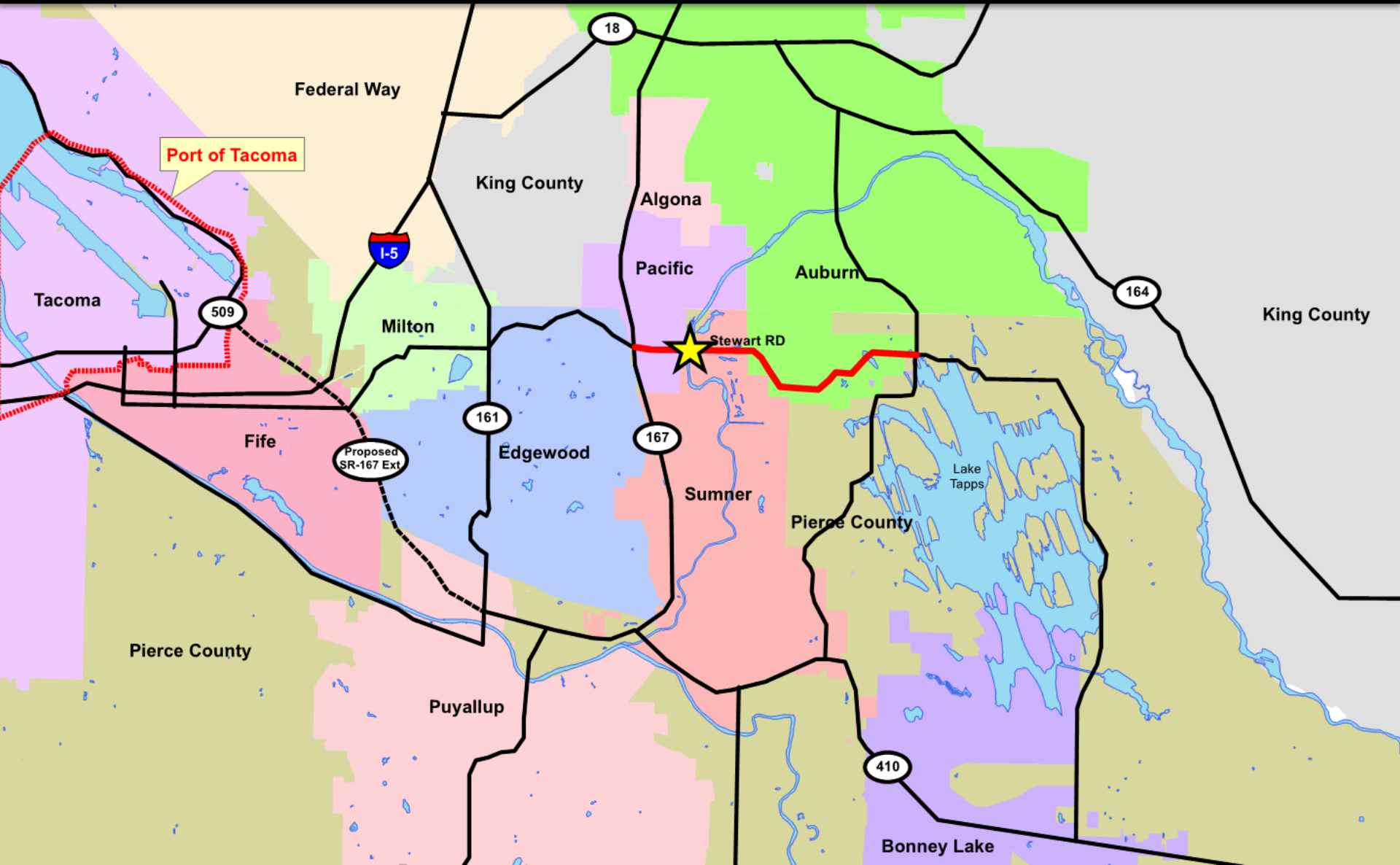
Impact on Regional Centers

Sumner-Pacific MIC

- **BUSINESS:** Regional warehousing, transportation, distribution, logistics support
- **PORTS:** Freight Facilities and Foreign Trade Zone support Ports
- **JOB:** Strong Employment supports residents

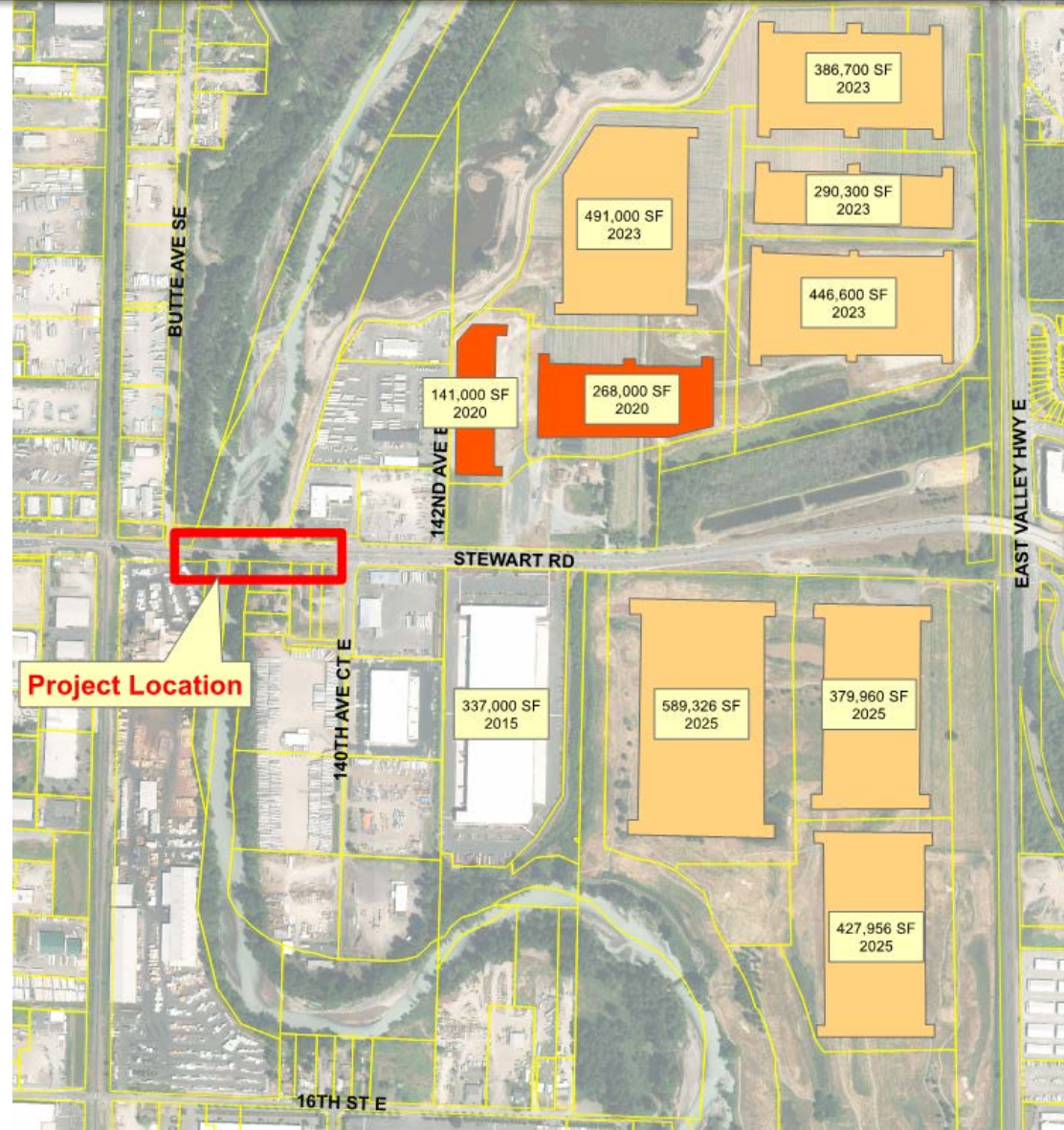


Regional Corridor for Port and Freight Traffic



Upcoming Warehouse Developments

- MIC Developments:
3.5 M SF Warehouse
Construction
- Freight/Intermodal/
Distribution-focused
development
- Port of Tacoma
Foreign Trade Zone
designation



Completing the Corridor



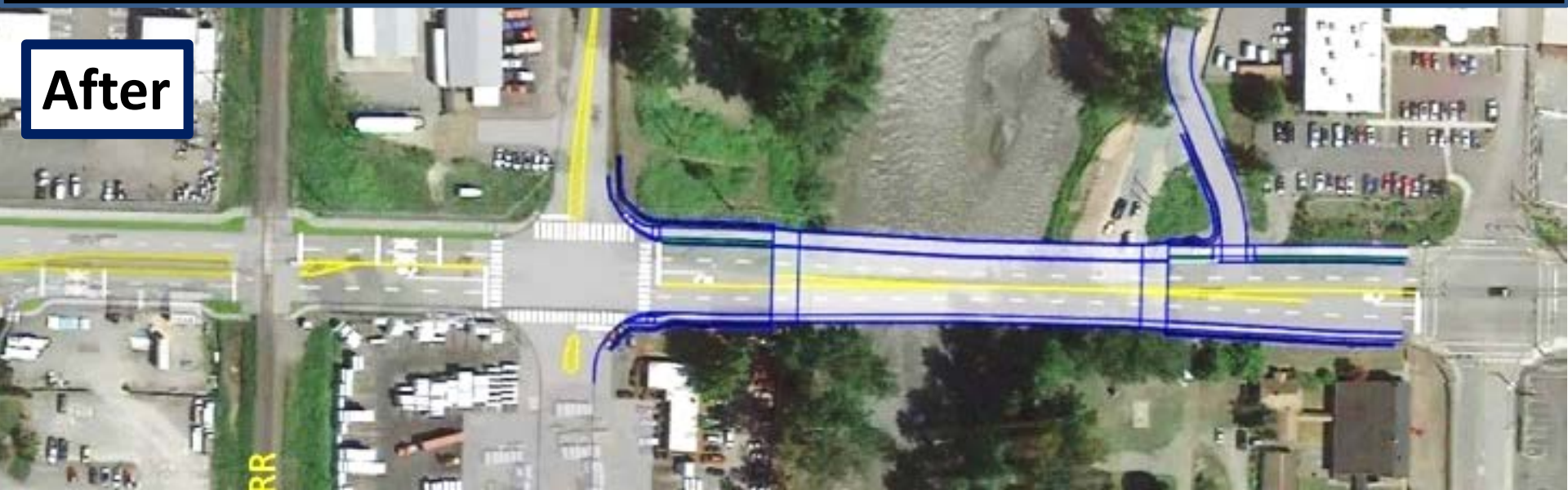
- Last 900 feet of 2-Lane Corridor
- No Ped/Non-Motorized Facility
- Existing T-I Freight Route
- White River Flooding Risk

