

# Freight Mobility Strategic Investment Board

## June 2, 2017

*9:00 AM to 1:15 PM  
Clearwater Resort  
Chico Room  
Suquamish, Washington*

### Agenda

9:00	FMSIB Welcome	Dan Gatchet	Informational
9:05	Meeting Minutes	Dan Gatchet	Action
9:10	FMSIB Budgets	Brian Ziegler	Informational
9:30	Argo Gates Project Update	Tim Leonard Port of Seattle	Informational
9:50	Director's Report	Brian Ziegler	Action
10:10	WAFAC Update	Brian Ziegler	Informational
10:40	Road-Rail Study	Brian Ziegler	Informational
10:55	Break		
11:10	Lander Street Project Update	Eric Strauch City of Seattle	Informational
11:30	US 2 West Cashmere Bridge Project	Brian Ziegler	Action
11:50	Board Member Reports - WSDOT Reorganization - Meal and Rest Breaks	Board Secretary Millar Matt Ewers	Action
12:00	Working Lunch		
12:20	CAGTC Annual Meeting Highlights	John Creighton	Informational
12:30	Marine Cargo Forecast	Chris Herman	Informational
1:00	September Workshop Topics	Brian Ziegler	Informational
1:15	Next Meeting September 14-15, 2017, Tri-Cities, WA	Dan Gatchet	Action

# **FREIGHT MOBILITY STRATE INVESTMENT BOARD**

## **MEETING MINUTES**

**March 17, 2017**  
**Fife, WA**

Board members present: Mr. Dan Gatchet, Chair; Mr. Erik Hansen; Mr. Matt Ewers; Mr. Johan Hellman; Mr. Pat Hulcey; Mr. Aaron Hunt; Mr. Roger Millar; Mr. Tom Trulove; Mr. Art Swannack, and Mr. Bob Watters.

### **WELCOME**

Chair Dan Gatchet opened the meeting with introductions.

### **MINUTES**

Chair Dan Gatchet entered a motion to adopt the January 20, 2017 minutes. Mr. Johan Hellman so moved to approve the minutes. Mr. Watters seconded the motion.

### **MOTION CARRIED**

### **FEDEX DISTRIBUTION CENTER TOUR**

The Board members attended a tour of the new FedEx Distribution center.

### **EXECUTIVE SESSION**

Board discussion on FMSIB staff changes.

### **PRESENTATIONS**

Executive Director Ashley Probart provided context for the presentations. The goal is to have WSDOT provide an overview of the Puget Sound Gateway Program followed by presentations on FMSIB projects that have a direct or indirect nexus with the Gateway.

*Craig Stone, WSDOT*, briefed the Board on the process of implementing of the Puget Sound Gateway Program (SR 509 and SR 167). Completion of this project will provide more direct freight links from the state's largest ports to the distribution centers in the region and to Eastern Washington. It will also provide direct access to Seattle – Tacoma International Airport from the south for both passenger and air cargo.

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

*Russ Blount, City of Fife Public Works Director*, gave an update on Port of Tacoma Road Truck Off Ramp, Port of Tacoma Road Phase II, 54<sup>th</sup> Ave East, and 70<sup>th</sup> Ave E Grade Separation project and reviewed other FMSIB projects that have been completed. All are directly part of the Puget Sound Gateway.

*Mark D'Andrea, City of Tacoma*, gave an update on Taylor Way Project and the Port of Tacoma Road Rehabilitation Project. Both local arterials are part of the Puget Sound Gateway network.

*Sue O'Neill, City of Tacoma*, gave an overview and history of the Puyallup River Bridge Project. The city is pursuing a Design-Build contract to deliver the project. This is the first FMSIB project to use this contracting method.

*Leticia Neal, Pierce County*, gave an overview of the Canyon Road Project, including the completed components and the remaining segments and its progression. Phase one of Canyon Road is currently on FMSIB's "deferred" list.

*Sean Eagan, Port of Tacoma*, gave an overview of the Northwest Seaport Alliance and the need for infrastructure investments to modernize the ports to handle big vessels. Through a new app called DrayQ, the Ports are now able to obtain real time data and planning for cargo flow. Secretary Millar recommended establishing a link to the app through WSDOT's website that many truckers use.

## **EXECUTIVE DIRECTOR'S REPORT & BUDGET**

Executive Director Probart reported that both the operating budget and capital budget remain on target with few future changes to anticipate in the operating budget. Donna Velej and Marsha Gehring will be retiring on May 1 and will each receive 6 weeks of well-earned vacation pay. Because the Executive Director position has not been paid as of March 1, it is anticipated this salary savings will offset most of Donna and Marsha's vacation cash-out.

## **CITY OF KENT, SOUTH 228<sup>TH</sup> STREET GRADE SEPARATION PROJECT**

Executive Director Probart provided the following information on this project and requested Board Action for approval to increase the City of Kent Union Pacific allocation \$250,000 (from \$1 million to \$1.25 million):

### **FMSIB Funding:**

Awarded in 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 railroad crossings are converted to above or below grade crossings. 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.

Mr. Hellman made the motion to increase the UP funds to \$1.25 million for the City of Kent's South 228<sup>th</sup> Street Grade Separation. Mr. Watters seconded the motion.

**MOTION CARRIED**

**CONFIDENTIAL SECRETARY POSITION STATUS**

Mr. Trulove made a motion to increase confidential secretary roles to include website management, operating budget, and process backup for the Executive Director. Mr. Hulcey seconded the motion. Executive Director Probart clarified a motion for salary increase is not required by the Board and can be determined by the Executive Director.

**MOTION CARRIED**

**ON-CALL ADMINISTRATIVE POSITION**

Mr. Trulove made a motion to retain Donna Velej and Marsha Gehring in a non-benefit eligible on-call position to provide administrative backup for Confidential Secretary vacation/sick leave. Mr. Hulcey seconded the motion.

**MOTION CARRIED**



## **LEGISLATIVE UPDATE**

Mr. Hansen gave the following overview of the anticipated Transportation Budget:

### *Governor Highlights:*

- Fund Washington Projects
  - o Traffic Relief: I-405 NB Shoulder, 1-405/SR 522 Interchange, SR 167 capacity from Puyallup to SR 18 Interchange
  - o Advance right of way acquisition for Puget Sound Gateway
  - o Ferry vessel maintenance
  - o Real ID
  - o WSP recruitment.

### *Funding Sources for FMSIB's Budget:*

#### FMSIB Receives \$29M Per Biennium

- \$12M per biennium dedicated to freight and is codified
  - o \$6M Freight Mobility Investment Account
  - o \$6M Freight Mobility Multimodal Account

#### Uncodified

- \$17M per biennium from Connecting Washington
  - o \$8.5M Freight Mobility Investment Account
  - o \$8.5M Freight Mobility Multimodal Account

### *FMSIB Legislative Interests:*

#### Policy ~ No FMSIB Requested Legislation

#### Budget

- FMSIB: Fund at Agency Request level of \$29M. (Included in Governor's budget)
- Federal Freight Formula Funding
  - o A 2016 Budget Proviso in WSDOT's budget required freight stakeholders to convene an update of the State Freight Plan and to provide a project list to OFM and Legislature.
  - o Washington State Freight Advisory Committee, staffed by WSDOT and FMSIB, convened during summer and fall of 2016.
  - o WSDOT, per the budget proviso, submitted a list to OFM, Legislature.
  - o Although \$38M is estimated for the next two federal funding cycles, all projects were included in the submittal, but were sorted using several screens.
  - o Screening criteria:
    - Must meet federal eligibility criteria
    - Construction readiness, and by mode (port/multimodal-related and road projects);
    - Further divided by least amount requested and funding match percentage. (Many projects requested 100% funding.)

- The advisory committee recommended 10% for freight multimodal projects and 90% for road projects. (This is allowed under the FAST Act and recognizes how important Port projects are to the freight system).
- Road-Rail Study
  - \$250,000 dollar study-first ever statewide
  - Identifies 300 potential high-volume road/rail conflicts and makes recommendations
  - The Senate Transportation budget proposal did not identify the Road-Rail Study

### **BOARD MEMBER REPORTS**

Secretary Millar informed the Board that American Association of State Highway and Transportation Officials has created a new committee on freight and Secretary Millar was asked to be chair of the committee.

Chair Dan Gatchet entered a motion to hold the June 2, 2017, FMSIB meeting in Suquamish, WA. Mr. Trulove so moved and Mr. Hulcey seconded the motion.

### **MOTION CARRIED**

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

### **MEETING ADJOURNED**

---

Dan Gatchet  
Chair

---

Attest: Executive Director

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 15-17, Budget \$ 1,015,000 (Authorized for 17-19 Biennium: \$758,000)

	Biennium Appropriation July 1, 2015 - June 30, 2017	Biennium Appropriation through April 30, 2017	Actual Expenditures through April 30, 2017	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	518,000	474,833	468,501	6,332
Travel	75,000	68,750	30,207	38,543
Goods & Services	132,000	121,000	104,089	16,911
Personal Service Contracts	290,000	290,000	290,000	0
<b>Total Through April 30, 2017</b>	<b>\$ 1,015,000</b>	<b>954,583</b>	<b>892,797</b>	<b>61,786</b>
	Budgeted Expenditures July 1, 2015 - June 30, 2017	Budgeted Expenditures through April 30, 2017	Actual Expenditures through April 30, 2017	Biennium To Date Dollar Variance
<b>Expenditure Detail</b>				
<b>Salaries:</b>				
Staff Salary	518,000	474,833	468,501	6,332
<b>Total Salary</b>	<b>\$ 518,000</b>	<b>474,833</b>	<b>468,501</b>	<b>6,332</b>
<b>Travel:</b>				
Staff Travel	40,000	36,667	12,222	24,445
Board Travel	35,000	32,083	17,986	14,098
<b>Total Travel</b>	<b>\$ 75,000</b>	<b>68,750</b>	<b>30,207</b>	<b>38,543</b>
<b>Goods &amp; Services:</b>				
<i>Other State Agency Services:</i>				
WSDOT Labor & Svcs/TIB Svcs	40,000	36,667	25,050	11,617
WS DES Services	15,000	13,750	10,776	2,974
WS TIB - Office Rent & Utilities	36,000	33,000	31,303	1,697
WS Attorney General	3,000	2,750	1,974	776
WS Auditor's Ofc	14,000	12,833	12,833	0
<i>Misc. Operating Expenses:</i>				
Misc. Office, Mtg, Equipment Costs	24,000	22,000	22,153	-153
<b>Total Goods &amp; Services</b>	<b>\$ 132,000</b>	<b>121,000</b>	<b>104,089</b>	<b>16,911</b>
<b>Personal Service Contracts:</b>				
<i>Consultant Expenses:</i>				
Freight Infrastructure Needs Study	250,000	250,000	250,000	0
FY16 - 2015 Annual Report (Lund)	20,000	20,000	20,000	0
FY17 - 2016 Annual Report (Lund)	20,000	20,000	20,000	0
<b>Total Personal Service Contracts</b>	<b>\$ 290,000</b>	<b>290,000</b>	<b>290,000</b>	<b>0</b>
<b>Total Through April 30, 2017</b>	<b>\$ 1,015,000</b>	<b>954,583</b>	<b>892,797</b>	<b>61,786</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

<u>FY 2015-17 Capital Funds</u>	<u>2015-17 Current</u>	<u>New Law</u>	<u>2015-17 Total</u>	<u>16 Compromise</u>	<u>17 Supplemental</u>
Motor Vehicle Funds (state)	\$ 83,000		\$ 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	\$ 12,696,000	\$ 5,142,000
Freight Multimodal Funds (state)	\$ 9,937,000	\$ 1,922,000	\$ 11,859,000	\$ 13,781,000	\$ 3,315,000
Freight Multimodal Funds (UP)	\$ 1,320,000		\$ 1,320,000	\$ 1,320,000	\$ -
Highway Safety Account	\$ 2,250,000		\$ 2,250,000	\$ 2,765,000	\$ 865,000
<b>TOTAL</b>	<b>\$ 25,692,000</b>	<b>\$ 3,844,000</b>	<b>\$ 29,536,000</b>	<b>\$ 33,895,000</b>	<b>\$ 9,405,000</b>

