

# Freight Mobility Strategic Investment Board

March 17, 2017  
9:00 AM to 1:15 PM

*Dacca Barn  
2820 54<sup>th</sup> Avenue East  
Fife, WA 98424*

## DRAFT AGENDA

9:00	Meet at Dacca Barn for tour of FedEx Distribution Center		
9:15	FedEx Distribution Center Tour		
9:50	Depart FedEx Distribution Center and return to Dacca Barn		
10:00	Welcome and Introductions	Dan Gatchet	Informational
10:05	Minutes	Dan Gatchet	Action
10:10	Executive Session	Board	
10:40	FMSIB Pierce County Project Presentations and Puget Sound Gateway Nexus: <ul style="list-style-type: none"><li>- WSDOT</li><li>- City of Fife</li><li>- City of Tacoma</li><li>- Pierce County</li><li>- Port of Tacoma</li></ul>	Craig Stone Russ Blount Sue O'Neill, Mark D'Andrea Letticia Neal Sean Eagan	
11:45	Legislative Update (Tentative): <ul style="list-style-type: none"><li>- FMSIB Budget</li><li>- Transportation Budget</li><li>- Legislation of interest</li></ul>	Erik Hansen/Ashley Probart	Informational
12:00	Working Lunch		
12:10	Director's Report and Budget	Ashley Probart	Action
12:20	City of Kent, S. 228 <sup>th</sup> Street Grade Separation	Ashley Probart	Action
12:30	WA State Freight System Plan Update/ WA State Freight Advisory Committee	Ashley Probart	Informational
12:40	Marine Cargo Forecast Update	Ashley Probart/Chris Herman	Informational
12:50	Board Member Reports	Board	Action
1:15	Next Meeting June 2, 2017 Suquamish, WA	Dan Gatchet	Action
1:15	Adjourn	Dan Gatchet	

# **FREIGHT MOBILITY STRATE INVESTMENT BOARD**

## **MEETING MINUTES**

**January 20, 2017**  
**Olympia, WA**

Board members present: Mr. Dan Gatchet, Chair; Mr. John Creighton; Mr. Erik Hansen; Mr. Johan Hellman; Mr. Tom Trulove; Mr. Roger Millar; and Mr. Bob Watters.

### **WELCOME**

Chair Dan Gatchet opened the meeting with introductions.

### **MINUTES**

Chair Dan Gatchet entered a motion to adopt the November 17, 2016 minutes. Mr. Creighton so moved to approve the minutes with corrections to page 1, paragraph 2, Presentations, from Leonard to LaPorte and page 4, paragraph 1, Board Member Reports, insert which alleged. Mr. Hellman seconded the motion.

### **MOTION CARRIED**

### **LEGISLATIVE PANEL**

Senators Curtis King and Steve Hobbs with Representatives Judy Clibborn and Ed Orcutt spoke to the Board about the 2017 session and issues dealing with transportation and freight in particular. In a bipartisan bill prefiled for consideration in the 2017 legislative session, the two chairs said they had arrived at an equitable solution to the state's need to comply with federal mandates of the REAL ID Act of 2005.

The legislators expressed concern that despite the passage of transportation revenue packages in the Legislature, there are still significant challenges and unmet needs for new transportation investments as well as for maintaining and preserving the current transportation system.

Advancements in technology are leaning more towards alternatives to fossil fuels, which has implications for the dependence on the gas tax as the main source of revenue for transportation projects.

### **DAY ON THE HILL UPDATE**

The Board members scheduled for meetings with legislators on January 19 included Mr. Creighton, Mr. Hellman, and Mr. Trulove. Also, Mr. Ewers and Executive Director Probart were scheduled for meetings. Mr. Trulove reported that the objective this year was to reintroduce legislators to FMSIB and explain our mission. The meetings are also an opportunity to get feedback about freight or other transportation issues in their district. Mr. Trulove reported that the Board members were impressed with the efficient scheduling and the numerous

legislators they were able to meet with in one day. The documents provided for the meetings were very helpful and an asset to the discussions in the meetings.

## **PRESENTATIONS**

Jason Beloso, WSDOT, briefed the Board on the WSDOT 2016 Truck Parking Study. WSDOT initiated the study in order to assess the state's capacity for truck parking and to build upon WSDOT's previous truck parking efforts. The types of truck parking considered in this study include brief, day rest breaks, longer overnight rest breaks, waiting at a port or receiver gate, long-term parking or truck storage and local delivery in urban areas. WSDOT identified key industry stakeholders, best practices from other states, factors influencing parking demand, truck parking supply and capacity, key truck parking concerns, opportunities for improvements, and next steps toward truck parking activities.

Craig Stone, WSDOT, briefed the Board on the status of the Puget Sound Gateway Program, which is comprised of two projects, SR 509 and SR 167. These projects make major improvements to relieve traffic congestion and improve freight mobility. The Gateway Program is the key to enhancing the state's economic competitiveness, both nationally and globally, by connecting the state's largest ports to key distribution centers in King and Pierce counties and to eastern Washington. Over the past twelve months, technical committees and executive committees have been working toward narrowing four scenarios for each project down to a single scope of work for both SR 509 and SR 167.

WSDOT is requesting an amendment to the 2017-2020 Regional Transportation Improvement Program to include \$229 million of this funding for three current projects: SR 509/I-5 and SR 516 Interchange to 28<sup>th</sup>/24<sup>th</sup> Avenue South; SR 167/I-5 to SR 509 Stage 1; and SR 167/I-5 to SR 161 Stage 2.

Recently WSDOT applied for a US Department of Transportation FASTLANE grant for the Puget Sound Gateway Program.

