

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>

9:00 AM	1. Welcome and Roll Call	Dan Gatchet	
9:10 AM	2. Meeting Minutes (Sept. 18, 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
9:50 AM	5. Board Member Reports	Board Members	Informational
10:00 AM	6. City of Spokane Valley FMSIB Funded Projects	Adam Jackson and Rob Lochmiller, Spokane Valley	Informational / Action
10:20 AM	7. Spokane County Bigelow Gulch Corridor	Brandi Colyar, Spokane County	Informational / Action
10:40 AM	8. Project Portfolio Actions (Active, Deferred, Completed, Canceled)	Brian Ziegler	Informational / Action
11:00 AM	9. Freight Stakeholder Group Update	Roger Millar Dan Gatchet	Informational
11:15 AM	10. 2021 Legislative Priorities	Dan Gatchet	Action
11:25 AM	11. 2020 Annual Report and Legislative Powerpoint	Kjris Lund	Informational / Action
11:40 AM	12. 2021 Meeting Schedule	Dan Gatchet	Action
11:45 AM	13. Adjourn	Dan Gatchet	
	Day on the Hill: January 14, 2020 - Virtual		
	Next Meeting: January 15, 2020 - Virtual		



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

September 18, 2020 • 9 a.m. – 11:35 a.m. • GoToMeeting

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

Ex officio Aaron Hunt

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Mike Dahlem, City of Sumner
Michael Kosa, City of Sumner

Letticia Neal, Pierce County
Kjris Lund, Lund Consulting

Meeting Convenes

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.

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 Cashmere 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.

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

New project developments include:

- January 2018 – FWHIA 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
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 772,000

Expenditure Detail through: Oct. 31, 2020

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Oct 31, 2020	Actual Expenditures thru Oct 31, 2020	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	560,000	373,333	351,436	21,897
Travel	38,000	25,333	15,082	10,252
Goods & Services	113,000	75,333	63,923	11,410
Personal Service Contracts	45,000	33,000	33,000	0
Total Thru Oct 31, 2020	\$ 756,000	507,000	463,441	43,559
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Oct 31, 2020	Actual Expenditures thru Oct 31, 2020	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	560,000	373,333	351,436	21,897
Total Salary	\$ 560,000	373,333	351,436	21,897
Travel:				
Staff Travel	19,000	12,667	6,175	6,492
Board Travel	19,000	12,667	8,907	3,760
Total Travel	\$ 38,000	25,333	15,082	10,252
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	32,000	21,333	16,223	5,111
WS DES Services	20,000	13,333	10,364	2,969
WS TIB - Office Rent & Utilities	33,000	22,000	21,918	82
WS Attorney General	2,000	1,333	0	1,333
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	17,333	15,418	1,915
Total Goods & Services	\$ 113,000	75,333	63,923	11,410
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	12,500	0
Total Personal Service Contracts	\$ 45,000	28,000	33,000	0
Total Thru Oct 31, 2020	\$ 756,000	502,000	463,441	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

(Dollars in thousands)

	<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>
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	1,054	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	13,650			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500	2,475	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	573	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500	273	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	16,971			

	<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	16,971	37,769	27,300	148,033

Biennial Time Expended: **67%** **47% 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	8,060	13,351
	Freight Mobility Multimodal Account - 11E	7,258	4,992	2,265	24,418
	Highway Safety Account	1,919	81	5	
	Motor Vehicle Funds (Federal)	1,351	6,806	6,641	
	Total Expenditures	16,892	36,144	16,971	37,769
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

No. of Projects

6
7
14

- 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				
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			Project on Ad	
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500			Feb-21	
26	Tacoma	Taylor Way Rehabilitation	2016	2,500			Under construction	
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 2 under const.
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 9/18/20	
			Total	104,983				

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

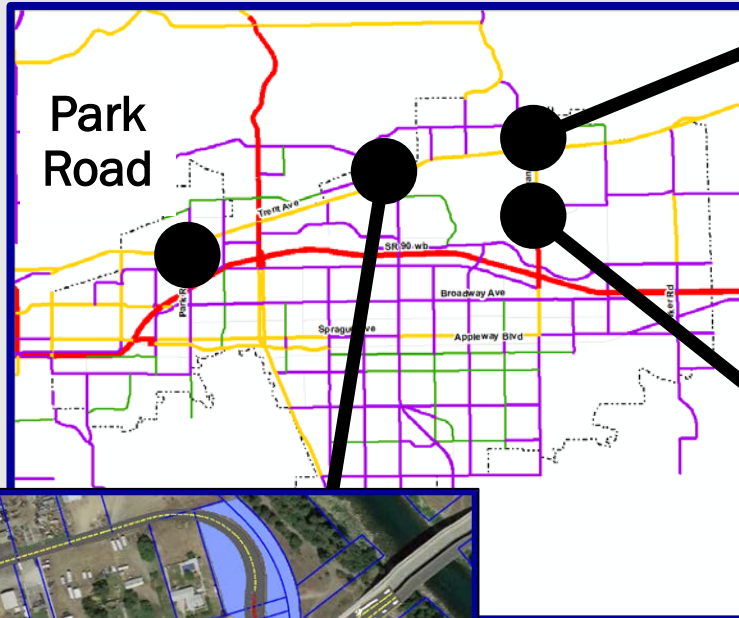
Adam Jackson, P.E., Planning & Grants Engineer

