### Freight Mobility Strategic Investment Board

**November 20, 2020**  
*9:00 AM to 11:45 AM*

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

Meeting will be webcast live on TVW: https://www.tvw.org/watch/?clientID=9375922947&eventID=2020111062

<table>
<thead>
<tr>
<th>Time</th>
<th>Agenda Item</th>
<th>Presenter/s</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 AM</td>
<td>1. Welcome and Roll Call</td>
<td>Dan Gatchet</td>
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<tr>
<td>9:10 AM</td>
<td>2. Meeting Minutes (Sept. 18, 2020)</td>
<td>Dan Gatchet Action</td>
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<tr>
<td>9:15 AM</td>
<td>3. FMSIB Budgets &amp; Director's Report</td>
<td>Brian Ziegler Informational</td>
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<tr>
<td>9:45 AM</td>
<td>4. FMSIB LEAP List Process</td>
<td>Brian Ziegler Informational</td>
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<tr>
<td>9:50 AM</td>
<td>5. Board Member Reports</td>
<td>Board Members Informational</td>
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<tr>
<td>10:00 AM</td>
<td>6. City of Spokane Valley FMSIB Funded Projects</td>
<td>Adam Jackson and Rob Lochmiller, Spokane Valley</td>
<td>Informational / Action</td>
</tr>
<tr>
<td>10:20 AM</td>
<td>7. Spokane County Bigelow Gulch Corridor</td>
<td>Brandi Colyar, Spokane County Action</td>
<td>Informational / Action</td>
</tr>
<tr>
<td>10:40 AM</td>
<td>8. Project Portfolio Actions (Active, Deferred, Completed, Canceled)</td>
<td>Brian Ziegler Informational</td>
<td>Informational / Action</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>9. Freight Stakeholder Group Update</td>
<td>Roger Millar, Dan Gatchet</td>
<td>Informational</td>
</tr>
<tr>
<td>11:15 AM</td>
<td>10. 2021 Legislative Priorities</td>
<td>Dan Gatchet</td>
<td>Action</td>
</tr>
<tr>
<td>11:25 AM</td>
<td>11. 2020 Annual Report and Legislative Powerpoint</td>
<td>Kjris Lund</td>
<td>Informational / Action</td>
</tr>
<tr>
<td>11:40 AM</td>
<td>12. 2021 Meeting Schedule</td>
<td>Dan Gatchet</td>
<td>Action</td>
</tr>
<tr>
<td>11:45 AM</td>
<td>13. Adjourn</td>
<td>Dan Gatchet</td>
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**Note:** FMSIB meetings are video and audio recorded.

Day on the Hill: January 14, 2020 - Virtual  
Next Meeting: January 15, 2020 - Virtual
Chair Dan Gatchet convened the GoToMeeting at 9 a.m. and reviewed virtual meeting protocols. Ms. Workman conducted roll call while Board members introduced themselves.

**Approval of Meeting Minutes**

**Board Action Item:** Adoption of July 30, 2020, Board Meeting Minutes

**MOTION:**

Chair Gatchet entertained a motion to adopt the July 30, 2020, meeting minutes as presented. Mr. Bob Watters so moved to adopt the minutes as presented. Mr. Leonard Barnes seconded.

*MOTION CARRIED*

**FMSIB Budgets**

Director Ziegler reviewed the current 2019-21 budget and the proposed 2021-23 budget.

*2019-21 Operating Budget*

The Operating Budget is about half expended halfway through the biennium, which puts the agency on track to finish on-budget. The 2020 Legislature reduced the Operating Budget by 5 percent, which is a 10 percent reduction for the remainder of the fiscal year.
FMSIB recently learned it will have to transition its webpage management from County Road Administration (CRAB) to WaTech, which is an unplanned expense. CRAB has hosted FMSIB’s website for years; however, their webmaster recently retired, and CRAB is now moving their webpage management to WaTech. In turn, FMSIB will need to do so as well. CRAB has been very helpful with this transition, and FMSIB is working on keeping costs down for this transition.

The Operating Budget should be okay due to the cost savings of holding virtual meetings, no board travel, and staff furloughs.

2019-21 Capital Budget

The biennial budget is almost half-expended and showing good progress.

Secretary Millar asked what the percentage of biennial expenditures would be against the original budget as opposed to the adjusted budget. Director Ziegler estimated about 30 percent. Mr. Swannack pointed out FMSIB needs to measure its performance against the money currently received from the Legislature.

Director Ziegler reviewed project status milestones. Although FMSIB is known for “early-in” dollars projects, the current project portfolio includes a mixture of first and last dollars in. City of Seattle’s, Lander Street project is an example of last dollars in. FMSIB awarded funds to this project in 2016 and the project is now substantially complete. The Kent 228th Street project is an example of early money in (2004) and will be completed this spring.

Director Ziegler reminded the Board that project deferrals and cancelations could be done at any time but typically at the November Board meeting. Mr. Wick asked for clarification on the Pines Road project status. Director Ziegler said that the Board took action to keep Pines Road on the deferred list.

The project does not show on the chart since there is no money allocated to it for the previous or current biennium. Mr. Wick advised the Board that the Spokane Valley Barker Road BNSF project recently obligated right-of-way and the project cost has come in less than expected.

2021-23 Budget Proposal

Every two years state agencies submit a biennial budget proposal. WSDOT’s Local Programs Office and Budget Office support FMSIB in developing the budget proposal. This year, OFM instructed all agencies to submit Decision Packages to reduce operating and capital requests by 10 percent each.

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).

FMSIB’s 21-23 Capital Budget 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.

The budget proposal had to be submitted on September 14, but the Board can still make budget changes at today’s meeting.

Board Discussion
Secretary Millar stated that the Governor’s budget plan assumes that the Supreme Court will uphold Initiative 976 and asked if FMSIB’s 2021-23 budget forecast included the impacts of Initiative 976. Director Ziegler confirmed it did and that $3 million is at risk depending on the outcome of I-976. Secretary Millar further stated that if the Supreme Court votes to overturn the initiative, it does not mean that the revenues automatically come back. Mr. Hansen confirmed. If the $3 million were removed from the revenue forecast, then the total budget would be $33 million.

Chair Gatchet suggested it does not make sense to lobby for a future Call for Projects if there was only $1.5 million available. Mr. Swannack does not believe this session is a good time to ask for a Call for Projects based on the current budget deficit. Mr. Hellman and Secretary Millar agreed.

Mr. Hansen stated that due to I-976 and COVID-19, the Transportation Budget is $800 million down this biennium and the current forecast for next biennium is another $800 million. The actual Transportation Budget is about $7 billion.

**Staff Action Item:** Send electronic copy of 1921-23 biennial budget proposal to the Board.

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**Director's Report**

Please see the Board meeting packet for the complete report on Director Ziegler’s activities since the July 30, 2020, Board meeting.