The Board heard from Chris Herman, WPPA, and Ashley Probart, FMSIB Executive Director, regarding the update to the Washington State Marine Cargo Forecast. The findings will help decision-makers achieve a better understanding of the movement of freight in the state and the region. The study is under final review and is on schedule to be published prior to the end of the 2017 legislative session.

Beth Redfield, Joint Transportation Committee (JTC), and Dave Catterson, Association of Washington Cities, gave an overview of the Road-Rail Conflicts Study. The phrase "road-rail conflict" is used to describe potentially problematic at-grade crossings. Examples of potential conflicts include the following:

- Long and unpredictable travel delays for both motorists and freight carriers
- Collisions between trains and vehicles or pedestrians
- Temporary increases of emergency response times

With the growth of the state's population and increasing road and rail traffic, communities throughout the state are concerned about the reliable and safe movement of rail and truck freight, general traffic, and emergency vehicles across more than 2,180 public, active at-grade railroad crossings. In response to this concern, the Legislature in 2015 appropriated funds to the Joint Transportation Committee to evaluate the impacts of prominent road-rail conflicts and develop a corridor-based prioritization process for addressing the impacts on a statewide level. (Washington cities funded the study from their share of the gas tax).

This study developed a prioritization process for at-grade crossings based on specific evaluation criteria that considered local, regional, and statewide policy interests. It is the first study of its kind, utilizing a data-driven approach to perform a comprehensive evaluation of at-grade crossings on a statewide basis.

Beth and Dave also activated the website and provided examples of conflicts the database identified.

At this point, the JTC has completed its work. The study did make several recommendations, including continuing to update the information, establishing the database with an agency or organization, and establishing a multi-stakeholder group to provide oversight of the information and potentially identify project recommendations.

## **FREIGHT STAKEHOLDER PRIORITIES**

Executive Vice President Sheri Call, Washington Trucking Associations, discussed various issues important to the trucking industry for the 2017 Legislative session: low carbon fuel standards, alternative fuel discussions and the transportation revenue package. She emphasized that the important aspect to every trucking company is safety. To this end, The WTA offers several programs and services to help its members save money and be more efficient.

Chris Herman, Washington Public Ports Association (WPPA), discussed issues the WPPA supports. A priority issue is to modernize port broadband authority. Port districts have the authority to provide wholesale telecom infrastructure, with certain limitations. Several aspects of the authority need to be modernized to develop networks and provide fundamental broadband speeds necessary to retain and grow businesses, foster educational institutions, and provide medical services.

WPPA has consistently supported funding for the Community Economic Revitalization Board (CERB). CERB is a state agency that provides funding to local governments and federally-recognized tribes for public infrastructure which supports private business growth and expansion. They have supported additional funding for CERB loans and grants as well as increases in CERB technical staffing levels. WPPA has led efforts to reform median wage requirements placed on certain projects.

## **EXECUTIVE DIRECTOR'S REPORT**

Executive Director Probart reported that both the operating budget and capital budget remain on target. Although current capital expenditures appear to be low, nearly every project for the biennium is under contract and billings will increase over the next several months.

Executive Director Probart also provided an overview of Project #58, East Marginal Way. This project is now complete.

Chair Dan Gatchet entered a motion to move Project #58, East Marginal Way, to the completed list. Mr. Watters moved and Mr Trulove seconded the motion.

**MOTION CARRIED**

Chair Dan Gatchet entered a motion to hold the March 17, 2017, FMSIB meeting in Fife WA. Mr. Trulove moved and Mr. Hellman 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: Ashley Probart  
Executive Director

### **FMSIB Projects in Pierce County and Puget Sound Gateway**

In our January Board meeting, Mr. Craig Stone, Puget Sound Gateway Program Administrator, provided an overview and status update of the Puget Sound Gateway Program (State Route 167 and State Route 509).

The Freight Mobility Strategic Investment Board has several projects in Pierce County that are both directly and indirectly connected to the future State Route 167 improvements.

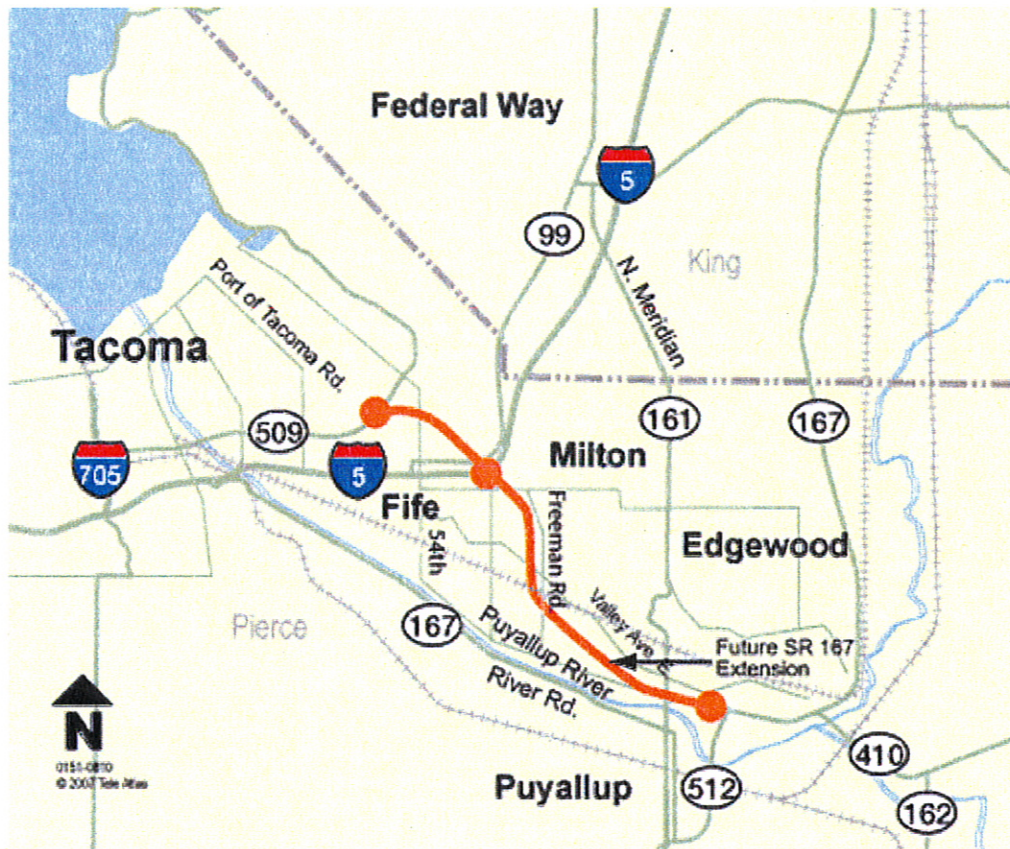
We have planned presentations from the City of Fife, City of Tacoma, Pierce County on how their FMSIB projects will coordinate with SR 167. I have also invited Craig Stone and Team WSDOT to update us on SR 167 as it relates to coordinating their investment strategy with these planned projects. In addition, we have invited the Port of Tacoma to discuss projects related to SR 167.