## Projects currently authorized to incur expenditures

<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>
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 ( <i>completed 2/2017</i> )	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
Lacey	Hogum Bay Road Slip Ramp & Road Improv	\$ 4,000,000	\$ -	\$ 600,000	\$ -	\$ 3,400,000
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	\$ 1,889,827	\$ -
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	\$ -	\$ -	\$ 3,128
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	\$ -	\$ 625,000	\$ 579,091	\$ 1,758,000
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	\$ -	\$ 100,000	\$ -	\$ 5,900,000
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 ( <i>completed 3/2017</i> )	\$ 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>		\$ 130,225,000	\$ 20,779,526	\$ 9,404,346	\$ 8,578,437	\$ 100,041,128

**Union Pacific Details:**

<b>Contribution</b>	\$ 3,650,000	\$ 2,330,000	\$ 1,000,000	\$ -	\$ 320,000
<b>Earned Interest to Date *</b>	\$ 1,099,322	\$ -	\$ -	\$ -	\$ 599,322
<b>Total</b>	\$ 4,749,322	\$ 2,330,000	\$ 1,000,000	\$ -	\$ 919,322

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>		\$ 3,330,000	\$ 2,330,000	\$ 1,000,000	\$ -	\$ -

**FMSIB GRAND TOTAL** \$ 134,974,322 \$ 23,109,526 \$ 9,404,346 \$ 8,578,437 \$ 100,960,450

**Funds Remaining**

**\$ 826,563**

**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
2016 Activity	\$ -	\$ 17,108	\$ 2,413,017
January 2017	\$ -	\$ 1,279	\$ 2,414,296
February 2017	\$ -	\$ 1,367	\$ 2,415,663
March 2017	\$ -	\$ 1,814	\$ 2,417,477
April 2017	\$ -	\$ 1,845	\$ 2,419,322
May 2017	\$ -	\$ -	\$ 2,419,322
June 2017	\$ -	\$ -	\$ 2,419,322
July 2017	\$ -	\$ -	\$ 2,419,322
August 2017	\$ -	\$ -	\$ 2,419,322
September 2017	\$ -	\$ -	\$ 2,419,322
October 2017	\$ -	\$ -	\$ 2,419,322
November 2017	\$ -	\$ -	\$ 2,419,322
December 2017	\$ -	\$ -	\$ 2,419,322
<b>TOTAL</b>	<b>\$ 2,330,000</b>	<b>\$ 1,099,322</b>	

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## FY 2017-19 Capital Funds

	<u>2017-19 Total</u>	<u>Reapprop</u>	<u>18 Compromise</u>	<u>19 Supplemental</u>
Motor Vehicle Funds (state)	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Funds (Federal)	\$ 3,250,000	\$ -	\$ -	\$ -
Freight Investment Funds (state)	\$ 22,462,000	\$ -	\$ -	\$ -
Freight Multimodal Funds (state)	\$ 21,843,000	\$ -	\$ -	\$ -
Freight Multimodal Funds (UP)	\$ 1,320,000	\$ -	\$ -	\$ -
Highway Safety Account	\$ 1,900,000	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 50,775,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Projects currently authorized to incur expenditures

<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>
Des Moines	S 216th St Segment 1-A	\$ 892,000	\$ 892,000	\$ -	\$ -	\$ -
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 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	\$ 2,000,000	\$ -	\$ -	\$ -
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	\$ 4,000,000	\$ 600,000	\$ 600,000	\$ -	\$ 2,800,000
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	\$ -	\$ -	\$ -
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	\$ 625,000	\$ 1,758,000	\$ -	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 6,000,000	\$ 100,000	\$ 5,900,000	\$ -	\$ -
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	\$ -	\$ -
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>		\$ 110,425,000	\$ 23,873,872	\$ 48,525,000	\$ -	\$ 38,023,000
<b>Union Pacific Details:</b>						
<b>Contribution</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,250,000	\$ -	\$ 70,000
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	\$ -	\$ -	\$ -
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>		\$ 3,580,000	\$ 2,330,000	\$ 1,250,000	\$ -	\$ -
<b>FMSIB GRAND TOTAL</b>		\$ 114,075,000	\$ 26,203,872	\$ 48,525,000	\$ -	\$ 38,093,000

**Funds Remaining**

**\$ 50,775,000**

**Completed / substantially complete**

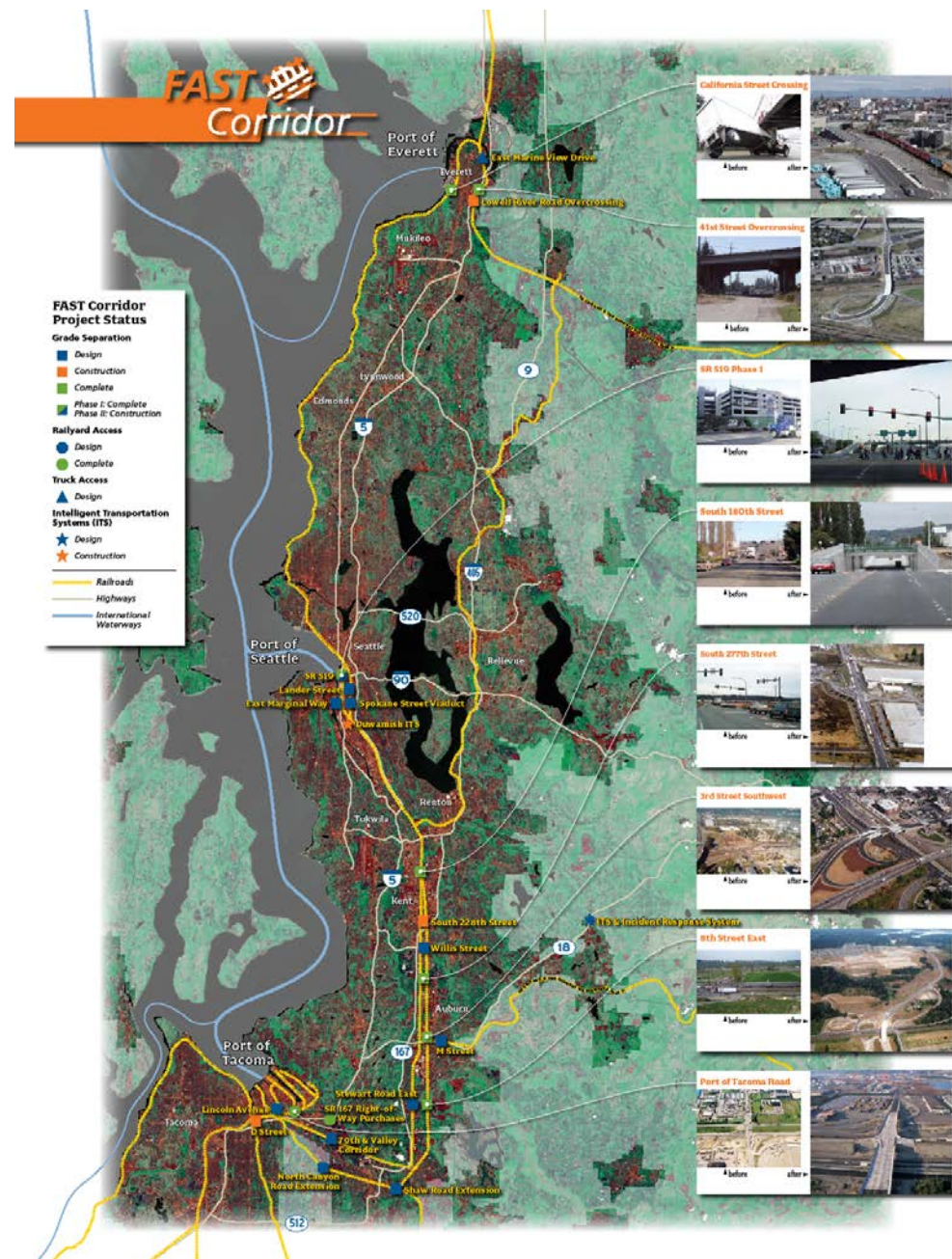
<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>			<u>Savings</u>
Auburn	M St SE Grade Separation	\$ 6,000,000	\$ 6,000,000	\$ -	\$ -	-
Benton Co	Pt Kennewick/Piert Rd (7/09)	\$ 65,520	\$ 61,320	\$ -	\$ -	4,200
Benton Co	Piert Road Extension (refund)	\$ 459,000	\$ 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	\$ -	\$ -	-
King Co	South Park Bridge (completed 2/2017)	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	-
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	Freja Street Bridge (10/11)	\$ 2,720,000	\$ 2,136,423	\$ -	\$ -	583,577
Spokane	Havana St/BNSF Separation	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	-
Spokane Co	Bigelow Gulch Rd (deferred)	\$ 2,000,000	\$ 310,000	\$ -	\$ -	1,690,000
Tacoma	Port of Tacoma Rd (completed 3/2017)	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	-
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

**East Marginal Way Improvements  
and Argo Yard Truck Roadway  
Projects Update to FMSIB Board  
June 2, 2017**

# FAST Corridor

## A \$850 M investment to:

- Move nation's freight through the PNW trade corridor
- Fix freight & general traffic bottlenecks
- Increase competitiveness of Puget Sound ports
- Improve safety at rail/roadway crossings
- Create and maintain jobs







Terminal 46

T-18 On-Dock Rail

T-5 On-Dock Rail

Terminal 5

Terminal 18

Terminal 30

BNSF (SIG)

E. Marginal Way

EMWGS  
Argo Access

UPRR (Argo)

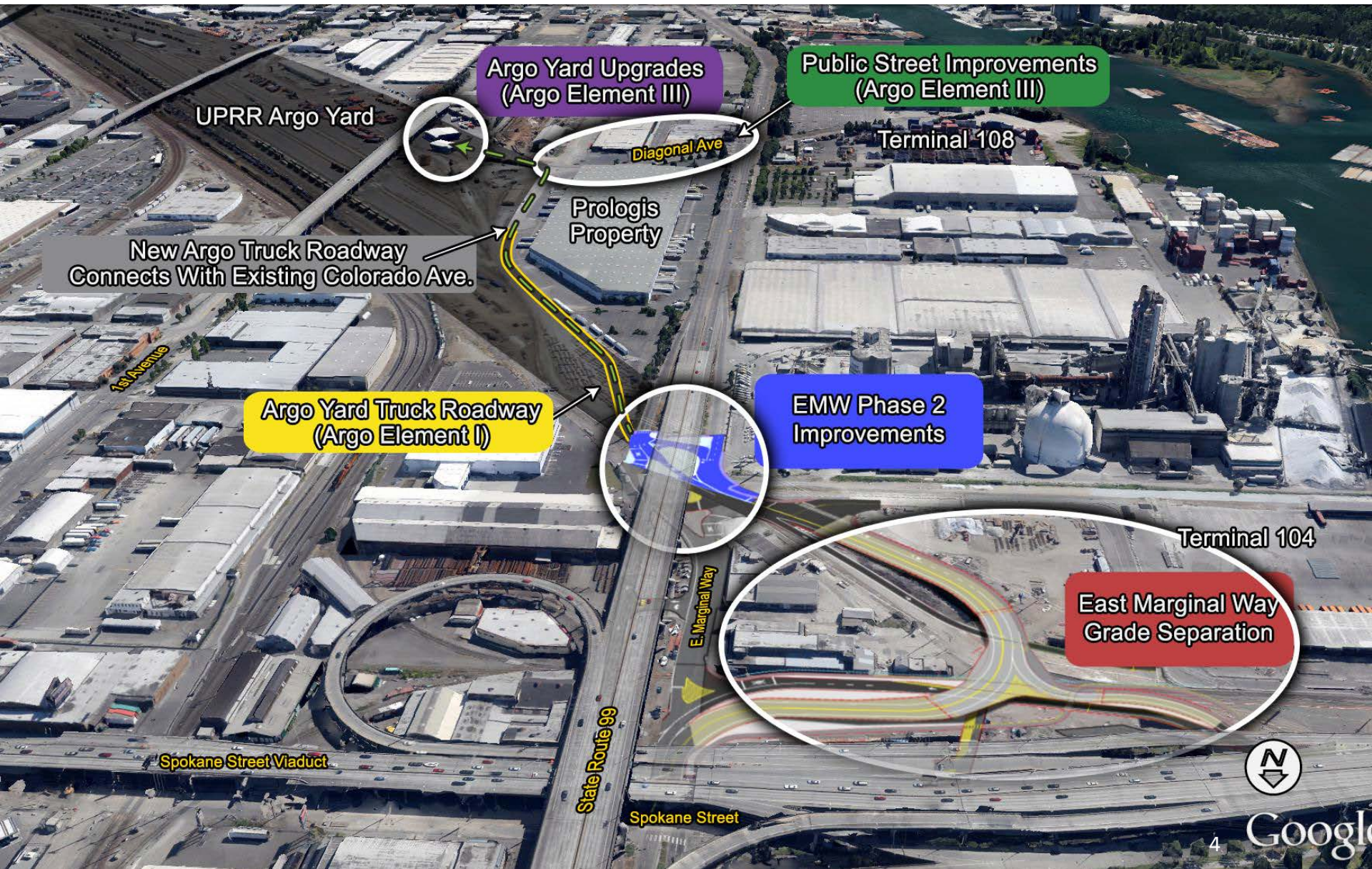
WSDOT SR 99  
Trestle  
Replacement

W. Marginal Way

SR-99



# Project Locations







# Progress Update

## EMWGS

- Structure and associated improvements completed

## EMW Phase II

- New WSDOT SR 99 structure constructed
- Street improvements completed and open to traffic