Rob Lochmiller, P.E., Sr. Project Manager

November 20, 2020



FMSIB Investments in Spokane Valley

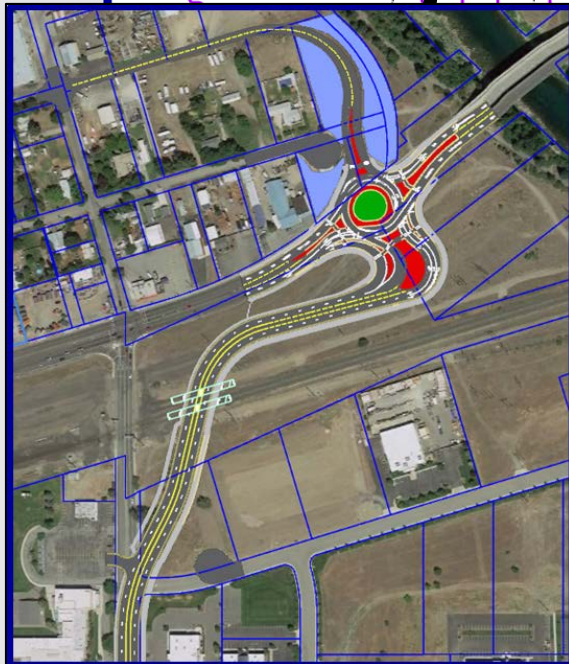


Barker Road/BNSF Grade Separation Project

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



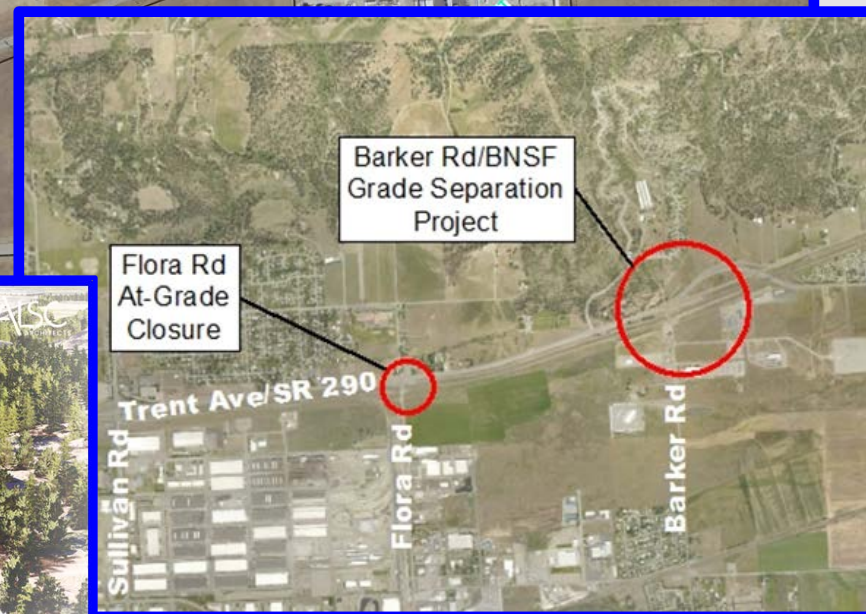
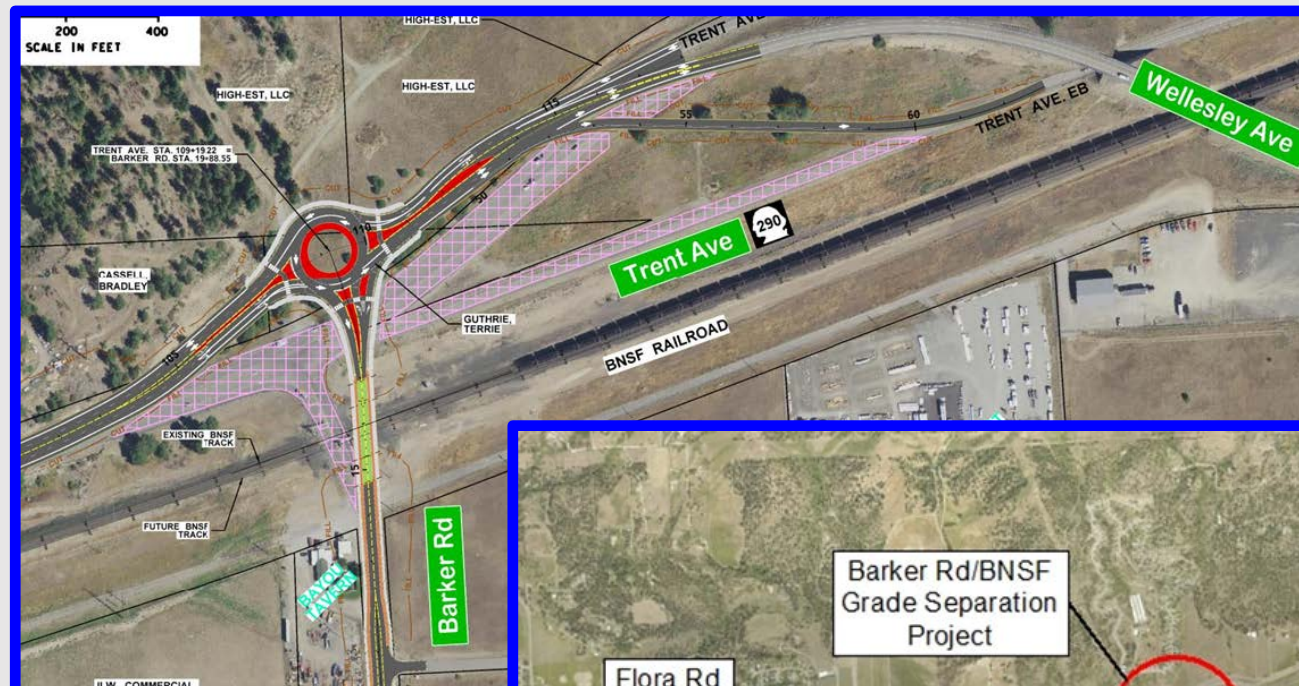
Barker/BNSF Grade Separation Project