**Freight Mobility Strategic Investment Board and Puget Sound Gateway Program  
(SR 167 and SR 509)**

DRAFT MARCH 2017

Agency	Project Name	Total cost (estimated)	FMSIB Award	PSG Nexus	PSG Nexus	Additional comments
Fife	I-5/54th Avenue E Interchange Improvement Project	\$ 23,700,000	\$ 3,000,000	SR 167	I-5/54th I/C is identified in SR 167 proposal	FMSIB funding is for only <u>one phase of the interchange improvement</u> . In addition, overall negotiations of "local share" for the PS Gateway are still in early stages. As a result, it is unclear if the Fife investment will be considered local match.
Fife	Port of Tacoma Road Interchange	\$ 69,267,000	\$ 16,200,000	SR 167	Adjacent to SR 167 corridor and part of overall regional traffic network.	Phase 1/2 are scheduled for CN in 17-19 biennium. Received Connecting WA funding. Note: I-5/54th Avenue I/C must assume this project or level of service on this interchange would fail.
Tacoma	Taylor Way Rehabilitation Project	\$ 18,598,000	\$ 2,500,000	SR 167	Part of I-5/54th	The City of Fife's "54th Avenue" becomes Taylor Way
Pierce Co.	Canyon Road			SR 167	Canyon Road connects to the City of Fife's 70th Avenue Valley Road, which terminates at the SR 167 interchange.	Project has been deferred by FMSIB, but it is anticipated Pierce Co will seek funding as part of 2018 call for projects.
SeaTac	Connecting 28th/24th Avenue S.	\$ 24,300,000	\$ 2,500,000	SR 509	Project is an overcrossing of future SR 509 and has off-ramps to future SR 509	Under construction. Adjacent area is last industrial land near SeaTac Airport. Received Connecting WA funding.
Des Moines	S. 216th St. Segment 1-A	\$ 7,459,000	\$ 892,000	SR 509	Connects to SeaTac's 28th/24th Avenue South	Nearing completion. Completing this corridor enables freight to travel directly from Kent Valley to Port of Seattle (SeaTac).
Kent	S. 228th St. Grade Separation	\$ 25,000,000	\$ 4,250,000	SR 509	Connects to future SR 509	Under construction. Received Connecting WA funding.
<b>Total:</b>		<b>\$ 168,324,000</b>	<b>\$ 29,342,000</b>			

## SR 167 - Tacoma to Edgewood - Area Map



Project vicinity in Pierce County.

### How can I get more information?

#### Contact:

Steve Fuchs  
Project Manager  
360-357-2623

Claudia Bingham Baker  
Communications Manager  
360-357-2789



## **Director's Report ~ January 2017 to March 2017**

### **Budget:**

#### **Legislative:**

I provided final re-appropriation numbers by account to both House and Senate Transportation Committee staff.

#### **Operating:**

FMSIB is within projected operating expenditures after 20 months of biennial expenses.

#### **Capital Projects:**

The Capital Budget remains within expectations. A revised budget was resubmitted to the Office of Financial Management within the Governor's office at the end of November. This includes projected remaining expenditures for the remainder of the biennium and requested reappropriations effective July 1, 2017.

Approximately \$500,000 has been billed since the January 2017 Board meeting. I am anticipating an additional \$1.4 million in billings by the end of the biennium.

### **Projects-Highlights/Updates:**

- City of Des Moines, South 216<sup>th</sup> Street, Segment 1-A. This project is open to traffic and issued substantial completion on February 8. The construction costs appear to be under original estimates. I have notified both the city and WSDOT-Local Programs that we need to have final close out billing information because FMSIB may be due a partial billing refund.
- City of Seattle, Duwamish area improvements. The City is going to Ad for the 4<sup>th</sup> Avenue South improvement project. FMSIB's share is \$1.6 million and this represents a 38% match for the project. Once complete, the city will have two small projects remaining (approximately \$150,000 total) and FMSIB's \$2.3 million for all of these projects should be finalized by the end of 2017.

### **Marine Cargo Forecast:**

The Marine Cargo Forecast is nearly complete. It requires one more review for final edits. The next step will be to develop public information pieces in support of the forecast information.

### **Travel, Presentations, and Meetings:**

- Burlington Northern Overpass Project-I attended the ribbon cutting for this project in late January (the last day of sunshine in Western Washington).
- Washington State Good Roads and Transportation Association. I attended their annual legislative breakfast.

