

# Freight Mobility Strategic Investment Board

**JUNE 1, 2018**

**9:00 AM to 1:15 PM**

*Suquamish Clearwater Resort  
Tower Building~Deer Hall A  
15347 Suquamish Way  
Suquamish, WA*

## AGENDA

9:00 AM	Welcome/Introductions	Art Swannack	Informational
9:10 AM	Meeting Minutes	Art Swannack	Action
9:20 AM	FMSIB Budgets	Brian Ziegler	Informational
9:50 AM	Director's Report	Brian Ziegler	Informational
10:20 AM	Board Member Reports	Board Members	Informational
10:50 AM	Call for Projects - Selection and Funding	Pat Hulcey Committee Chair	Action
11:10 AM	Road-Rail Conflicts Study Update	Brian Ziegler	Informational
11:55 AM	Working Lunch		
12:05 PM	FMSIB Policy on Cost Overruns / Emergent Projects	Brian Ziegler	Action
12:50 PM	Board Member Committee Appointments	All	Action
1:00 PM	Establish 2019 Meeting Schedule	All	Action
1:10 PM	Next Meeting: Sept 21, 2018 - Spokane Valley	Art Swannack	Action
1:15 PM	Adjourn	Art Swannack	



# **FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

## **MEETING MINUTES**

**March 16, 2018**  
**SeaTac, WA**

Board members present: Mr. Dan Gatchet, Chair; Mr. Leonard Barnes; Mr. John Creighton; Mr. Matt Ewers; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. Art Swannack; Mr. Tom Trulove and Mr. Bob Watters.

Board members not present: Secretary Millar and ex-officio Aaron Hunt

### **WELCOME**

Chair Dan Gatchet opened the meeting with welcoming comments.

### **MINUTES**

*Chair Dan Gatchet entertained a motion to adopt the January 19, 2018, minutes as presented. Mr. Ewers so moved to adopt the minutes and Mr. Swannack seconded the motion.*

### **MOTION CARRIED**

### **FMSIB BUDGETS**

Director Ziegler shared that the *Operating Budget* is on schedule as we are about one-third of the way into this biennium and have spent \$234,000 of the \$278,000 allotted to date. At the May workshop, Director Ziegler would like to present the Board with some ideas on providing this information in a graphical form. He would also like to discuss the possibility of spending some the Operating Budget money on initiatives or studies such as a collaborative Freight System Optimization Study.

The *Capital Budget* has spent \$3 million so far in this biennium with \$47 million remaining.

Director Ziegler reviewed the *2017-19 Capital Program Delivery Risk Assessment* chart, which takes the place of the historical FMSIB project update slideshow. The policy alternative FMSIB may consider is whether the Board funds only projects that are highly likely to expend funds in that biennium. The alternative is to be patient with the money, knowing it may be several bienniums before it will be spent. Historically, this latter approach is one that FMSIB has taken and the Board has received no negative feedback from the Legislature. The downside to the current approach is that it may make the percentage of project delivery look small. Mr. Hulcey pointed out a many cities have transportation improvement plans that can take multiple years to get very good projects done. Mr. Swannack stated that coming from the county perspective; it takes three to four years for projects to be completed. He is not concerned about going out two to three biennium to complete a project. Chair Gatchet suggested that one of the workshop topics could be to discuss ways that FMSIB could support projects without dedicating future funds until the projects secure the rest of their funding. Mr. Swannack pointed out that the reality they are going to need some money showing they have something in order for FMSIB monies to count. Mr. Creighton pointed out that is correct, especially if they are going for

federal money. Dan asked how to use this risk chart to help with future calls for project. Director Ziegler said that is a future step. The real value of tool is to see from beginning to end of the biennium if what we forecast was accurate. Director Ziegler will do this every board meeting to see how it tracks, but we need to go through one or two cycle to see how confident we are in making the expenditure predictions.

Mr. Watters suggested adding the following to the chart: date FMSIB approved the project, total project cost, and what percentage is funded to date.

Mr. Hansen suggested reordering by color to see the totals. Chair Gatchet suggested this would be a great workshop topic.

#### *FMSIB's 2018 Supplemental Budget:*

FMSIB's requested \$17,000 increase (from \$818,000 to \$835,000 biennially) in the *Operating Budget* was included in the House budget. Most of this amount is due to pulling in the compensation increase that was passed in the 2017-19 General Fund Budget. Here is a breakdown of the individual parts: \$15K for the COLA, \$(1K) for PEBB rate adjustment, \$2K for benefit rate adjustment, and \$1K for DES Central Services rate correction.

FMSIB's *Capital Budget* request included an increase of \$45,909 in the Freight Mobility Investment Account for the City of Seattle's Duwamish Truck Mobility Improvement project, an increase of \$440,000 in the Freight Mobility Multimodal Account for Spokane Valley's Sullivan Rd. Project, and an increase of \$100,000 in the Highway Safety Account for Spokane County's Bigelow Gulch / Forker Rd. Project. The budget is still at \$51 million total for all four funds. The request for increases in two of the accounts was to cover the cost for project schedules that might change in the next 18 months.

A legislator from Spokane sponsored a *Capital Budget Proviso* that limited WSDOT and FMSIB expenditures on Spokane Valley's *Barker Road Grade Separation Project*. The legislator's concern was regarding a proposal for a roundabout. His concern has been addressed, and on March 7, the Transportation Budget Conference Committee removed the proviso.

Director Ziegler pointed out this project is an example of FMSIB being the first money in (\$10 million) beginning in 2010 with expected expenditure in 2019. This project is now fully funded due to fund grants. Since the project cost has decreased, FMSIB's contribution is now at \$5 million.

Mr. Ron Pate, WSDOT, shared that when this project submitted their TIGER grant application, they did not list their NFHP funds. WSDOT is looking into this so this project may still need FMSIB monies. Directory Ziegler thinks that even with the substantial redesign, about 90 percent of the freight mobility benefit will still be in place from the original project award. He has asked the city to confirm that. FMSIB will keep track as this project develops.

## **DIRECTOR'S REPORT**

Director Ziegler highlighted the below topics from his complete Director's Report included in the meeting packet:

### *Member Appointments:*

FMSIB staff met with Keith Swenson of the Governor's Office to review the status of current and future Board vacancies. Current vacancies include one each representing Counties, Cities, and Ports. Starting on January 1, John Creighton and Tom Trulove are serving on the Board pending selection of their replacements. Mr. Swenson advised that the Cities appointment would likely to be made in late March. There is a chance for the Counties and Ports appointments to be made by the June 1 Board meeting.

### *Project Status Updates:*

City of Marysville, SR-529 / I-5 Interchange Expansion –At issue is whether the \$5 million commitment to the City should continue given the Connecting Washington funding that appears to have fully funded the interchange project. Based on the below Board action in January for WSDOT and FMSIB to enter an agreement regarding FMSIB's \$5 million commitment, Director Ziegler contacted WSDOT Local programs and the Northwest Region WSDOT Offices to discuss next steps for the interagency agreement. Local Programs deferred lead on this to the Northwest Region. Their Program Manager suggested that we not develop the draft agreement until WSDOT has a better estimate of the project costs, likely later in 2019.

Spokane County, Bigelow Gulch Road- Spokane County Public Works contacted Director Ziegler regarding whether FMSIB would consider shifting funds between phases in this multiphase project. The County has identified opportunities for cost sharing and even cost savings between phases. The proposal called for using excavation material from Phase 3 and incorporating into the bridge approach fills for Phase 4A. This saves costs on both projects; however, Phase 3 is in "Deferred" status by FMSIB so the Board would need to reactivate this Phase and authorize a transfer of funds to Phase 4A. Based on this information, the County decided to wait on requesting a reactivation of this Phase 3 pending more investigation on their part.