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

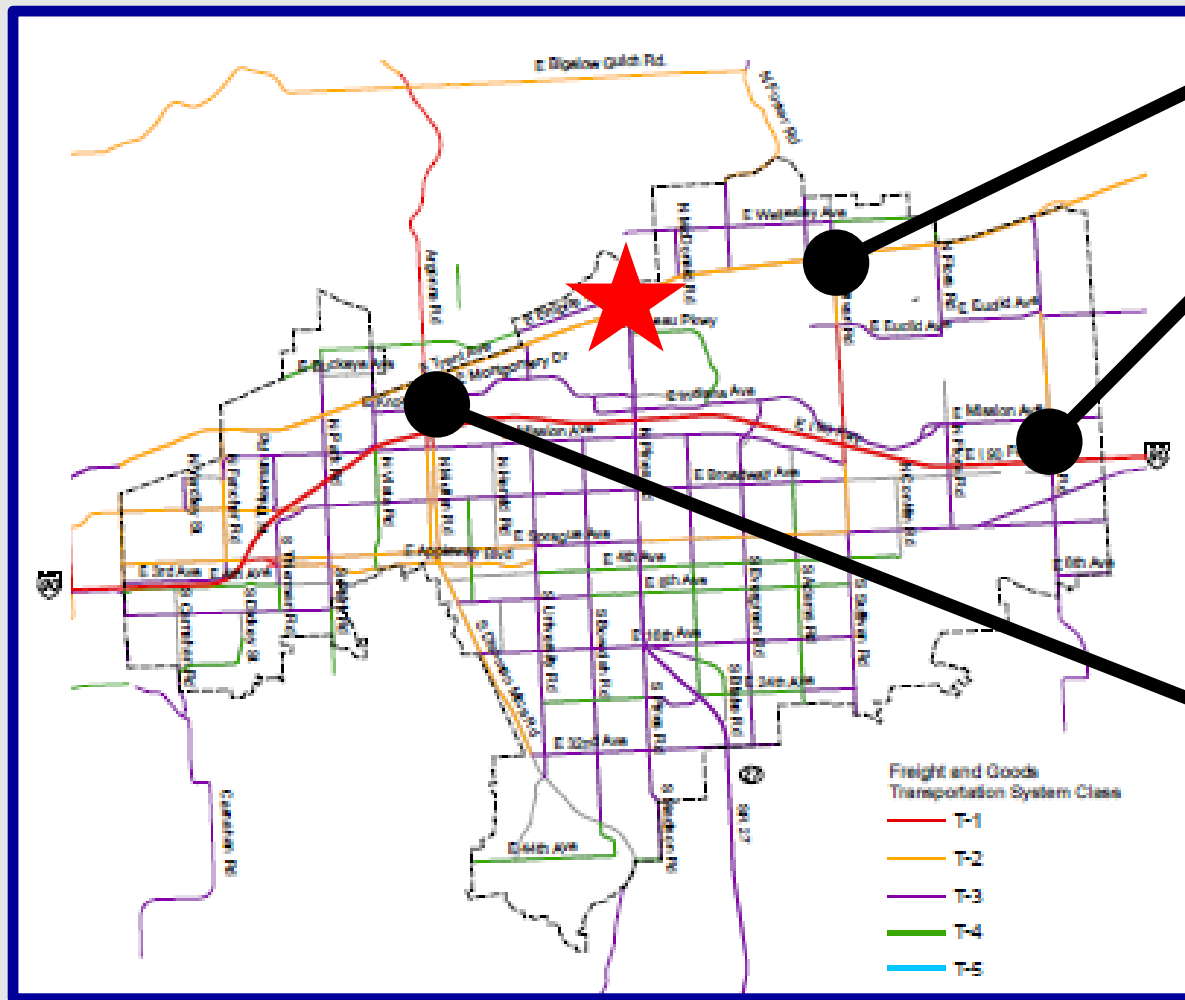


Engineering
Design Underway
Fully Funded
2019-2021

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?



Bigelow Gulch-Forker Corridor Construction Project Update 2020



Brandi Colyar P.E.
Capital Projects Program Manager

Chad Coles P.E.
County Engineer

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

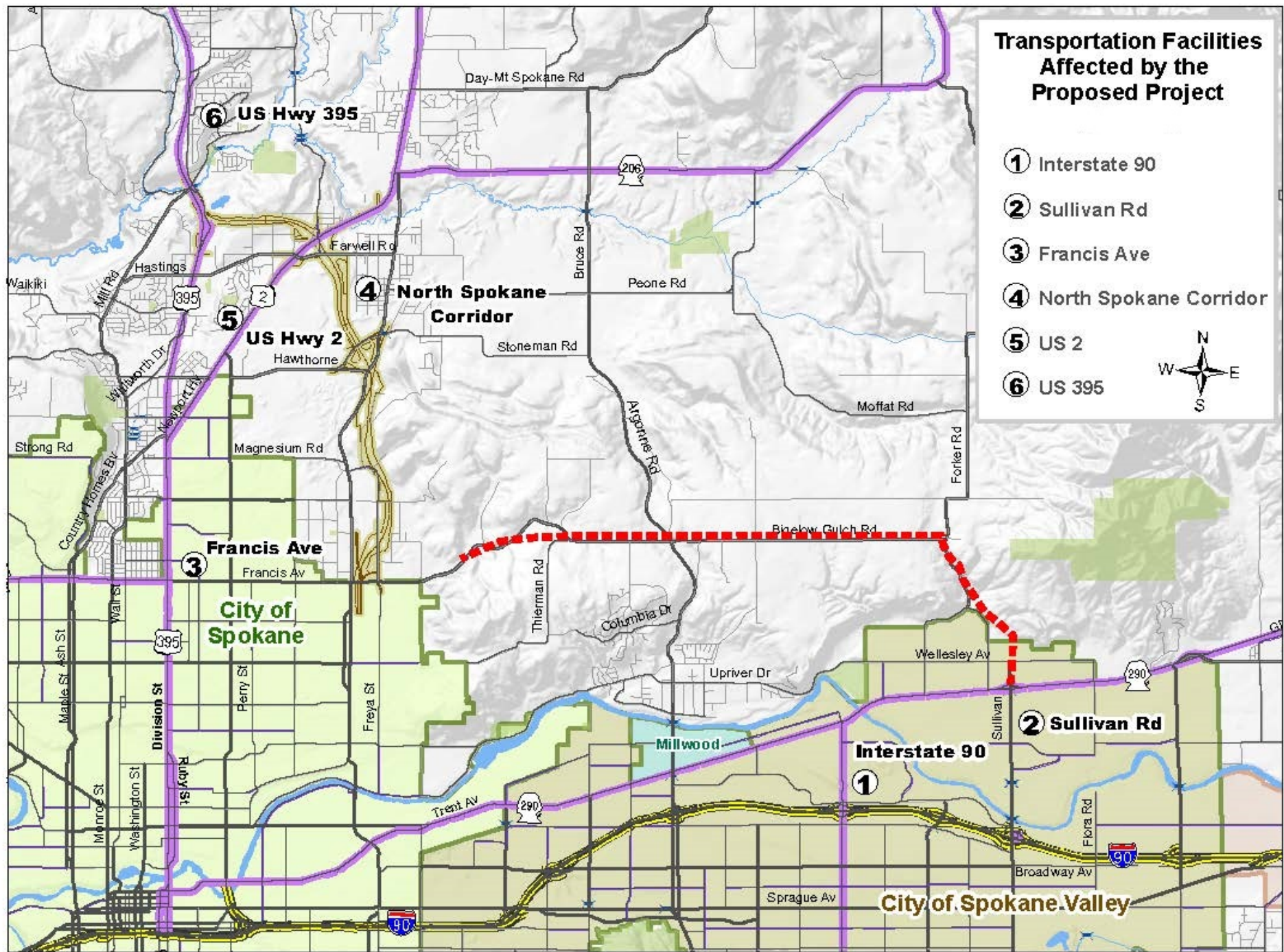
The First Phase was constructed in 2008 with the final phase planed for 2022 for an estimated total of \$70 Million