**Project Updates**

**City of Fife, 70th Ave. E. Undercrossing (“Last Dollars”)**

In 2018, FMSIB awarded $5 million to Fife’s 70th Ave. E. Undercrossing Project, fully funding that phase of the Puget Gateway Corridor. Construction began last fall and on August 28-30, contractors placed nine record-length girders across I-5.

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

In 2016, FMSIB awarded $8 million to the city for this grade separation project in the Duwamish industrial area. Later that year, the city received a federal FASTLANE grant, and the project became fully funded. The two-year construction program is nearing completion, and Chair Gatchet will represent FMSIB at the September 24 ribbon-cutting event, as well as provide a video message congratulating the city on its accomplishments.

**Active Projects Being Considered for Deferral**

At the May 2019 FMSIB 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 recommendations and directed staff to invite four project sponsors to explain their project status to the Board. The Board has reviewed all four projects and has taken action to defer projects and/or keep them in Active status. Since the Board was precluded from conducting a 2020 Call for Projects, there are no additional projects to consider for deferral.

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**
The City of Seattle presented their project at both the March and July meetings. The Board took action at the July meeting to authorize $1 million of the $6.1 million award be applied to Phase 1 of the project. The city was asked to confirm if that would be sufficient and report 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 were not 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.”

Director Ziegler stated that the city did not receive the BUILD grant.

2. City of Sumner, Stewart Road

The City of Sumner will present at the September meeting.

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 discuss report themes and potential presentation formats.

LEAP List Process

Director Ziegler shared that FMSIB does not have experience with LEAP Lists and provided an update on FMSIB’s LEAP List process.

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. This could 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 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 and to detail how the FMSIB LEAP list could be modified. The group was split on their opinion but agreed that either interpretation was valid.

Chelan County requested advancing 2021-23 funding into the current biennium on the West Cashmire Bridge Project. To ensure the legislative intent was fully implemented, the group suggested FMSIB explain the revision request in a letter to the Transportation Chairs, Ranking Members of each committee, and to the Governor’s Office. That letter was sent August 21, 2020, and a subsequent email was received from Chair Fey requesting FMSIB provide an expenditure reduction offsetting the advancement of funding. FMSIB received the formal reply on September 16 to proceed with the request. Director Ziegler called attention to the last paragraph in the September 16 letter, which is a positive sign that we might avoid these letters in the future:

“This should not be precedent for other project changes. As the FMSIB project list gets incorporated more systematically into the budget process in the future, we anticipate more formal mechanisms will be used for these types of requests.”

The group will continue to meet to come up with a consensus on the process, which may WSDOT’s approach to LEAP list revisions.

Board Member Reports

Secretary Millar:
- Twenty-one state highways have closed due to the fires.
- WSDOT has also been coordinating activity with Oregon DOT regarding the I-5 NB lane closure over the Columbia River Bridge.

Mr. McCarthy:
- Northwest Seaport Alliance coordinated a coalition letter (signed by 96 local governments and FMSIB) to the Transportation Committees calling for state funding of the West Seattle Bridge Project. Seattle Department of Transportation (SDOT) gave priority to lower bridge for freight and emergency movement.
- Matson Shipping moved from Seattle to Tacoma. A barge containing a crane broke loose and struck a restaurant. Some damage, but no one was injured.
NWSA welcomed 11 new vessels, which are the largest vessels since that terminal was modernized two years ago.

Mr. Watters: With SDOT’s decision to prioritize freight and emergency vehicle movement for the lower lever of the West Seattle Bridge, it is difficult to market the bridge to steamship lines at this point without certainty from the city on what is going to happen with the upper-level.

**City of Sumner - Stewart Road Corridor White River Bridge Replacement Update**

**Board Action Item:** No action needed.

At the Board’s request, Mike Dahlem, P.E., Public Works Director and Michael Kosa, P.E., Associate City Engineer provided a project update. This project removes a constriction on a T-1 freight route and on a salmon-bearing river. FMSIB awarded $3 million to this project in 2018. Sumner relies on grant funding and appreciates FMSIB’s early award that allowed the city to quickly obtain additional funding, including federal. There are many funding partners involved in this project and all but the last 900 feet of this two-mile corridor is complete. The plans include raising, lengthening, and adding a sidewalk to the bridge over White River. Design is 30 percent complete and will be completed early 2022. Construction will go to ad in summer 2022 but might delay to 2023 due to funding availability.

**Board Discussion**

Mr. Ewers liked that the design addressed truck safety issues, such as room for truck mirrors and separation of pedestrians and trucks.

Mr. McCarthy reiterated that Sumner is home to many industries, and the Port of Tacoma thinks this is an important project.

Secretary Millar stated that this is a great example of all of us working together.

**Pierce County - Canyon Road Project Update**

**Board Action Item:** Pierce County requests FMSIB retain the Canyon Road Corridor Projects #20 and #53 on the FMSIB Deferred project list and not cancel the projects.

FMSIB awarded two Pierce County projects (#20 and #53) funding to complete an important gap in the freight network between the Port of Tacoma and the industrial area in Frederickson. Due to lack of progress, the Board deferred these two Canyon River Corridor projects in 2011. The projects were then eligible for cancelation in 2017, but in 2018 the Board approved the county’s request for a two-year extension of the deferral. This project currently has no financial impact on FMSIB’s budget.

Letticia Neal, P.E., Pierce County Planning & Public Works, provided an update on these projects.

New project developments include:

- 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

The railroad crossing project design is 90 percent complete, ROW acquisition is underway, and could be ready to build in 2022.
The river crossing project design is 30 percent complete, NEPA scoping is underway, and ROW acquisition is planned for January 2021. The following are complete: alternatives analysis, bridge selection, traffic and intersection control analysis, survey, and geotechnical explorations.

The county envisions both projects to go out as one package in 2025, which would make it the largest Pierce County has ever done. The current cost estimate is $250-300 million with a new cost estimate expected by the end of this year. Design and right of way acquisition are fully funded.

For further information, see project website at https://canyonroadconnection.org/

**Board Discussion**

Mr. Ewers appreciates the county’s perseverance and would like to see FMSIB’s continued support of this project.

Mr. McCarthy appreciates hard work the county has put into this project.

Mr. Hulcey really likes the innovative bridge design.

Mr. Swannack thinks this is a good project but pointed out that deferred projects do not have money allocated, so he is concerned if money will be available when needed.

**MOTION:**

Mr. McCarthy made a motion to approve Pierce County’s request to retain Canyon Road Projects #20 and #53 on FMSIB’s Deferred Project list. Mr. Swannack seconded.

**MOTION CARRIED**

**Future Agenda Item:** The Board would like an update on Pierce County’s Canyon Road Project in 2022.

**WSDOT Freight Stakeholder Group**

Secretary Millar shared that the 38-member Freight Stakeholder Group (FSG) has been having valuable discussions at the direction of the Legislature to determine if Washington should have a Freight Advisory Committee (FAC) and, if so, what would its role be. Based on input from stakeholders, WSDOT staff is preparing the draft report for review at the FSG October meeting. The final report is due to the Legislature in December.