## Argo Yard Truck Roadway

- New private freight roadway completed and in operation
- Public street improvements completed



# **Before and After Project Improvements Photos**



# Rte 99 Underpass on East Marginal Way



Before



After



# Northbound East Marginal Way (looking northwest toward Rte 99)



Before



After





# Argo Yard Truck Roadway Entrance



Before



After



# Argo Yard Truck Roadway (looking north)



Before



After





# Diagonal Avenue (looking west)



Before



After



# Project Partner Shares

(amounts rounded to nearest \$1,000)

	EMWGS	EMW Ph. II	Argo Yard Rdwy
Port of Seattle	\$22,481K	\$2,975K	\$3,400K
Freight Mobility Strategic Investment Board	\$6,920K	\$394K	Truck roadway: \$600K Argo Freight Yard AGS: \$3,750K
Transportation Improvement Board	\$7,300K	-	-
City of Seattle	\$1,600K	-	-
Union Pacific Railroad	\$480K	-	Easements to Port and \$4+ million Argo Freight Yard AGS improvements
BNSF Railroad	\$950K	-	-
Federal Grants	\$16,525K	-	-
Prologis	-	-	Easements to Port
Total:	\$56,256K	\$3,375K	\$12,000K +/-

# Upcoming Milestones

- **East Marginal Way and Colorado Avenue railroad crossing improvements: 2018**
- **Transfer of EMWGS structure and ROW to City of Seattle: 2018**
- **Argo Freight Yard automated gate system improvements by UPRR: 2017 - 2018**





## **FMSIB Director's Report**

*June 2, 2017*

### **Getting Acquainted with Friends of Freight**

Made first-day visits to the two agencies most important to FMSIB, the Legislature and the WSDOT. Paid a brief call on the Transportation Committee Chairs and on the WSDOT Secretary's Office. While the support provided by the Legislature may be more obvious, that provided by the WSDOT may not be. I visited my friends in Human Resources, the Budget Office, Accounting, Local Programs, Printing Services, and the Rail, Freight and Ports Division.

The Joint Transportation Committee (JTC) provides staffing to the Transportation Committees on various study and analysis topics submitted to it by the Legislature. The recently completed "Road-Rail Conflicts in Cities" Study recommended follow-up activities to further refine priority road-rail projects. The 2017 Legislature agreed and directed FMSIB to conduct those follow-up activities. Funding was provided and a deadline established (September 1, 2018). I met with the JTC Director and the Study Manager to get their perspectives on next steps.

The Association of Washington Cities (AWC) is a prime advocate for the Road-Rail Conflicts Study. (The Study was funded by a share of the gas tax normally allocated to cities). I met with AWC staff to assess their conclusions regarding the study outcomes and their expectations for the next phase of the study. They have been very helpful in describing the legislative and political background.

Met with the Board Chair and Sheri Call of the Washington Trucking Association to discuss recent legislative collaborations and future relations between the WTA and the Board.

Joined our partner ports at their annual meeting of the Washington Public Ports Association. Met FMSIB's newest Board member, Leonard Barnes from the Port of Grays Harbor. Contacted two ports (Vancouver and Benton County) to discuss upcoming Board meetings in those locations and potential tours.

Attended the May Washington Transportation Commission meeting to hear the WSDOT presentation to them on the Freight Plan Update.

The Federal Highway Administration conducted an excellent 90-minute webinar, part of their "Talking Freight" series, which focused on the impacts of "Megaships" on port and landslide infrastructure. I have the slides from the five presentations if any Board members are interested.

Visited with the MPO/RTPO/WSDOT Coordinating Committee at their quarterly meeting in Seattle. My goal is to elicit their support to identify and prioritize potential grade crossing improvement projects in their regions. Naturally, this work will need to be coordinated with the Study Advisory Committee and the AWC.

### **Confirming Budget Direction**

Gena and I met three times with key support staff in WSDOT Local Programs and the Budget Office to review status of the FMSIB capital and operating budgets. More details are provided in the Board meeting under "Budget."

### **Learning Office Routines**

Four weeks in and it's starting to feel more comfortable. Now that Gena is the primary and sole office administrator, information flow and filing protocols have been established. Electronic "To Do" lists have been created so either of us can assign and track progress on daily, weekly, and monthly deliverables. Technology upgrades have been long overdue and end-of-biennium flexibility has provided an opportunity to build a stable technology base for years to come. We surplus three desktop computers (each 5-7 years old), a laptop (7 years old) and two iPads (not used in the last year) and replaced them with one laptop and one desktop. We also plan to lease a new copier to replace the 12-year-old behemoth. Our maintenance vendor tells us we may not have parts for the old copier any day now. Leasing provides much better reliability, predictable expenses, and regular technology upgrades.

### **Position Titles**

Administrative support to the FMSIB Office has been provided through a job-share of three employees. Effective May 1, the position will be filled by one fulltime employee (Gena Saelid). That change also includes adding additional budget monitoring functions so we will create a revised position description. That has afforded us the opportunity to consider a change in title. The shared position was a "Confidential Secretary." Given the nature of this position's new work responsibilities, I am proposing a title change to "Executive Assistant." The incumbent and WSDOT Human Resources concur in this recommendation.

Further, since the office should have only one "executive" person, I propose dropping the "Executive" part of my title. Most people refer to my position as the Director of FMSIB anyway. And the existing position description, while nominally titled "Executive Director," uses the term "Director" exclusively throughout.

To provide back-up support to the FMSIB Office during absences of the "Executive Assistant, we are creating two new position descriptions for part-time employees. These will be Administrative Assistant 5 positions, which is the highest classifications we could justify with WSDOT Human Resources. The two potential candidates for these positions have been contacted and agree with the proposal.

### **Picking Up Legislative Initiatives**

The Board was briefed in January on the progress of the Marine Cargo Forecast. The final report is in production and WPPA will be providing a brief report at the June meeting. The legislatively directed Road-Rail Conflict Study directs that the Marine Cargo Forecast results be incorporated into the Road-Rail Conflict Study. Staff are discussing how this might be accomplished.

### **Clarifying Washington State Freight Advisory Committee Relationships and Progress**

The Washington Freight Advisory Committee (WAFAC) was established in 2013 in response to MAP-21 requirements. Since then, the responsibility for convening and staffing the WAFAC has been a joint effort of WSDOT and FMSIB. Being the new guy in town, I've asked a few questions of staff and the Committee to assess how well it's working. We have identified some improvement opportunities that I will be pursuing. The next WAFAC meeting is June 16, though that meeting may be cancelled, so I need to get items ready quickly.

The WAFAC worked in 2016 to develop a prioritized list of freight projects for the third round of the FAST Act Freight Formula Program. The 2017 Legislature directed WSDOT Local Programs to "validate" these prior to entering into funding agreements. The Director of Local Programs and I have been discussing various forms of a "validation" process, and I will provide an update at the Board meeting.

### **Senate Bill 5096, Section 311, Program Z Appropriations and Provisos**

(5) \$43,800,000 of the motor vehicle account—federal appropriation is provided solely for national highway freight network projects identified on the project list submitted in accordance with section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The department shall **validate** the projects on the list. Only tier one projects on the prioritized freight project list that are validated by the department may receive funding under this subsection. The department shall continue to work with the Washington state freight advisory committee to improve project screening and validation to support project prioritization and selection, including during the freight mobility plan update in 2017. The department may compete for funding under this program and shall provide an updated prioritized freight project list when submitting its 2019-2021 budget request. To the greatest extent practicable, the department shall follow the Washington state freight advisory committee recommendation to allocate ten percent of the funds in this subsection to multimodal projects as permitted under the fixing America's surface transportation (FAST) act.

---

### **Section 218(4)(b), chapter 14, Laws of 2016**

(4)(a) The department must update the state freight mobility plan to comply with the requirements in section 70202 of the federal fixing America's surface transportation act. In updating the state freight mobility plan, the department must involve key freight stakeholders, such as representatives of public ports, the trucking industry, railroads, the marine industry, local governments and planning organizations, the Washington state freight advisory committee, and other freight stakeholders. The updated plan must delete any obsolete project references from the prioritized freight project list.

(b) The department, in conjunction with the stakeholder group, must provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must have approval from all impacted stakeholders. The prioritized list must be submitted to the office of financial management and the transportation committees of the legislature by November 1, 2016.



**Washington State  
Department of Transportation**

**Transportation Building**  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

October 31, 2016

David Schumacher, Director  
Office of Financial Management  
PO Box 43113  
Olympia, WA 98504-3113

Senator Curtis King, Chair  
Senate Transportation Committee  
PO Box 40414  
Olympia, WA 98504-0414

Representative Judy Clibborn, Chair  
House Transportation Committee  
PO Box 40600  
Olympia, WA 98504-0600

Re: Prioritized Freight Project List

Dear Director Schumacher, Senator King and Representative Clibborn,

Freight is important to Washington's economic competitiveness; the health of the state's economy depends on an efficient and effective intermodal freight system that extends beyond the network of highways and local roads, mainline and short line railroads, navigable waterways, and airports. The freight system also includes the rail terminals, ports, air cargo facilities, weigh stations, border crossings and other infrastructure involved in the movement of goods and commerce.

On a per capita basis, Washington is the most trade-dependent state in the nation (followed by Texas and Louisiana) with total imports and exports valued at \$137.5 billion and gross business income for freight-dependent industry sectors valued at \$550.5 billion in 2015. Also in 2015, there were 1.36 million Washington jobs in freight-dependent industries (including wholesale, retail, manufacturing, construction, transportation, and agriculture/timber and wood products).

**Proviso Requirements**

ESHB 2524, Section 218 (4) (b) requires that: "The department, in conjunction with the stakeholder group, must provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must have approval from all impacted stakeholders. The prioritized list must be submitted to the office of

financial management and the transportation committees of the legislature by November 1, 2016.”<sup>1</sup>

With guidance from the Washington State Freight Advisory Committee, the Washington State Department of Transportation collaborated with the Washington State Freight Mobility Strategic Investment Board and coordinated with the Metropolitan Planning and Rural Transportation Planning Organizations across the state in developing the solicitation process, recommendations for consideration, and prioritized project list.

### **Freight Project Solicitation Process**

During four meetings between May and October 2016, WSDOT consulted with the Washington State Freight Advisory Committee on the solicitation process, schedule and prioritization criteria for developing a freight project list.

- On May 31, 2016, WSDOT and FMSIB initiated a call for National Highway Freight Program (NHFP) eligible projects with an Aug. 31 submission deadline. Cities, counties, ports, and tribes were encouraged to coordinate with Metropolitan Planning Organizations and Regional Transportation Planning Organizations in submitting freight projects. WSDOT also identified freight priority projects on the state highway system.
- In September 2016, WSDOT and FMSIB reviewed all projects submitted based on completeness of project information and the following eligibility screens:
  - Regional screen consisting of regional plan support or letter of support from MPO/RTPOs;
  - Network screen consisting of eligible project type and eligible component of the National Highway Freight Network;
  - Schedule screen consisting of year scheduled for preliminary engineering, right-of-way, and construction activities; and
  - Funding screen consisting of project cost and funding gap
- On Sept. 27, 2016, a verified project list was provided to WAFAC for review and consideration, with projects ready for funding in the 2017-2019 biennium. WAFAC requested several prioritization criteria to be sorted for further analysis and organization of projects.
- On Oct. 11, 2016, WAFAC reviewed the sorted projects and approved a prioritized freight project list for submission.