### City of Spokane Valley, Barker Road

When the Legislature's Supplemental Transportation Budgets were released on February 19 and heard in Committee on February 20, there were no provisos affecting FMSIB. However, the House Transportation Committee substitute passed by the Committee on February 21 contained the following a proviso:

*"The appropriations in the section are subject to the following conditions and limitations: No state moneys may be expended to plan for or construct a roundabout as part of the Spokane Valley Barker/Trent grade separation project provided this restriction does not increase the overall cost of the project."*

A similar proviso was attached to the WSDOT Supplemental Budget.

Director Ziegler checked in with Spokane Valley staff and WSDOT Eastern Region staff to investigate the origins of the proviso. He also participated in a conference call with the Spokane Valley City manager and others to assess the impacts of the proviso on the project. Recent press stories (Spokesman Review, March 3) report that the Spokane Valley Council has reached agreement with Representative Shea to drop the proviso in exchange for an extended public outreach process to get more input on the design.

On March 7, the proviso was removed by the Conference Committee.

Also as of March 7, the USDOT announced their FY 2017 TIGER Grant Awards and this project received \$9 million. This should greatly accelerate design, environmental, and right-of-way acquisitions. The current advertisement date is March 2019.

#### *Presentations:*

- Washington State Transportation Commission (WSTC) - Feb. 13. This presentation was requested by the Commission. I was joined by Ashley Probart from TIB and John Koster from CRAB.
- MPO/RTPO Coordinating Committee - Feb. 27. This presentation as requested by me in order to update the Coordinating Committee on the Road-Rail Conflicts Study and to thank them for their generous participation in the study.
- Pierce County Cities and Towns Association (PCCTA) – Mar. 1. This presentation was coordinated by FMSIB member Councilmember Pat Hulcey to brief Pierce County Cities on FMSIB's role and the current Call for Projects.
- Port of Grays Harbor Commission – March 13. This presentation was requested by FMSIB member Leonard Barnes to update the Grays Harbor Port Commissions on FMSIB.

#### *Codification Legislation:*

This legislation would have made permanent the 2015 Connecting Washington revenue increases for FMSIB. Similar codification language was proposed for revenues due to CRAB, TIB, and several WSDOT programs.

The House bill, HB2896, was heard in Committee on 2/5/18 and passed out of committee 2/6/18. The Senate bill, SB 6830, was heard on 2/5/18 but never passed out of Committee. Some thought maybe the bills would at some point be classified as NTIB (i.e., "Necessary to implement the budget") thereby exempting the legislation from bill cutoff dates. However, that did not happen.

#### *Coalition for Americas Gateways and Trade Corridors (CAGTC) Activities:*

The Coalition continues to be a valuable resource to FMSIB for monitoring freight issues in Washington DC, whether in Congress, the White House, and/or various other government and private sector agencies. Director Ziegler had a conference call with CAGTC's Executive Director and the Communications staff. He took the opportunity to share Washington State successes on freight issues and continue to advocate for a multimodal approach to solving freight problems. CAGTC was very appreciative of FMSIB's unique role amongst state agencies, and they thanked us for our continued membership in CAGTC. Mr. Creighton shared that Ryan

McFarland with the Port of Seattle is now serving on the CAGTC Board. Mr. Creighton also mentioned it might be worth sending Director Ziegler to the annual CAGTC meeting. Sean Eagan will be representing Seaport Alliance at the CAGTC annual meeting in May.

*Puget Sound Regional Council Update (PSRC):*

As a metropolitan planning organization (MPO), PSRC is governed by the General Assembly that includes a representative of all the member agencies in PSRC. The three major governance boards are appointed by the General Assembly and perform the following functions:

Executive Board - Chaired by PSRC's President, the Board conducts the business of the MPO between annual General Assembly meetings.

Growth Management Policy Board – Advises the Executive Board on key growth management policies.

Transportation Policy Board – Advises the Executive Board on key transportation issues, including the Regional Transportation plan, the Regional Transportation Improvement Program, and federal transportation project funding decisions.

FMSIB has been a non-voting member of the Transportation Policy Board since July 2003. PSRC staff recently invited FMSIB to nominate a primary and alternate member. Chair Dan Gatchet is FMSIB's designee and Director Brian Ziegler was designated the alternate. Director Ziegler attended a meeting in February and one in March.

The freight committees at PSRC are being refreshed. After the death of Chair Dan O'Neil, the Freight Roundtable has been on a hiatus. The PSRC executive Committee is evaluating whether to reformulate the Freight Roundtable. Meanwhile, staff of member jurisdictions continue to meet monthly as a FAST Freight Advisory Committee. More to come as PSRC reconstitutes these two important freight forums.

At WSDOT's request, PSRC is forming an "I-5 Working Group" to evaluate options for ensuring vehicle capacity on I-5 through downtown Seattle. Director Ziegler will be representing FMSIB on the Working Group. The first meeting is March 20.

*Washington State Good Roads and Transportation Association (WSGRTA) Breakfast:*

This statewide organization, founded by Samuel Hill in 1899, advocates for improved road and transportation services in Washington State. The organization conducts an annual meeting during the summer and hosts a legislative breakfast during the session. This year's breakfast (Jan. 30) included remarks from Transportation Committee Chairs Judy Clibborn and Steve Hobbs, and from Secretary Roger Millar.

*FMSIB Call for Projects:*

The Call for Projects opened January 15 and closes March 30. FMSIB staff conducted an information webinar that was attended by nearly 20 jurisdictions. A webinar will be held on March 27 for the Board and Technical Scoring Committees to discuss the application scoring and project ranking process.

#### *AWC Legislative Reception:*

At the request of AWC, Director Ziegler attended this reception on January 24 and had the opportunity to share the FMSIB message with many of the attendees. Several legislators attended as well as a couple hundred mayors and councilmembers. I

#### *Harbor Maintenance Tax:*

On March 5, the Legislature passed Engrossed Senate Joint Memorial 8008. This Memorial requests Congress reform the Harbor Maintenance Tax to ensure all navigable waterways in the U.S. are fully maintained and to provide for greater equity to HMT donor ports. Director Ziegler attended a Secretary of State Signature Ceremony on March 6.

### **BOARD MEMBER REPORTS**

*Mr. Barnes* shared that the Port of Grays Harbor Commissioners were appreciative of Director Ziegler's presentation and that they learned a lot about the process.

*Mr. Hulcey* shared that Director Ziegler's did an excellent job on his presentation to PCCTA.

*Mr. Hulcey* would also like Director Ziegler to do a presentation at the AWC Conference.

*Mr. Ewers* attended the Pacific Northwest Rail Shippers Association meeting. It's important to note the increased demand for freight movement in the private sector. There is a huge shortage of drivers so there has now been a shift into rail intermodal that has now reached capacity. Some states are testing automation.

*Mr. Trulove, Mr. Swannack, and Mr. Ewers* represented FMSIB at the Bigelow Gulch groundbreaking.

### **GATEWAY PROJECT PRESENTATION**

*Mr. Craig Stone, WSDOT, and Mr. Steve Gorcester, Consultant,* gave an update on the Gateway Project. They described the process they are using to comply with the legislative budget proviso requiring \$130 million of local participation funding on this project. Steve has been meeting with affected local agencies in King and Pierce County to share the proviso and help cities understand their relationship to the project and their role in providing funding assistance. FMSIB, along with TIB, have been identified as potential funding sources that local agencies could tap in meeting this local funding responsibility.

From the communications Steve is having with several cities, it appears the City of Fife may be applying for a FMSIB grant to replace the 70<sup>th</sup> Ave. overcrossing of I-5.