**Board Discussion:**

Chair Gatchet asked about what the next steps may be once the report is submitted to the Legislature. Secretary Millar said the report will include recommendations to the Legislature for them to consider; however, with the significant revenue shortfall, he does not know how much attention this issue will receive. The state’s economy moves on existing infrastructure not on the projects we wish we had. With current law and funding, starting in 2021-23 WSDOT will have to defer all preservation on any state facility with speed limits of 45 mph or less. In other words, money will be spent on preservation for high-speed facilities only.

Chair Gatchet shared the September 11 letter sent to Secretary Millar regarding two key questions Chair Gatchet would like posed to FSG:

1) Instead of creating another FAC, should FSG consider recommending that an expanded FMSIB committee perform the role of FAC?
2) Should the new FAC or an expanded FMSIB perform the function of scoring, prioritizing, and allocating federal freight funding to projects?

Mr. Swannack asked if it made sense, given this session’s revenue shortfall, to create a new committee when FMSIB is already established and has a part in it. It may be simpler for the Legislatures to add new members to FMSIB without creating a new committee.

Secretary Millar felt that would be status quo. He feels what FMSIB does for first/last mile connections compliments WSDOT, ports, cities, counties, and rail. WSDOT uses the FAC to advise them on the Freight Mobility Plan. The Freight Mobility Plan is not due anytime soon and the FAC is optional so there is no rush on this. Secretary Millar would like to see a committee that was representative of all the interests and that looks more broadly at freight issues. He will share the letter with rest of FSG so we can have a “robust conversation,” if that is what Chair Gatchet wants.

Mr. Hellman expressed his understanding from Secretary Millar is that the FAC is a larger, more diverse group to inform WSDOT on decision making for transportation planning. Secretary Millar confirmed that he sees FAC and FMSIB roles as complimentary. FMSIB looks at first/last mile and helps local agencies get projects done. The larger group would be a part of the freight planning about the state’s priorities. He is most interested in making sure the voices of all interests in freight conversation are heard at the right time in the decision.

Mr. Swannack stated that there are two different roles between FAC and FMSIB. FAC is advisory on a large scale on what the plan should look like with discussion about all the issues at one time. With FMSIB, many of the other issues, such as environmental, labor, and others, have already been considered by the project proponents. The project updates provided at this meeting illustrates this point. Mr. Ewers and Mr. Watters agreed with Mr. Swannack’s comments.

2020 Annual Report

Kjristine Lund, Lund Consulting, provided an update on FMSIB’s 2020 report.

Ms. Lund thanked the Board, Trucking, Ports, Cities, and Counties for participating in the August interviews. She provided a summary of the issues that came from the interviews and asked the Board for any changes. None were noted. Ms. Lund also shared that with this new virtually meeting environment in mind, they are looking at providing a PowerPoint template to present the annual report. The PowerPoint will include hyperlinks to the full annual report. A draft 2020 Annual Report will be available at the November Board meeting.

Next Meeting

November 20, 2020 - Virtual

Meeting Adjourned

Chair Gatchet adjourned the meeting at 11:35 a.m.
Summary of Board Motions & Recommendations:

1) **Board Action Item:** Adoption of July 30, 2020, Board Meeting Minutes.  
   *Motion Carried* (page 1)

2) **Board Action Item:** Pierce County requested to retain Canyon Road Projects #20 and #53 on FMSIB’s Deferred project list.  
   *Motion Carried* (page 7)

Summary of Staff Action/Direction Items:

Send electronic copy of 1921-23 biennial budget proposal to the Board.

Summary of Future Agenda Items:

The Board would like an update on Pierce County’s Canyon Road Projects #20 and #53 in 2022.

______________________________  _________________________________
Dan Gatchet                       Attest: Brian Ziegler
Chair                             Director
### FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

#### CURRENT BIENNUM 19-21 Budget $772,000

<table>
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<tr>
<th></th>
<th>Biennium Appropriation</th>
<th>Biennium Allotments thru Oct 31, 2020</th>
<th>Actual Expenditures thru Oct 31, 2020</th>
<th>Biennium To Date Dollar Variance</th>
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<td><strong>FMSIB Budget</strong></td>
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<td>Salary</td>
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<td><strong>Total Thru Oct 31, 2020</strong></td>
<td>$ 756,000</td>
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#### Expenditure Detail

**Salaries:**
- **Staff Salary**
  - Budgeted: 560,000
  - Allotments: 373,333
  - Actual: 351,436
  - Variance: 21,897
- **Total Salary**
  - Budgeted: $560,000
  - Allotments: 373,333
  - Actual: 351,436
  - Variance: 21,897

**Travel:**
- **Staff Travel**
  - Budgeted: 19,000
  - Allotments: 12,667
  - Actual: 6,175
  - Variance: 6,492
- **Board Travel**
  - Budgeted: 19,000
  - Allotments: 12,667
  - Actual: 8,907
  - Variance: 3,760
- **Total Travel**
  - Budgeted: $38,000
  - Allotments: 25,333
  - Actual: 15,082
  - Variance: 10,252

**Goods & Services:**
- **Other State Agency Services**
  - WSDOT Labor & Svcs/TIB Svcs: 32,000
  - BS DES Services: 20,000
  - WS TIB - Office Rent & Utilities: 33,000
  - WS Attorney General: 2,000
- **Misc. Operating Expenses**
  - Misc. Office, Mtg, Equipment Costs: 26,000
- **Total Goods & Services**
  - Budgeted: $113,000
  - Allotments: 75,333
  - Actual: 63,923
  - Variance: 11,410

**Personal Service Contracts:**
- **Consultant Expenses**
  - FY21 - 2020 Annual Report (Lund): 22,500
- **Total Personal Service Contracts**
  - Budgeted: $45,000
  - Allotments: 28,000
  - Actual: 33,000
  - Variance: 0

**Total Thru Oct 31, 2020**
- Budgeted: $756,000
- Allotments: 502,000
- Actual: 463,441
- Variance: 43,559
## FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

### 19-21 Capital Budget - Sorted by Biennium - Effective Nov. 20, 2020

#### Likelihood to expend 19-21 biennial appropriation:
- High
- Medium
- Low
- Under Agreement

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Title</th>
<th>Yr. Selected</th>
<th>FMSIB Award</th>
<th>Prior 17 - 19</th>
<th>19 - 21</th>
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<td>4 Fife</td>
<td>I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)</td>
<td>2006</td>
<td>4,333</td>
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<td>Duwamish Truck Mobility Improvements</td>
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<td>15 Seattle</td>
<td>S Lander St Grade Separation</td>
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<td>779</td>
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<tr>
<td>25 Tacoma</td>
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(Dollars in thousands)
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Biennial Time Expended: 67% 47% of biennial expenditures