---

<sup>1</sup> <http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/House/2524-S.SL.pdf>

ESHB 2524 Chapter 14, Laws of 2016, Section 218 for the Department of Transportation – Transportation Planning, Data, and Research – Program T – paragraph (4) (b)

### **Tiered Freight Project List Overview**

A total of 168 state and local projects were submitted for NHFP funding consideration, with a total funding request of over \$6.9 billion. These projects were reviewed and screened by WSDOT and FMSIB; 33 projects with \$615 million in funding requests were determined ineligible. WSDOT categorized projects meeting eligibility screening criteria into three tiers based on scheduled year for preliminary engineering, right-of-way, or construction activities:

- Tier 1 is composed of projects that are scheduled July 2016 to June 2018 (101 projects with \$1.89 billion in funding requests)
- Tier 2 is composed of projects that are scheduled July 2018 to June 2020 (21 projects with \$3.90 billion in funding requests)
- Tier 3 is composed of projects that are scheduled July 2020 to June 2035 (13 projects with \$501 million in funding requests)

Note: Tier 2 and Tier 3 submittals are outside the scope of the budget proviso for project funding, but assist with the update of the Freight Mobility Plan also required by ESHB 2524 and the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94).

### **Washington State Freight Advisory Committee Recommendations**

WAFAC recommended all submitted projects to be listed to ensure transparency in the process. NHFP funding for the 2017-2019 biennium is forecast at approximately \$38 million, and is intended to improve the efficient movement of freight on the National Highway Freight Network. WAFAC made the following recommendations for prioritizing the freight project lists:

- Use 10% of NHFP funding for Tier 1 eligible freight multimodal<sup>2</sup> projects as permitted under the FAST Act, and the remainder to fund roadway projects.
- Prioritize Tier 1 freight multimodal and roadway projects based on the following criteria:
  - 1) Sort projects based on their project phase: projects ready for construction activities first, projects ready for right-of-way activities second, and projects ready for preliminary engineering activities third.
  - 2) Sort projects within the same phase based on funding match: projects with a partial funding match first, and projects without a funding match second.
  - 3) Sort projects within the same phase and with a partial funding match based on their funding gap, from low to high.
- Include Tier 2, Tier 3, and ineligible projects based on percent of funding request to total project cost, low to high.

---

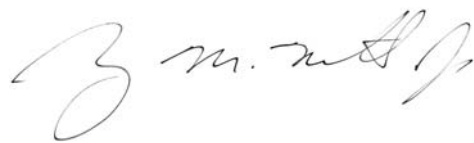
<sup>2</sup> Multimodal projects include freight intermodal and freight rail projects per FAST Act. See FAST Act Section 1116 NHFP Questions and Answers, Eligible Projects Question & Answer 4 for details:  
[http://www.ops.fhwa.dot.gov/freight/pol\\_plng\\_finance/policy/fastact/s1116nhfpqa/index.htm](http://www.ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpqa/index.htm).

As a result of these WAFAC recommendations, the prioritized freight project list is provided in the appendix as three parts:

- **Tier 1 Freight Multimodal Projects** (Appendix A): The first freight project list contains multimodal projects eligible for the FY 2017/2019 biennium.
- **Tier 1 Roadway Projects** (Appendix B): The second freight project list contains roadway projects eligible for the FY 2017/2019 biennium. WAFAC recommends funding projects from this list with the remaining NHFP funding.
- **Tier 2, Tier 3 and Ineligible Projects** (Appendix C): The third freight project list includes projects ready for funding beyond the 2017-2019 biennium, and projects ineligible for NHFP funding. WAFAC does not recommend funding projects from this list.

### Looking Ahead

WSDOT in coordination with the Washington State Freight Advisory Committee will continue to improve project screening and validation in the future that result in enhanced data to support project prioritization and selection, including during the federal freight mobility plan update in 2017. We look forward to working with you to further analyze how prioritized projects benefit freight across the state.



Roger Millar, PE, AICP  
Secretary of Transportation



Dan Gatchet, Chair  
WA State Freight Advisory Committee



**Appendix A: Tier 1 freight multimodal<sup>1</sup> projects (funding request at \$712 million)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
<b>Tier 1 Construction</b>										
7	Improvements to Tradewinds and East Wind Roads required to support the development of the Kalama Methanol Manufacturing and Exporting Facility	Improvement to local roads to include: Road "A" will be a new, 680-foot long road that will provide access to Air Liquide, an existing Port tenant, and to the Port's wastewater treatment plant. The new road will also provide emergency response access to the methanol plant. Road "A" is needed because the existing access road will be taken out of service to accommodate the new methanol plant footprint. Road "B" will be a 3,100-foot long improvement to an existing gravel road that today is not capable of handling general road or bike traffic.	Port of Kalama	West	Multimodal	SWRTPO	1	\$1,200,000	\$700,000	58%
12	Port Community Technology System	Implement an electronic platform that allows for the secure exchange of information between the NWSA and private, as well as public, sector stakeholders to improve the efficiency of the NWSA-related supply chain. This will cover NWSA terminals, trucks, rail and waterways; and their interactions with each other.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$10,000,000	\$3,000,000	30%
15	Terminal 5 Access Improvements	The project includes truck gate, ITS and intersection improvements in the S. Spokane St/East Marginal Way/Hanford corridor to facilitate truck access and minimize traffic impacts.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$5,000,000	\$4,000,000	80%
45	Port of Longview Multi-Cargo Modernization Project (Berth 6/7)	Project will rehabilitate and modernize 1500 lineal feet of Berth 6 & 7 bulk and breakbulk cargo facilities to optimize increased cargo handling omni-dock operations. The terminal improvements include installation of a dual wastewater and storm water collection system, strengthening decking and piling to withstand dual pick, breakbulk heavy loads, upgrading on-dock rail systems, and deepening the berths to take advantage of the recently deepened federal navigation channel.	Port of Longview	West	Multimodal	CWCOG	1	\$31,400,000	\$10,000,000	32%
23	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Dock	The new export dock is designed to accommodate both the existing fleet and future generations of methanol carriers. The dock would generally be 530 feet long and 36 feet wide and would be designed to accommodate vessels ranging in size from 45,000 deadweight tonnage (DWT) to 127,000 DWT, measuring from 600 to 900 feet in length, and 106 to 152 feet in width. The dock would consist of a transition platform, trestle, and turning platform. From the access trestle, the berth face of the dock would extend approximately 530 feet downstream, and would consist of an approximately 100- by 54-foot transition platform, a 370- by 36-foot berth trestle, and a 104- by 112-foot turning platform.	Port of Kalama	West	Multimodal	SWRTPO	1	\$21,500,000	\$10,750,000	50%
25	South Terminal Modernization Project II	Strengthen the remaining 560-feet of the South Terminal, install 700-feet of crane rail to support 2, 100-foot gauge gantry cranes, and construct a double rail siding to support the cargo operations.	Port of Everett	Puget Sound	Multimodal	PSRC	1	\$55,000,000	\$20,000,000	36%

<sup>1</sup> Multimodal projects include freight intermodal and freight rail projects per FAST Act.  
See FAST Act Section 1116 NHFP Questions and Answers, Eligible Projects Question & Answer 4 for details:  
[http://www.ops.fhwa.dot.gov/freight/pol\\_plng\\_finance/policy/fastact/s1116nhfpqa/index.htm](http://www.ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpqa/index.htm).

Appendix A: Tier 1 freight multimodal projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
59	Port of Longview Industrial Rail Corridor (IRC) Expansion Project	The Project consist of expansion of its existing industrial rail corridor by adding one to two additional through tracks into the Port with up to four sidings to accommodate current and future growth and market demand. The running tracks will be approximately 9,500-ft and the sidings up to 7,500-ft.	Port of Longview	West	Multimodal	CWCOG	1	\$35,000,000	\$30,000,000	86%
17	Terminal 18 Truck Access Improvements	This project will reconfigure the southern edge of the NWSA's Terminal 18, and adjacent public right-of-way, to relocate the terminal truck entrance's security check and optical character recognition equiment. It will increase the capacity of the security check and eliminate truck queues on public streets.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$5,000,000	\$5,000,000	100%
20	Blair Hylebos Rail Improvements	Track improvements specific to future dry bulk export terminal requirements and connection to arrival/departure track infrastructure and direct mainline infrastructure.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$7,000,000	\$7,000,000	100%
54	Bridgeview Terminal (Berth 1/2) Project	Redevelopment of the Berth 1 and Berth 2 facilities into one leased terminal. Project development will be in coordination with private development. Project may include storage, dock construction, and rail infrastructure improvements.		West	Multimodal	CWCOG	1	\$20,000,000	\$20,000,000	100%
64	North Sea-Tac Cargo Facility Access	Rehabilitation of existing arterials to support new cargo land uses north of Sea-Tac Airport	POS/City of SeaTac	Puget Sound	Multimodal	PSRC	1	\$50,000,000	\$50,000,000	100%
Tier 1 construction total									\$160,450,000	

Appendix A: Tier 1 freight multimodal projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	ROW Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Right of Way										
58	Arrival/Departure Tracks	In order to increase cargo velocity through terminals, it is necessary to arrive and depart longer trains of 8,000' in tact. This project would extend a number of SR-509 rail corridor tracks 1,300' east, construct a new railbridge across Wapato Creek, and relocate utilities. This phase provides two track connections from existing support yard to future Bulk Export facility and connects the easterly end of the existing Pierce County Terminal Intermodal Yard to the SR-509 corridor arrival and departure tracks.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$45,000,000	\$30,000,000	67%
62	North Intermodal Yard Alignment	Align North and South Intermodal Yards	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$50,000,000	\$45,000,000	90%
66	Terminal 5 Improvements	The completed project will upgrade the terminal's dock and power supply to accommodate larger cranes, additional refrigerated container storage and future shorepower, and increase the depth of the berth to accommodate larger ships. The grant requested portion of this project includes truck gate, ITS and intersection improvements in the S. Spokane St/East Marginal Way/Hanford corridor, container movement and power supply improvements to facilitate truck access and minimize traffic impacts.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$275,000,000	\$100,000,000	36%
38	Barlow Point Terminal Entry Road Development	Develop Barlow Point terminal entrance off of SR432. Project is to provide safe entrance/exit for future private terminal development.	Port of Longview	West	Multimodal	CWCOG	1	\$4,000,000	\$4,000,000	100%
24	Duwamish Rail Corridor Project	Create improved direct rail access from the Port marine terminals T-5 and T-18 to UP and BNSF mainlines	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$16,000,000	\$16,000,000	100%
60	T-5 Rail Improvements	Intermodal Yard and Rail Enhancements	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$40,000,000	\$40,000,000	100%
61	Barlow Point Terminal Railway Entry Development	New rail infrastructure development from the terminus of the BNSF Reynolds Lead into the Barlow Point property; to include two inbound and two outbound tracks. Project is to provide rail backbone to the property for future private terminal development.	Port of Longview	West	Multimodal	CWCOG	1	\$43,000,000	\$43,000,000	100%
Tier 1 ROW Total									\$278,000,000	

Appendix A: Tier 1 freight multimodal projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Preliminary Engineering										
31	Big Pasco Intermodal Rail Reconstruction	Reconstruct 12,300 LF of WWII Port-owned rail actively used for intermodal transloading	Port of Pasco	East	Multimodal	Benton/Franklin MPO	1	\$1,700,000	\$1,300,000	76%
56	South Terminal Modernization Project III	The Port of Everett is exploring a cleanup action plan for the South Terminal Mill A site that restores the health of the Puget Sound, while also modernizing the Port of Everett Seaport to meet 21st Century Infrastructure Needs. The net result would be a minimum of a 1,100 foot berth and -45 MLLW operational depth.	Port of Everett	Puget Sound	Multimodal	PSRC	1	\$135,000,000	\$25,000,000	19%
53	Berth 4 Terminal Redevelopment Project (including rail infrastructure support)	Redevelopment of the Berth 4 facilities into a leased terminal. Project development will be in coordination with private development. Project may include storage, dock construction, and rail infrastructure improvements.	Port of Longview	West	Multimodal	CWCOG	1	\$20,000,000	\$20,000,000	100%
110	Barlow Point Terminal Development	Port terminal development on 285+ acres. Site is considered a "green field" development; no previous development has occurred. Project would include dock structures, utility backbone, roadways, storm water systems, etc. on the site to support 1 to 3 future private terminal developments.	Port of Longview	West	Multimodal	CWCOG	1	\$227,000,000	\$227,000,000	100%
Tier 1 PE Total									\$273,300,000	