Industrial Lands Bottleneck

Before

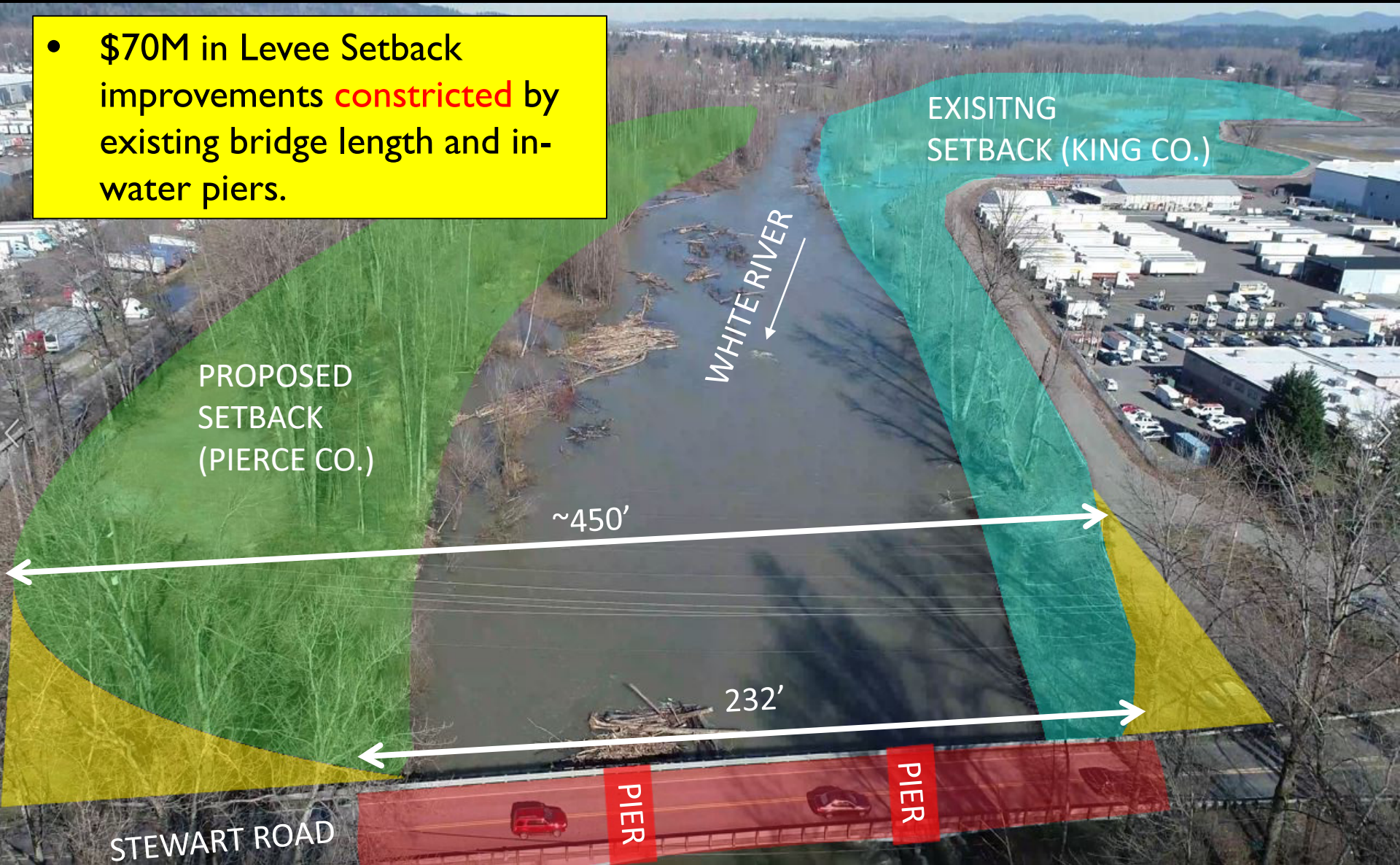


After

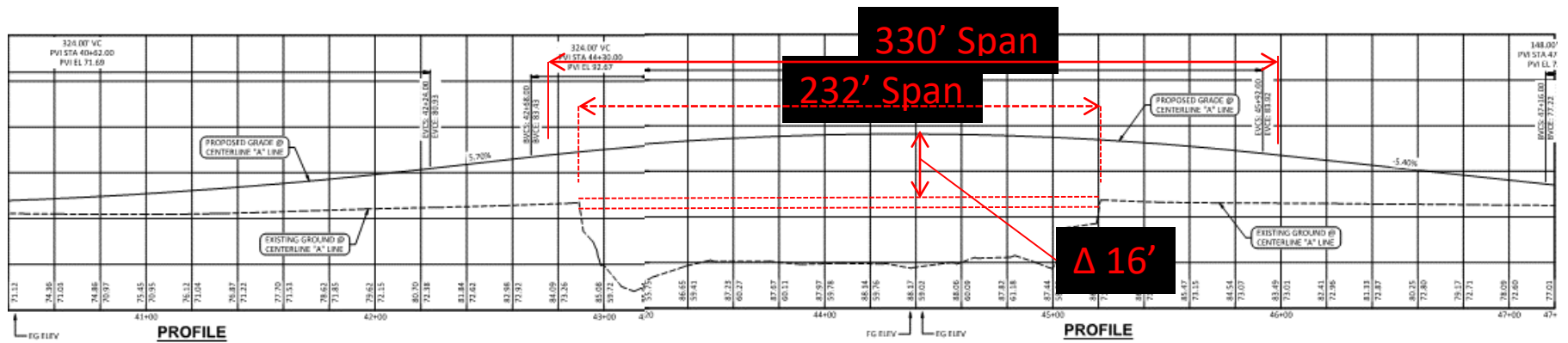
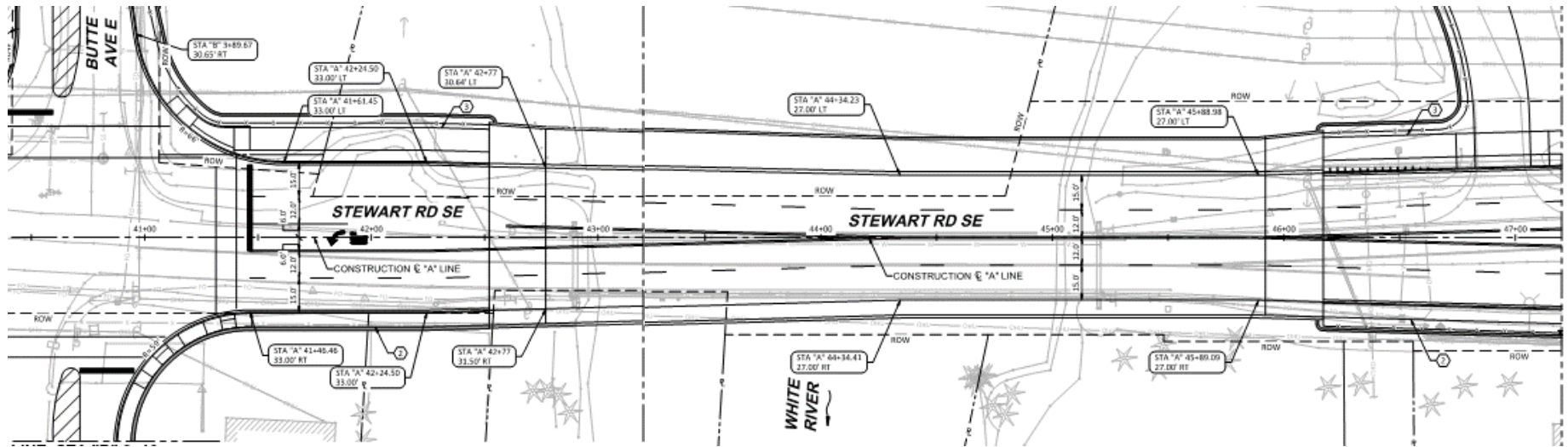