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<th>Revenue</th>
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<th>Freight Mobility Multimodal Account - 11E</th>
<th>Motor Vehicle Funds</th>
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<th>Freight Mobility Multimodal Account - 11E</th>
<th>Highway Safety Account</th>
<th>Motor Vehicle Funds (Federal)</th>
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<td>(4,697)</td>
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| Reappropriation  |                                           |                                           |                        | 23,189                        |                       |
|                  |                                           |                                           |                        | 3,954                         | (5,606)             |
|                  |                                           |                                           |                        |                               | (4,697)             |
### Freight Mobility Strategic Investment Board

**Active Projects - Sorted by biennium - Status Effective Nov. 20, 2020**

#### Likelihood to expend 2019-21 biennial appropriation:
- **High**
- **Medium**
- **Low**
- **Under Agreement**

#### First or Last Dollars?
- FMSIB Award to Const. is less than 2 years
- FMSIB Award to Const. is between 2 and 4 years
- FMSIB Award to Const. is more than 4 years
- Under Agreement

#### Changes from last report

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FMSIB Director’s Report
Nov. 20, 2020
(Last Report: Sept. 18, 2020)

Project Status Updates
Two Spokane area projects will provide updates to the Board in November:
  1. City of Spokane Valley (several projects)
  2. Spokane County (Bigelow Gulch Rd. Corridor projects)

City of Tacoma, Taylor Way Rehabilitation (“First Dollars”)
This $18.5 million project includes an early FMSIB contribution of $2.5 million, awarded in 2016. Remaining funding was secured approximately two years later, and the project went to advertisement in Fall 2019.

This project is designed to reduce barriers to freight movement and increase safety. Improvements are focused on preserving the roadway’s driving surface, decreasing rail conflicts, and implementing intelligent transportation system (ITS) components to improve freight and emergency response efficiencies. Proposed improvements include:
- Replacing the failing asphalt pavement with concrete pavement designed to heavy haul corridor standards (beginning at/including the 509/Taylor Way intersection and continuing to E. 11th St.),
- Widening and improving channelization on three of the four approaches to the 509/Taylor Way intersection (to accommodate new turn lanes and increased vehicle capacity),
- Upgrading all street lighting along Taylor Way,
- Upgrading and interconnecting traffic signals,
- Installing a roadway traffic camera system to monitor freight flow/terminal queueing/rail conflicts/security/emergency response,
- The removal of up to four rail crossings and the upgrade of the remaining seven,
- Improving channelization at E. 11th/Alexander Ave. with designated turn lanes and an overflow lane, and
- The installation/continuation of a sidewalk along Taylor Way to remove pedestrians from the roadway.

Notice to Proceed was issued to the Contractor on June 30, 2020. Roadway demolition, water main/hydrant/service, electrical conduit, and select curb and gutter/driveway construction is underway. The section of the project from E. 11th St. to Lincoln Ave. is currently being prepped for concrete paving which will occur over a series of phases to accommodate driveway/freight access. Paving in this area will continue through April 2021, with time provided for a winter weather window. The contractor is currently working select nights and six days a week.

The work should be completed in September 2021, though this date is weather dependent.
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 Seattle and the City of Sumner have updated the Board at their March, July, and September Board meetings. The City of Seattle will return in January 2021 with an update on the UPRR crossing design, at which point the city will confirm whether their Phase 1 project is fully funded and ready to construct.

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. Staff will provide a quick summary of this 18-month project review process at the November meeting.
**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.” In August, FMSIB staff and our consultant began meetings with Board members and other interested parties to develop the 2020 Annual Report. At the September meeting, the consultant provided a summary of themes generated in the interviews and presented concepts for the report, including options for “Day on the Hill” PowerPoint presentation formats. At this meeting, the Board will preview draft language for the Annual Report and PowerPoint presentation.

**New FMSIB Website**

On August 20, the County Road Administration Board (CRAB), who currently hosts and maintains FMSIB’s website, notified FMSIB that they were transitioning their website to another state agency (WaTech) for hosting and maintenance and that CRAB would no longer provide these services to FMSIB. FMSIB staff coordinated a meeting with CRAB and WaTech to develop a scope of work for WaTech to create, host, and maintain FMSIB’s website. That development was reported to the FMSIB Board at the September 15 meeting.

On September 30, FMSIB and WaTech executed an agreement for web development, hosting, and maintenance totaling $21,772. Throughout October, FMSIB staff and WaTech developed prototypes and transitioned data into the new site. FMSIB staff also coordinated with TIB technical staff for transitioning the FMSIB project database over to the new site, since TIB developed that project database on FMSIB’s behalf.

The site went live on October 28. Total cost is expected to be approximately $20,000 through June 2023.

**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:

- Sept. 24 – House Committee Days meeting of the Transportation Committee, transportation agency presentations (WSDOT, CRAB, TIB, FMSIB) on Capital Program Capacity
- Oct. 1 - Staff planted the FMSIB flag at the summit of Mt. St. Helens
- Oct. 6 – South Lander Street ridge project ribbon cutting was scheduled for this date, onsite. It was canceled and the FMSIB Chair submitted a congratulatory video instead.
- Oct. 6-8 – PNWA Annual Conference (Virtual) included a panel of Corps of Engineers commanders and a briefing on the status of the Columbia River Treaty negotiations.
- Oct. 8 – National Freight Symposium sponsored jointly by Transport Topics and CQ Roll Call.
- Oct. 8 – Administration Committee meeting
- Oct. 14 – PSRC’s Freight Advisory Committee meeting (FMSIB a designated member)
- Oct. 19 – Watched WSDOT’s Freight Stakeholder Group Meeting No. 4
• Oct. 22 – During APWA’s Fall meeting, I participated on a Federal Funding panel with WSDOT, TIB, and APWA Government Affairs.
• Oct. 27 – Met with FMSIB Chair to develop presentation for Rep. Fey’s “Listening Session.”
• Oct. 28 – New FMSIB website went live
• Oct. 29 – Attended PNWA’s Coastal Caucus Infrastructure Meeting to assess their infrastructure needs.
• Nov. 2 – Watched WSDOT’s Freight Stakeholder Group Meeting No. 5
• Nov. 6 – Presented FMSIB slides to Rep. Fey’s “Listening Session.” Four other House members were present as well as committee and caucus staff.
• Nov. 9 – Conversation with Rep. Ramos on truck parking as well as issues of equity, accessibility, and environmental justice
• Nov 10 – Discussion with Governor’s Office regarding FMSIB member appointments
• Nov. 12 – Received news regarding one FMSIB Board member’s appointment. This will be shared at the Nov. 20 meeting
FMSIB LEAP List Revisions Process
November 20, 2020

Purpose:
To brief the Board on the Legislative Evaluation and Accountability Program (LEAP) List requirements and effects.