**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
<b>Tier 1 Construction</b>										
1	Appleway Ave. Signalization at Madson St.	This project will design and install new traffic signals at an intersection along a WSDOT designated T2 corridor in Liberty Lake.	City of Liberty Lake	East	Roadway	SRTC	1	\$631,500	\$378,900	60%
2	Appleway Ave. Signalization at Signal Dr.	This project will design and install new traffic signals at an intersection along a WSDOT designated T2 corridor in Liberty Lake.	City of Liberty Lake	East	Roadway	SRTC	1	\$631,500	\$378,900	60%
29	6th Ave S / Industrial Way Intersection Reconstruction	Replace damaged/failing concrete panels and enhance intersection design	City of Seattle	Puget Sound	Roadway	PSRC	1	\$1,000,000	\$800,000	80%
9	Nickerson St Reconstruction	Replace damaged/failing concrete panels for maritime industry access route	City of Seattle	Puget Sound	Roadway	PSRC	1	\$12,500,000	\$1,400,000	11%
11	Pacific Highway E/54th Ave E Intersection Improvements	Construct a 2nd westbound left-lane turn lane, new signal poles, illumination and other intersection improvements.	City of Fife	Puget Sound	Roadway	PSRC	1	\$2,800,000	\$2,000,000	71%
16	Bigelow Gulch Road - Project 4		Spokane County	East	Roadway	SRTC	1	\$9,760,803	\$4,191,493	43%
39	142nd Ave & 24th St	This project resurfaces 142nd Ave E and 24th St E in phases. This corridor connects the north and south sections of the Sumner/Pacific Manufacturing Industrial Center to SR 167.	City of Sumner	Puget Sound	Roadway	City of Sumner	1	\$5,574,000	\$4,707,200	84%
41	Bigelow Gulch Road - Project 5	Widen to 4-lanes with a median and 8' wide shoulders	Spokane County	East	Roadway	SRTC	1	\$12,722,193	\$5,545,193	44%
19	Bigelow Gulch Road - Project 4A	Structure at Bigelow/Forker Intersection	Spokane County	East	Roadway	SRTC	1	\$9,422,751	\$5,871,876	62%
52	S Lander St Grade Separation	Construct a grade separation to replace an at-grade crossing over active BNSF railroad tracks	City of Seattle	Puget Sound	Roadway	PSRC	1	\$140,000,000	\$20,000,000	14%
125	I-90/Floating Bridges - Replace Anchor Cables	Replace anchor cables on the Lacey V Murrow and Homer M Hadley floating bridges.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$5,774,209	\$5,774,209	100%
136	I-90/Yakima River Bridge W of Ellensburg WB/EB - Deck Rehabilitation	The bridge deck on the Yakima River Bridge seven miles west of Ellensburg on westbound I-90 is showing signs of deterioration from normal wear. This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	WSDOT	East	Roadway	WSDOT	1	\$13,187,525	\$13,187,525	100%
137	I-90/468th Ave SE to W Summit Rd WB - Rehab Concrete	The concrete pavement on Westbound I-90 from Snoqualmie Summit to North Bend is rough and deteriorated, causing a poor ride, and shortening the life of the pavement. By replacing severely deteriorated panels and grinding full width this project will extend the pavement life and provide a smoother ride. The purpose of this project is to replace severely deteriorated panels, and grind the concrete surface full width. This project will also restore basic safety features such as signing and striping.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$23,049,488	\$23,049,488	100%

**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
115	I-90/Adams Co Line to Spokane Co Line Bridge Repairs	Repairs of bridges along I-90 in Lincoln County will provide structural integrity to the briges and prevent damage to the membranes. Repairs will include the removal and replacement of concrete headers and joint seals, stem wall compression seals, necessary membranes and drainage curb extensions.	WSDOT	East	Roadway	WSDOT	1	\$383,185	\$383,185	100%
127	I-90/East of Snoqualmie Pass Interchange - Paving	The existing pavement at the Cle Elum, Elk Heights, West Cle Elum, Bullfrog, Thorp, US97, SR 970, and W Easton interchanges on I-90 is deteriorating due to normal wear and tear. This project will pave the ramps and crossroad per recommendations from the materials report. Paving is necessary to extend the life of the roadway, prevent potholes, and continue safe operation of the interchange. The project will also restore delineation.	WSDOT	East	Roadway	WSDOT	1	\$4,188,401	\$4,188,401	100%
120	I-5/SB Cowlitz River Bridge - Repair Bridge	This project will repair the I-5 SB Cowlitz River Bridge structure which includes a damaged vertical truss member in Span 4 and a sway brace as a result of unknown third parties.	WSDOT	West	Roadway	WSDOT	1	\$294,499	\$294,499	100%
121	I-90/3rd Ave Bridge - Special Repair - EB	Remove, prepare and repair failing concrete, expansion joint and pavement seat to preserve the structural integrity of the bridge and extend its service life.	WSDOT	East	Roadway	WSDOT	1	\$573,313	\$573,313	100%
118	I-5/SB Cowlitz River Bridge - Known third party - Repair Bridge	This project will repair the I-5 SB Cowlitz River Bridge structure that has a damaged vertical truss member as a result of a known third party.	WSDOT	West	Roadway	WSDOT	1	\$731,380	\$731,380	100%
123	I-5/SB North Fork Lewis River Bridge - Resurfacing	Bridge Number 5/40W is experiencing significant pavement failures at the joints and in the wheel paths. This project will rehabilitate the existing bridge deck and joints to maintain the integrity of the roadway surface.	WSDOT	West	Roadway	WSDOT	1	\$877,330	\$877,330	100%
128	I-90/EB Winery Rd Bridge - Deck Overlay	The project will overlay the bridge deck of the EB Winery Rd Bridge 90/80S to preserve the structure.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$922,659	\$922,659	100%
141	I-5/1.7 miles S of Todd Road to Kalama River Rd - Deck Repair	This project will remove and replace the HMA deck and replace the deck membrane of bridges 5/105W, 5/107E, 5/107W, 5/112E and 5/112W.	WSDOT	West	Roadway	WSDOT	1	\$1,165,030	\$1,165,030	100%
119	I-90/S Fork Snoqualmie Bridge E of North Bend EB - Deck Rehabilitation	The bridge deck on the S. Fork Snoqualmie Bridge on eastbound I-90 east of North Bend is showing signs of deterioration from normal wear. This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,234,745	\$1,234,745	100%
124	I-90/Lacey V Murrow Bridge - Electrical Rehabilitation	Replace the electrical switchgears and five pairs of transformers, separating the neutral and grounding conductors on the Lacey V Murrow Bridge. Reinstall the three submersible fuses. Perform fault current and arc flash hazard analyses on all medium voltage equipment.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,280,178	\$1,280,178	100%
117	I-5/Southbound SR 531 Interchange - Paving	This project will mill on I-5 mainline and inlay with 0.15' HMA, between MP 205.27 to MP 206.67 in the southbound direction.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,289,790	\$1,289,790	100%



**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
129	I-405/SB SR 900 to Coal Creek Pkwy SE - Paving	The project will resurface I-405 SB mainline and selected ramps, and rehabilitate the bridge decks of Br 405/23W and 405/25W.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,513,062	\$1,513,062	100%
135	SR 167/Northbound Pierce County Line to 15th St SW - Paving	This project will resurface SR 167 Northbound Mainline and the SR 167 Northbound to Ellingson Rd Off-ramp.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,598,460	\$1,598,460	100%
140	SR 501/I-5 to SW 26th St Ext Vic Including Couplet - Paving	Resurfaces the deteriorating pavement (due to normal wear) with a hot mix asphalt overlay to extend the life of the existing pavement.	WSDOT	West	Roadway	WSDOT	1	\$1,768,540	\$1,768,540	100%
116	I-5/Koontz Road Overpass - Repair Bridge	This project will repair the I-5/Koontz Road undercrossing structure that has two damaged exterior girders when struck by a third party.	WSDOT	West	Roadway	WSDOT	1	\$2,297,499	\$2,297,499	100%
35	SR 285 North Wenatchee Avenue Corridor Improvements: Extend Conduit and Fiber for ITS Communications	Complete the extension of conduit and fiber optics to enable ITS communications along SR 285; work to be timed with upcoming SR 285 pavement preservation.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$2,500,000	\$2,500,000	100%
133	I-5/SR 532 & 300th St NW Interchange Ramps - Paving	This project will mill and fill the ramps at I-5/SR 532 and I-5/30th St NW interchanges with Hot Mix Asphalt (HMA). Required minor safety work will include striping and upgrading the existing guardrail as needed.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$2,649,514	\$2,649,514	100%
131	I-182/SR 240 and George Washington Way Interchange - Paving	The existing pavement at SR 240 on I-182 is deteriorating due to normal wear and tear. This project will pave the road per recommendations from the materials report. Paving will extend the life of the pavement. This project will also restore delineation.	WSDOT	East	Roadway	WSDOT	1	\$2,794,998	\$2,794,998	100%
142	SR 432/Cowlitz River Bridge - Painting	The paint is failing on many members of the steel structure. The project will clean and paint the steel surfaces, to prevent corrosion and preserve the structural integrity of this bridge.	WSDOT	West	Roadway	WSDOT	1	\$2,886,590	\$2,886,590	100%
138	I-5/Martin Way Overcrossing - Special Repair	The strip seal expansion joints on these structures have reached their usable service life and need replacement. This project will replace the strip seal expansion joints to extend the service life of the structures.	WSDOT	West	Roadway	WSDOT	1	\$4,611,840	\$4,611,840	100%
130	I-5/SB S Lucile St to Spring St - Pavement Repair	Provide pavement repair through select panel replacements and diamond grinding concrete pavement surfaces full width. Maintain roadway drainage through grinding and paving the inside and outside shoulders, adjusting catch basins/junctions boxes as needed, as well as paving 2 mainline ramps and 6 SB CD ramps.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$6,897,468	\$6,897,468	100%
132	I-90/North Bend to Thorp Vic - Rehab Concrete	The existing concrete pavement on I-90 between North Bend and Thorp vicinity is deteriorating due to age and wear and tear. This project will rehabilitate select areas of concrete pavement to extend the life of the roadway.	WSDOT	East	Roadway	WSDOT	1	\$13,564,705	\$13,564,705	100%
134	I-5/Stillaguamish River Br to Hill Ditch Br - Concrete Pavement Rehab	The project will rehabilitate the concrete pavement of the NB and SB lanes of I-5, including diamond grinding and panel replacement in lanes 1 & 3, and diamond grinding, panel replacement & reconstruction in lane 2.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$17,561,440	\$17,561,440	100%



**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
139	I-5/Todd Rd Vic to 3/4 Mile N of Ostrander Rd - Paving	This project will resurface the deteriorating pavement with a hot mix asphalt grind and inlay to extend the life of the existing pavement.	WSDOT	West	Roadway	WSDOT	1	\$20,628,000	\$20,628,000	100%
3	Tideflats Area Transportation Study Update	Building on prior planning studies such as the Tideflats Area Transportation Study and the Tideflats Area ITS Architecture Plan, develop a prioritized list of capital investments.	City of Tacoma	Puget Sound	Roadway*	City of Tacoma	1	\$400,000	\$400,000	100%
72	West Marine View Drive (Highway 529) Bulkhead Rebuild	Rebuild aging bulkhead that is supporting the southbound lanes of Highway 529 that accesses Naval Station Everett and the Port of Everett	Port of Everett	Puget Sound	Roadway	PSRC	1	\$1,500,000	\$1,500,000	100%
126	I-90/West of Snoqualmie Pass Interchange - Paving	The existing pavement in this section of I 90 (Exits 34,42,45,& 47) is deteriorating and needs rehabilitation due to structural condition. This project will rehabilitate (or repave) the roadway per recommendations from the materials report to extend the life of the pavement.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,670,251	\$1,670,251	100%
Tier 1 construction total									\$185,067,661	