White River Chokepoint

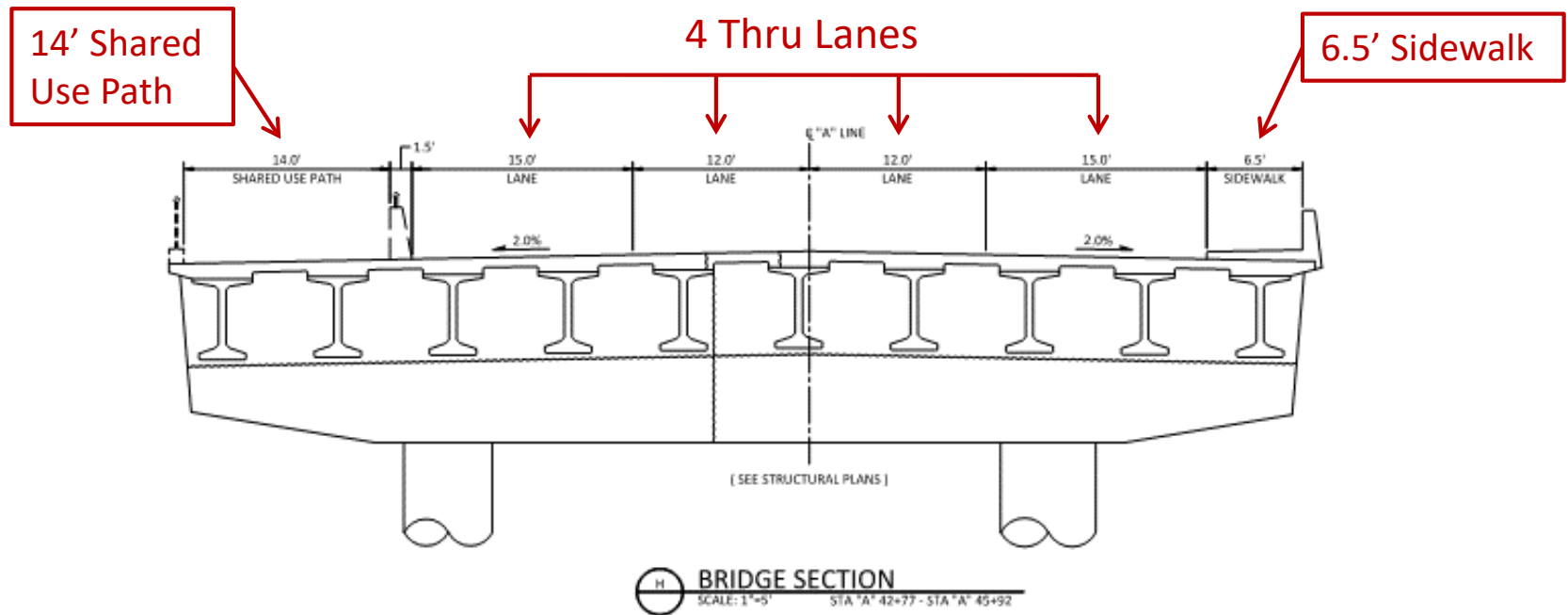
- \$70M in Levee Setback improvements **constricted** by existing bridge length and in-water piers.



Raising and Lengthening the Bridge



Bridge Cross-Section



Regional Support

PROJECT PARTNERS



Pierce County



Puget Sound Regional Council



CITY OF
SUMNER
WASHINGTON



LETTERS OF SUPPORT



Schedule Status

- Design – 30% plans
 - Completing early 2022
 - Informal VE Effort
- NEPA process (DCE)
 - Other discipline reports approved
 - Completing 2020
 - ESA Consultation
- ROW Acquisition
 - Completing early 2022
 - Acquiring title reports
- Construction
 - Ready to advertise Summer 2022
 - May delay to 2023 due to funds availability



Funding

- Design, Right-of-Way Funded and In Progress
 - \$2M Federal Funds, \$3M City of Sumner Funds, \$25k Port of Tacoma
- Construction – 31% Grant Funded

Funding Source	Amount	Status
STP (Federal)	\$ 4,920,000	Secured – NEW!!
FMSIB (State)	\$ 3,000,000	Secured
City of Auburn (Local)	\$ 150,000	Reasonably Expected
Sumner Utility (Local)	\$ 669,000	Reasonably Expected
Sumner City (Local)	\$ 12,265,000	Reasonably Expected
Pierce County (Local)	\$ 4,260,000	Reasonably Expected
Total	\$25,264,000	100% Funds

Stewart Road Corridor Completion: White River Bridge



- Regionally significant project
- Supports Sumner-Pacific MIC
- Completes a major trail connection
- Protects and enhances the environment

CANYON ROAD REGIONAL CONNECTION PROJECT

**SERVING THE FREDERICKSON AND PORT OF TACOMA
REGIONAL MANUFACTURING INDUSTRIAL CENTERS**

Letticia Neal, P.E.

Pierce County Planning & Public Works

Freight Mobility Strategic Investment Board

September 18, 2020

Agenda

- Objectives
- Review economic analysis
- New project developments
- Provide project overview
- Discuss project next steps

Objectives

- Retain both projects on the FMSIB Deferred Project List
- Retain original \$3.0 million awarded to FMSIB #53
- Retain original \$2.0 million awarded to FMSIB #20

Serving Regional Centers

Port of Tacoma MIC

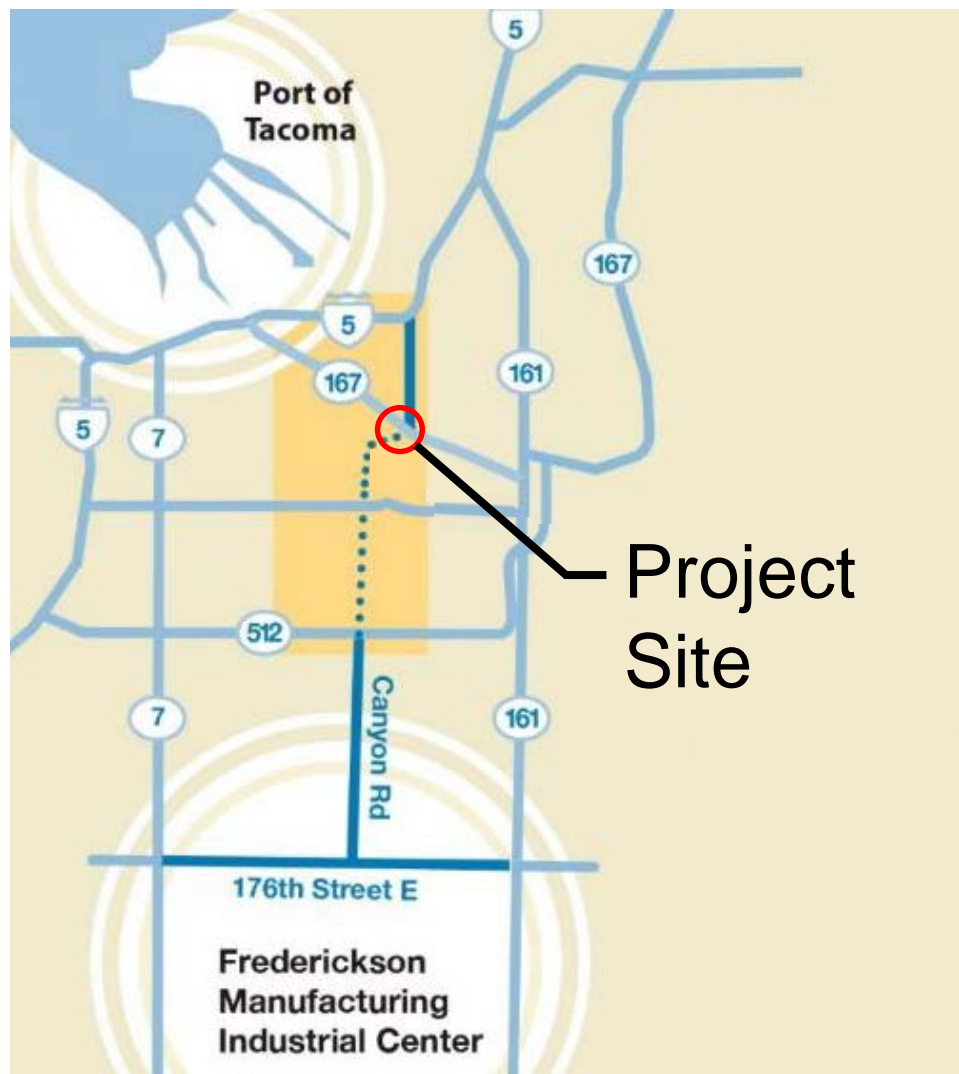
- 10,000 Jobs (+16,000 Indirect)
- 10%-25% growth (2015-2025)

Frederickson MIC

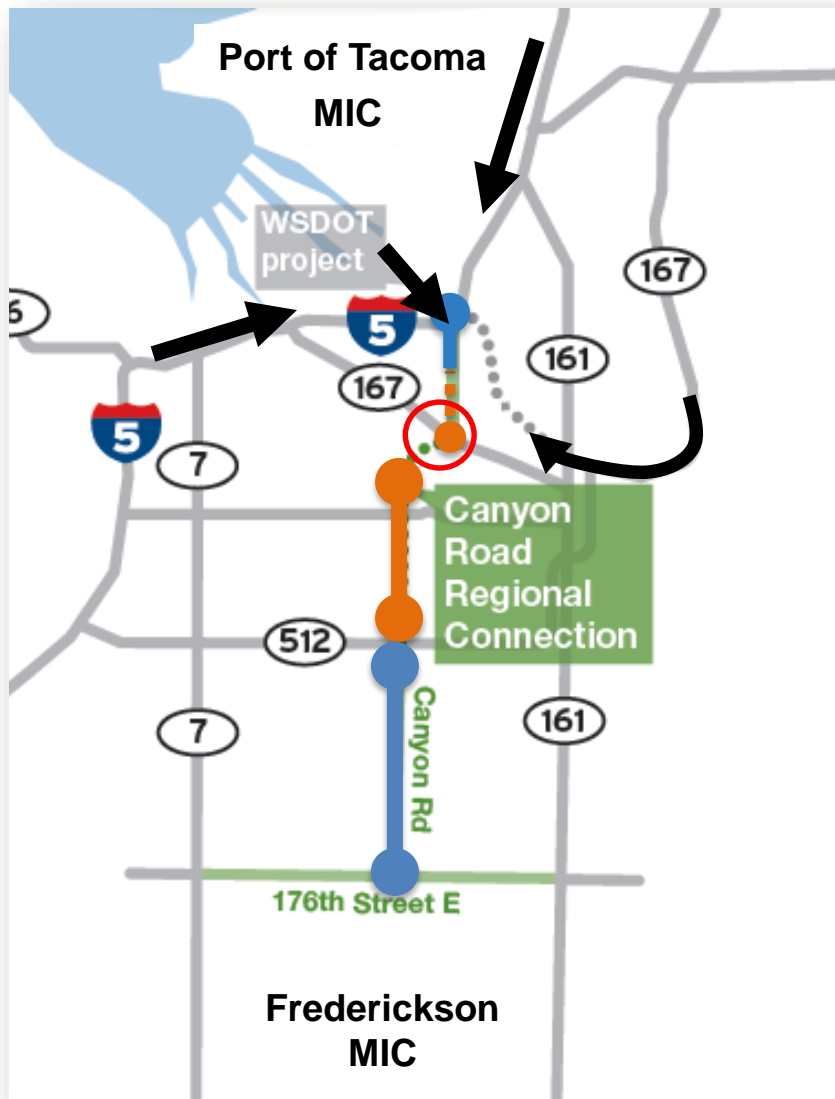
- 3,100 Manuf. and Distrib. Jobs
- 25%-50% growth (2015-2025)
- 66% developable area vacant or underutilized