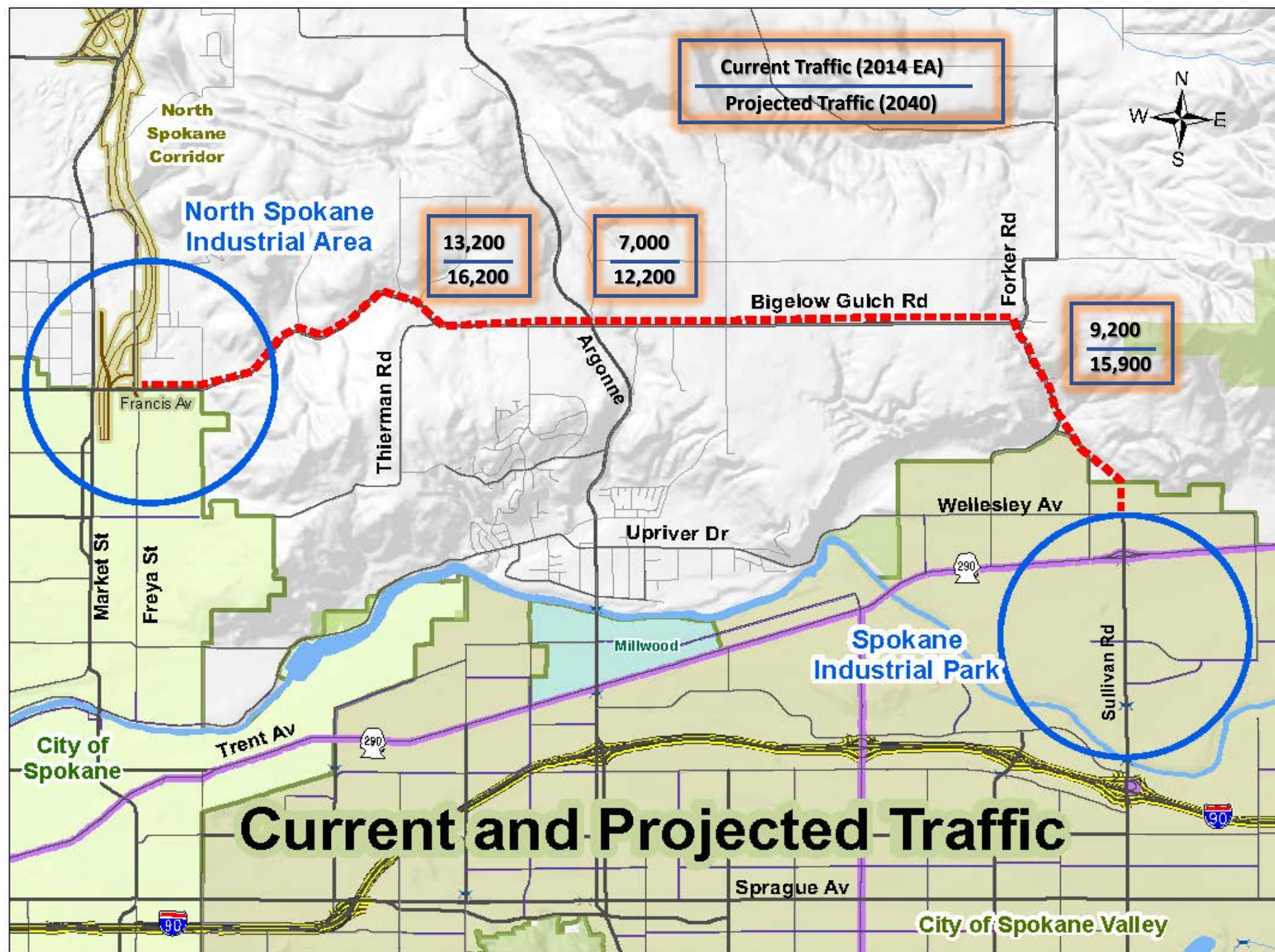


Corridor Design:

- 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







Current/Future Traffic Predictions

Date 11/2/2020

Bigelow Gulch-Forker Corridor -Review of model volumes

		2025 Model							2040 model						2040 updated Nov. 2020
		Original EA							K - factor assumed at 0.10						
		Existing (2006)			2025 No Action ^		2025 Action		Existing (2014)		2040 no Action #		2040 Action ^		
		Peak Hr Volumes	AADT	K-factor	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	
Segment	Direction	Peak Hr Volumes	AADT	K-factor	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	AADT
West of Argonne	WB	527	10,718	0.11	640	12,000	720	14,000	582	13,200	665	14,000	553	13,200	16,200
	EB	684			600		660		576		734		763		
East of Argonne	WB	365	5,384	0.14	240	7,500	640	12,500	393	7,000	443	9,000	694	13,700	8700 (no Action) 12,200 (Action)
	EB	381			300		610		377		416		671		
Forker / Sullivan	NB	670	10,720	0.10	600	10,600	1100	19,000	589	9,200	939	14,700	926	15,900	15,900
	SB	410			460		800		421		527		664		

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)