- Presented before the Transportation Commission. The objective of the presentation was to provide a FMSIB “101” and identify emerging trends in the freight transportation industry (policy, infrastructure, technology, etc.)
- Freight Policy Transportation Institute (Washington State University). The FPTI conducts research on freight movements in Washington State and the Pacific Northwest. The meeting was both an update on latest research studies and a discussion of additional topics the FPTI should consider.

### **Executive Director Recruitment**

I have worked closely with Chair Gatchet on the recruitment process for the next Executive Director.

Highlights:

- New position description, interagency agreement with Department of Enterprise Services, etc. was developed between January 30 and February 14, 2017. (This is considered to be about one or two weeks faster than average.)
- Recruitment was posted February 15.
- Interview committee has been established. This includes the modes (trucking, ports, rail) WSDOT, and a city representative.
- I have provided informational interviews to interested candidates.

Additional information will be provided at the FMSIB Board meeting.

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## CURRENT BIENNIUM 15-17, Budget \$ 1,024,000

	Biennium Appropriation Through February 28, 2017	Actual Expenditures through February 28, 2017	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>			
Salary	431,667	429,293	2,374
Travel	62,500	27,943	34,557
Goods & Services	119,167	92,289	26,878
Personal Service Contracts	290,000	290,000	0
<b>Total Through February 28, 2017</b>	<b>903,333</b>	<b>839,525</b>	<b>63,808</b>

Expenditure Detail	Budgeted Expenditures through February 28, 2017	Actual Expenditures through February 28, 2017	Biennium To Date Dollar Variance
<b>Salaries:</b>			
Staff Salary	431,667	429,293	2,374
<b>Total Salary</b>	<b>431,667</b>	<b>429,293</b>	<b>2,374</b>
<b>Travel:</b>			
Staff Travel	33,333	11,149	22,185
Board Travel	29,167	16,795	12,372
<b>Total Travel</b>	<b>62,500</b>	<b>27,943</b>	<b>34,557</b>
<b>Goods &amp; Services:</b>			
<i>Other State Agency Services:</i>			
WSDOT Labor & Svcs/TIB Svcs	35,000	23,515	11,485
WS DES Services	12,500	9,779	2,721
WS TIB - Office Rent & Utilities	30,000	27,911	2,089
WS Attorney General	10,000	1,488	8,512
WS Auditor's Ofc	11,667	12,874	-1,207
<i>Misc. Operating Expenses:</i>			
Misc. Office, Mtg, Equipment Costs	20,000	16,722	3,278
<b>Total Goods &amp; Services</b>	<b>119,167</b>	<b>92,289</b>	<b>26,878</b>
<b>Personal Service Contracts:</b>			
<i>Consultant Expenses:</i>			
Freight Infrastructure Needs Study	250,000	250,000	0
FY16 - 2015 Annual Report (Lund)	19,000	20,000	-1,000
FY17 - 2016 Annual Report (Lund)	19,000	20,000	-1,000
<b>Total Personal Service Contracts</b>	<b>288,000</b>	<b>290,000</b>	<b>-2,000</b>
<b>Total Through February 28, 2017</b>	<b>901,333</b>	<b>839,525</b>	<b>61,808</b>

## PRIOR BIENNIUM 13-15, FY14 Budget \$904,000

	Appropriation Through February 28, 2015	Actual Expenditures through February 28, 2015	Dollar Variance
<b>FMSIB Budget</b>			
Salary	578,333	564,491	13,842
Travel	39,583	50,572	(10,989)
Goods & Services	101,668	83,298	18,370
Pers. Svc. Contract	38,000	35,190	2,810
<b>Total Through February 28, 2015</b>	<b>757,584</b>	<b>733,551</b>	<b>24,033</b>
		26,933	(26,933)
Frt Adv Cttee Mtgs		<b>760,485</b>	

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## FY 2015-17 Capital Funds

	2015-17 Current	New Law	2015-17 Total	Re-approp	16 Compromise
Motor Vehicle Funds (state)	\$ 83,000		\$ 83,000		\$ 83,000
Motor Vehicle Funds (Federal)	\$ 3,250,000		\$ 3,250,000		\$ 3,250,000
Freight Investment Funds (state)	\$ 8,852,000	\$ 1,922,000	\$ 10,774,000	\$ 2,443,000	\$ 13,217,000
Freight Multimodal Funds (state)	\$ 9,937,000	\$ 1,922,000	\$ 11,859,000	\$ -	\$ 11,859,000
Freight Multimodal Funds (UP)	\$ 1,320,000		\$ 1,320,000		\$ 1,320,000
Highway Safety Account	\$ 2,250,000		\$ 2,250,000	\$ 515,000	\$ 2,765,000
<b>TOTAL</b>	<b>\$ 25,692,000</b>	<b>\$ 3,844,000</b>	<b>\$ 29,536,000</b>	<b>\$ 2,958,000</b>	<b>\$ 32,494,000</b>