'TORAY'



Attracting Freight Business



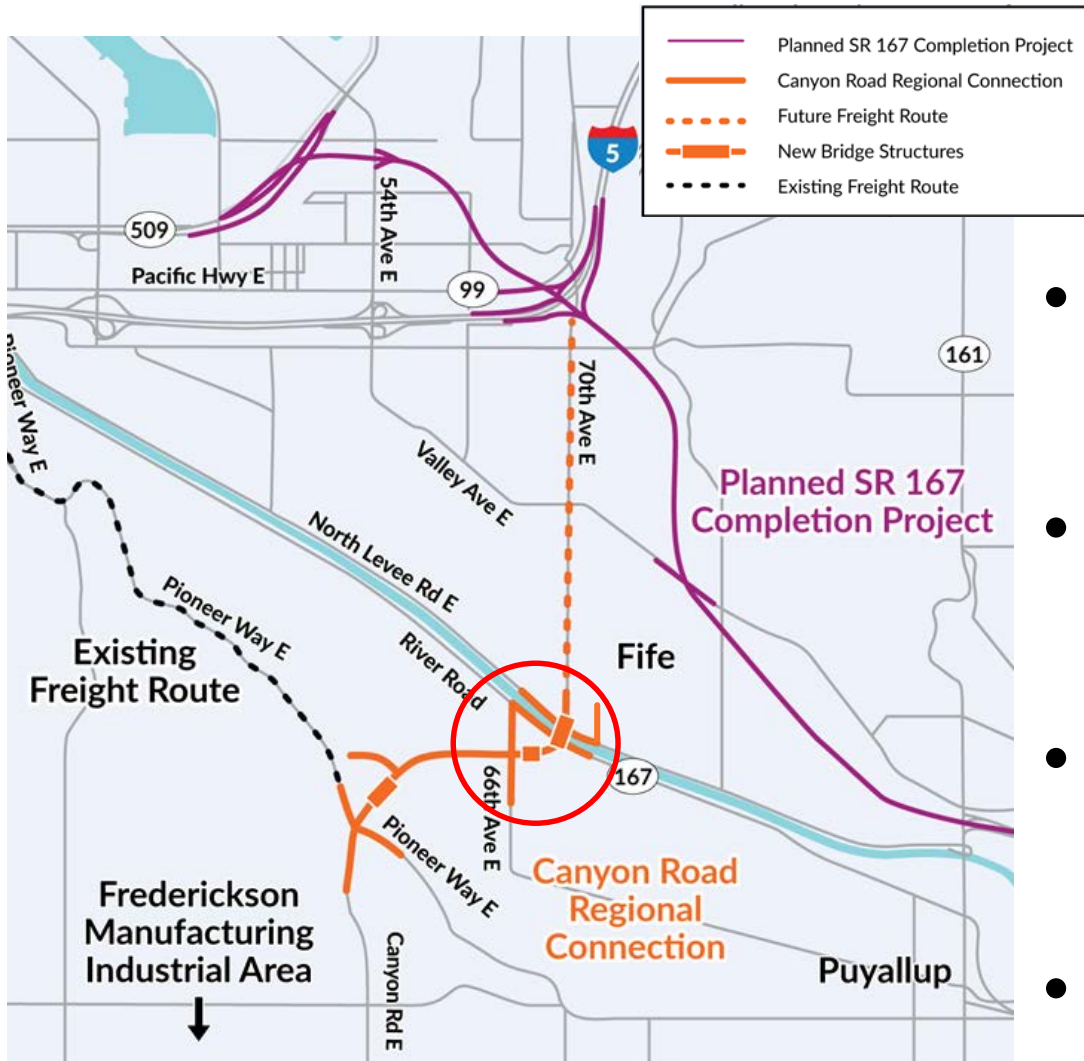
Freight Generators

↓ Port of Tacoma, SeaTac, Duwamish MIC, Kent Valley MIC, Renton Boeing Plant, Redmond Industrial Areas

FGTS Classifications

-  T1 Connection in Fife
-  T2 (4M to 10M Tons/Year)
ADT: 9,300 to 22,300
Trucks: 13-15%
-  T1 (10M+ Tons/Year)
ADT: 50,000 to 57,200
Trucks: 13%





Benefits



- Leverage Regional Connections
- Capacity: \$ 166M in Congestion Relief
- Faster school & fire response routes
- More Freight Options

Reducing Vehicle Miles Travelled

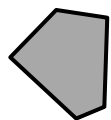


	I-5 Route	20 Miles
	#67 Top U.S. Truck Bottlenecks by American Transportation Research Institute (ATRI)	
	Canyon Route	14 Miles
	Puyallup Route	18 Miles

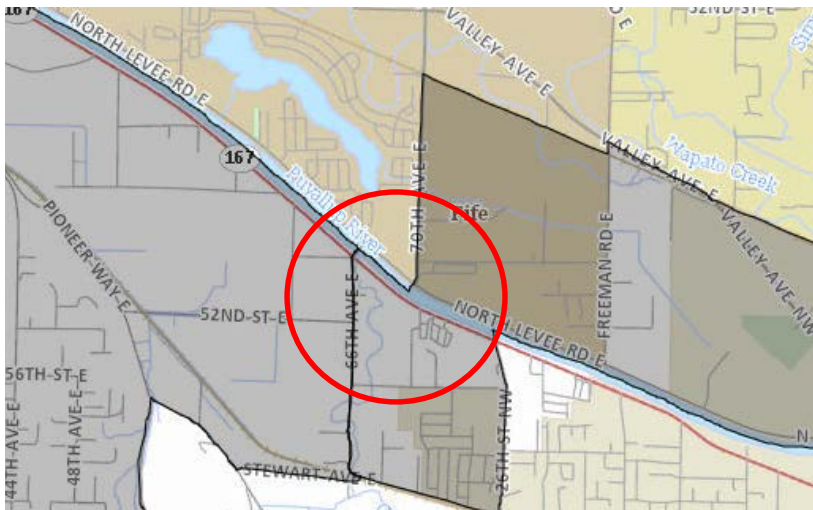
Promoting Equity and Health

Health & Safety Improvements for Highly-Affected Populations

- Disabled **13-18%** (9% Statewide)
- Elderly **17-20%** (15% Statewide)



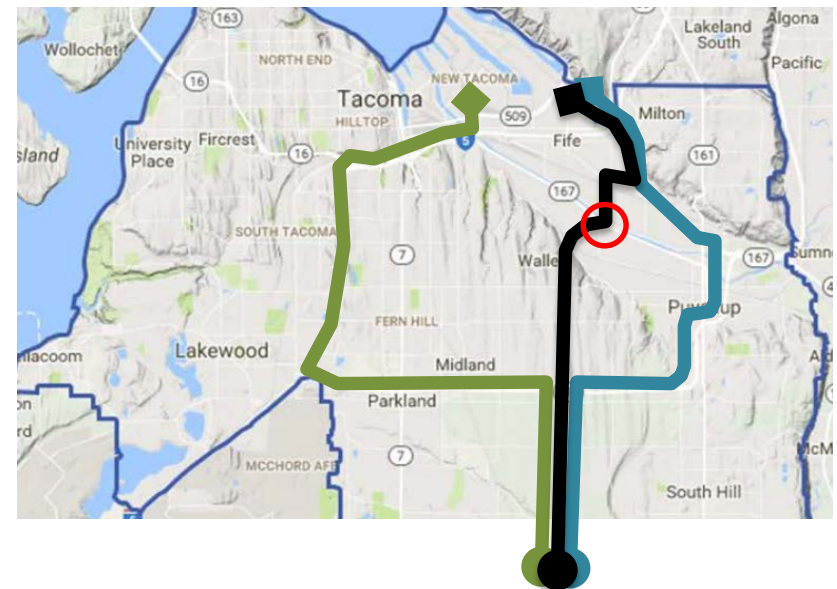
Project Census Tracts



Reduced Emissions for Air Quality Nonattainment Area

- Shorter route vs. alternatives in the maintenance zone.