### **ROAD-RAIL CONFLICTS STUDY UPDATE**

Director Ziegler gave a brief overview that the Road-Rail Study continues to be on schedule and that the meetings with the MPO's/RTPO's have been very productive. Next steps include:

1. Confirm the Project Evaluation Process
2. Evaluate and Prioritize Projects
3. Share draft list with Advisory Committee on April 25

### **BYLAWS REVISION**

Director Ziegler reviewed FMSIB Article 14 "Project Definitions." This is a fairly new article in the bylaws and the goal was to have a clear definition of different terms used in relation to FMSIB projects. Director Ziegler noted that in 2016 the Legislature authorized FMSIB to remove (cancel) projects from the funded list based on the criteria stated in RCW

47.06A(050)(5)(b); however, the definition of “Remove (Cancel)” has not been added to the Article 14 Project Definitions. Director Ziegler is proposing that the Board approve adding the following definition to the FMSIB Bylaws:

#### **Project Removal (Cancellation)**

In 2016, the Legislature authorized FMSIB to remove (cancel) projects on FMSIB approved lists. RCW 47.06A(050)(5)(b) states:

*“The board may remove a project from consideration after six years for any of the following reasons: (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.”*

Director Ziegler also proposed adding “freight” to the below sentence in Article 14 Purpose of the Deferred Project List:

*This is only allowed if the project would still provide the **freight** benefits envisioned when initially selected.*

*Chair Gatchet entertained a motion to adopt the language for project removal as presented. Mr. Watters so moved and Mr. Hulcey seconded the motion.*

#### **MOTION CARRIED**

Mr. Swannack asked for clarification if FMSIB can adopt bylaws amendments at the same meeting as proposed. Mr. Trulove stated that there nothing in our bylaws that prevents us from doing so.

#### **CALL FOR PROJECTS UPDATE**

Director Ziegler gave an update on the FMSIB 2018 Call for Projects. Project submittals are due March 30. A briefing for the Project Selection and Technical Committees is scheduled for March 27 and the Committees’ scoring meeting will be held on April 24. FMSIB has advertised the Call through the following: the IACC Conference, email through AWC, WSACE, WPPA newsletters, FMSIB Webinar, PRSC FAST Freight Advisory Committee, MPO/RTPO Coordinating Committee, and FMSIB presentations (WPPA, LCTA, WSTC, PCCTA).

Director Ziegler estimates FMSIB will have about \$10 million to award for the first biennium (by June 30, 2021) and about \$15 million for the second biennium (by June 30, 2023). That amount may be higher if the Board decides to take some risks. The Board can also choose to award money for projects beyond 2023. Director Ziegler reviewed some graphs illustrating various possibilities for potential project submittals and match money.

#### **JUNE WORKSHOP TOPICS**

Director Ziegler reviewed potential 2018 topics:

- Staff Transition Planning
- FMSIB Capital Fund Reserves/Unallocated Funds
- Trucking, Rail, and Port Priorities



Chair Gatchet suggested the Board send emails to Director Ziegler if they have any additional topics for discussion.

Art Swannack was asked to be acting chair for the May 31/June 1 meeting.

**NEXT MEETING**

*Chair Dan Gatchet entertained a motion to hold the next FMSIB Workshop on May 31 and Board meeting on June 1, 2018, in Suquamish, WA. Mr. Hulcey so moved and Mr. Barnes seconded the motion.*

**MOTION CARRIED**

Chair Dan Gatchet adjourned the meeting at 1:15 p.m.

**MEETING ADJOURNED**

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Dan Gatchet  
Chair

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Attest: Brian Ziegler  
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 818,000

Expenditure Detail through: April 30, 2018

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru Apr 30, 2018	Actual Expenditures thru Apr 30, 2018	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	527,000	219,583	214,926	4,657
Travel	57,000	23,750	15,422	8,328
Goods & Services	141,000	58,750	34,876	23,874
Personal Service Contracts	110,000	55,265	55,265	0
<b>Total Thru Apr 30, 2018</b>	<b>\$ 835,000</b>	<b>357,349</b>	<b>320,490</b>	<b>36,859</b>
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Apr 30, 2018	Actual Expenditures thru Apr 30, 2018	Biennium To Date Dollar Variance
<b>Expenditure Detail</b>				
<b>Salaries:</b>				
Staff Salary	527,000	219,583	214,926	4,657
<b>Total Salary</b>	<b>\$ 527,000</b>	<b>219,583</b>	<b>214,926</b>	<b>4,657</b>
<b>Travel:</b>				
Staff Travel	27,000	11,250	7,491	3,760
Board Travel	30,000	12,500	7,932	4,568
<b>Total Travel</b>	<b>\$ 57,000</b>	<b>23,750</b>	<b>15,422</b>	<b>8,328</b>
<b>Goods &amp; Services:</b>				
<b>Other State Agency Services</b>				
WSDOT Labor & Svcs/TIB Svcs	40,000	16,667	5,509	11,158
WS DES Services	16,000	6,667	4,659	2,007
WS TIB - Office Rent & Utilities	45,000	18,750	14,684	4,066
WS Attorney General	5,000	2,083		2,083
<b>Misc. Operating Expenses</b>				
Misc. Office, Mtg, Equipment Costs	35,000	14,583	10,025	4,559
<b>Total Goods &amp; Services</b>	<b>\$ 141,000</b>	<b>58,750</b>	<b>34,876</b>	<b>23,874</b>
<b>Personal Service Contracts:</b>				
<b>Consultant Expenses</b>				
Road Rail Study	60,000	35,265	35,265	0
FY18 - 2017 Annual Report (Lund)	20,000	20,000	20,000	0
FY19 - 2018 Annual Report (TBD)	30,000			0
<b>Total Personal Service Contracts</b>	<b>\$ 110,000</b>	<b>55,265</b>	<b>55,265</b>	<b>0</b>
<b>Total Thru Apr 30, 2018</b>	<b>\$ 835,000</b>	<b>357,349</b>	<b>320,490</b>	<b>36,859</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## FY 2017-19 Capital Funds

	2017-19 Total	Reappropriation	18 Supplemental	19 Supplemental
Motor Vehicle Funds (state)	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Funds (Federal)	\$ 3,250,000	\$ -	\$ 3,250,000	\$ -
Freight Investment Funds (state)	\$ 22,462,000	\$ 45,909	\$ 22,507,000	\$ -
Freight Multimodal Funds (state)	\$ 21,843,000	\$ 440,000	\$ 22,283,000	\$ -
Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ 1,320,000	\$ -
Highway Safety Account	\$ 1,900,000	\$ 100,000	\$ 2,000,000	\$ -
<b>TOTAL</b>	<b>\$ 50,775,000</b>	<b>\$ 585,909</b>	<b>\$ 51,360,000</b>	<b>\$ -</b>