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	ROW Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Right of Way										
75	8th St E/54th Ave E Intersection Improvements	Add westbound left turn lane and reconstruct eastbound approach to a 3-lane roadway.	City of Fife	Puget Sound	Roadway	PSRC	1	\$2,880,000	\$2,000,000	69%
40	SR 432 Corridor Improvements - Phase II	This project will relieve congestion, increase capacity, and improve safety on the SR 432 Corridor at two locations: SR 432 / SR 411 interchange off-ramp and on-ramp; and SR 432 / California Way intersection. This corridor is critical to the economic vitality of the region and the state, providing access to intermodal businesses and the Port of Longview. The SR 432/ SR 411 interchange improvements will increase capacity and safety by constructing a second left turn lane from the westbound SR 432 off-ramp to SR 411/3rd Avenue, and improve efficiency and increase safety for eastbound traffic by realigning the eastbound on-ramp to SR 432. Improvements to the SR 432 / California Way intersection will eliminate closely spaced, offset intersections by realigning California Way to create a single four-legged intersection at SR 432 / Industrial Way / California Way. Eliminating the offset will result in more efficient signal operation and turning movements, reducing travel time and congestion. Realignment of California Way will require right-of-way acquisition of 4 parcels and relocation of three existing businesses. Two existing railroad crossings will be widened to accommodate the new alignment.	City of Longview	West	Roadway	CWCOG: Longview-Kelso-Rainier MPO	1	\$9,500,000	\$5,320,000	56%
42	US 395/Ridgeline Drive Interchange	Construction of a grade separated, full access intersection at US 395 and Ridgeline Drive	The City of Kennewick is lead agency for design, environmental, and ROW acquisition. Washington Department of Transportation will be the lead agency for construction.	East	Roadway	City of Kennewick (Benton Franklin Council of Governments - BFCOG)	1	\$23,750,231	\$6,000,000	25%
43	Industrial Way / Oregon Way Intersection Project	Project is located at the intersection of Industrial Way (State Route (SR) 432) and SR 433, a critical connection of two Highways of Statewide Significance that support significant passenger and freight truck movement. Intersection is currently operating close to Level of Service (LOS) E and is projected to fail (LOS F) in 2040.	Cowlitz County	West	Roadway	CWCOG	1	\$95,000,000	\$7,559,304	8%
44	Bigelow Gulch/Forker Connector - Project 2	Widen to 4-lanes with a median and 8' wide shoulders	Spokane County	East	Roadway	SRTC	1	\$13,161,000	\$7,999,120	61%

**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	ROW Phase	Total Project Cost	Total Funding Gap	% request of total cost
47	Taylor Way Rehabilitation	Reconstruct roadway to heavy haul standards, remove/upgrade rail crossings, widen SR509/Taylor Way intersection, install fiber/ITS/ signal improvements, new sidewalks, lighting/curb ramps, channelization	City of Tacoma	Puget Sound	Roadway	City of Tacoma	1	\$21,385,540	\$13,473,740	63%
49	SR 410 Traffic Ave/E Main	This project increases freight mobility by reconfiguring two intersections and adding travel lanes and multimodal access across SR 410 to the Sumner/Pacific MIC.	WSDOT	Puget Sound	Roadway	City of Sumner	1	\$26,411,500	\$17,850,000	68%
94	Stewart Road Bridge	Freight mobility is improved by replacing the undersized bridge, adding travel lanes and multimodal access across the White River and railroad crossing. This corridor connects the Lake Tapps area to SR 167 and West Valley Hwy in the north section of the Sumner/Pacific MIC.	City of Sumner	Puget Sound	Roadway	City of Sumner	1	\$25,000,000	\$20,532,192	82%
57	Barker Road/BNSF Grade Separation Project	The Barker Road/BNSF Grade Separation Project replaces an at-grade crossing with an overpass of BNSF’s railroad tracks and Trent Avenue (SR 290); incorporates interchange ramps to provide access between Barker Road and SR 290; connects Barker Road to a large residential area to the north; and closes the at-grade crossing of Flora Road at the BNSF railway.	City of Spokane Valley	East	Roadway	SRTC	1	\$36,035,000	\$26,255,000	73%
63	I-5 and 54th Ave E Interchange Improvement Project	Rebuild I-5 Interchange and nearby intersections.	City of Fife	Puget Sound	Roadway	PSRC	1	\$53,000,000	\$50,000,000	94%
105	E Marginal Way Reconstruction and Safety Enhancements	Reconstruct to heavy haul standards, add advanced traffic management systems, and incorporate separated bicycle and pedestrian facilities while maintaining freight efficiency	City of Seattle	Puget Sound	Roadway	PSRC	1	\$60,000,000	\$55,000,000	92%
33	SR 97 8 Miles South of US 2/97 - Passing Lane	Constructs new passing climbing lane for northbound traffic in the vicinity of Ingalls Creek. This passing lane will reduce traffic congestion, collisions stion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$1,870,420	\$1,870,420	100%
36	US 97/Campbell Rd Vicinity - Passing Lane	Widen the road to accommodate the construction of a passing lane. This passing lane will reduce traffic congestion, collisions stion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$2,523,550	\$2,523,550	100%
37	Tideflats Area ITS backbone	ITS improvements consistent with near-term ITS improvements identified in the 2016 Tacoma Tideflats Emergency Response Plan	City of Tacoma	Puget Sound	Roadway*	City of Tacoma	1	\$3,700,000	\$3,700,000	100%
102	I-5/East Fork Lewis River Bridge	Replace Bridge	WSDOT	West	Roadway	MPO-RTC	1	\$50,000,000	\$50,000,000	100%
Tier 1 ROW Total									\$270,083,326	

**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
<b>Tier 1 Preliminary Engineering</b>										
74	US 101/West Olympia Access Project	1) A new westbound off-ramp from US 101 to Kaiser Road and an eastbound on-ramp from Kaiser Road to US 101 . 2) A new westbound off-ramp from US 101 to Yauger Way via an at-grade connection through the existing interchange at US 101 and Black Lake Boulevard. 3) Auxiliary lanes (one in each direction) on US 101 between Black Lake Boulevard and the new Kaiser Road ramps to facilitate weaving and merge/diverge movements safely. 4) Local street improvements that complement the new ramps.	City of Olympia in partnership with the Washington State Department of Transportation (WSDOT)	West	Roadway	City of Olympia	1	\$3,989,675	\$1,863,550	47%
88	Spotted Road Realignment and Interchange Project	Spotted Rd experiences traffic operations that have lead to fatalities, collisions, line-of-sight issues, and safety concerns. Spotted Rd (major collector rd) will be realigned to be outside the Runway Protection Zone (RPZ) and will include addin an Interchange to separate Airport passengars traveling on Airport Drive Inbound and Freight operations associated with the Airport and surrounding industrial community traveling on Spotted Rd. TOTAL OF 1.81 MILES.	Spokane Airports	East	Roadway	SRTC	1	\$13,000,000	\$8,000,000	62%
89	Portland Avenue	Upgrade Pavement, rehabilitate bridge deck, install signal at SR-509 ramp terminal	City of Tacoma	Puget Sound	Roadway	City of Tacoma	1	\$8,200,000	\$8,100,000	99%
92	Interstate 82/SR 97 Freight Express Route	Widen two-lane rural roadway to state highway quality 40 foot width (12' lanes and 8' shoulders) with alignment improvements and grade separation over the BNSF Main Line Rail Corridor South East of Toppenish, WA. Route will promote commercial and residential redevelopment in eastern Toppenish while removing freight traffic conflicts from schools, museums, fire stations, parks, and Toppenish's "Mural Trail" System. Construction for the county bridge at the Yakima River is being completed in 2016 and improvements to the City of Toppenish owned "L" Street Improvements were completed in 2013.	City of Toppenish and Yakima County	East	Roadway	Yakima Valley Conference of Governments (YVCOG)	1	\$21,796,000	\$11,056,000	51%
50	Union Gap Regional Beltway Connector	The proposed project will construct a regionally significant freight bypass, in collaboration with Washington State Department of Transportation, from the South Union Gap/I-82 interchange to the Longfibre/Ahtanum intersection. This will greatly reduce freight and other traffic from the City of Union Gap downtown core by reconstructing the I-82 interchange, and constructing a new railroad overpass over the BNSF railroad and approximately 1 mile of new roadway. TRANS-Action, the local public/private transportation	City of Union Gap	East	Roadway	Yakima Valley Conference of Governments (YVCOG)	1	\$56,200,000	\$18,150,000	32%
144	I-90/Cle Elum River Bridge WB/EB Bridge Painting	The existing steel surfaces on the westbound I-90 Cle Elum River bridge are in need of cleaning and painting. This project will clean and paint the existing steel surface to preserve the structural integrity of the bridge	WSDOT	East	Roadway	WSDOT	1	\$6,608,203	\$6,608,203	100%

**Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
148	I-90/CleElum vicinity - Replace Concrete Panels	The existing concrete pavement on I-90 between Bullfrog Road and Oaks Avenue, Elk Heights Rd and Yakima River Bridge, and Oaks ave to Elk Heights EB is deteriorating due to wear and tear. This project will replace select concrete panels to extend the life of the roadway.	WSDOT	East	Roadway	WSDOT	1	\$3,044,275	\$3,044,275	100%
81	Argonne Road Concrete Pavement, I-90 to Montgomery	Reconstruction of Argonne Road to include a deep roadbase & new PCC pavement.	City of Spokane Valley	East	Roadway	SRTC	1	\$3,723,000	\$3,723,000	100%
96	I-205, 28 <sup>th</sup> St. to SR-500 Auxiliary Lanes	Add Northbound and Southbound lanes	WSDOT	West	Roadway	MPO-RTC	1	\$23,000,000	\$23,000,000	100%
99	I-205, Padden Interchange with 72 <sup>nd</sup> Av. Slip Ramp	Reconstruct Interchange with northbound slip ramp to 72nd Av.	WSDOT	West	Roadway	MPO-RTC	1	\$30,000,000	\$30,000,000	100%
100	I-205, SR-500 to Padden Parkway	Add Northbound and Southbound lanes	WSDOT	West	Roadway	MPO-RTC	1	\$30,000,000	\$30,000,000	100%
101	SR-14, I-205 to 164 <sup>th</sup> Av. Add Lanes	Add lanes and modify ramps	WSDOT	West	Roadway*	MPO-RTC	1	\$38,000,000	\$38,000,000	100%
106	SR-14, 15 <sup>th</sup> /27 <sup>th</sup> /32 <sup>nd</sup> Street Interchange Project	Add lanes and construct Interchanges	WSDOT	West	Roadway	MPO-RTC	1	\$80,000,000	\$80,000,000	100%
107	I-5/SR 500 Build Direct Connection	Construct connection from SR-500 to I-5 north of interchange	WSDOT	West	Roadway	MPO-RTC	1	\$140,000,000	\$140,000,000	100%
112	Hood River Bridge Replacement	Replace bridge over Columbia River	Port of Hood River	East	Roadway*	RTPO-RTC	1	\$250,000,000	\$250,000,000	100%
28	US 97/2 Miles N of Upper Tronson Rd - Passing Lane	Restripe the existing three lane section with a SB passing lane to a three lane section with a NB passing lane. This passing lane will reduce traffic congestion, collisions stion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$349,100	\$349,100	100%
149	SR 539/Bay-Lyn Dr to SR 546 - Paving	The project will mill & fill SR539 from MP 10.40 to MP 12.57. Required safety work will be performed as needed.	WSDOT	West	Roadway	WSDOT	1	\$2,519,612	\$2,519,612	100%
150	I-90/468th Ave SE to W Summit Rd WB - Replace Concrete Panels	The existing concrete pavement on westbound I-90 between North Bend and Snoqualmie Pass summit is deteriorating due to wear and tear. This project will replace select concrete panels to extend the life of the pavement.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$3,240,923	\$3,240,923	100%
146	I-5/Northbound SR 104 Vicinity to 212th St SW Vicinity - Paving	Resurface this section of I-5 northbound mainline by milling the existing surface and inlaying with 0.15 ft. of Hot Mix Asphalt (HMA). Includes approximately 8 on and off ramps within the project limits.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$3,914,200	\$3,914,200	100%
147	I-90/Moses Lake West WB Lanes - Paving	Highway is due for resurfacing by least life cycle cost method. Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	WSDOT	East	Roadway	WSDOT	1	\$4,896,988	\$4,896,988	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
90	E Marginal Way / S Hanford Street Intersection Improvements	Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, and evaluate the need for railroad crossing gates. The project also includes rebuilding the intersection and its approaches to Heavy Haul route requirements	City of Seattle	Puget Sound	Roadway	PSRC	1	\$8,600,000	\$8,600,000	100%
143	I-90/George East - Paving	Highway is due for resurfacing by least life cycle cost method. Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	WSDOT	East	Roadway	WSDOT	1	\$10,996,643	\$10,996,643	100%
145	US 395/Pioneer Memorial Bridge - Bridge Painting	The existing steel surfaces on the US 395 Pioneer Memorial Bridge between Kennewick and Pasco are in need of cleaning and painting. This project will clean and paint the existing steel surface to preserve the structural integrity of the bridge.	WSDOT	East	Roadway	WSDOT	1	\$38,845,697	\$38,845,697	100%
67	East Aberdeen Mobility Project (formerly-Wishkah Mall Access)	Grade separation, access control, pedestrian safety improvements	City of Aberdeen WSDOT	West	Roadway	SWRTPO	1	\$500,000	\$500,000	100%

Tier 1 PE Total

\$725,408,191

Roadway\*: project is partially located on NHFN.



Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
Tier 2 and 3 (Construction, ROW, and PE)													
79	Ballard Bridge Seismic Improvements	Ensure seismic resiliency for existing structure on regionally significant freight route facility	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$8,800,000	\$3,500,000	40%	
97	S. 212th Street BNSF Railroad Grade Separation	Provides a critical, grade-separated link through the commercial/industrial/central area of Kent. Links the valley warehouse/industrial center to SR 167 and I-5.	City of Kent	Puget Sound	Roadway	MPO/RTPO	NA	NA	NA	\$40,000,000	\$24,000,000	60%	
152	SR 167/SR 410 to SR 18 - Congestion Management	This section of SR 167 experiences severe congestion and operational problems due to high traffic volumes. By re-striping the existing roadway to create a NB HOV lane, installing lane control signing, CCTV cameras, data stations, ramp meters, variable message sign and illumination, this project will reduce congestion and improve motorist safety.	WSDOT	Puget Sound	Roadway*	WSDOT	NA	NA	2	\$13,015,000	\$8,000,000	61%	
27	Lower Spokane St Freight-Only Lanes Pilot	Pilot project to design, implement, and evaluate freight-only lanes on the corridor	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$450,000	\$300,000	67%	
55	POT Road Interchange Modification - Phase III	New 34th Avenue E bridge over I-5, reconstruct northbound I-5 exit and entrance ramp connectors with POT Road, 20th St E improvements, and two new signal installations (Phase 3).	City of Fife	Puget Sound	Roadway	PSRC	NA	NA	2	\$27,500,000	\$21,000,000	76%	
68	Bridge and 2nd Street Intersection	Road widening and realignment of the 5-point intersection; adding lanes to reduce congestion	City of Clarkston	East	Roadway	Lewis Clark Valley MPO	2	3	3	\$916,000	\$732,800	80%	
73	Southway Bridge	Design and Reconstructon of the Southway Bridge; mill through asphalt pavement, membrand, and reconstrcut delaminated localized areas of the deck surface, followed by a Polymer Concrete (PPC) overlay	Asotin County, City of Clarkston, City of Lewiston, Nez Perce County	East	Roadway	Lewis Clark Valley MPO	2	NA	3	\$2,113,350	\$1,690,680	80%	
78	Freya Street in The Yard	Construct full-depth pavement reconstruction of this poor-condition strip-paved roadway to service the industrial park known as "The Yard"	City of Spokane	East	Roadway	SRTC	2	2	3	\$3,250,000	\$2,800,000	86%	
32	S Hanford Railroad Crossing Rehabilitation	Reinforce active rail crossings with concrete grade crossing systems	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$2,000,000	\$1,800,000	90%	
113	Ballard Bridge Replacement	Replace structure to increase capacity and improve access	City of Seattle	Puget Sound	Roadway	PSRC	2	3	3	\$520,000,000	\$518,000,000	100%	
82	'I' Street and 6th Avenue Reconstruction	This project would reconstruct 'I' Street and 6th Avenue. The work would include CSBC, HMA, curb, gutter and sidewalk and rehabilitating the trolley tracks that run down the center of a portion of 6th Avenue.	City of Yakima	East	Roadway	MPO	2	2	3	\$4,000,000	\$4,000,000	100%	
83	W Emerson St Freight Safety Improvements	Redesign and construct interchange improvements to reduce modal conflicts	City of Seattle	Puget Sound	Roadway	PSRC	2	3	3	\$4,800,000	\$4,800,000	100%	
30	SR 519 / Edgar Martinez Dr S Freight Operations Improvements	Reconstruct intersections for optimized freight operations	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$900,000	\$900,000	100%	
76	4th Ave S ITS Implementation	Provide adaptive traffic signalization for optimized freight operations	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$2,500,000	\$2,500,000	100%	
84	S Atlantic St / SR 519 / Edgar Martinez Dr S Corridor ITS Implementation	Provide adaptive signal control for optimized freight operations following Alaskan Way Viaduct Replacement project	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$5,000,000	\$5,000,000	100%	
91	Terminal 91 Uplands Access	Rehabilitation of existing avenues to support industrial land uses in the T-91 Uplands	POS/City of Seattle	Puget Sound	Roadway	PSRC	2	NA	3	\$10,000,000	\$10,000,000	100%	
87	Argonne Rd & I-90 IC Bridge Widening	New SB Argonne Road Bridge, widening to 3 lanes, a 10' breakdown lane, and a new minimum 6' wide sidewalk.	City of Spokane Valley	East	Roadway	SRTC	3	3	3	\$8,000,000	\$8,000,000	100%	



**Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
93	Sullivan Road Bridge	Replace existing BNSF and Trent Road (SR-290) bridges along Sullivan Road. Widen	City of Spokane Valley	East	Roadway	SRTC	3	3	3	\$20,350,000	\$20,350,000	100%	
95	W Galer St Interchange Ramp	Construct additional ramp to improve access over BNSF mainline tracks and storage yard	City of Seattle	Puget Sound	Roadway	PSRC	3	3	3	\$23,000,000	\$23,000,000	100%	
80	S Atlantic St Reconstruction	Replace damaged/failing concrete panels	City of Seattle	Puget Sound	Roadway	PSRC	3	NA	3	\$3,700,000	\$3,700,000	100%	
111	South Access	New construction of a 2-lane lrd access arterial connecting the planned S Airport Link roadway to the planned extension of SR509 to I-5.	POS	Puget Sound	Roadway	PSRC	3	NA	3	\$247,203,000	\$247,203,000	100%	
114	I-5 Bridge Over Columbia River	Replace I-5 Bridge over the Columbia River and associated interchanges.	WSDOT/ODOT	West	Roadway	MPO-RTC	NA	2	3	\$3,300,000,000	\$3,300,000,000	100%	
158	I-5/13th Street to Mellen Street - ATIS	Travel delays due to congestion or incidents causes the traveling public wasted time and fuel. This project will install communication lines, traffic cameras, and variable message signs along the interstate. The ATIS monitors traffic congestion and incidents, and communicates highway conditions to the public. ATIS enables drivers to check route conditions before and during travel.	WSDOT	West	Roadway	WSDOT	NA	NA	2	\$1,710,000	\$1,710,000	100%	
157	I-5/Marysville Vicinity - Ramp Meters	I-5 experiences congestion due to the uncontrolled flow onto the highway from the interchange on-ramps at 4th St. and 88th St. This project will install ramp meter systems on the I-5 northbound and southbound on-ramps from 4th St. and 88th St. in the Marysville vicinity. The new meters will ease the congestion experienced by the travelling public.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	2	\$1,790,000	\$1,790,000	100%	
156	I-5/SB Corson Ave to Mercer St - Mobility Improvements	Southbound I-5 experiences severe congestion between Corson Ave and Mercer St. Providing dynamic operation of the SB I-5 Mercer St. to Corson Ave. HOV Lane, installing electronic signing to display the HOV lane status, adding ramp metering to southbound I-5 from Yale St. and southbound I-5 collector-distributor lane ramp metering will improve mobility along the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	2	\$5,200,000	\$5,200,000	100%	
151	I-5/NB Seneca St to Olive Way - Mobility Improvements	NB I-5 between Seneca St & Olive Way experiences severe congestion. Providing an additional NB lane between Seneca St and the Olive Way off ramp will improve mobility along the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	2	\$6,500,000	\$6,500,000	100%	
153	I-5/I-90 Truck Parking	Identify and implement expanded truck parking needs in the Central Puget Sound and Vancouver vicinities by leveraging state funds with private contributions.	WSDOT	NA	Roadway	WSDOT	NA	NA	2	\$3,000,000	\$3,000,000	100%	
168	I-5/NB I-90 to SR 520 - Active Traffic Management	NB I-5 between I-90 & SR 520 experiences severe congestion. Installing metering on the Cherry St to NB I-5 ramp and the NB I-5 collector-distributor ramp, and extending the Active Traffic Management System on NB I-5 to SR 520 will improve mobility along the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	3	\$13,600,000	\$13,600,000	100%	
166	I-5/WB SR 512 to NB I-5 On Ramp - Mobility	A high volume of westbound SR 512 morning traffic to northbound I-5 disrupts traffic flow on I-5 and causes large traffic back-ups on SR 512 between Steele Street Interchange and I-5 for both Truck and GP traffic. Widening the on ramp to two lanes and constructing an auxillary lane on SR 512 from E Steele St may reduce traffic congestion and increase traffic mobility.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	3	\$17,500,000	\$17,500,000	100%	

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
165	I-5/NB Express Lanes Northgate Vic. - Merge Revision	The merge onto NB I-5 from the NB I-5 Express Lanes creates congestion on both mainline I-5 and the Express Lanes. Constructing a new ramp for general purpose traffic from the Express Lanes to NB I-5 just north of NE 92nd St and eliminating the general purpose exit at its current location at NE 103rd St will improve the mobility of the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	3	\$22,600,000	\$22,600,000	100%	
163	I-205/SR 500 to Padden Parkway - Add Lanes	Traffic congestion during peak periods create stop and go conditions on a regular basis, hindering motorists as well as the movement of freight and goods through the corridor. This project will improve mobility by widening the interstate to three lanes in each direction between SR 500 and Padden Parkway.	WSDOT	West	Roadway	WSDOT	NA	NA	3	\$25,000,000	\$25,000,000	100%	
162	SR 167/8th St E to 15th St SW - Northbound HOT Lanes	SR 167 between 8th St E and 15th St SW experiences severe congestion during peak traffic periods. Constructing a new High Occupancy Toll lane in the northbound direction will improve the efficiency of the corridor by providing single occupancy vehicles the option of choosing to use the HOT lane.	WSDOT	Puget Sound	Roadway*	WSDOT	NA	NA	3	\$33,000,000	\$33,000,000	100%	
164	I-90/Greenacres Rd to Harvard - Additional Lanes	Reconstruction adding lanes and capacity.	WSDOT	East	Roadway	WSDOT	NA	NA	3	\$39,000,000	\$39,000,000	100%	
98	Maintenance Priority - Complete Seismic Upgrades to Area Bridges	Seismic Upgrade	WSDOT	West	Roadway*	SWRTPO	NA	NA	NA	\$24,000,000	\$24,000,000	100%	
Tier 2 and 3 Total										\$4,404,176,480			