## Projects currently authorized to incur expenditures

Agency	Project Title	Total FMSIB Commitment	Previous Bien Exp	2015-17 Planned Expenditures	Current biennium exp	Future Commitment
Des Moines	S 216th St Segment 1-A	\$ 892,000	\$ -	\$ 892,000	\$ 892,000	\$ -
Everett	East Everett Ave Crossing ( <i>deferred</i> )	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Everett	Port of Everett to I-5 Improvements	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -
Fife	Pt of Tacoma Rd Interchange Improvements	\$ 2,334,000	\$ -	\$ -	\$ -	\$ 2,334,000
Fife	Pt of Tacoma Rd Interchange Phase 2	\$ 4,333,000	\$ -	\$ -	\$ -	\$ 4,333,000
Fife	Pt of Tacoma Rd Interchange Phase 3	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Fife	Pt of Tacoma Rd Interchange Wetland Mitigation	\$ 2,000,000	\$ 1,827,202	\$ 172,798	\$ 92,798	\$ -
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,500,000	\$ 5,250,000	\$ 4,250,000	\$ -	\$ -
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Kent	S 212th Street UP Grade Separation ( <i>deferred</i> )	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Kent	Willis Street Grade Separation ( <i>deferred</i> )	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
King Co	South Park Bridge	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
Lacey	Hogum Bay Road Slip Ramp & Road Improv	\$ 4,000,000	\$ -	\$ 1,200,000	\$ -	\$ 2,800,000
Marysville	116th NE Interchange ( <i>deferred</i> )	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Pierce Co	Canyon Road Northerly Extension ( <i>deferred</i> )	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
Pierce Co	North Canyon Rd Ext/BNSF Overcrossing ( <i>deferred</i> )	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ -	\$ 3,750,000	\$ -	\$ -
Pt Vancouver	Bulk Facility Track Location	\$ 3,450,000	\$ 1,560,173	\$ 1,889,827	\$ 1,390,114	\$ -
Renton	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Renton	Strander Blvd/SW 27th St Connection	\$ 6,500,000	\$ 6,496,872	\$ -	\$ -	\$ -
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -
Seattle	Lander Street Overcrossing	\$ 8,400,000	\$ -	\$ -	\$ -	\$ 8,400,000
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ -	\$ 2,383,000	\$ 567,126	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -



<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2015-17 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Spokane Co	Bigelow Gulch Rd ( <i>deferred</i> )	\$ 2,000,000	\$ 310,000	\$ -	\$ -	\$ 1,690,000
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 6,000,000	\$ -	\$ 2,000,000	\$ -	\$ 4,000,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Spokane Valley	Sullivan Road W. Bridge Replacement	\$ 2,000,000	\$ 335,279	\$ 1,224,721	\$ 1,224,721	\$ 440,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
Tacoma	Port of Tacoma Rd	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -
Tacoma	SR 509/D Street Ramps	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 6,000,000
Woodinville	SR 202 Road Widening & Trestle Replacement ( <i>deferred</i> )	\$ 1,750,000	\$ -	\$ -	\$ -	\$ 1,750,000
<b>TOTAL</b>		<b>\$ 130,225,000</b>	<b>\$ 20,779,526</b>	<b>\$ 28,662,346</b>	<b>\$ 8,066,759</b>	<b>\$ 80,780,000</b>

**Union Pacific Details:**

<b>Contribution</b>	\$ 3,650,000	\$ 2,330,000	\$ 1,000,000	\$ -	\$ 320,000
<b>Earned Interest to Date</b>	\$ 1,093,017	\$ -	\$ -	\$ -	\$ 593,017
<b>Total</b>	<b>\$ 4,743,017</b>	<b>\$ 2,330,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 913,017</b>

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	\$ -	\$ -	\$ -
Kent	Willis Street Grade Separation	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	S 212th St	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	228th Street Extension and Grade Separation**	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -
<b>Current planned UP Commitments Total</b>		<b>\$ 3,330,000</b>	<b>\$ 2,330,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>

**FMSIB GRAND TOTAL** \$ 134,968,017 \$ 23,109,526 \$ 28,662,346 \$ 8,066,759 \$ 81,693,017

**Funds Remaining**

**\$ 24,427,241**



**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

## Union Pacific Railroad Contribution Detail Summary

	<u>Total</u>		
	<u>Expenditures</u>	<u>Interest Earned</u>	<u>Fund Balance</u>
Begin balance 4/25/01	\$ -	\$ -	\$ 3,650,000
2001 Activity	\$ -	\$ 107,883	\$ 3,757,883
2002 Activity	\$ -	\$ 121,107	\$ 3,878,990
2003 Activity	\$ -	\$ 68,020	\$ 3,947,010
<i>Kent, S 277th Street</i>	\$ 600,000	\$ -	\$ 3,347,010
2004 Activity	\$ -	\$ 52,376	\$ 3,399,386
2005 Activity	\$ -	\$ 80,087	\$ 3,479,473
2006 Activity	\$ -	\$ 137,896	\$ 3,617,369
2007 Activity	\$ -	\$ 167,973	\$ 3,785,342
2008 Activity	\$ -	\$ 142,662	\$ 3,928,004
<i>D Street Grade Separation</i>	\$ 750,000	\$ -	\$ 3,178,004
2009 Activity	\$ -	\$ 99,318	\$ 3,277,322
<i>Union Pacific payment</i>	\$ 500,000	\$ -	\$ 2,777,322
2010 Activity	\$ -	\$ 43,429	\$ 2,820,751
2011 Activity	\$ -	\$ 22,817	\$ 2,843,568
2012 Activity	\$ -	\$ 10,079	\$ 2,853,647
<i>Pt Seattle, East Marginal Way</i>	\$ 480,000	\$ -	\$ 2,373,647
2013 Activity	\$ -	\$ 4,705	\$ 2,378,352
2014 Activity	\$ -	\$ 5,547	\$ 2,383,899
2015 Activity	\$ -	\$ 12,010	\$ 2,395,909
January 2016	\$ -	\$ 825	\$ 2,396,734
February 2016	\$ -	\$ 835	\$ 2,397,569
March 2016	\$ -	\$ 1,698	\$ 2,399,267
April 2016	\$ -	\$ 1,938	\$ 2,401,205
May 2016	\$ -	\$ 2,480	\$ 2,403,685
June 2016	\$ -	\$ 2,018	\$ 2,405,703
July 2016	\$ -	\$ 1,657	\$ 2,407,360
August 2016	\$ -	\$ 1,303	\$ 2,408,663
September 2016	\$ -	\$ 1,173	\$ 2,409,836
October 2016	\$ -	\$ 1,182	\$ 2,411,018
November 2016	\$ -	\$ 935	\$ 2,411,953
December 2016	\$ -	\$ 1,064	\$ 2,413,017
<b>TOTAL</b>	<b>\$ 2,330,000</b>	<b>\$ 1,093,017</b>	

**Board Action:** City of Kent, South 228<sup>th</sup> Street Grade Separation

**Project Status:** Active

**FMSIB Funding:**

Awarded: 2004. At the time of the award, the project scope included improving and extending South 228<sup>th</sup> and a grade separation over the BNSF and UP RR line. To date, over \$50M has been invested in the corridor and the last project phase is the Union Pacific Railroad Grade Separation. Of FMSIB's \$8.5M original commitment, this is the budgeted amount for the 2017-19 biennium.