## Projects currently authorized to incur expenditures

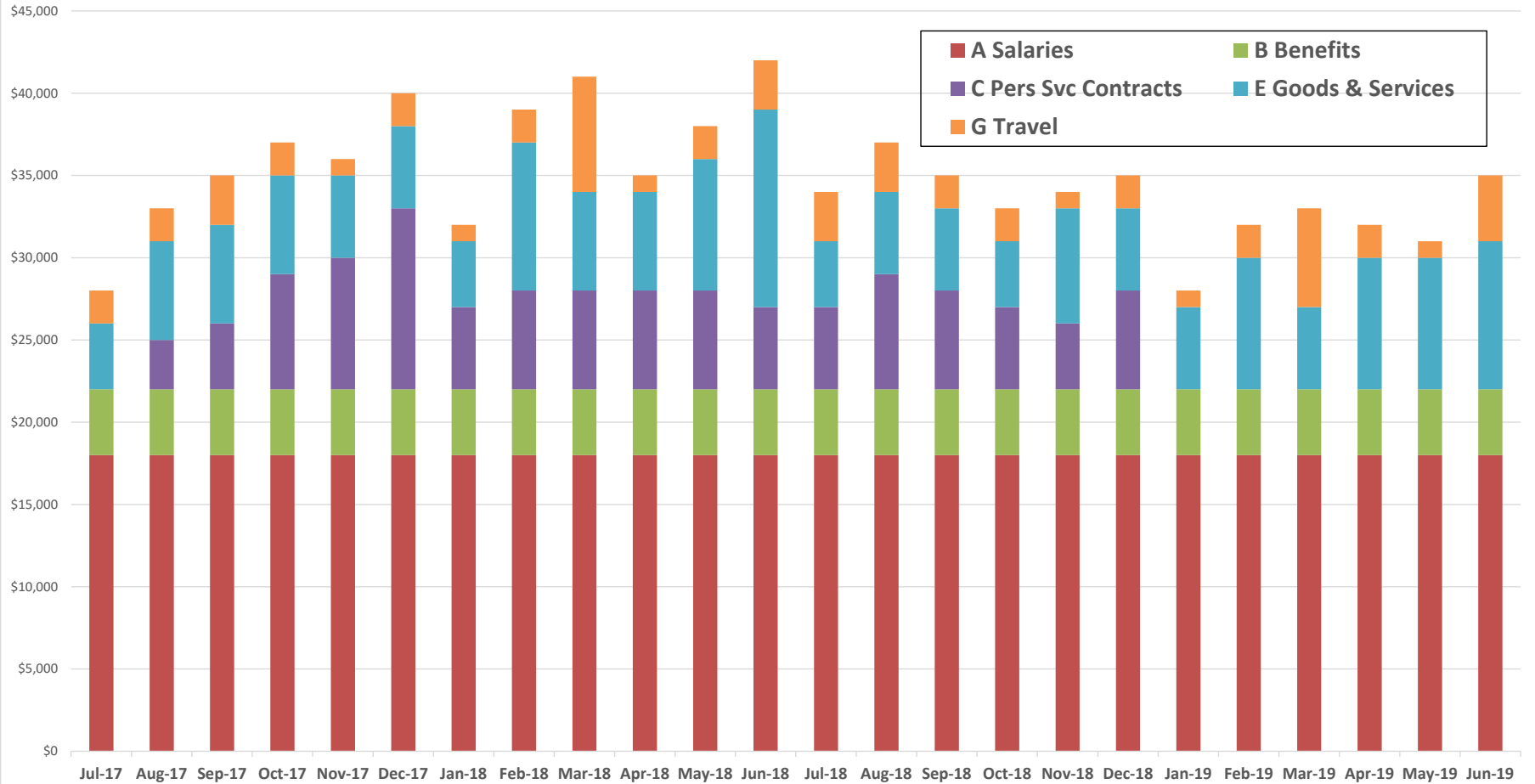
Agency	Project Title	Total FMSIB Commitment	Previous Bien Exp	2017-19 Planned Expenditures	Current biennium exp	Future Commitment
Des Moines	S 216th St Segment 1-A	\$ 892,000	\$ 673,337	\$ -	\$ (218,663)	\$ -
Everett	Port of Everett to I-5 Improvements	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -
Fife	I-5/54th Ave E I/C Improvement - Ph 1	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Improvements Ph 1	\$ 2,334,000	\$ -	\$ 2,334,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 1 2	\$ 4,333,000	\$ -	\$ 4,333,000	\$ -	\$ -
Fife	Pt of Tacoma Rd Interchange Phase 3	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,750,000	\$ 5,250,000	\$ 4,500,000	\$ -	\$ -
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000
Lacey	Hogum Bay Road Slip Ramp & Road Improv	\$ 1,200,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ -
Longview	SR 432/SR 411 Intersection Improvements	\$ 2,100,000	\$ -	\$ 1,200,000	\$ -	\$ 900,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ -	\$ 3,750,000	\$ -	\$ -
Pt Vancouver	Bulk Facility Track Location	\$ 3,450,000	\$ 3,450,000	\$ -	\$ -	\$ -
Renton	Strander Blvd/SW 27th St Connection	\$ 6,500,000	\$ 6,496,872	\$ -	\$ -	\$ 3,128
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
Seattle	Lander Street Overcrossing	\$ 8,000,000	\$ -	\$ 8,000,000	\$ -	\$ -
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ 579,091	\$ 1,758,000	\$ 1,478,053	\$ 45,909
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 400,192	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 6,000,000	\$ -	\$ 5,900,000	\$ -	\$ 100,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Spokane Valley	Sullivan Road W. Bridge Replacement	\$ 2,000,000	\$ 1,560,000	\$ -	\$ -	\$ 440,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Sumner	SR 410 Traffic Ave/E Main	\$ 2,500,000	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2017-19 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 2,157,760	\$ -
Tacoma	SR 509/D Street Ramps	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 6,000,000
Tukwila	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ 2,400,000	\$ -	\$ 2,600,000
<b>TOTAL</b>		\$ 105,625,000	\$ 21,509,300	\$ 48,525,000	\$ 4,417,342	\$ 35,372,037
<b>Union Pacific Details:</b>						
<b>Contribution</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
Kent	S 277th St (2003-05)	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Pt Seattle	East Marginal Way Ramps	\$ 480,000	\$ 480,000	\$ -	\$ -	\$ -
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -
Kent	Willis Street Grade Separation	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	S 212th St	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	228th Street Extension and Grade Separation**	\$ 1,250,000	\$ -	\$ 1,250,000	\$ -	\$ -
<b>Current planned UP Commitments Total</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
<b>FMSIB GRAND TOTAL</b>		\$ 109,275,000	\$ 23,839,300	\$ 48,525,000	\$ 4,417,342	\$ 35,372,037
<b><u>Funds Remaining</u></b>					<b>\$ 46,357,658</b>	