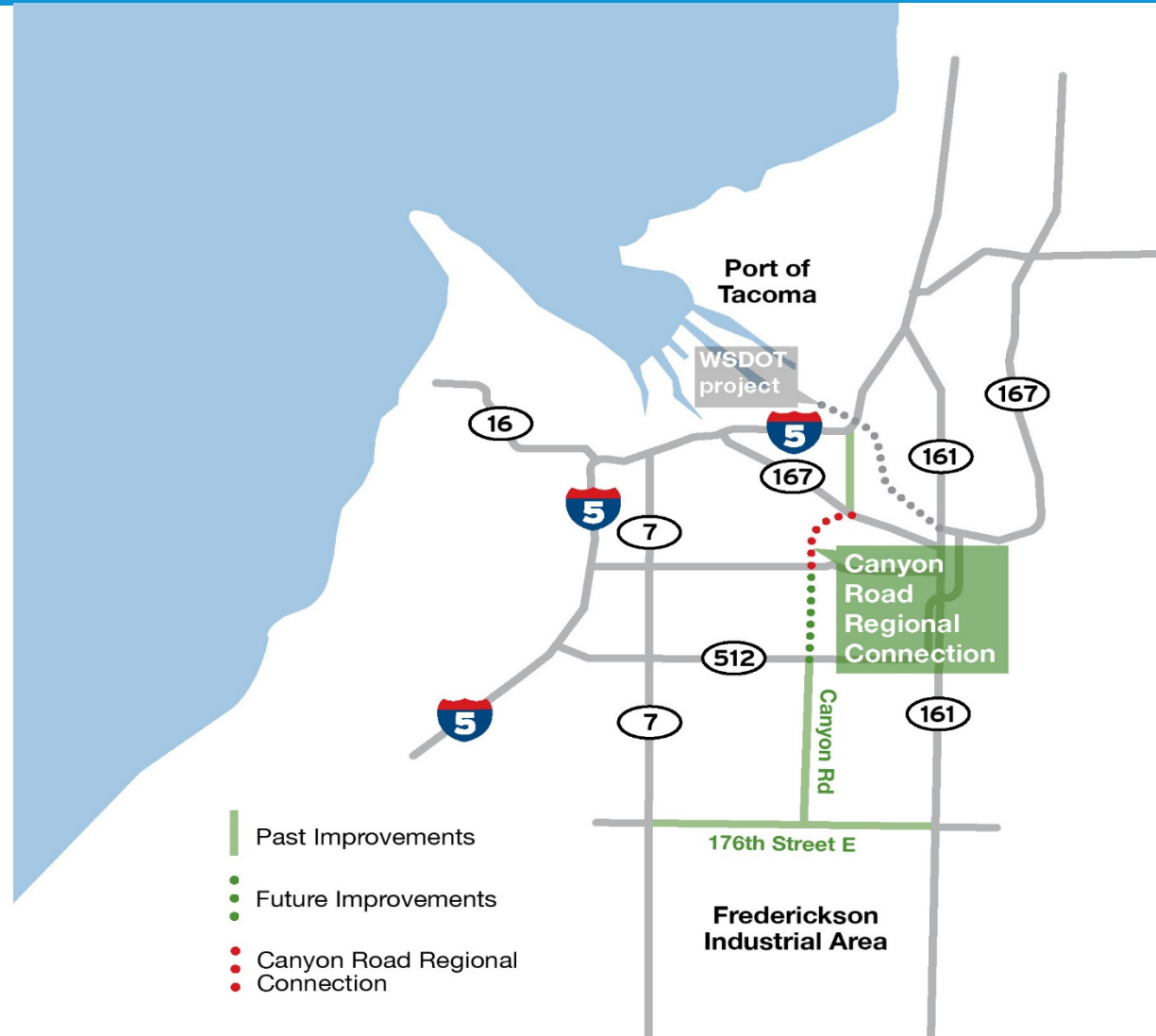
 PM_{2.5} Maintenance Zone



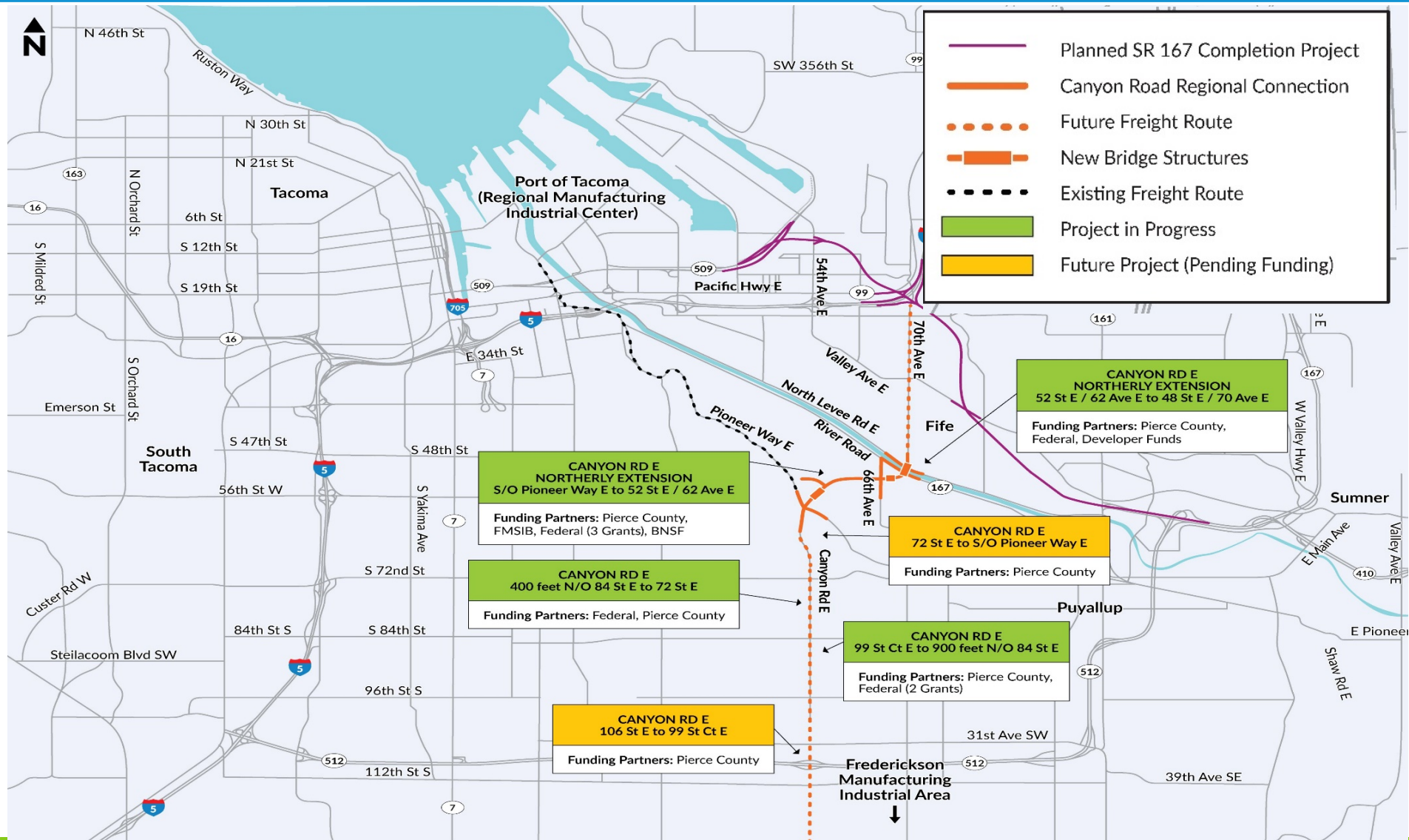
Corridor at a glance

Supporting Pierce County's economy, environment, and mobility while maintaining regional rural character.

- Fosters economic opportunities for our regional businesses and economic centers
- Invests in meaningful restoration and environmental improvements
- Reduces congestion for Pierce County residents