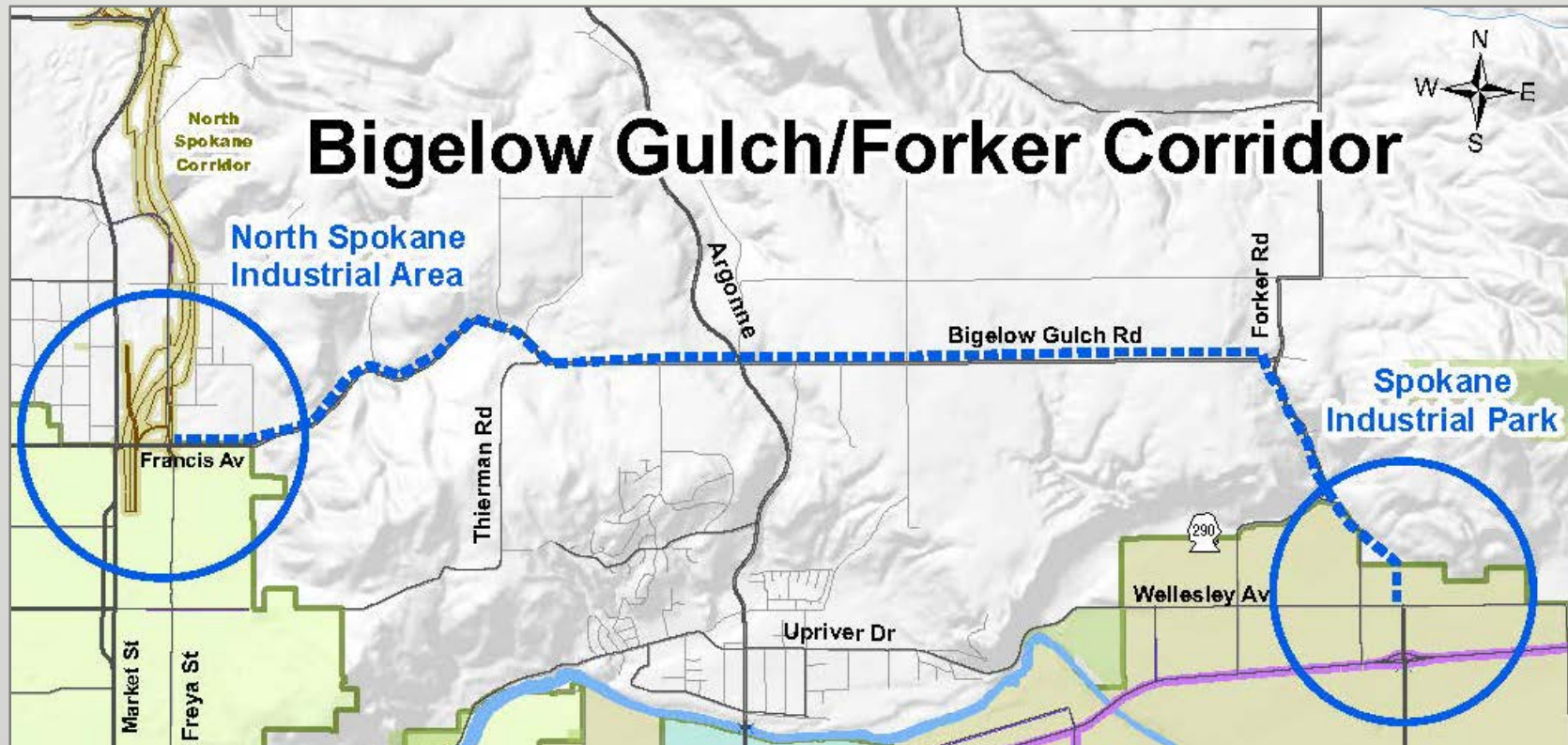
Current Travel Times:

Freya/Francis and Sullivan/SR 290

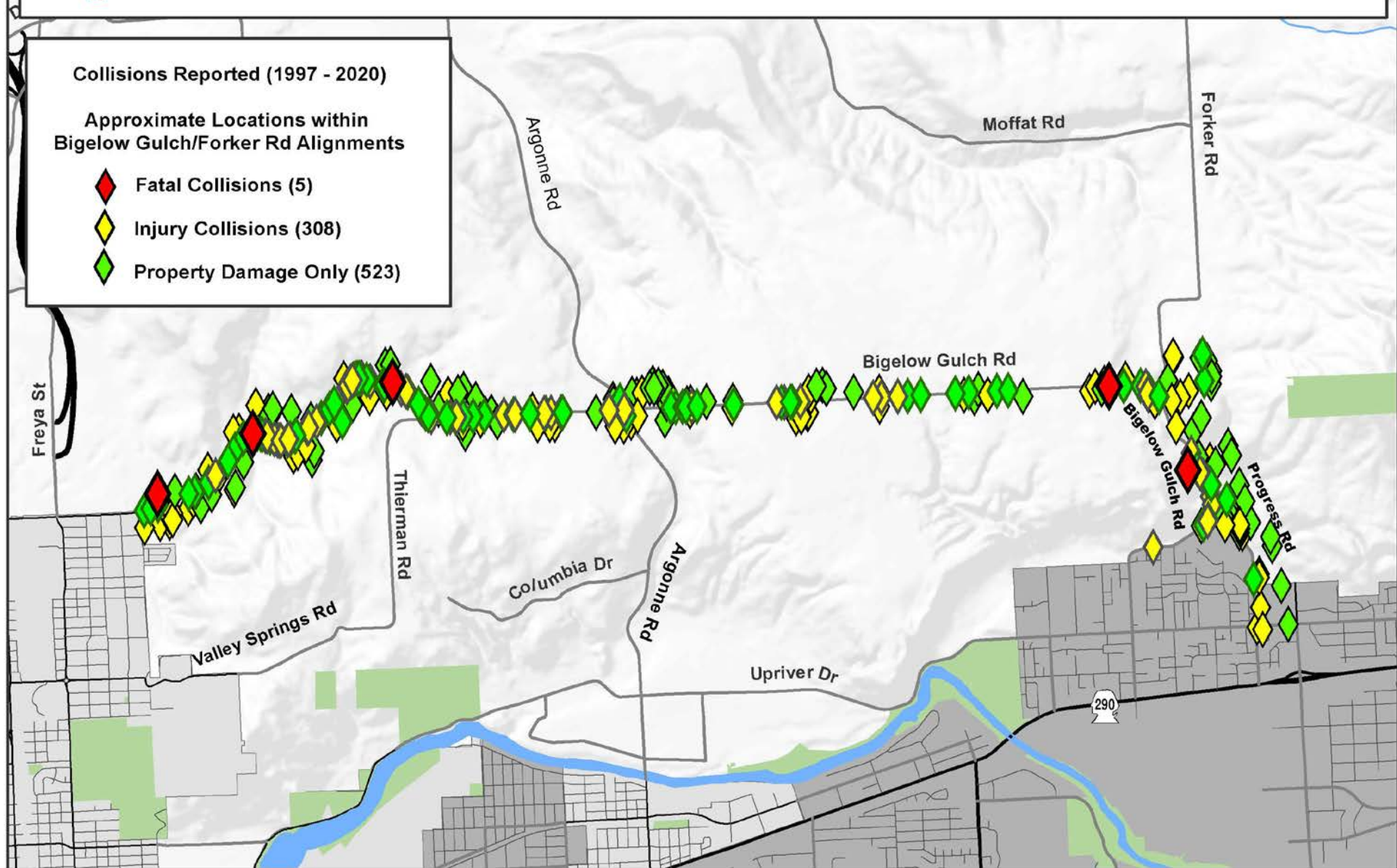
Sullivan/I-90/Freya/Green/Market: 29

SR 190/Mission/Green/Market: 34

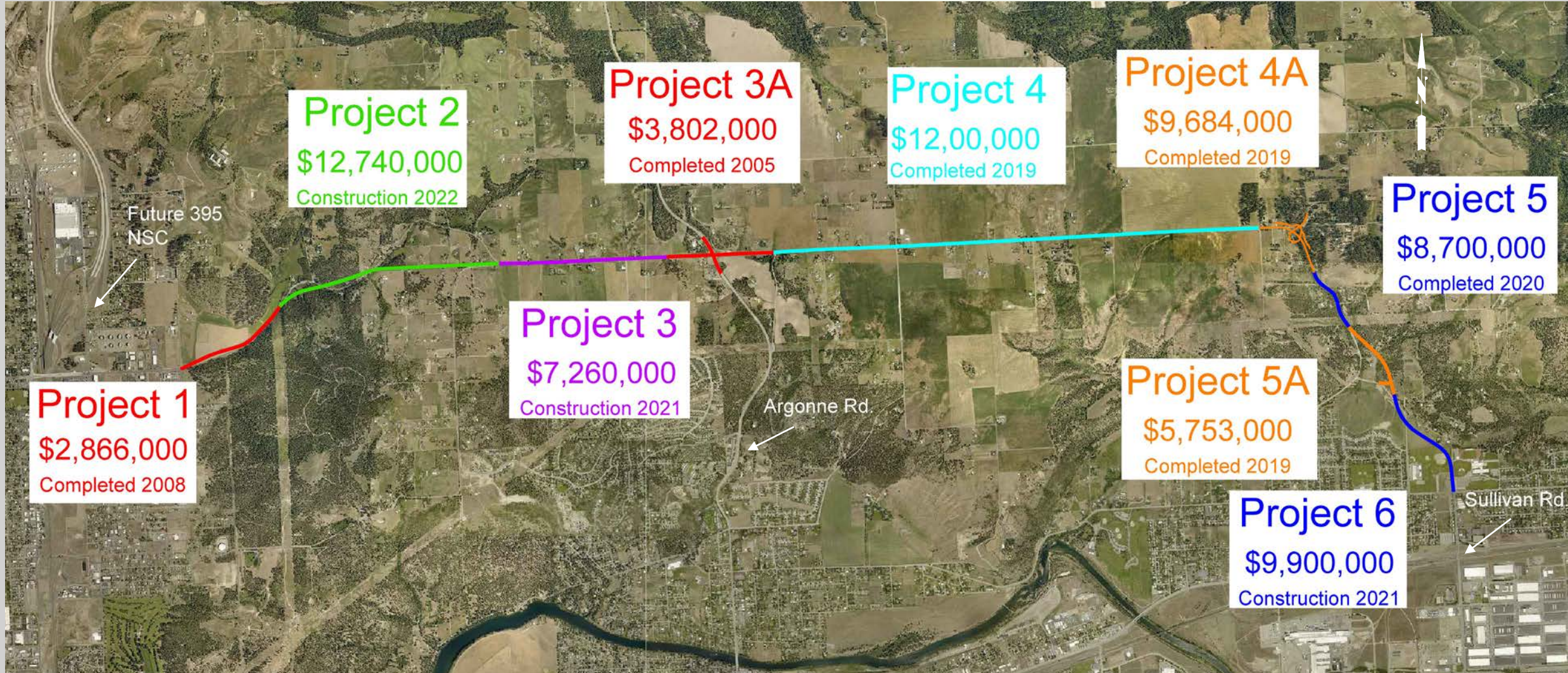
Bigelow/Forker: 14.5

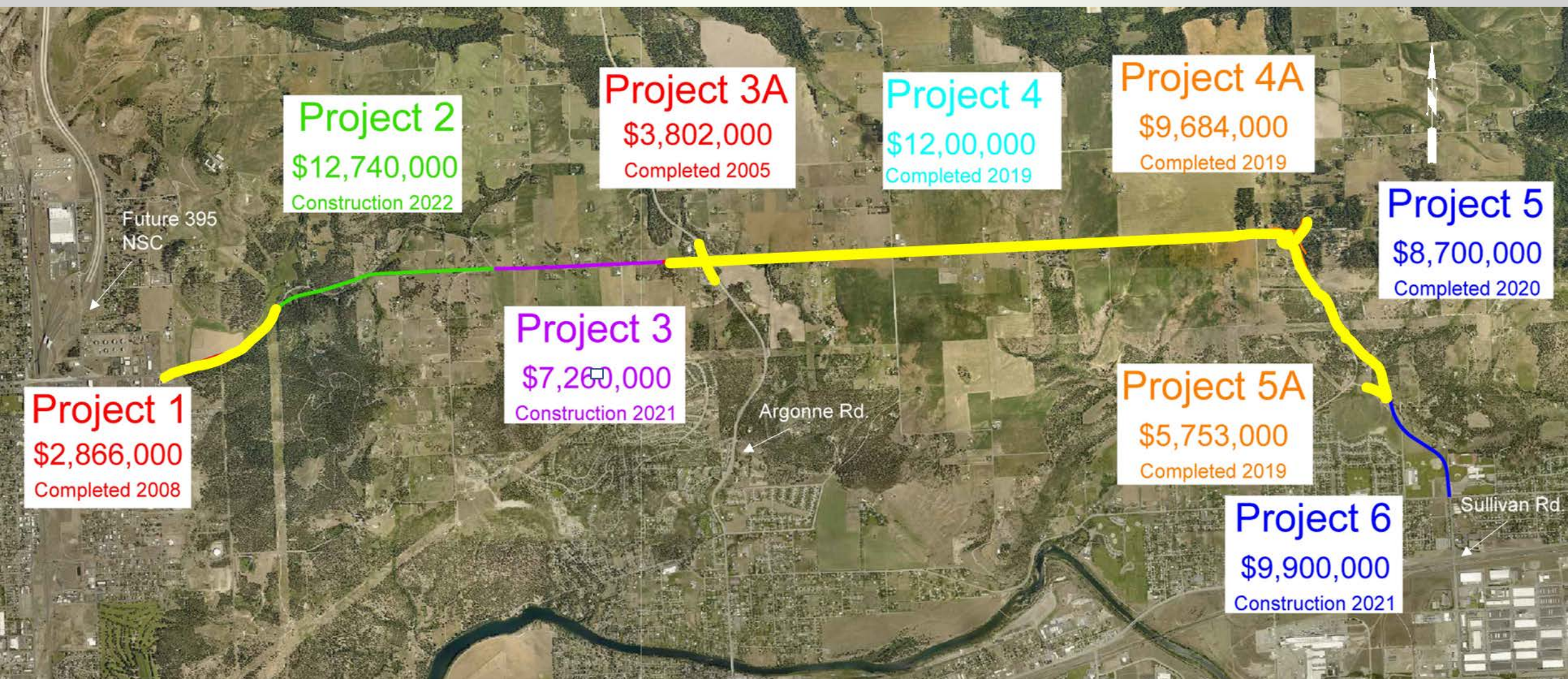


Bigelow Gulch/Forker Rd Corridor Collisions 1997 - 2020 Current



Bigelow Gulch Road Corridor Projects





Project 1
\$2,866,000
Completed 2008

Project 2
\$12,740,000
Construction 2022

Project 3A
\$3,802,000
Completed 2005

Project 3
\$7,260,000
Construction 2021

Project 4
\$12,00,000
Completed 2019

Project 4A
\$9,684,000
Completed 2019

Project 5A
\$5,753,000
Completed 2019

Project 6
\$9,900,000
Construction 2021

Project 5
\$8,700,000
Completed 2020

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:

Funding Partners and Need							
		Secured Funding by Source					
Project	Estimated Total Project Cost	STP	TIB	FMSIB	RAP	County	Needed
Bigelow Gulch Project #2 CRP 2620	\$12,740,000	\$3,289,900		\$1,690,000*	\$2,745,000	\$1,000,000	\$4,015,100
Bigelow Gulch Project #3 CRP 2924	\$7,260,000			\$2,270,000	\$2,579,100	\$2,410,900	
Bigelow Gulch Project #6 CRP 2991	\$9,900,000	\$4,085,000	\$2,065,000	\$2,000,000		\$1,750,000	
Total:	\$29,900,000	\$7,374,900	\$2,065,000	\$5,960,000	\$5,324,100	\$5,160,900	\$4,015,100

*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)

Board action taken in Sept. 2020:
 Board action taken in July 2020:
 Board action taken in Jan. 2020:
 Board action taken in Sept. 2019:

Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Original Ad Date	Progress	Staff: Defer?	Board: Defer?
51-3	Seattle	Duwamish Spot Improvement	\$300,000	\$2,383,000	Jan-03	Apr-06	Completed	N	
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$9,750,000	Jan-04	Oct-09	Scheduled for Feb. 2021 completion	N	
64-1	Fife	Port of Tacoma Rd. I/C - Phase 1	\$27,148,000	\$6,667,000	Jan-06	Feb-18	Completed	N	
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	Jan-09	Apr-16	Completed	N	
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	Jan-09	Jan-15	Completed	N	
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	Jan-10	None	City Canceled	Y	Y