Background:
The 2019 Legislature required FMSIB to comply with LEAP List 2019-3, which specifies the projects and amounts that FMSIB may authorize in the 2019-21 biennium. Since project development processes by each project sponsor may accelerate or delay project delivery, and therefore project expenditures, occasional revisions to this LEAP List will be required.

Action to Date:
The first sponsor request to advance project funding came from Chelan County in April on their West Cashmere Bridge Replacement project. Since there was sufficient expenditure authority in the FMSIB budget and the project was on the approved LEAP list, the request was approved by FMSIB staff.

Subsequent discussions with the Governor’s Office and Legislative staff raised questions that maybe this FMSIB approval was inconsistent with the wording and intent of the 2019 LEAP list budget proviso. Since there was not consensus on this position, everyone agreed to submit the county’s advance funding request to the Transportation Committee Chairs and Ranking Members to gain formal approval. The previous FMSIB approval to the County was rescinded.

The LEAP List revision was submitted on August 21, 2020, and approved September 16, 2020. The legislative approval letter included the following language:

“This should not be precedent for other project changes. As the FMSIB project list gets incorporated more systematically into the budget process in the future, we anticipate more formal mechanisms will be used for these types of requests.”

In order to develop the suggested “more formal mechanisms,” FMSIB staff have been convening meetings with the Governor’s Office, Transportation Committee staff, LEAP Committee staff, and WSDOT to develop consensus on a future LEAP List revision process.

Future Actions:
A FMSIB LEAP List Revision process has been developed, and all parties have agreed to bill language that will guide that process (see attached). The Governor’s budget may include this language:
Bill Language for FMSIB LEAP List Revisions

For the 2021-23 project appropriations, unless otherwise provided in this act, the director of the office of financial management may authorize a transfer of appropriation authority between projects managed by the freight mobility strategic investment board in order for the board to manage project spending and support the efficient and timely delivery of all projects in the program. The office of financial management may authorize a transfer of appropriation authority between projects under the following conditions and limitations:

(a) Transfers from a project may not be made as a result of the reduction of the scope of a project or be made to support increases in the scope of a project;

(b) Each transfer between projects may only occur if the director of the office of financial management finds that any resulting change will not hinder the completion of the projects on the FMSIB LEAP list; and

(c) Transfers between projects may be made by the board without the formal written approval provided under this subsection ( ), provided that the transfer amount does not exceed two hundred fifty thousand dollars or ten percent of the total project, whichever is less. These transfers must be reported to the director of the office of financial management and the chairs of the house of representatives and senate transportation committees.

(d) At the time the board submits a request to transfer funds under this section, a copy of the request must be submitted to the chairs and ranking members of the transportation committees of the legislature.

(e) Before approval, the office of financial management shall work with legislative staff of the house of representatives and senate transportation committees to review the requested transfers in a timely manner and consider any concerns raised by the chairs and ranking members of the transportation committees.

(f) No fewer than ten days after the receipt of a project transfer request, the director of the office of financial management must provide written notification to the board of any decision regarding project transfers, with copies submitted to the transportation committees of the legislature.
Spokane Valley Projects

a FMSIB Partnership

Adam Jackson, P.E., Planning & Grants Engineer
Rob Lochmiller, P.E., Sr. Project Manager

November 20, 2020
FMSIB Investments in Spokane Valley

- **Barker Road/BNSF Grade Separation Project**
  - 20% Award from 2010 (Active Status)
  - $49.1 M Application
  - $10 M Max Award

- **Pines Road/BNSF Grade Separation Project**
  - 30% Award from 2000 (Deferred Status)
  - $11.2 M Application
  - $5.3 M WSDOT Request
  - $3.36 M Max Award

- **Barker Road Corridor – Spokane River to BNSF**
  - 20% Award from 2018 (Active Status)
  - $8.4 M Application
  - $1.68 M Max Award
Barker/BNSF Grade Separation Project

Estimated Project Schedule
- Nov. 2020: Ad for CN Bids
- Dec. 2020: Open Bids
- Jan. 2021: Award Contract
- Dec. 2022: Completion

Estimated Project Budget
- Total Cost: $27 M
- 20% FMSIB: $5.4 M
- Max FMSIB Award: $10 M
Barker Road Corridor (River to GSP)

Est. Total Project Cost: $6.3 M
- ‘19 Euclid to GSP: $1.8 M
- ’20-’21 River to Euclid: $3.2 M
- ‘21 Euclid & UP Xing: $1.3 M
  - Includes full length shared-use path

Anticipated Funding Summary
- Est. Total Cost: $6.3 M
- 20% FMSIB: $1.3 M
- Max FMSIB Award: $1.68 M
  - Based on Application Total: $8.4 M
Pines/BNSF Grade Separation Project

- In 2000, FMSIB awarded $3.36 M (30%) to WSDOT for $11.2 M total cost
- Nov. 2019, Board action to keep on “deferred” list
- $29 Million Estimated Total Cost
  - Secured $9.75M
    - $4.7M City Funds (PE+ROW)
    - $1.25M Federal Railroad Admin. (PE)
    - $3.8M Federal Highway Admin./SRTC (ROW)
- City’s Next Effort: State Legislative Budget Priority

Engineering
Design Underway
Fully Funded
2019-2021

Right-of-Way
Acquisitions Underway
Fully Funded
2020-2022

Construction
Shovel Ready 12/22
Unfunded - $19 Million
2023-2025
Future Freight Needs in Spokane Valley

New Sullivan Road Interchange at Hwy 290/BNSF
(45,000 ADT with 17% freight)

2 Projects:
- Barker Road Widening (Mission to I-90)
  (13,800 ADT with 11% freight)
  Widen to new 5-lane section by Year 2040
- Barker Road Bridge Widening over I-90
  (16,000 ADT with 9% freight)

2 Projects:
- Argonne Rd. Bridge Widening over I-90 (2016 App)
  (17,000 ADT 1-way with 10% freight)
- Argonne Rd. Concrete Reconstruction (2018 App)
  (36,000 ADT with 10% freight)
Questions?
The Corridor History:

Reconstruct 8.3 miles of roadway creating a Connector between the City of Spokane and the City of Spokane Valley. The link would provide improved safety, reduced travel time and additional capacity.