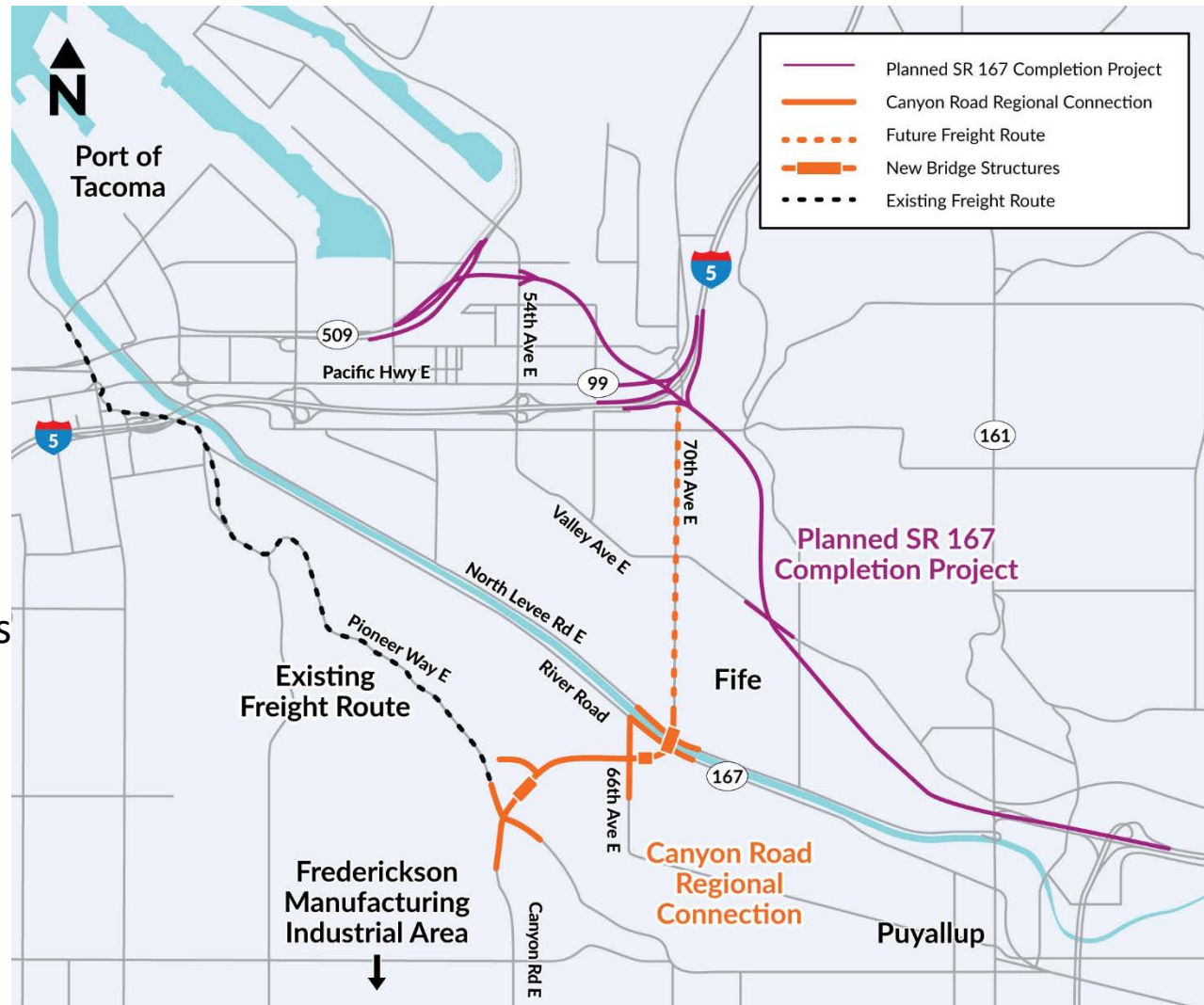


Building on our investment: Canyon Corridor



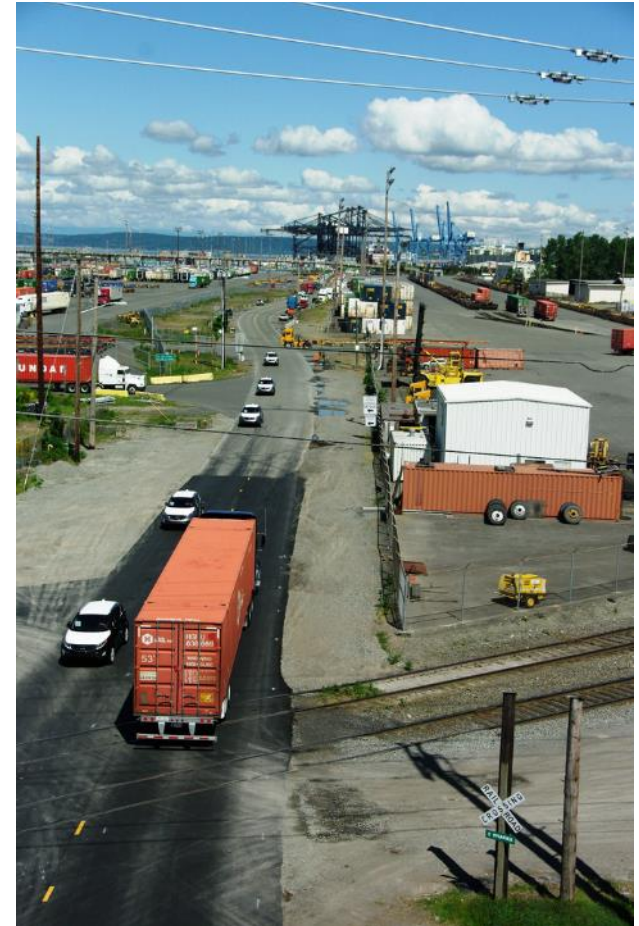
Connecting regional and global commerce

- More efficient connections between manufacturing/ industrial center and Port of Tacoma will facilitate global distribution of local products
- Leverages WSDOT's planned SR 167 Completion Project to provide faster connections and improved traffic flow for freight trucks and commuters



Economic analysis: Project benefits

- **Improves local and regional mobility**
 - Provides alternative north-south transportation route
- **Supports regional freight operations**
 - Decreases travel times and transportation costs for moving goods
- **Cuts costs for commuters**
 - Provides more direct connections between origins and destinations
 - Savings would support about 180 jobs and put \$25.3 million back into the economy
- **Supports local job growth**
 - Frederickson area could accommodate thousands of new additional jobs based on vacant and available land.
- **Accommodates future planned population growth**
 - Allows more people easier access to where they live, work and shop.



Source: Port of Tacoma Flickr

Economic analysis: Testimonials



“The project will help grow the economy in central and east Pierce County and *improve overall regional mobility.*”

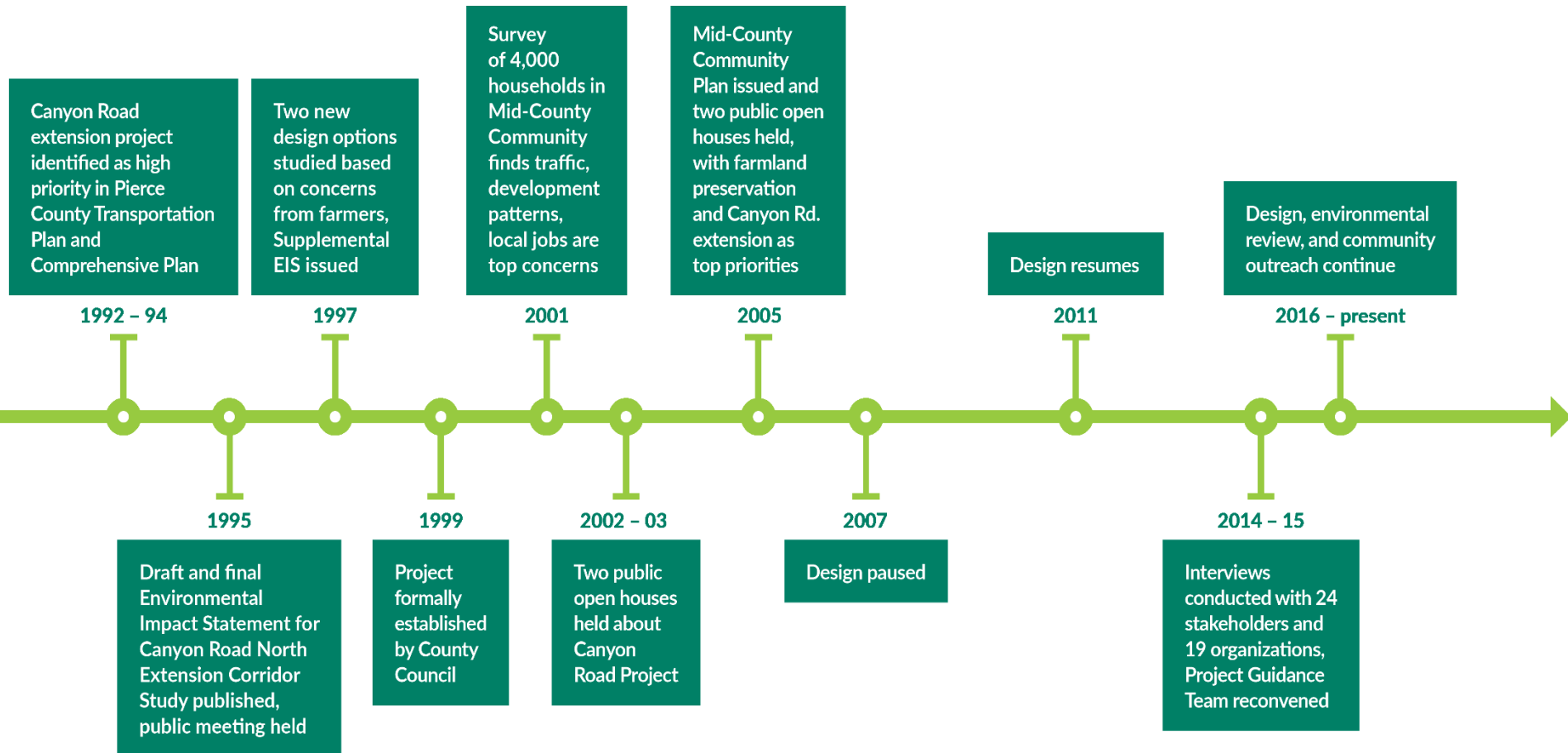
“It will be a more robust system and another alternative to the major roads that are affected by congestion. It would be more attractive to those that would be investing in this area in manufacturing and industrial.”

“Port congestion is well documented and difficult to get around. We are looking to grow our export sales and this project will be great for us as we will have more access to the port.”

“The corridor improvements will increase the capacity of the road and lead to a fast turnaround of materials.”

“Businesses will be more attracted to the area. Congestion/traffic issues will be minimized, and customers should see a positive impact.”

How did we get here?



New Project Developments

- January 2018 – FWHA direction results in schedule extension to 2025
- February 2019 – Value Engineering study
- May 2019 – Structural Alternatives study results in grade-separated structure