- \$3.25 Million (FMSIB Account)
- \$1.00 Million (FMSIB Account-Union Pacific funds)

**Background:**

In 2001, Union Pacific Railroad contributed \$3.65M toward six identified projects in the Kent Valley and the Port of Seattle. This was considered to be the 5% contribution requirement for Class I Railroads when at-grade rail road crossings are converted to above or below grade crossings.

Jurisdiction	Project	UP Estimate	UP Actual	Status
Tukwila	180 <sup>th</sup> St. Grade Sep	\$600,000	\$750,000	Complete
Auburn/Kent	277 <sup>th</sup> St. Grade Sep	\$600,000	\$600,000	Complete
Port of Seattle	E. Marginal Way Grade Sep	\$800,000	\$480,000	Complete
Pierce Co/Pacific	8 <sup>th</sup> St. Grade Sep	\$500,000	\$500,000	Deferred Project; UP received a \$500,000 refund.
Kent	Willis St. Grade Sep	\$500,000	<b>\$1,100,000*</b>	Per UP agreement (2012), S. 228 <sup>th</sup> Street was substituted with an original estimate of \$1,100,000.
Kent	S. 212 <sup>th</sup> St. Grade Sep	\$650,000		
Total:		\$3,650,000	\$3,430,000	
Remaining Balance			<b>\$220,000</b>	

\*Project is still under construction.

In 2012, FMSIB, Union Pacific, and the City of Kent negotiated transferring the planned contribution for Willis Street and S. 212<sup>th</sup> Street to the South 228<sup>th</sup> Street Grade Separation Project. At the time, project estimates identified the Union Pacific Railroad contribution estimate to be \$1.1M.

**Current Status:**

The South 228<sup>th</sup> Street Grade Separation has been under way for approximately one year. The project is being phased separately to minimize the impact to adjacent businesses and the public. Utility work is nearing completion and construction is anticipated later this year.

The FMSIB budget allocation of Union Pacific funds is \$1.0M for the 2017-2019 biennium.

The City of Kent has notified FMSIB that the updated project costs are \$25M and that the 5% UPRR mitigation equivalent is \$1.25M.

**Requested Board Action:**

Board approval to increase the City of Kent Union Pacific Railroad allocation \$250,000 (from \$1.0M to \$1.25M.)



## Probart, Ashley

---

**From:** Madfai, Mark <MMadfai@kentwa.gov>  
**Sent:** Friday, March 03, 2017 8:44 AM  
**To:** Probart, Ashley  
**Cc:** LaPorte, Tim; Bieren, Chad  
**Subject:** City of Kent - S. 228th St. UPRR Grade Separation

Hi Ashley,

I just wanted to confirm with you that the contribution from the Union Pacific Railroad that FMSIB is administering equates to the required 5% of the total estimated project cost per 23 CFR chapter 646.210 (c). The estimated cost of the project is \$25 million, so the 5% railroad share equates to \$1.25 million. We understand that this was the intent of these railroad funds that FMSIB is administering and is reserved for this project.

We understand that the \$1.25 million of railroad funds in addition to FMSIB's original contribution of \$3.25 million makes a total FMSIB contribution of \$4.5 million.

Please confirm so that we can budget these funds accordingly.

Best Regards,

Mark



**Mark Madfai**, *Design Engineering Supervisor*  
Design Engineering | Public Works Department  
220 Fourth Avenue South, Kent, WA 98032  
Phone **253-856-5521**  
[MMadfai@KentWA.gov](mailto:MMadfai@KentWA.gov)

[www.KentWA.gov](http://www.KentWA.gov)



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS E-MAIL



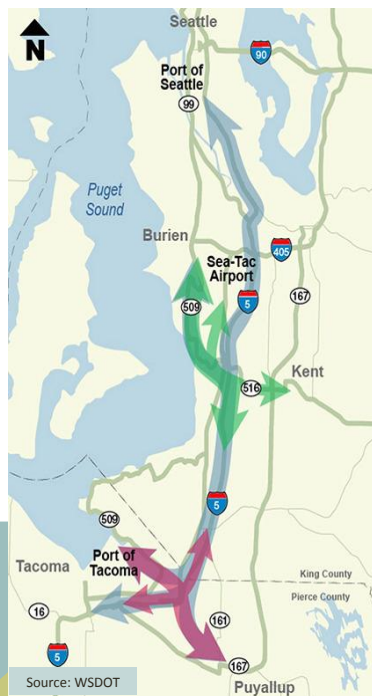
**S. 228<sup>th</sup> Street Union Pacific Railroad Grade Separation**  
 Freight Mobility Strategic Investment Board  
 November 18, 2016

Freight backups on 228<sup>th</sup> for Union Pacific train





- West leg connects to I-5 and future SR 509 – Puget Sound Gateway
- \$50 million private and public funds already invested in the 228<sup>th</sup> corridor
- 40 million square feet of warehouse/industrial space in Kent