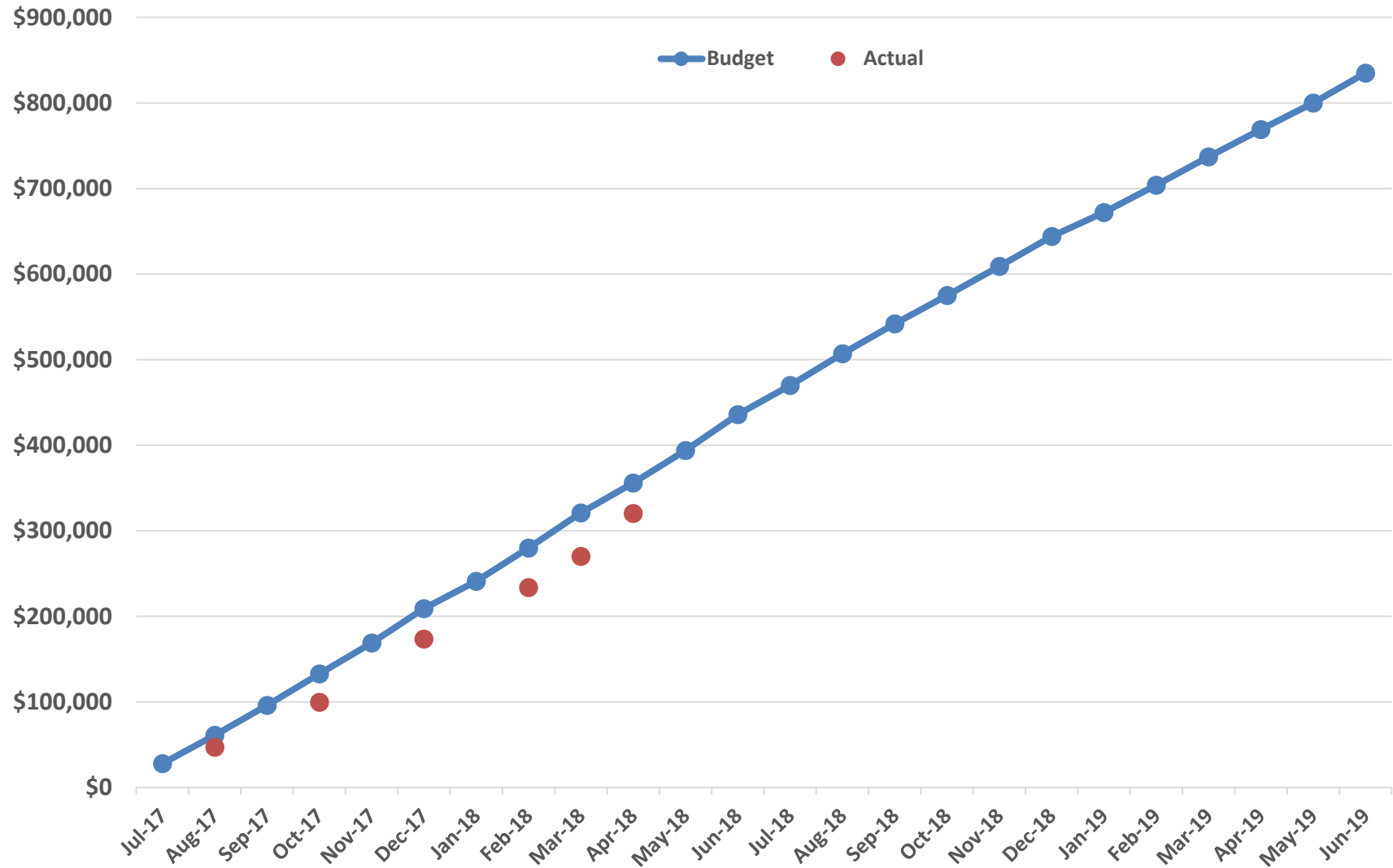
**Completed / substantially complete**

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>			<u>Savings</u>
Auburn	M St SE Grade Separation	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	-
Benton Co	Pt Kennewick/Piert Rd (7/09)	\$ 65,520	\$ 61,320	\$ -	\$ -	4,200
Benton Co	Piert Road Extension (refund)	\$ 459,000	\$ 458,680	\$ (72,666)	\$ -	72,986
Colville	Colville Alternate Truck Route (4/13) (refund)	\$ 2,000,000	\$ 2,000,000	\$ (93,371)	\$ -	93,371
Everett	E Marine View Drive Widening (1/13)	\$ 600,000	\$ 600,000	\$ -	\$ -	-
Fife	70th & Valley Ave Widening/SR 167 Alternate (8/12)	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	-
Longview	SR 432/433 Turn Lanes (11/10)	\$ 650,000	\$ 650,000	\$ -	\$ -	-
Pt Seattle	East Marginal Way Ramps (9/13)	\$ 7,400,665	\$ 7,400,329	\$ -	\$ -	336
Pt Seattle	East Marginal Way Truck Access (8/15)	\$ 994,000	\$ 994,000	\$ -	\$ -	-
Pt Tacoma	Lincoln Ave Grade Separation (5/12)	\$ 10,200,000	\$ 10,200,000	\$ -	\$ -	-
Pt Vancouver	West Vancouver Freight Access (3/11)	\$ 3,700,000	\$ 3,700,000	\$ -	\$ -	-
Pt Vancouver	Rail Tie-In to Mainline (WVFA) (8/15)	\$ 6,300,000	\$ 6,300,000	\$ -	\$ -	-
Puyallup	Shaw Rd Extension	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	-
Renton	Green Valley BNSF	\$ 1,250,000	\$ 1,250,000	\$ -	\$ -	-
Seattle	Duwamish Intelligent Transportation Systems (11/11)	\$ 2,500,000	\$ 2,293,032	\$ -	\$ -	206,968
Snohomish Co	Granite Falls Alternate Route Ph 1 & 2 (3/12)	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	-
Spokane	Freya Street Bridge (10/11)	\$ 2,720,000	\$ 2,136,423	\$ -	\$ -	583,577
Spokane	Havana St/BNSF Separation	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	-
Walla Walla Co	SR 125/SR 12 Interconnect-Myra Rd Ext (7/09)	\$ 4,230,000	\$ 4,230,000	\$ -	\$ -	-
Walla Walla/ College Place	Myra Rd at Dalles Intersection (12/14)	\$ 500,000	\$ 500,000	\$ -	\$ -	-
Woodinville	SR 202 Corridor-SR 522 to 127th PI NE	\$ 750,000	\$ 750,000	\$ -	\$ -	-
WSDOT	SR99/Spokane St Bridge/Replace	\$ 2,700,000	\$ 2,300,000	\$ -	\$ -	400,000
Yakima	Grade Separated Rail Crossings (5/15)	\$ 7,000,000	\$ 7,000,000	\$ -	\$ -	-
Yakima	River Rd Improvements - 6th Ave to 16th Ave	\$ 640,000	\$ 639,000	\$ -	\$ -	1,000

## FMSIB 2017-19 Operating Budget - By Object



### *FMSIB 2017-19 Operating Budget vs. Actual*



FMSIB 17-19 Capital Program Delivery Risk Assessment - Sorted by Size (Cost in \$1,000)												
			NEW Columns			Report Date: 3/16/2018			Report Date: 6/1/2018			
PIN	Agency	Project Title	Total Cost	Date Awarded	17 - 19 Planned Expend.	17-19 Phase / Status	Delivery Risk	Forecast	17-19 Phase / Status	Delivery Risk	Forecast	
2016-06	Seattle	S Lander St Grade Separation	\$ 140,000	2016	8,000	CN / Advertised / 12-19 completion		7,200	CN / Advertised / <b>Awarded</b> / 12-19 completion		7,200	
6LP132F	Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 24,400	2010	5,900	CN / Awarded / 10-18 completion		5,310	CN/Awarded/ <b>Groundbreaking</b> /10-18 completion		5,310	
3LP101F	Tacoma	SR 99 Puyallup River Bridge	\$ 38,760	2009	5,000	DB / CN Start 3-18 / 4-19 completion		4,500	DB / CN Start <b>6-18</b> / 4-19 completion		4,500	
01F035A	Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	\$ 25,000	2004	4,500	CN / Phase 1 complete / Phase 2 completion 11/19		4,050	CN / Phase 1 complete / Phase 2 completion <b>9-20</b>		3,000	
3LP139F	Fife	Port of Tacoma Rd Interchange Phase 2	\$ 35,361	2010	4,333	CN / Ad 1-18 / 12-19 completion		2,889	CN / Ad 1-18 / <b>11-20</b> completion		2,889	
1LP104F	Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 8,068	2009	3,750	CN / Contract awarded / Completion in 2018?		2,500	CN / Contract awarded / Completion in 2018?		2,500	
2016-01	Fife	I-5/54th Avenue E I/C Improvement - Phase 1	\$ 23,700	2016	3,000	Design / CN Start mid-2019 (for Segment 1)		1,500	Design / CN Start mid-2019 (for Segment 1)		1,500	
1LP908F	Kent	S 212th St BN Grade Separation	\$ 27,000	2004	2,500	Design / CN start late-2019 / Not fully funded		250	Design <b>30%</b> / CN start <b>mid-2020</b> / Not fully funded		0	
1LP137F	Tukwila	Strander Blvd/SW 27th to West Valley	\$ 38,604	2010	2,400	Design / 60% by 3-18 / Not fully funded		240	Design / <b>90% by 12-18</b> / Not fully funded		0	
9LP999B	Fife	Port of Tacoma Rd- Interchange Improvements - Phase 1 (64-1)	\$ 35,361	2010	2,334	CN / Ad 1-18 / 12-19 completion		1,556	CN / Ad 1-18 / <b>11-20</b> completion		1,556	
2016-07	Skagit Co	Burlington Northern Overpass Replacement	\$ 19,200	2016	2,000	CN / 2018 completion		1,800	CN / 2018 completion		1,800	
1LP912F	Seattle	Duwamish Truck Mobility Improvement	\$ 16,031	2003	1,758	CN / 1-18 substantial completion		1,582	CN / 1-18 substantial completion		1,582	
2016-12	Sumner	SR 410 Traffic Ave/E Main	\$ 18,540	2016	1,250	Design / 30% complete / Not fully funded		125	Design / <b>60% complete</b> / Not fully funded		125	
2016-03	Longview	SR 432/SR 411 Intersection Improvements	\$ 3,540	2007	1,200	Design / Not fully funded		120	<b>Design start 6-18</b> / Not fully funded		120	
3LP135F	Lacey	Hogum Bay Road Slip Ramp & Road Improvements	\$ 8,450	2015	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600	
		Planned			48,525		Forecasted	34,222		Forecasted	32,682	
								71%			67%	