Canyon Road today



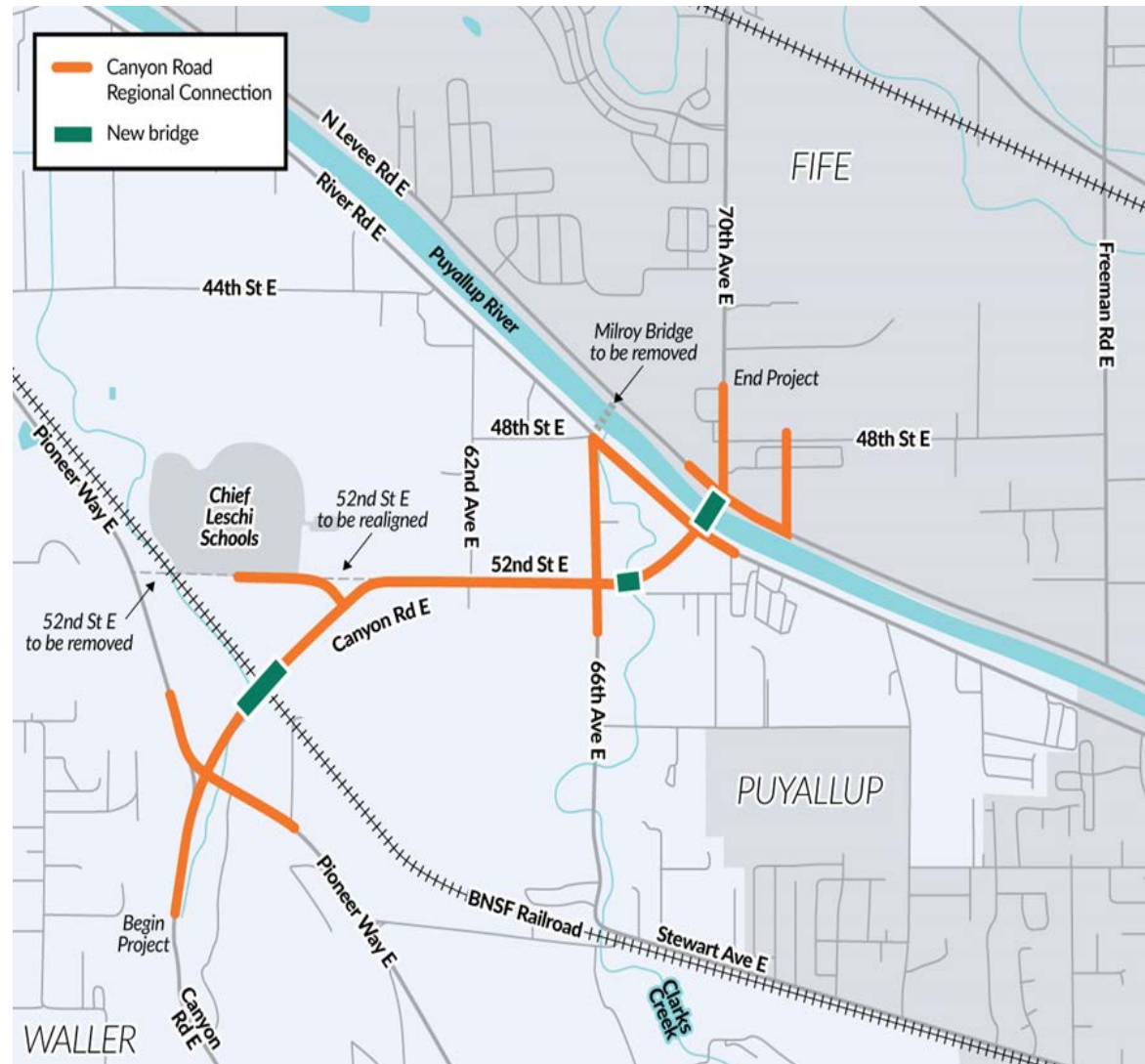
Canyon Road today



Project features



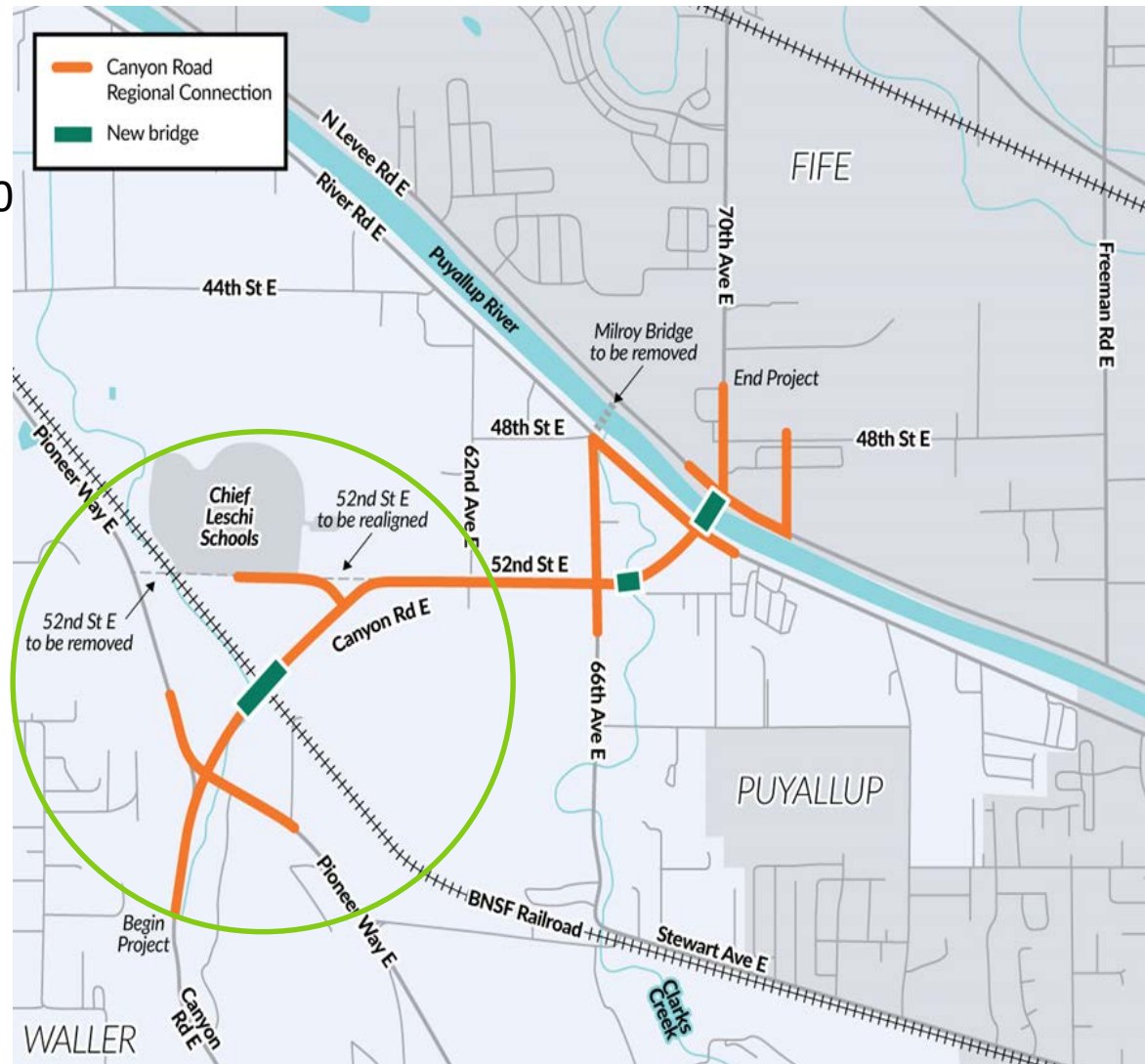
- Four lanes with additional turn lanes at intersections, sidewalks, paved shoulders, illumination
- Grade separation (new bridge) over BNSF railroad
- New bridges over Clarks Creek and Puyallup River
- Traffic signals at Pioneer Way, 66th Avenue East
- Non-motorized facilities and connections to future Puyallup River trail system
- Stream relocation
- Wetland mitigation



Project status – Railroad crossing

Pioneer Way to 52nd Street – Railroad crossing

- 90% design – September 2020
- ROW acquisition – underway
- Final design – underway
 - Stream design update
- Environmental permitting – underway
 - Individual Corps Permit
 - Revised Wetland Delineation report



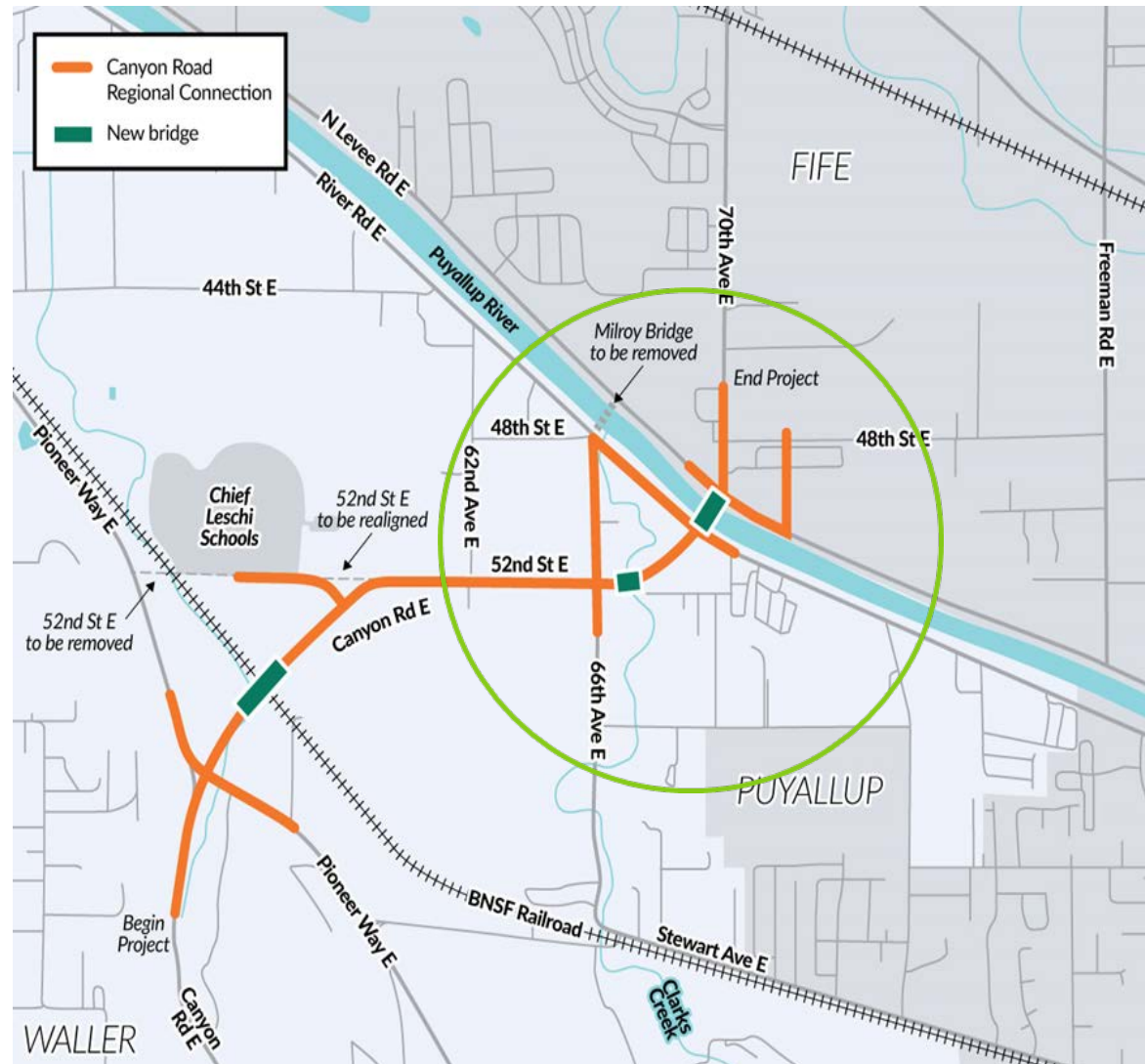
Railroad crossing - visualization



Project status – River crossing

52nd Street to 70th Avenue East – River crossing

- 30% design
- NEPA scoping – underway
- ROW acquisition – January 2021
- Alternatives analysis – complete
- Bridge selection – complete
- Traffic Analysis and Intersection Control Analysis – complete
- Survey – complete
- Geotechnical explorations – complete



Milroy Bridge



Existing Milroy Bridge

Section 106 of the National Historical Preservation Act (NHPA) of 1966

- Must meet one of four criteria
- Pierce County is preparing a technical memo documenting impacts and opportunities associated with preservation or removal of the bridge.
- Height, weight and length restrictions on Milroy Bridge make it unusable by most freight traffic.