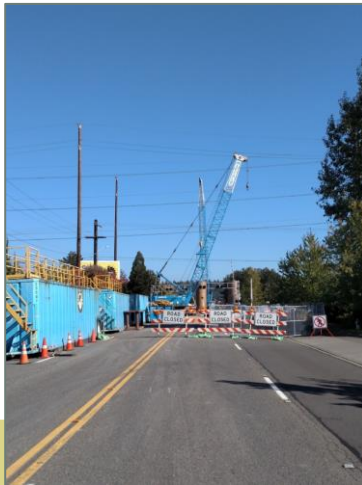


Puget Sound Gateway Project – SR 509



S. 228<sup>th</sup> Street BNSF Grade Separation  
Completed in 2009      \$20 Million

**S. 228<sup>th</sup> St. Grade Separation at Union Pacific Railroad  
Phase I Construction – September/October 2016**



Looking east on S. 228<sup>th</sup> Street  
Work completed/road reopened on October 21<sup>st</sup>



## S. 228<sup>th</sup> St. Grade Separation at Union Pacific Railroad Phase I Construction – September/October 2016



- Overhead power lines being raised by Puget Sound Energy (PSE)
- Scheduled power shut down and removal of some overhead lines
- City's project is working within this window
- Steel form for 67' deep bridge foundation shaft





# 2017 Freight System Plan

## Washington State Freight Advisory Committee (WAFAC) Meeting

Plan overview and  
discussion of issues and trends

February 3, 2017



# Purpose

## Meet new requirements under FAST Act:

- Identification of multimodal freight corridors and facilities
- Description of how the plan meet the national multimodal freight policy goals and the national highway freight program goals
- Strategies to mitigate significant congestion or delay caused by freight movement
- Development of Freight Investment Plan, including a list of freight priority projects

## Meet RCW requirement and other emerging needs:

- Integrate Marine Ports and Navigation Plan
- Refresh freight data from 2014 State Freight Plan
- Update emerging trends, needs, and issues
- Provide status update of 2014 Plan actions
- Update strategies and recommendations



# WAFAC roles and responsibilities

## Committee Action in 2013-16

- ✓ 2014 Freight Mobility Plan
- ✓ Advised on Critical Urban and Rural Freight Corridor Designation
- ✓ Provided guidance on freight project list prioritization

## Committee Consultation in 2017

- ☐ Participate in the development of State Freight Plan
- ☐ **Advise on freight-related issues and trends**
- ☐ Advise on strategies and recommendations
- ☐ Review and comment on draft documents

# New requirement: Identification of multimodal freight corridors and facilities

## National Multimodal Freight Network

Multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49

- *NMFN is still under development by USDOT*



## National Highway Freight Network

Critical rural and urban freight corridors designated within the State under section 167 of title 23

- *WSDOT has completed corridor designation in September 2016*



# New requirement: Congestion caused by freight

“Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay”

- *Look at multimodal approaches to resolve freight congestion*





# New requirement: Development of a Freight Investment Plan

## Critical Urban and Rural Freight Corridors

- ✓ Corridors certified with FHWA September 2016

## Freight Project List

- ✓ 2016 Freight Project List sent to state legislature November 2016
  - National Highway Freight Program
  - FASTLANE Program

**Description of how NHFP funds would be invested and matched**



# New: Marine Ports and Navigation Plan

## **RCW 47.06.070**

### **Marine ports and navigation plan.**

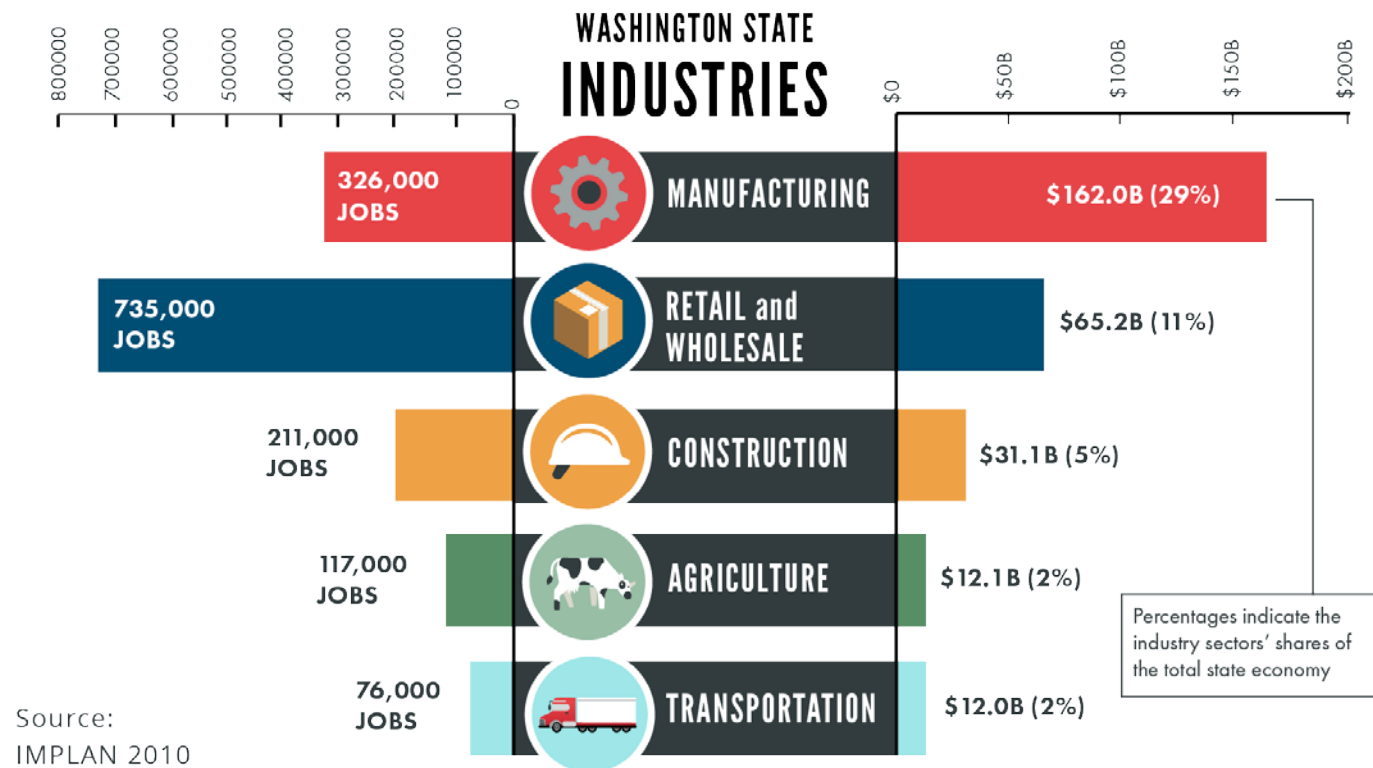
The state-interest component of the statewide multimodal transportation plan shall include a state marine ports and navigation plan, which shall assess the transportation needs of Washington's marine ports, including navigation, and identify transportation system improvements needed to support the international trade and economic development role of Washington's marine ports.