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	Jan-10	None	Still short \$20 million. Board presentation Jan. 2020	M	N
80-0	Spokane Valley	Barker Road/BNSF grade separation	\$29,200,000	\$9,000,000	Jan-10	Feb-15	Fully funded - Fall 2020 Ad date	N	
81-1	Spokane County	Bigelow Gulch/Forker Road Realignment - Phases 5A & 6	\$24,400,000	\$6,000,000	Jan-10	None	Sept. 2019 Board action: Review in one year	N	N
87-0	Marysville	SR 529/I-5 Interchange Expansion	\$54,050,000	\$5,000,000	Jan-14	Sep-16	WSDOT agreement in process, funded in 21-23	N	
91-0	Seattle	South Lander Street Grade Separation	\$140,000,000	\$8,000,000	Jul-16	Dec-17	Completed	N	
89-0	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$500,000	Jul-16	Jan-19	Completed	N	
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	Jul-16	Jul-19	Ad date slipped to 2023. Board presentation January 2020.	M	Y
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	Jul-16	Mar-18	Scheduled for Nov. 2019 ad date. Under construction	N	
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	\$18,540,000	\$2,500,000	Jul-16	Sep-18	Under const., scheduled for Dec. 2020 completion	N	
90-0	Longview	SR 432-SR 411 Intersection Improvements Project	\$4,200,000	\$2,100,000	Jul-16	Apr-18	Scheduled for Feb. 2020 ad. Under construction	N	
100-0	Seattle	East Marginal Way Heavy Haul Corridor	\$48,600,000	\$6,100,000	Jul-18	Apr-21	\$23 m of \$48 m secured. April 2021 Ad date.	N	N
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	Jul-18	Feb-19	Groundbreaking Oct. 2019. under construction	N	
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	Jul-18	Feb-20	Board presentation Sept. 2019, under construction	N	
101-0	Sumner	Stewart Road Corridor - White River Bridge Replace	\$21,489,033	\$3,000,000	Jul-18	Mar-21	Summer 2022 Ad. \$7 m of \$25 m secured.	N	N
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	Jul-18	Feb-20	Deferred by 2020 Legislature into 2021-23	N	
99-1,2,3	Spokane Valley	Barker Road Corridor Widening	\$8,400,000	\$1,680,000	Jul-18	Jun-20	Phase 1 under construction. Phase 2 Ad June 2020	N	
97-0	Spokane County	Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000	Jul-18	Feb-21	All funds secured. Feb. 2021 Ad.	N	