The original Construction schedule included 6 phases to be completed by 2010 at a scoping estimate of about $60 Million

The First Phase was constructed in 2008 with the final phase planned for 2022 for an estimated total of $70 Million
Corridor Design:

- 2 lanes each direction with 8 ft Shoulders (Except from Argonne-Evergreen)
- Center Turn Lanes as needed.
- Vertical and horizontal Sight Distance improvements.
- Lighting at intersections
- Roadside safety improvements
Transportation Facilities Affected by the Proposed Project

1. Interstate 90
2. Sullivan Rd
3. Francis Ave
4. North Spokane Corridor
5. US 2
6. US 395

City of Spokane
City of Spokane Valley
Current Traffic (2014 EA)
Projected Traffic (2040)

North Spokane Industrial Area

13,200 / 16,200
7,000 / 12,200
9,200 / 15,900

Current and Projected Traffic
# Current/Future Traffic Predictions

**Bigelow Gulch-Forker Corridor - Review of model volumes**

| Date       | 11/2/2020 |

<table>
<thead>
<tr>
<th>Segment</th>
<th>Direction</th>
<th>Peak Hr Volumes</th>
<th>AADT K-factor</th>
<th>Peak Hr Volumes</th>
<th>AADT</th>
<th>Peak Hr Volumes</th>
<th>AADT</th>
<th>Peak Hr Volumes</th>
<th>AADT</th>
<th>Peak Hr Volumes</th>
<th>AADT</th>
<th>2040 updated Nov. 2020</th>
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<tbody>
<tr>
<td>West of Argonne</td>
<td>WB</td>
<td>527</td>
<td>10,718</td>
<td>0.11</td>
<td>640</td>
<td>12,000</td>
<td>720</td>
<td>14,000</td>
<td>582</td>
<td>13,200</td>
<td>665</td>
<td>14,000</td>
</tr>
<tr>
<td></td>
<td>EB</td>
<td>684</td>
<td></td>
<td></td>
<td>600</td>
<td>600</td>
<td>660</td>
<td>734</td>
<td>576</td>
<td>774</td>
<td>676</td>
<td>694</td>
</tr>
<tr>
<td>East of Argonne</td>
<td>WB</td>
<td>365</td>
<td>5,384</td>
<td>0.14</td>
<td>240</td>
<td>7,500</td>
<td>640</td>
<td>12,500</td>
<td>393</td>
<td>7,000</td>
<td>443</td>
<td>9,000</td>
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<tr>
<td></td>
<td>EB</td>
<td>381</td>
<td></td>
<td></td>
<td>300</td>
<td>300</td>
<td>610</td>
<td>416</td>
<td>377</td>
<td>416</td>
<td>671</td>
<td>671</td>
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<tr>
<td>Forker / Sullivan</td>
<td>NB</td>
<td>670</td>
<td>10,720</td>
<td>0.10</td>
<td>600</td>
<td>10,600</td>
<td>1100</td>
<td>19,000</td>
<td>589</td>
<td>9,200</td>
<td>939</td>
<td>14,700</td>
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<td></td>
<td>SB</td>
<td>410</td>
<td></td>
<td></td>
<td>460</td>
<td>800</td>
<td>800</td>
<td></td>
<td>421</td>
<td></td>
<td>527</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**  
^ NSC Complete I-90 to US 395  
# NSC Operational Francis To US 395  
All peak hour volumes or PM volumes with direction are DDHV
Freight Transport

12% Trucks (1,286 trucks/day)
Class T2/T3 (4 to 10 million tons/year)

Current Travel Times:
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/Forker Rd Corridor Collisions 1997 - 2020 Current

Collisions Reported (1997 - 2020)
Approximate Locations within Bigelow Gulch/Forker Rd Alignments
- Fatal Collisions (5)
- Injury Collisions (308)
- Property Damage Only (523)
Bigelow Gulch Road Corridor Projects

Project 1
$2,866,000
Completed 2008

Project 2
$12,740,000
Construction 2022

Project 3
$7,260,000
Completed 2008

Project 3A
$3,802,000
Completed 2005

Project 4
$12,000,000
Completed 2019

Project 4A
$9,684,000
Completed 2019

Project 5
$8,700,000
Completed 2020

Project 5A
$5,753,000
Completed 2019

Project 6
$9,900,000
Construction 2021
Bigelow Gulch Road Corridor Projects Complete

Project 1
$2,866,000
Completed 2008

Project 2
$12,740,000
Completed 2005
Construction 2022

Project 3A
$3,802,000
Completed 2019

Project 4
$12,000,000
Completed 2019

Project 4A
$9,684,000
Completed 2019

Project 5
$8,700,000
Completed 2020

Project 5A
$5,753,000
Completed 2019

Project 6
$9,900,000
Construction 2021
Recent Accomplishment:

Bigelow Project 5

- Completed This Fall 2020
- Required Full Road Closure
- Lowering of two gas mains.
- Major earth work required along existing alignment.
- Pond and Stream alignment
On the Horizon

Project 3- Spring 2021
• Finalizing PS&E review
• Preparing funding obligation
• Advertisement December
On the Horizon
Continued:
Project 6- Summer 2021

• Completing RW Acquisition.
• Finalizing PS&E
• Preparing for Advertisement
  Spring 2021
• Working with the City of Spokane Valley to administer project with the Intersection improvements at Sullivan and Wellesley.
### Project Funding:

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Total Project Cost</th>
<th>STP</th>
<th>TIB</th>
<th>FMSIB</th>
<th>RAP</th>
<th>County</th>
<th>Needed</th>
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</thead>
<tbody>
<tr>
<td>Bigelow Gulch Project #2</td>
<td>$12,740,000</td>
<td>$3,289,900</td>
<td></td>
<td>$1,690,000*</td>
<td>$2,745,000</td>
<td>$1,000,000</td>
<td>$4,015,100</td>
</tr>
<tr>
<td>CRP 2620</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bigelow Gulch Project #3</td>
<td>$7,260,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>CRP 2924</td>
<td></td>
<td></td>
<td></td>
<td>$2,270,000</td>
<td>$2,579,100</td>
<td></td>
<td>$2,410,900</td>
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<tr>
<td>Bigelow Gulch Project #6</td>
<td>$9,900,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>CRP 2991</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Total</td>
<td>$29,900,000</td>
<td>$7,374,900</td>
<td></td>
<td>$5,960,000</td>
<td>$5,324,100</td>
<td>$5,160,900</td>
<td>$4,015,100</td>
</tr>
</tbody>
</table>

*Note: Funding was deferred in 2011 and requires the Board to reactivate the project.*
Questions?

Check out our promotional video for the corridor project Here!
FMSIB Project Review - Nov 2020 (First review May 2019)