<u>PIN</u>	<u>Agency</u>	<u>Project Title</u>	<u>Total Cost</u>	<u>Date Awarded</u>	<u>17 - 19 Planned Expend.</u>
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6LP132F	Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 24,400	2010	5,900
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01F035A	Kent	S 228th Street Extension & Grade Separation Ph 1 & 2	\$ 25,000	2004	4,500
3LP139F	Fife	Port of Tacoma Rd Interchange Phase 2	\$ 35,361	2010	4,333
1LP104F	Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 8,068	2009	3,750
2016-01	Fife	I-5/54th Avenue E I/C Improvement - Phase 1	\$ 23,700	2016	3,000
1LP908F	Kent	S 212th St BN Grade Separation	\$ 27,000	2004	2,500
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3LP135F	Lacey	Hogum Bay Road Slip Ramp & Road Improvements	\$ 8,450	2015	600
		Planned	462,015		48,525

			Report Date: 3/16/2018			Report Date: 6/1/2018		
		<u>17 - 19 Planned Expend.</u>	<u>17-19 Phase / Status</u>	<u>Delivery Risk</u>	<u>Forecast</u>	<u>17-19 Phase / Status</u>	<u>Delivery Risk</u>	<u>Forecast</u>
<u>Agency</u>	<u>Project Title</u>							
Seattle	S Lander St Grade Separation	8,000	CN / Advertised / 12-19 completion		7,200	CN / Advertised / <b>Awarded</b> / 12-19 completion		7,200
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Lacey	Hogum Bay Road Slip Ramp & Road Improvements	600	CN / FMSIB funding expended		600	CN / FMSIB funding expended		600
	Planned	48,525	Forecasted		34,222	Forecasted		32,682
					71%			67%

## **FMSIB Director's Report**

*June 1, 2018*

*(Last Report : March 16, 2018)*

### **Road-Rail Conflicts Study – Phase 2 Update**

This Study, directed to FMSIB in the 2017 Legislature, is continuing on schedule. The effort is nearing completion and a draft report will be presented to the FMSIB Board at a Special Meeting on July 24<sup>th</sup>.

The consulting team and I have been continuing to involve the MPO's and RTPO's in this statewide planning effort. These regional planning organizations have been instrumental in providing commentary on the prioritization criteria and also assisting with review of potential project solutions at specific crossings. Between March 13<sup>th</sup> and March 30<sup>th</sup>, the consulting team and I conducted ten conference calls with individual regions to better understand their project proposals.

The list of potential crossing projects was presented to the Study Advisory Committee on April 25<sup>th</sup>. The Committee also reviewed results of a preliminary prioritization methodology. Their comments and discussion have resulted in a revised preliminary prioritization methodology and a revised list of projects. This approach was presented to the May 22<sup>nd</sup> MPO/RTPO Coordinating Committee meeting in Seattle. They provided comments and offered suggestions for improvement. All the MPO's and RTPO's were given until May 31<sup>st</sup> to provide final comments prior to presenting a recommendation to the Advisory Committee meeting on June 11<sup>th</sup>.

I will provide a more extensive briefing on the methodology at your Board meeting June 1.

### **Member Appointments**

In February, we met with the Governor's Office to discuss status of three vacancies on the Board. Current vacancies include one each representing Counties, Cities, and Ports. Starting Jan. 1, John Creighton and Tom Trulove are graciously serving on the Board pending selection of their replacements. The Counties position has been vacant for nearly a year.

In February, the Governor's Office felt they could get some of those vacancies confirmed before May 15<sup>th</sup>. As of this writing, the Governor's Office has advised us they should be making final appointments by June 30<sup>th</sup> when the current appointments expire.

### **Project Status Updates**

#### **City of Seattle, Lander Street Grade-Separation**

This project, nearly ten years in the making, was scheduled for a groundbreaking ceremony on May 11<sup>th</sup>. Schedules changed at the last minute and the City now projects a groundbreaking ceremony later this summer. Construction work was not affected by this delay and will proceed as planned.

### City of Spokane Valley, Barker Road

I briefed the Board last month on the State Legislature efforts to condition the design of this project. Briefly, the House Transportation Committee substitute budget passed by the Committee on Feb. 21<sup>st</sup> contained the following a proviso:

*“The appropriations in the section are subject to the following conditions and limitations: No state moneys may be expended to plan for or construct a roundabout as part of the Spokane Valley Barker/Trent grade separation project provided this restriction does not increase the overall cost of the project.”*

A similar proviso was attached to the WSDOT Supplemental Budget. Efforts by the Spokane Valley City Council has resulted in an agreement with Rep. Shea to drop the proviso in exchange for an extended public outreach process to get more input on the design. The proviso was removed from both WSDOT and FMSIB budgets.

In my discussions with the City regarding this scope change, I mentioned that FMSIB would likely be due a refund. They understood. I also asked that the City confirm that the new design (a roundabout) provides similar congestion relief for freight movements as the original design (an interchange). They conducted that analysis and provided me documentation. The freight benefit is slightly lower than mentioned in their original application, but still substantial.

### **FMSIB Annual Report**

FMSIB’s Annual report is prepared with the assistance of consultants. The current five-year contract for these services has expired and Gena has begun the process for recruiting and selecting a new consultant team. The RFQQ (Request for Quotation and Qualifications) was published May 17<sup>th</sup> and distributed to over 700 consultants. To date we have received two inquiries about the solicitation. Proposals are due June 15<sup>th</sup>, after which the review team will assess and score them for selection. We will then begin negotiations with one consultant for a one-year contract with five, one-year extensions (at FMSIB’s discretion).

### **Codification Legislation**

FMSIB, TIB, CRAB, and WSDOT collaborated on supporting legislation that would have made permanent the 2015 Connecting Washington revenue increases for each of our agencies. The bill did not pass in the 2018 session.

The House bill, HB2896, was heard in Committee 2/5/18 and passed out of committee 2/6/18. The Senate bill, SB 6830, was heard 2/5/18 but never passed out of Committee.

The agencies will collaborate on a strategy in the interim. This will likely include visits with the Transportation Committee Chairs and spending more time obtaining additional bill sponsors in 2019, as these bills will need to be re-introduced.

### **Coalition for Americas Gateways and Trade Corridors (CAGTC) Activities**

The Coalition has been a valuable resource to FMSIB for monitoring freight issues in Washington DC, whether in Congress, the White House, or various other government and private sector agencies.

On Feb 14<sup>th</sup>, the Coalition hosted a conference call to discuss the recent White House Infrastructure Plan release. On March 1<sup>st</sup>, the Coalition released their summary of the testimony

provided at the Senate Environment and Public Works Committee hearing on the Administration's proposal. Throughout early March, various congressional committees heard testimony on infrastructure needs and potential revenues, but it doesn't appear any legislation will be seriously considered this year.