24 Projects

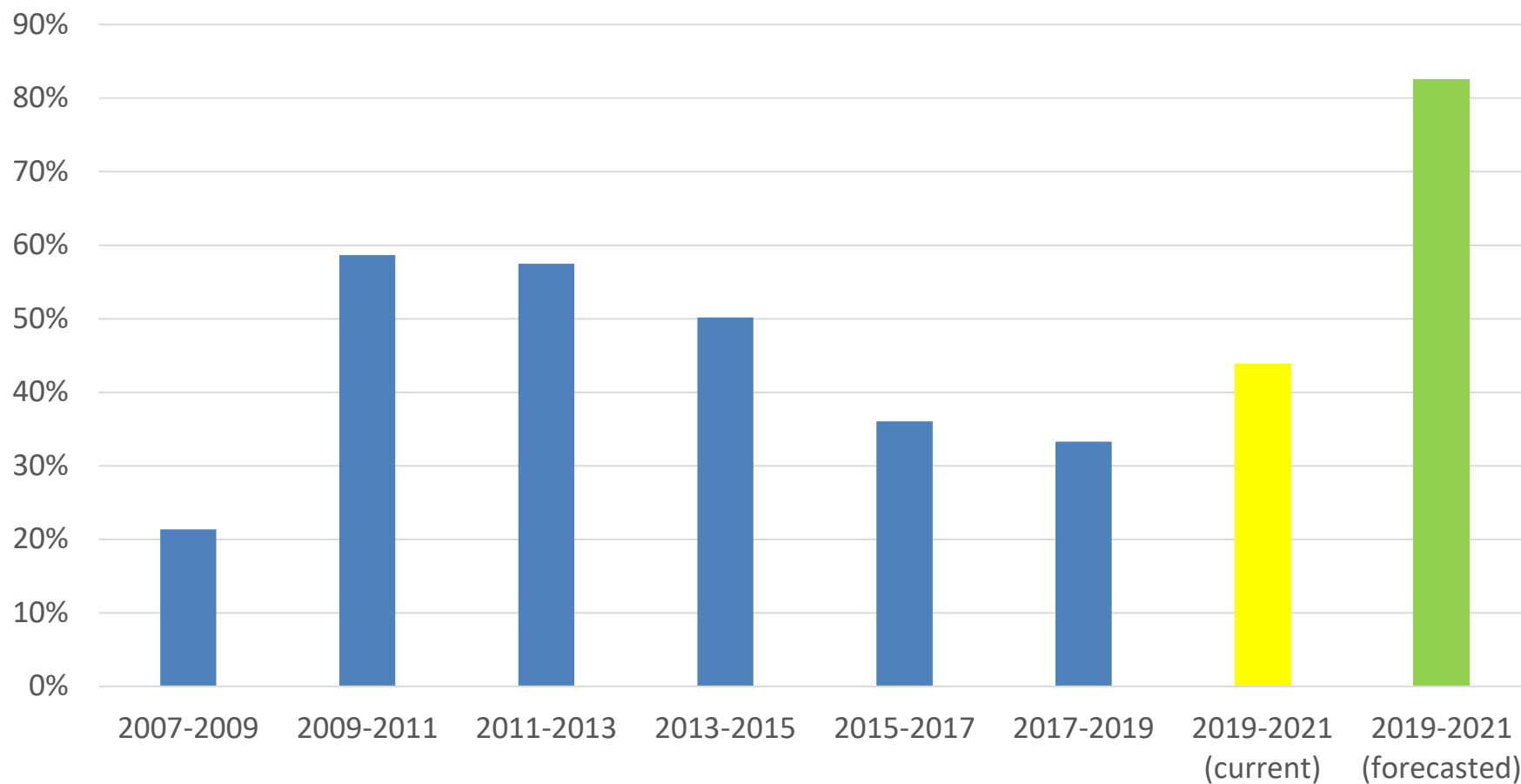
Total: \$671,665,367 \$101,633,000

Active Projects that could be Deferred

FMSIB Delivery History



FMSIB Biennial Expenditure



FMSIB Projects Completed in 2020

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

No.	Owner	Name	Date	Comments
64-1	City of Fife	Port of Tacoma Rd. I/C - Phase 1	June 2020	
91-0	Seattle	South Lander Street Grade Separation	Sept. 2020	

FMSIB DEFERRED PROJECTS - CONSIDER FOR REMOVAL

Project #	Sponsor	Project Name	Award Year	Deferred Year	Deferred + 6 Years	Eligible for Removal RCW 47.06A.050 (Y/N)	Notified	Reason for Removal RCW 47.06A.050*	Board Action	Sponsor support removal	Comments
Project D	DOT Spokane-transferred to Spokane Valley	Pines Rd BNSF Grade Crossing	2000	2007	2013	Y	Y	(i)	Retain on Deferred list	N	City briefed the Board 11/16/18. Briefed Board again 11/15/19. Board voted to retain on Deferred List.
Project 20	Pierce County	North Canyon Rd Ext/BNSF Overcrossing	1999	2011	2017	Y	Y	(i)	Retain on Deferred list	N	County briefed Board 9/18/20. Board voted to retain on the Deferred List. Review again in 2022.
Project 53	Pierce County	Canyon Road Northerly Extension	2004	2011	2017	Y	Y	(i)	Retain on Deferred list	N	County briefed Board 9/18/20. Board voted to retain on the Deferred List. Review again in 2022.
Project 59 B	Kent	S 212 th Street UP Grade Separation	2004	2014	2020	N	Y	(i)		TBD	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.
Project 83	Marysville	116 th NE Interchange	2011	2014	2020	N	Y	Completed using other funds		Y	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.
Project 89-1	Fife	I-5/54th Ave I/C, Phase 1B	2016	2020	2025	N					FMSIB deferred project in 2020 with concurrence of the City.

*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:

FMSIB 2021 “Day on the Hill” - Legislator Briefings in a COVID Environment

Prepared: 9/21/20

Revised: 9/29/20, 10/8/20, 11/12/20

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.

2021 Meeting Options	
January 14	Day on the Hill-Virtual
January 15	Virtual
March 26	_____
May/June	2-Day Workshop/Meeting
<i>*See below for available dates at Skamania</i>	(Tentative)

September 17	_____
November 19	_____

Previous Board Meeting Locations

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

*= No airport

Active Project Locations

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

- | | |
|------------------------|------------------------------|
| *Skamania Lodge Dates: | Potential Holiday Conflicts: |
| - May 20-21 | - Jan 18 MLK Jr |
| - May 26-28 | - May 31 Memorial Day |
| - June 2-4 | |