### Active Projects that could be Deferred

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Project Name</th>
<th>Total Costs</th>
<th>FMSIB Funds</th>
<th>Awarded</th>
<th>Original Ad Date</th>
<th>Progress</th>
<th>Staff: Defer?</th>
<th>Board: Defer?</th>
</tr>
</thead>
<tbody>
<tr>
<td>51-3</td>
<td>Seattle</td>
<td>Duwamish Spot Improvement</td>
<td>$300,000</td>
<td>$2,383,000</td>
<td>Jan-03</td>
<td>Apr-06</td>
<td>Completed</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>35-0</td>
<td>Kent</td>
<td>S. 228th St Grade Separation</td>
<td>$25,000,000</td>
<td>$9,750,000</td>
<td>Jan-04</td>
<td>Oct-09</td>
<td>Scheduled for Feb. 2021 completion</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>64-1</td>
<td>Fife</td>
<td>Port of Tacoma Rd. I/C - Phase 1</td>
<td>$27,148,000</td>
<td>$6,667,000</td>
<td>Jan-06</td>
<td>Feb-18</td>
<td>Completed</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>72-0</td>
<td>Tacoma</td>
<td>Puyallup River Bridge replacement</td>
<td>$38,760,000</td>
<td>$5,000,000</td>
<td>Jan-09</td>
<td>Apr-16</td>
<td>Completed</td>
<td>N</td>
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<tr>
<td>73-0</td>
<td>Port of Seattle</td>
<td>E. Marginal /Diagonal and Argo</td>
<td>$8,068,000</td>
<td>$3,750,000</td>
<td>Jan-09</td>
<td>Jan-15</td>
<td>Completed</td>
<td>N</td>
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<tr>
<td>77-0</td>
<td>Tukwila</td>
<td>SW 27th/Stander Blvd Connection- Phase 3</td>
<td>$38,604,000</td>
<td>$5,000,000</td>
<td>Jan-10</td>
<td>None</td>
<td>City Canceled</td>
<td>Y</td>
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<tr>
<td>76-0</td>
<td>Fife</td>
<td>Port of Tacoma Rd. I/C - Phase 2</td>
<td>$35,361,000</td>
<td>$7,533,000</td>
<td>Jan-10</td>
<td>None</td>
<td>Still short $20 million. Board presentation Jan. 2020</td>
<td>M</td>
<td>N</td>
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<tr>
<td>80-0</td>
<td>Spokane Valley</td>
<td>Barker Road/BNSF grade separation</td>
<td>$29,200,000</td>
<td>$9,000,000</td>
<td>Jan-10</td>
<td>Jan-15</td>
<td>Fully funded - Fall 2020 Ad date</td>
<td>N</td>
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<tr>
<td>81-1</td>
<td>Spokane County</td>
<td>Bigelow Gulch/Forker Road Realignment - Phases 5A &amp; 6</td>
<td>$24,400,000</td>
<td>$6,000,000</td>
<td>Jan-10</td>
<td>None</td>
<td>Sept. 2019 Board action: Review in one year</td>
<td>N</td>
<td>N</td>
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<tr>
<td>87-0</td>
<td>Marysville</td>
<td>SR 529/I-5 Interchange Expansion</td>
<td>$54,050,000</td>
<td>$5,000,000</td>
<td>Jan-14</td>
<td>Sep-16</td>
<td>WSDOT agreement in process, funded in 21-23</td>
<td>N</td>
<td></td>
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<tr>
<td>90-0</td>
<td>Seattle</td>
<td>South Lander Street Grade Separation</td>
<td>$140,000,000</td>
<td>$8,000,000</td>
<td>Jul-16</td>
<td>Dec-17</td>
<td>Completed</td>
<td>N</td>
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<tr>
<td>89-0</td>
<td>Fife</td>
<td>I-5/54th Avenue E Interchange Improvement Project</td>
<td>$23,700,000</td>
<td>$500,000</td>
<td>Jul-16</td>
<td>Jan-19</td>
<td>Completed</td>
<td>N</td>
<td></td>
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<tr>
<td>89-1</td>
<td>Fife</td>
<td>I-5/54th Avenue E Interchange Improvement Project</td>
<td>$23,700,000</td>
<td>$2,500,000</td>
<td>Jul-16</td>
<td>Jul-19</td>
<td>Ad date slipped to 2023. Board presentation January 2020</td>
<td>M</td>
<td>Y</td>
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<tr>
<td>94-0</td>
<td>Tacoma</td>
<td>Taylor Way Rehabilitation Project</td>
<td>$18,598,000</td>
<td>$2,500,000</td>
<td>Jul-16</td>
<td>Mar-18</td>
<td>Scheduled for Nov. 2019 ad date. Under construction</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>93-0</td>
<td>Sumner</td>
<td>SR 410 Traffic Avenue/ East Main Project</td>
<td>$18,540,000</td>
<td>$2,500,000</td>
<td>Jul-16</td>
<td>Sep-18</td>
<td>Under const., scheduled for Dec. 2020 completion</td>
<td>N</td>
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<tr>
<td>90-0</td>
<td>Longview</td>
<td>SR 432-SR 411 Intersection Improvements Project</td>
<td>$4,200,000</td>
<td>$2,100,000</td>
<td>Jul-16</td>
<td>Apr-18</td>
<td>Scheduled for Feb. 2020 ad. Under construction</td>
<td>N</td>
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<tr>
<td>100-0</td>
<td>Seattle</td>
<td>East Marginal Way Heavy Haul Corridor</td>
<td>$48,600,000</td>
<td>$6,100,000</td>
<td>Jul-18</td>
<td>Apr-21</td>
<td>$23 m of $48 m secured. April 2021 Ad date.</td>
<td>N</td>
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<td>95-0</td>
<td>Fife</td>
<td>70th Ave. East Freight Bottleneck Relief</td>
<td>$41,371,624</td>
<td>$5,000,000</td>
<td>Jul-18</td>
<td>Feb-19</td>
<td>Groundbreaking Oct. 2019. under construction</td>
<td>N</td>
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<tr>
<td>98-0</td>
<td>Chelan County</td>
<td>West Cashmere Bridge</td>
<td>$23,500,000</td>
<td>$3,000,000</td>
<td>Jul-18</td>
<td>Feb-20</td>
<td>Board presentation Sept. 2019, under construction</td>
<td>N</td>
<td></td>
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<tr>
<td>101-0</td>
<td>Sumner</td>
<td>Stewart Road Corridor - White River Bridge Replace</td>
<td>$21,489,033</td>
<td>$3,000,000</td>
<td>Jul-18</td>
<td>Mar-21</td>
<td>Summer 2022 Ad. $7 m of $25 m secured.</td>
<td>N</td>
<td>N</td>
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<td>96-0</td>
<td>Port of Kalama</td>
<td>Industrial Rail Additions</td>
<td>$11,750,000</td>
<td>$2,400,000</td>
<td>Jul-18</td>
<td>Feb-20</td>
<td>Deferred by 2020 Legislature into 2021-23</td>
<td>N</td>
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<tr>
<td>99-1,2,3</td>
<td>Spokane Valley</td>
<td>Barker Road Corridor Widening</td>
<td>$8,400,000</td>
<td>$1,680,000</td>
<td>Jul-18</td>
<td>Jun-20</td>
<td>Phase 1 under construction. Phase 2 Ad June 2020</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>97-0</td>
<td>Spokane County</td>
<td>Bigelow Gulch - Phase 3</td>
<td>$6,925,710</td>
<td>$2,270,000</td>
<td>Jul-18</td>
<td>Feb-21</td>
<td>All funds secured. Feb. 2021 Ad.</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

Total Projects: 24

Total: $671,665,367 $101,633,000
FMSIB Delivery History

FMSIB Biennial Expenditure

- 2007-2009
- 2009-2011
- 2011-2013
- 2013-2015
- 2015-2017
- 2017-2019
- 2019-2021 (current)
- 2019-2021 (forecasted)
**FMSIB Projects Completed in 2020**

*Note:* The following projects are complete. Board action to acknowledge completion is appropriate so the website can be updated.