Original At-Grade Bridge Concept



Concept Rendering



New Puyallup River Bridge configuration



Suspended pedestrian bridge example



NEPA - Environmental resource areas

- Water Resources and Erosion Control
- Fish and Wildlife
- Wetlands and Streams
- Air Quality
- Noise
- Cultural Resources
- Hazardous Materials
- Social, Community, and Visual Resources
- Section 4(f) Resources



NEPA Timeline

•2020: Scoping

- Comment period open through August 7. We will review and respond to your comments by end of September

•2022: Draft discipline reports review

- Share draft environmental documents in late 2022 and use your feedback to finalize

•2023: Share findings

- Formally share findings with the public for comment

Project schedule



On-going outreach and engagement

- Online open house - (Nov 2018)
- Community and stakeholder briefings
40 briefings since 2017
- NEPA Open house (early 2020)
- We are working to increase awareness and engagement

- City of Puyallup
- Fife Chamber of Commerce
- Fife School District
- Frederickson Clover Creek Community Council
- Freight Mobility Strategic Investment Board
- ForeverGreen Trails
- Friends of Clarks Creek
- Friends of Puyallup Riverwalk
- Frederickson Clover Creek Community Council
- Pierce Conservation District
- Port of Tacoma
- PSRC
- Puyallup School District
- Puyallup Tribe of Indians
- SR 167 Coalition, Port of Tacoma
- Tacoma Rail
- Tahoma Audubon Society
- WSDOT
- Drainage District 10

Community outreach today

Community outreach

- Agricultural community solutions workshops
- Community aesthetics outreach
- Email updates
- Social media

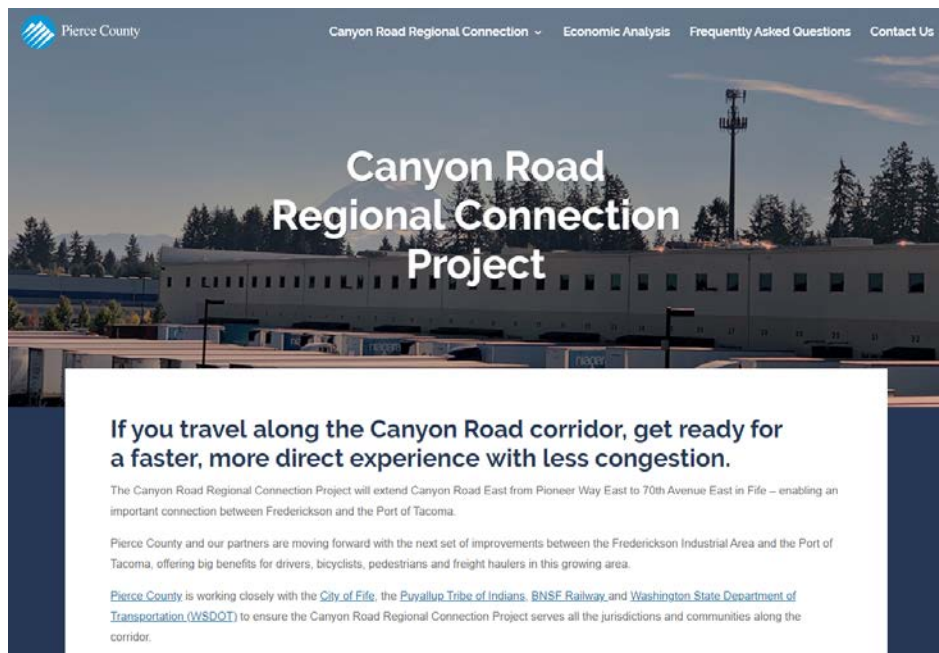
Briefings

- Partner jurisdictions
- Washington State Legislators
- Puget Sound Regional Council
- Strategic Conservation Partnership
- Freight Mobility Strategic Investment Board



New community outreach tools

- Project website: canyonroadconnection.org
- Project video
- Social media



Project funding

What is the project cost?

- \$250-300 million is the current cost estimate
- New cost estimate in development – end of 2020
- *Design and right of way acquisition are fully funded*

Secured funding partners

- FMSIB commitment: \$5 million
- BNSF contribution (grade separation)
- Five federal grants (2000 to present): \$7 million for design; \$4 million for right of way
- Pierce County: \$10 million

Upcoming funding opportunities

- Federal grants (INFRA/BUILD): potentially seeking \$125 million
- Legislative appropriations: seeking \$50 million
- Bonding

Next steps

- Stakeholder and community outreach
 - Community briefings
 - Elected official outreach
 - Community aesthetics survey
 - Continued agricultural community engagement
- Continue design and NEPA process
- Seek funding opportunities

Request

- Retain both projects on the FMSIB Deferred Project List
- Retain original \$3.0 million awarded to FMSIB #53
- Retain original \$2.0 million awarded to FMSIB #20

FOR MORE INFORMATION

Letticia M. Neal, P.E.

(253) 798-7041 or letticia.neal@piercecounitywa.gov

Project website: canyonroadconnection.org



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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

Dan Gatchet,
Chair

September 11, 2020

Brian Ziegler,
Director

TO: Roger Millar, WSDOT Secretary and FSG Chair

Board Members
Leonard Barnes

FROM: Dan Gatchet, FMSIB Chair

Matthew Ewers

SUBJECT: Freight Stakeholder Group (FSG) – Additional Topics for Discussion

Erik Hansen

Johan Hellman

Pat Hulcey

Temple Lentz

John McCarthy

Roger Millar

Arthur Swannack

Bob Watters

Ben Wick

Thank you for your commitment to the Freight Stakeholder Group (FSG) process. You, Ron, and your team have created a robust opportunity to discuss the important questions posed by the 2020 Legislature. The well-facilitated September 8 FSG meeting covered a lot of territory. I liked the polling method; however, I felt there were several key questions that should be asked but were not. I am writing to share those questions with you in the hope you will pose them to the entire FSG for discussion.

1. **Instead of creating another Freight Advisory Committee (FAC), should the working group consider recommending that an expanded FMSIB committee perform the role of FAC?** FMSIB has been performing freight advisory committee functions for over 20 years. With a few added voices, FMSIB could perform most, if not all, of the desired activities of a federal FAC. During these austere times, this could save the state some transportation resources. Lastly, we are concerned about duplicate functions and the resulting confusion amongst key stakeholders.
2. **Should the new FAC or an expanded FMSIB perform the function of scoring, prioritizing and allocating federal freight funding to projects?** WSDOT Budget Provisos in 2016, 2017 and now 2020 have directed the WSDOT to coordinate with freight stakeholders to develop and validate project lists for federal freight funding. This is exactly FMSIB's mission and with slight modifications, the Board could take on the federal freight funding allocations as well.

Website
www.fmsib.wa.gov

We are not asking you to respond to these questions but request that you submit them to the FSG for consideration.

I plan to include this topic of discussion on the September 18 FMSIB meeting agenda.

Thank you again, Roger, for your commitment to freight mobility and for ensuring an open, transparent discussion about important freight funding issues.

cc: Leonard Barnes, FMSIB Administrative Committee
John McCarthy, FMSIB Administrative Committee
Art Swannack, FMSIB Administrative Committee

A large, irregular orange watercolor splash serves as the background for the text. It has a textured, painterly appearance with various shades of orange and some darker spots. The splash is centered on a white background.

FMSIB Annual Report

Kjristine Lund

September 18, 2020

Freight World in 2020

- The public identifies with freight providers as heroes in this era
- COVID had a negative effect on freight volumes, but they are rebounding
- The freight supply chain showed remarkable resiliency
- Freight mobility capital investments are still needed
- Government revenues hard hit by I-976 and COVID
- State needs to provide first dollar investments in freight projects so local sponsors can patchwork the needed funding (Tukwila, 42nd Ave.)
- State agencies providing state revenues for local projects (like TIB, CRAB, and FMSIB) are a proven model for implementing state transportation policy.

A large, irregular orange watercolor splash graphic on the left side of the slide, with some smaller orange dots scattered around it.

Take-Aways about FMSIB from Interviews

- FMSIB is especially relevant with the public's reliance on freight movement for essential and discretionary goods – supply chain
- FMSIB has low overhead and is efficient in project delivery
- FMSIB delivery (measured as a percentage of appropriation) will be a record high in 19-21 biennium, more than 50% higher than previous peak delivery biennium
- FMSIB should remain nimble
- FMSIB Board is appointed by Governor and provides freight expertise
- FMSIB scoring process includes environmental factors, not just mobility
- FMSIB could spend more time working on policy and operational issues

Report Format Ideas

Anticipate Briefing Legislature via ZOOM

Prepare 3-5 Power Point Slides to Guide Meetings

- Agenda

- Project Map

- FMSIB by the Numbers

- Identify Top Five - Ten bullet points

Detailed report referenced by bullets

PDF of full report will be linked and distributed as in the past