### **Focus Areas**

- Economic context
- Freight transportation system and port directory
- System condition and performance
- Freight volumes and forecast
- Trends, issues, and needs
- Funding
- Recommendations, strategies, and next steps

# Refresh freight data

- ☐ Update old data
- ☐ Incorporate new data not previously available in the 2014 Plan
- ☐ Review economic and freight system conditions
- ☐ Update freight volume and forecast
- ☐ Evaluate and improve freight performance measures



# Provide status update of 2014 plan actions

- 2015 Short Line Inventory and Needs Study
- 2015 PCC Rail System Plan
- 2016 Truck Parking Study
- Washington Aviation System Plan Update
- Marine Cargo Forecast
- JTC Road-Rail Conflicts in Cities
- USDOT National Freight Framework



# General Trends and Issues

- Population growth
- Energy
- Land use policies
  - Inconsistencies between jurisdictions that impede freight movement
  - Need to protect statewide interests at local level
- Flow of freight through border gateways
- National defense priorities



# Discussion: Multimodal Trends and Issues

- Congestion impacts freight-dependent businesses
- Consistent and stable federal and state funding
- Preservation of freight infrastructure not keeping pace
- Shifts to newer and 'greener' technology
- Regulatory changes affecting costs and operations for truck and rail carriers
- Freight operational changes and constraints
- Freight system resiliency

# Discussion: Truck Trends and Issues

- Regulatory inconsistencies for trucks between states and countries
- Truck parking shortage in Washington is likely getting worse
- Safety issues related to inadequate truck parking are a major concern
- Trucking companies face numerous challenges to provide safe, reliable and cost-competitive services

# Discussion: Rail Trends and Issues

- Funding for at-grade rail crossing improvements and “first and last” mile projects
- Community impacts of rail freight
- Rail capacity constraints during peak periods of agricultural commodity movement
- Productivity and safety of the short line rail system suffers from long-deferred maintenance

# Discussion: Marine Trends and Issues

- Inadequate and unequitable spending of available Harbor Maintenance Trust Fund monies
- Competition facing Washington State Ports
  - Prince Rupert
  - Panama Canal
  - Railroads
- Inadequate financial support for emergency preparedness and national defense roles of ports
- Port automation
- Larger vessels
- Reliance on relatively few companies

# Discussion: Air Cargo Trends and Issues

- Effect of security policies on efficiency of air cargo networks
- Lack of state resources for aviation planning and development



# Update Strategies and Recommendations

## **Strategies and recommendations from 2014 Plan**

- Reauthorization of the Surface Transportation Act
- U.S. border
- Freight rail
- Freight Waterway
- Air Freight
- State and regional funding
- State guidance for local governments
- Future Issues to be Addressed

## **Need to develop new strategies and recommendations**

# Outreach and schedule

**February – March 2017:** Initial scoping to solicit input and information, focusing on our scope and approach for the 2017 Plan update, and present the issues and trends identified in 2014.

**April – June 2017:** In-progress update to present our preliminary analysis of issues and trends for 2017, and present the recommendations and strategies identified in 2014.

**July – August 2017:** Review of findings, and sharing the final draft of the plan and soliciting feedback on recommendations and strategies.

2017 Freight Mobility Plan Schedule	2017											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Document Development</b>												
Draft Plan Preparation												
Draft Plan Review												
Final Plan Preparation												
FHWA Review												
Plan Complete												
<b>Outreach</b>												
Phase I - Scope												
Phase 2 - Update												
Phase 3 - Review												
Ad Hoc Meetings												



# Questions?

For more information,  
please contact:

Matthew Pahs  
[pahsm@wsdot.wa.gov](mailto:pahsm@wsdot.wa.gov)

Ashley Probart  
[probara@fmsib.wa.gov](mailto:probara@fmsib.wa.gov)

Documents will be available at the  
WSDOT freight site:  
<http://www.wsdot.wa.gov/freight/>





## Marine Cargo Forecast Update

Chris Herman, Senior Director at the Washington Public Ports Association and Ashley Probart will provide an update on the (near) final draft of the Marine Cargo Forecast.

### 2016 Marine Cargo Forecast Preliminary Results

**Ashley Probart**  
Executive Director  
Freight Mobility Strategic  
Investment Board

**Chris Herman**  
Sr. Director of Trade and  
Transportation  
Washington Public Ports  
Association

Freight Mobility Strategic Investment Board  
March 17, 2017

**BST Associates**  
Market Research & Strategic Planning

**MainLine  
Management**

**The Beckett Group**

**IHS Markit**