<table>
<thead>
<tr>
<th>No.</th>
<th>Owner</th>
<th>Name</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>64-1</td>
<td>City of Fife</td>
<td>Port of Tacoma Rd. I/C - Phase 1</td>
<td>June 2020</td>
<td></td>
</tr>
<tr>
<td>91-0</td>
<td>Seattle</td>
<td>South Lander Street Grade Separation</td>
<td>Sept. 2020</td>
<td></td>
</tr>
</tbody>
</table>
## FMSIB Deferred Projects - Consider for Removal

<table>
<thead>
<tr>
<th>Project #</th>
<th>Sponsor</th>
<th>Project Name</th>
<th>Award Year</th>
<th>Deferred Year</th>
<th>Deferred + 6 Years</th>
<th>Eligible for Removal</th>
<th>Reason for Removal</th>
<th>Board Action</th>
<th>Sponsor support removal</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project 59 B</td>
<td>Kent</td>
<td>S 212th Street UP Grade Separation</td>
<td>2004</td>
<td>2014</td>
<td>2020</td>
<td>N</td>
<td>Y</td>
<td>(i)</td>
<td>TBD</td>
<td>City requested project be placed on Deferred status. Emailed Tim LaPorte and Chad Biering 9/25/20. On 10/29/20, Chad advised that the City is not pursuing this project at this time.</td>
</tr>
<tr>
<td>Project 83</td>
<td>Marysville</td>
<td>116th NE Interchange</td>
<td>2011</td>
<td>2014</td>
<td>2020</td>
<td>N</td>
<td>Y</td>
<td>Completed using other funds</td>
<td>Y</td>
<td>FMSIB deferred project in 2014. Bridge deck widened ca. 2015, ramps improved. Email from Jeff Laycock 9/29/20 confirming the project was completed w/o FMSIB funding.</td>
</tr>
<tr>
<td>Project 89-1</td>
<td>Fife</td>
<td>I-5/54th Ave I/C, Phase 1B</td>
<td>2016</td>
<td>2020</td>
<td>2025</td>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td>FMSIB deferred project in 2020 with concurrence of the City.</td>
</tr>
</tbody>
</table>

*Reasons for removal:
(i) The project has been unable to obtain the necessary funding or financing to proceed. 
(ii) The project priority in the jurisdiction where the project is located has been decreased so that it is unlikely to be constructed within two years; or
(iii) There are quantifiable issues that make it highly unlikely the project could obtain the necessary permits or could be constructed as submitted in the original proposal to the board.

**Revision Date:**
The 2021 Legislature is shaping up to be unprecedented. Visits to individual member offices by the FMSIB Board members is unlikely. The Board is developing virtual tools to use for reaching out to members and delivering the freight message.

An Annual Report will be prepared and augmented by concise bullet point slides that can be delivered in a virtual conversation with legislators.

Trying to maintain the historical meeting format is important since its primary purpose is to:
- Remind legislators of Washington’s dependence of trade,
- Explain why FMSIB was created and continues operating with that goal, and
- Describe the successful role FMSIB has played in identifying and prioritizing freight mobility projects.

Here is a draft agenda for the legislator “visits:”
1. Introductions (Legislator, FMSIB Members, Others)
2. Thank you and purpose for briefing
   a. Importance of Trade to Washington
   b. Importance of Freight Mobility on Trade
   c. FMSIB Mission and Successes
3. Project Examples
   a. In member’s district
   b. Adjacent to member’s district
   c. Important to member
4. Funding for Freight
   a. FMIA: Fuel taxes, incl. diesel
   b. FMMA: Licenses, permits, and fees on trucking
5. FMSIB Projects
   a. Board has a successful Project Selection process.
   b. The Board’s Call for Projects process helps identify statewide needs (Note: The current prohibition on a Call for Projects expires June 30, 2021. The Board has not had a discussion about actions to take prior to that expiration).
   c. If new transportation revenue is considered, don’t forget freight (trucks pay a large portion of current freight mobility funding).
6. Thank you and follow-ups

The target audience for these video conference calls is all members of the House and Senate Transportation Committees.
**Action Item: 2021 FMSIB Meeting Schedule**

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

<table>
<thead>
<tr>
<th><strong>2021 Meeting Options</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>January 14</td>
<td>Day on the Hill-Virtual</td>
</tr>
<tr>
<td>January 15</td>
<td>Virtual</td>
</tr>
<tr>
<td>March 26</td>
<td></td>
</tr>
<tr>
<td>May/June</td>
<td>2-Day Workshop/Meeting (Tentative)</td>
</tr>
<tr>
<td><em>See below for available dates at Skamania</em></td>
<td></td>
</tr>
<tr>
<td>September 17</td>
<td></td>
</tr>
<tr>
<td>November 19</td>
<td></td>
</tr>
</tbody>
</table>

**Previous Board Meeting Locations**

<table>
<thead>
<tr>
<th>2017 Board Meetings</th>
<th>2018 Board Meetings</th>
<th>2019 Board Meetings</th>
<th>2020 Board Meetings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Olympia*</td>
<td>Olympia*</td>
<td>Olympia*</td>
<td>Olympia*</td>
</tr>
<tr>
<td>Fife*</td>
<td>SeaTac</td>
<td>Kalama*</td>
<td>Tacoma (webinar)</td>
</tr>
<tr>
<td>Suquamish *</td>
<td>Suquamish *</td>
<td>Stevenson*</td>
<td>Stevenson*</td>
</tr>
<tr>
<td>Workshop</td>
<td>Workshop</td>
<td>Workshop</td>
<td>Workshop (webinar)</td>
</tr>
<tr>
<td>Tri-Cities Workshop</td>
<td>Walla Walla</td>
<td>Wenatchee</td>
<td>Walla Walla</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(webinar)</td>
</tr>
<tr>
<td>Vancouver</td>
<td>Spokane Area</td>
<td>Fife*</td>
<td>Spokane (webinar)</td>
</tr>
</tbody>
</table>

* = No airport

**Active Project Locations**

<table>
<thead>
<tr>
<th>Puget Sound</th>
<th>Western WA</th>
<th>Eastern WA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fife (3)</td>
<td>Longview</td>
<td>Chelan County</td>
</tr>
<tr>
<td>Kent</td>
<td>Port of Kalama</td>
<td>Spokane County (2)</td>
</tr>
<tr>
<td>Seattle (2)</td>
<td></td>
<td>Spokane Valley (3)</td>
</tr>
<tr>
<td>Sumner (2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WSDOT NW Region</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Skamania Lodge Dates:*
- May 20-21
- May 26-28
- June 2-4

**Potential Holiday Conflicts:**
- Jan 18 MLK Jr
- May 31 Memorial Day

[Return to Agenda]