One element of the White House proposal was Permit Reform. CAGTC formed a committee to evaluate the various elements of this proposal and develop a position paper. That was reviewed with CAGTC members in early May; however, there was not sufficient time for review by the FMSIB Board. WSDOT, another CAGTC member, chose not to endorse the draft position paper over concerns about some elements.

On another federal funding issue, WSDOT is still awaiting word on its funding application under the INFRA Program for the Puget Sound Gateway corridors (SR-167 and SR-509 completions).

### **Puget Sound Regional Council Update (PSRC)**

The freight committees at PSRC are being refreshed. After the death of Chair Dan O'Neil, the Freight Roundtable has been on a hiatus. The PSRC executive Committee is evaluating whether to reformulate the Freight Roundtable. Meanwhile, staff of member jurisdictions continue to meet monthly as a FAST Freight Advisory Committee. More to come as PSRC reconstitutes these two important freight forums, but I had a very nice conversation on these two topics with Kelly McGourty, PSRC's Senior Program Manager for Transportation planning.

### **FMSIB Call for Projects**

The 2018 Call for Projects is well underway, achieving the following milestones:

- The Project Selection Committees participated in a webinar March 27 to prepare for receiving the project applications and discuss the scoring process.
- The Project Selection Committees participated in a second webinar on April 24 to review the collective results of their scoring, reconcile any major differences, and select applicants to interview.
- Project interviews were conducted all day on May 15

As you can see, the Project Selection Committees, consisting of both Board members and Technical members, have been very busy. They deserve our thanks for spending significant time, reviewing and scoring applications as well as interviewing candidate project sponsors. More detail on this topic will be provided at the workshop May 31.

### **FMSIB Records Management Planning**

Gena and I met with the Secretary of State – State Archives Division to learn ways to organize FMSIB's paper and electronic files. Our goal was to ensure compliance with state records retention requirements while exploring ways to reduce paper and filing confusion. The meeting and follow-up communication with the State Archive staff has been fruitful.

### **Meetings and Conferences**

In order to better understand the freight mobility issues affecting our customers, I attended the following conferences or seminars:

- The Might Columbia, March 22-23. This was sponsored by the legal continuing education group called The Seminar Group. It brought together interests from water, freight, power, and environmental concerns, focused on the multiple uses of the Columbia/Snake River System.
- American Public Works Association (APWA) Spring Meeting, April 19-20. APWA's Washington Chapter meets twice a year and is the premier forum for city, county, and private public works professionals. Nearly all of FMSIB's county and city project sponsors are members.
- Washington Highway Users Federation (WHUF) April 26. FMSIB is a member of the Board of Director's for the Federation, which consist of state and private highway interests and lobbyists. During the legislative session, WHU sponsors weekly briefings for WHUF members on current legislative issues affecting transportation. Also, WHUF sponsors an annual briefing from legislative and congressional leadership (tentatively scheduled for Dec. 12, 2018)
- Washington Public Ports Association (WPPA) Spring Meeting, May 9-10. The Ports Association conducts two meetings a year and FMSIB is regularly an invited guest. Some years, the Director is asked to present on a particular topic. FMSIB's presence is appreciated by the 75 ports who are members and by the WPPA leadership.
- Federal Highway Administration (FHWA) Webinar – State Freight Plans, May 14<sup>th</sup>. This FHWA sponsored webinar on state freight plans included presentations from two states (Florida and Idaho) and a discussion on a variety of planning topics related to freight planning. I highlighted the work of the American Transportation Research Institute (ATRI), the research arm of the American Trucking Association, in evaluating all 50 state plans and identifying common themes and areas for improvement. FHWA staff responded that they were aware of ATRI's evaluation and reiterated that the focus of FHWA's efforts were to share best practices and ensure compliance with the federal regulations.

### **Washington State Freight System Optimization Study (WSFSOS)**

After completion of the Marine Cargo Forecast (MCF), several freight interests formed a Team (WSDOT, FMSIB, WPPA, and WTA) and began discussing how Washington's landside infrastructure needs could be addressed to support the increased commodity flows identified in the report. The MCF included a short-range mainline freight rail capacity analysis that identified chokepoints that would become problematic. While train volumes will increase over the planning horizon capacity should not be constrained, due largely to the significant investments made by BNSF, UP, and the state.

The MCF did not analyze chokepoints for the trucking mode and some wonder whether we should complete that effort post-MCF publication. This topic has been the focus of the Team meetings over the last several months. The next Team meeting is May 30<sup>th</sup> and additional details will be provided at the retreat.





# PRIORITIZATION OF PROMINENT ROAD-RAIL CONFLICTS

FMSIB Board Meeting

June 1, 2018

# OUTLINE

- Study Background
- MPO/RTPO Requests
- Submitted Projects
- Scoring Methodology
- Draft Project Priorities
- Next Steps





# LEGISLATIVE DIRECTION FOR THE PROJECT

## Engrossed Substitute Senate Bill SB 5096 (2017), Section 206:

The appropriation in this section is subject to the following conditions and limitations: \$60,000 of the motor vehicle account—state appropriation is provided solely for the board, from amounts set aside out of statewide fuel taxes distributed to cities according to RCW 46.68.110(2), to manage and update the road-rail conflicts database produced as a result of the joint transportation committee's "Study of Road-rail Conflicts in Cities (2016)." The board shall update the database using data from the most recent versions of the Washington state freight and goods transportation system update, marine cargo forecast, and other relevant sources. The database must continue to identify prominent road-rail conflicts that will help to inform strategic state investment for freight mobility statewide. The board shall form a committee including, but not limited to, representatives from local governments, the department of transportation, the utilities and transportation commission, and relevant stakeholders to identify and recommend a statewide list of projects using a corridor-based approach. The board shall provide the list to the transportation committees of the legislature and the office of financial management **by September 1, 2018**.

# SCHEDULE

	2018															
	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug	
TASKS																
Review Project Data from MPO/RTPOs																
Develop Project Evaluation Process																
Prepare Project Priorities																
Finalize Project Recommendations																
MEETINGS																
Advisory Committee Meeting		1						2					3			
MPO/RTPO Coordinating Committee				1					2							
FMSIB Board														★		
	*Legislative Deadline (9/1/18)															
<b>Meeting Topics</b>																
1. Confirm Project Evaluation Criteria																
2. Provide Feedback on Project Priorites																
3. Confirm Project Priorites																

# MPO/RTPO REQUESTS

## *\*Request sent to MPO/RTPOs*

*Based on the Phase 1 list of conflict priorities, sort them into 3 tiers for your region:*

1. Tier 1 – Projects that are in design and awaiting full construction
2. Tier 2 – Projects that are planned with no design completed
3. Tier 3 – A crossing in the Top 300, but no project has been studied, scoped, or identified

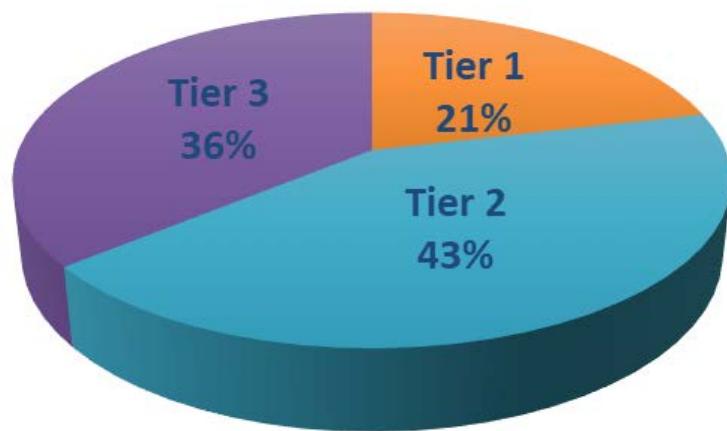


# SUBMITTED PROJECTS

## Responses Received:

All RTPO's, except for 3 which had few, if any, crossings.

Projects/Crossing by Tier



Tier 1 Tier 2 Tier 3



# SUBMITTED PROJECTS

*Projects that are in design and awaiting full construction*

**TIER 1**



16 Projects (10 Fully Funded)

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*Projects that are planned with no design completed*

**TIER 2**



32 Projects

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*A crossing in the Top 300, but no project has been studied, scoped, or identified*

**TIER 3**



27 Crossings

# PROJECT CATEGORIES FOR TIER 1 & 2

Category	Type of Improvement
Grade Separation	Bridge or Overpass
Pedestrian Only Grade Separation	Pedestrian Bridge
Safety Enhancements	<ul style="list-style-type: none"><li>• Signs</li><li>• Gates</li><li>• Lights</li><li>• Quiet Zone</li></ul>
Mobility Solutions	<ul style="list-style-type: none"><li>• ITS / Adaptive Signal Control</li><li>• Dynamic Signage / Traveler Information Systems</li><li>• Signal Interconnects / Pre-emption</li></ul>
Railroad Enhancements	Reducing number of tracks, relocating tracks, operational changes



# PHASE 1 EVALUATION CRITERIA

MOBILITY 50%, SAFETY 25%, COMMUNITY 25%



Increase Risks



1. Number of Alternate Grade-Separated Crossings
2. Number of Mainline Tracks
3. Proximity to Emergency Services

Safety Record



- 4. Incident History: Total**
- 5. Incident History: Severity**

Infrastructure Status



- 6. Level of Protection**



Freight Demand



7. Roadway Freight Classification

People Demand



8. Existing Vehicle Volumes
9. Future Vehicle Volumes

Mobility Barrier



10. Network Sensitivity
11. Crossing Density
- 12. Gate Down Time**



Economic



13. Employment Density
14. First/Last Mile Freight Facilities

Human Health



15. Population Density
- 16. Daily Emissions**
- 17. Noise: Quiet Zones**
18. Percent Minority
19. Percent Low-Income

**RED HIGHLIGHTS: Criteria used to score the projects**

# PHASE 2 SCORING METHODOLOGY

- Simplified scoring process - utilized Phase 1 criteria and data
- Methodology considered the type of crossing improvement (project type)

Scoring Methodology by Project Type			
Phase 1 Criteria	Grade Separation Projects	Safety Project	Mobility or Railroad Project
4. Incident History: Total 5. Incident History: Severity 6. Level of Protection	Doubled Phase 1 points for a 100% increase	Increased Phase 1 points by 50%	No Change
12. Gate Down Time 16. Daily Emissions		No Change	Increased Phase 1 points by 50%
17. Noise Quiet Zones	Full points	Full points if enabled a quiet zone	Full points if enabled a quiet zone



# PHASE 2 SCORING METHODOLOGY – ACCOUNTING FOR NEARBY CROSSINGS

- The scoring methodology also considered the benefits to nearby crossings to account for a “corridor approach”

Scoring Methodology by Project Type			
Phase 1 Criteria	Grade Separation Projects	Safety Project	Mobility or Railroad Project
4. Incident History: Total 5. Incident History: Severity 6. Level of Protection	100% pts = closed crossing 50% pts = < 0.5 miles 25% pts = < 1 mile 0 pts = > 1 mile	No Change	No Change
12. Gate Down Time 16. Daily Emissions		No Change	25% pts = < 0.5 miles 10% pts = < 1 mile 0 pts = > 1 mile
17. Noise Quiet Zones		Full points if enabled a quiet zone	Full points if enabled a quiet zone

## PHASE 2 SCORING METHODOLOGY

- Identified two potential scoring options
- Resulting project scores for each option are attached

# HOW TO MEASURE PROJECT BENEFITS

## DIFFERENTIAL POINTS VERSUS TOTAL COSTS (OPTION 1)

	<u>BEFORE</u>	<u>AFTER</u>
1. PHASE 1 SCORE	52	74

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2. CALCULATE DIFFERENTIAL	74 - 52	=	+22
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3. ACCOUNT FOR CORRIDOR IMPROVEMENTS	OTHER IMPACTED CROSSINGS		
	#1	44	= 48
	#2	60	= 67

Total increase	+11	+	+22	=	+33
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### 4. NORMALIZE USING TOTAL COST

$$\left( \$25,000,000 / 33 \right) / 1,000 = 758$$

# HOW TO MEASURE PROJECT BENEFITS

## TOTAL POINTS VERSUS TOTAL COSTS (OPTION 2)

	<u>BEFORE</u>	<u>AFTER</u>
1. PHASE 1 SCORE	52	+74

2. ACCOUNT FOR CORRIDOR IMPROVEMENTS	OTHER IMPACTED CROSSINGS			
	#1	44	=	48
	#2	60	=	67

Total increase      +11    +    +74    =    +85

### 3. NORMALIZE USING TOTAL COST

$$\left( \$25,000,000 / 85 \right) / 1,000 = 294$$

## NEXT STEPS

1. Gather feedback from MPO/RTPO Coordinating Committee
2. Incorporate all the feedback received on the scoring methodology
3. Update and finalize project priorities
4. Meeting with Advisory Committee (June 11)
5. Board meeting to approve (July 24)

MAP OF PROJECTS (Turn on Project/Crossing by Tier Layer)

<http://gisdev.transpogroup.com/jtccrossingstudy/>

## 2017-18 FMSIB Committees

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### **Board & Executive**

*Chair ~ Dan Gatchet*  
Leonard Barnes  
John Creighton  
Matt Ewers  
Erik Hansen  
Johan Hellman  
Pat Hulcey  
Roger Millar  
Arthur Swannack  
Tom Trulove  
Bob Watters  
Aaron Hunt, Ex-Officio  
\*Counties (1)

### **Legislative**

*Chair ~ Tom Trulove*  
Leonard Barnes  
John Creighton  
Matt Ewers  
Dan Gatchet  
Johan Hellman  
Pat Hulcey  
Bob Watters

### **Project Selection**

*Chair ~ Pat Hulcey*  
Matt Ewers  
Tom Trulove  
Bob Watters

### **Administrative**

*Chair ~ Tom Trulove*  
Leonard Barnes  
Dan Gatchet  
Art Swannack

### **Outreach**

*\*Chair ~ Vacant*  
Leonard Barnes  
John Creighton  
Tom Trulove

*\*Vacant*

# Action Item: 2019 FMSIB Meeting Schedule

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

<b>2019 Meeting Options</b>	
January 17	Day on the Hill
January 18	Olympia
March 15	_____
May 30/June 6/13	Workshop
May 31/June 7/14	_____
September 20	_____
November 15	_____

## Previous Board Meetings

2015 Board Meetings	2016 Board Meetings	2017 Board Meetings	2018 Board Meetings
Olympia*	Olympia*	Olympia*	Olympia*
Tacoma*	Fife*	Fife*	SeaTac
Marysville	Kalama		
Suquamish Workshop*	Suquamish Workshop*	Suquamish *	Suquamish *
Spokane	Spokane	Tri-Cities Workshop	Walla Walla
Seattle	SeaTac	Vancouver	Spokane Area

\*= No airport

## Active Project Locations

Puget Sound	Western WA	Eastern WA
Fife	Longview	Spokane County
Kent	Port of Vancouver	Spokane Valley
Marysville	Skagit County	
Port of Seattle		
Seattle		
Sumner		
Tacoma		
Tukwila		

## 2018 Call for Projects~Recommended for Award

Puget Sound	Western WA	Eastern WA
Fife	Port of Kalama	Chelan County
Seattle		Spokane County
Sumner		Spokane Valley