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
Ineligible projects (see Reason for Exclusion for detail)													
122	US 12/SR 128 Vicinity to Snake River Bridge - Paving	The existing pavement in this section of US 12 is deteriorating due to normal wear and tear. This project will grind and resurface the existing roadway to extend the life of the pavement. This project will also restore delineation.	WSDOT	East		WSDOT	1	NA	1	\$1,051,154	\$1,051,154	100%	Project type or location does not meet eligibility requirements
4	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Fire Loop	Construction of Fire Loop to support fire suppression at the facility	Port of Kalama	West		SWRTPO	NA	NA	1	\$500,000	\$500,000	100%	Project type or location does not meet eligibility requirements
5	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Storm Water Enhancements	Storm water system enhancements to support industrial facilities adjacent to the KMMEF facility	Port of Kalama	West		SWRTPO	NA	NA	1	\$500,000	\$500,000	100%	Project type or location does not meet eligibility requirements
6	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Security Infrastructure	Construction of Security Infrastructure to secure the facility	Port of Kalama	West		SWRTPO	NA	NA	1	\$526,000	\$526,000	100%	Project type or location does not meet eligibility requirements
8	Dredge Spoils Disposal Sites	Property purchase	Port of Kalama	West		SWRTPO	NA	NA	1	\$1,000,000	\$1,000,000	100%	Project type or location does not meet eligibility requirements
10	Spencer Creek Business Park- Pre-loading Site	Pre-loading required for building construction	Port of Kalama	West		SWRTPO	NA	NA	1	\$1,400,000	\$1,400,000	100%	Project type or location does not meet eligibility requirements
13	Property Purchases	Waterfront Industrial Property (Central Port)	Port of Kalama	West		SWRTPO	NA	NA	1	\$3,000,000	\$3,000,000	100%	Project type or location does not meet eligibility requirements
14	Deep Water Terminal Berth Dredging	Dredge deep water berth to maintain access for grain terminal export	Port of Kalama	West		SWRTPO	NA	NA	1	\$3,750,000	\$3,750,000	100%	Project type or location does not meet eligibility requirements
18	Spencer Creek Business Park- Enhance Surface Streets	Surface Street Enhancements	Port of Kalama	West		SWRTPO	NA	NA	1	\$5,000,000	\$5,000,000	100%	Project type or location does not meet eligibility requirements
21	Kalama River Industrial Park - Building Construction	Light Industrial building construction	Port of Kalama	West		SWRTPO	NA	NA	1	\$8,000,000	\$8,000,000	100%	Project type or location does not meet eligibility requirements
22	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Well	Construction of Well to provide water for the facility	Port of Kalama	West		SWRTPO	NA	NA	1	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
46	Spencer Creek Business Park - Road and Utility Improvements to the Business Park	Utilities and Roads	Port of Kalama	West		SWRTPO	NA	NA	1	\$12,000,000	\$12,000,000	100%	Project type or location does not meet eligibility requirements
26	Spencer Creek Business Park - Installation of floating Light Industrial Dock, in support larger freight movement	Installation of floating light industrial dock, in support larger freight movement	Port of Kalama	West		SWRTPO	NA	NA	1	\$20,000,000	\$20,000,000	100%	Project type or location does not meet eligibility requirements
48	Connell Rail Interchange	<p>Rail congestion and safety issues are caused by the current facilities, which are outdated, inefficient, and undersized. This project will improve multi-modal safety and freight mobility, resulting in greater regional economic development. The current interchange serves as a pinch-point for rail transportation, and causes vehicle traffic delays in the downtown. The project site provides access to a three-county region, predominantly agriculture and industry. The improvements aim to improve safety, reduce rail congestion, and promote industrial and economic growth in the three county region.</p> <p>The preliminary study occurred and was funded by local matches, a CERB grant, and Connecting Washington. BNSF will perform the engineering and design.</p>	City of Connell	East		Benton-Franklin Council of Governments	1	NA	2	\$23,940,302	\$13,940,302	58%	Project type or location does not meet eligibility requirements

**Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)**

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
86	Bigelow Gulch Road - Project 6	Realigned 5-lane urban arterial with curb and sidewalk	Spokane County	East		SRTC	NA	2	2	\$8,739,502	\$6,970,502	80%	Project type or location does not meet eligibility requirements
34	EMVD/ SR 529 Interchange Improvements	Correct the height restriction with East Marine View Drive	City of Everett	Puget Sound		PSRC	1	2	2	\$2,246,000	\$1,980,000	88%	Project type or location does not meet eligibility requirements
85	E Marginal Ave S / 8th Ave S / S Myrtle St Intersection Improvements	Improve intersection geometry, revise signalization, upgrade drainage, rehabilitate pavement at railroad tracks, and install streetscaping	City of Seattle	Puget Sound		PSRC	2	NA	2	\$5,600,000	\$5,100,000	91%	Project type or location does not meet eligibility requirements
51	Pines Road (SR 27)/BNSF Grade Separation Project	The Pines Road/BNSF Grade Separation Project replaces an at-grade crossing with an underpass of BNSF's railroad tracks; lowers the intersection and adds lanes at the nearby Pines Road/Trent Avenue (SR 290); and closes the at-grade crossing of University Road at the BNSF railway.	City of Spokane Valley	East		SRTC	1	1	2	\$19,765,000	\$18,248,555	92%	Project type or location does not meet eligibility requirements
77	166th Ave E & SR 410	This project improves freight mobility by adding a signal at the west bound SR 410 ramps and widening 166th Ave north to 64th St.	WSDOT	Puget Sound		City of Sumner	1	1	2	\$2,600,000	\$2,600,000	100%	Project type or location does not meet eligibility requirements
65	Dredge Material Management Plan	The scope of this project is to complete a management plan of sufficient detail to ensure unimpeded maintenance of the 43-foot Columbia River federal navigation channel for the next 20 years. Other federal and non-federal dredging within the related geographic area will be considered to the extent that placement from these sources affects placement capacity for the 43-foot channel. The Sponsor Ports in Washington on the Columbia River (Port of Longview, Port of Kalama, Port of Woodland, and Port of Vancouver) are responsible for aiding the USACE in this process, conducting a joint SEPA/NEPA evaluation, as well as securing dredge material placement sites (easements and property) within the 20-year Plan's timeframe.	USACE/Washington State Sponsor Ports; and Oregon Sponsor Port, Port of Portland.	West		CWCOG & SWRTPO	NA	2	2	\$50,000,000	\$50,000,000	100%	Project type or location does not meet eligibility requirements
159	US 12 White Pass corridor hardening plan	Develop a preservation and improvement plan for White Pass to determine a plan to reduce the risk of losing the corridor as a key freight route due to weather conditions and improve the long term viability and sustainability of the corridor for freight.	WSDOT	East		WSDOT	NA	NA	2	\$200,000	\$200,000	100%	Project type or location does not meet eligibility requirements
160	Freight Connected Vehicle Technology - statewide	Establish a grant program to leverage state funds for the implementation of freight CV technology projects.	WSDOT	NA		WSDOT	NA	NA	2	\$2,000,000	\$2,000,000	100%	Project type or location does not meet eligibility requirements
155	Statewide Bridge Hit Prevention	Identify and implement a technology based approach for establishing an active or passive advance warning system at selected bridges throughout the state.	WSDOT	NA		WSDOT	NA	NA	2	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
154	Statewide ITS enhancements	Funding to implement operational ITS improvements at priority locations statewide to facilitate the movement of freight.	WSDOT	NA		WSDOT	NA	NA	2	\$15,000,000	\$15,000,000	100%	Project type or location does not meet eligibility requirements
69	Edmonds Multimodal Grade Separation	Provide grade separated access to the Edmonds Waterfront. The purpose of the project is to provide safe, reliable and efficient access for vehicle traffic (including freight), transit, emergency vehicles, pedestrians, and bicyclists between downtown Edmonds and the waterfront, including regional transportation links. The project will provide grade separated loading and unloading of the ferry, 24-hour access for emergency vehicles and full time access for pedestrians and other non-motorized users.	City of Edmonds	Puget Sound		Puget Sound Regional Council	2	3	3	\$1,000,000	\$850,000	85%	Project type or location does not meet eligibility requirements

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
71	Duwamish Local Freight Access Improvements	Reconstruct roadway with drainage, curb, sidewalks and landscaping. Coincides with Seattle Public Utilities drainage substation project	City of Seattle	Puget Sound		PSRC	1	1	3	\$1,300,000	\$1,300,000	100%	Project type or location does not meet eligibility requirements
70	Oak Street Overpass Modification	Access / Egress to Overpass	Port of Kalama	West		SWRTPO	2	2	3	\$1,000,000	\$1,000,000	100%	Project type or location does not meet eligibility requirements
103	1st Ave S Viaduct Replacement	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	City of Seattle	Puget Sound		PSRC	2	NA	3	\$55,000,000	\$55,000,000	100%	Project type or location does not meet eligibility requirements
104	4th Ave S Viaduct Replacement	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	City of Seattle	Puget Sound		PSRC	2	NA	3	\$55,000,000	\$55,000,000	100%	Project type or location does not meet eligibility requirements
108	SODO Rail Corridor Grade Separation	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts	City of Seattle	Puget Sound		PSRC	3	3	3	\$145,000,000	\$145,000,000	100%	Project type or location does not meet eligibility requirements
161	US 101/Port Industrial Road - Alternate Route	The proposal is intersection control improvements at 4 locations along the Port Industrial Rd (2 intersections with signals and channeliza- tion and 2 intersections with left turn channelization). The Port industrial Rd is an alternate route to using US 101 mainline and US 101 Aberdeen couplet between W Heron St and Myrtle St.	WSDOT	West		WSDOT	NA	NA	3	\$4,000,000	\$4,000,000	100%	Project type or location does not meet eligibility requirements
167	SR 18/I-5 to SR 169 - ITS Improvements	Improve travel times along the SR 18 corridor between I-5 and SR 169 by expanding the NWR Active Traffic Management system. Improvements include adding new CCTV units, Highway Advisory Radio signs, Variable Message Signs with sign bridges, ramp meters, and a Roadway Weather Information Station. The result will be improved detection of congestion and incidents, communication with motorists, and mobility on SR 18.	WSDOT	Puget Sound		WSDOT	NA	NA	3	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
109	Puyallup Bridge Rehabilitation (F16C, F16D, F16E)	Bridge Replacement. Note the Puyallup River Bridge is made of 6 segments. This project includes segments F16C, D, E and F16.	City of Tacoma	Puget Sound		City of Tacoma	2	2	3	\$150,000,000	\$150,000,000	100%	Project not supported by regional plan
Ineligible total											\$614,916,513		

Roadway\*: project is partially located on NHFN.



MAP 21 provides an opportunity for greater focus on improving the nation's freight delivery system. Section 1117 of the act recommends that each state create a freight advisory committee that includes both private and public representation with the five specific goals listed below:

#### **Freight Advisory Committee Role**

**Role of Committee.**--A freight advisory committee of a State shall--

- (1) advise the State on freight-related priorities, issues, projects, and funding needs;
- (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
- (3) communicate and coordinate regional priorities with other organizations;
- (4) promote the sharing of information between the private and public sectors on freight issues; and
- (5) participate in the development of the freight plan of the State described in section 1118 of MAP 21

**FMSIB will convene** the Washington State Freight Advisory Committee **as an ongoing standing Committee of the Board**, schedule meetings, work with State and local stakeholders providing input on freight matters. **FMSIB will staff the committee, select the chair and members of the Committee** with FMSIB members composing the core of the Washington State Freight Advisory Committee will provide expert advice and input to WSDOT and the Transportation Commission in the development of the state's Freight Plans and the inventory of freight barriers as described in MAP 21.

**Freight Advisory Committee: Membership.** MAP-21 guidance on State Freight Advisory Committees recommends that the Committee be broad based to include both public and private interests in freight and goods movement. State freight Advisory Committees should include representatives of a cross section of public and private sector experts and stakeholders, many of which are currently represented on the Freight Mobility Strategic Investment Board.

The Freight Advisory Committee will be created as an on-going standing committee of the Freight Mobility Strategic Investment Board. **FMSIB will convene** the Washington State Freight Advisory Committee **as an ongoing standing Committee of the Board**, schedule meetings, work with State and local stakeholders providing input on freight matters. **FMSIB will staff the committee, select the chair and members** of the Committee with FMSIB members composing the core of the Committee. Per MAP-21 direction and the ensuing guidance, the FMSIB membership will be enhanced by a selection of additional members that reflect Washington's relevant freight stakeholders to include:

**FMSIB representation:**

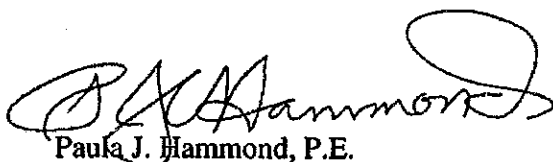
Trucking  
Maritime  
Rail  
Ports  
Cities  
Counties  
WSDOT  
Private sector

**Added Freight Advisory representatives:**

Workforce  
Tribal  
MPO  
RTPo  
Shipper  
Airport Authority  
River Commerce  
Environmental

**Timeline:**

- a. FMSIB will coordinate the Freight Advisory Commission's work with WSDOT and the Transportation Commission timelines as they develop the State Transportation Plan.
- b. The Advisory Committee would be expected to confirm and take action on validating completed deliverables (or "Tasks" as identified in the MAP-21 guidance.) The Advisory Committee would take an additional action confirming remaining deliverables and a recommended timeline for completion of remaining Tasks.



Paula J. Hammond, P.E.  
Secretary of Transportation  
WSDOT



Karen Schmidt  
Executive Director  
FMSIB





# Freight Mobility Strategic Investment Board

## Road-Rail Conflict Study – Next Steps

*June 2, 2017*

Brian Ziegler, P.E.

Director

Freight Mobility Strategic Investment Board

# Agenda



- Legislative Background
- Study Results
- New Legislative Direction
- What It Means
- Draft Work Plan
- Progress To Date
- Next Steps

# Legislative Background



## **Second Engrossed Substitute House Bill 1299 (2015), Section 204:**

*(3) \$250,000 of the motor vehicle account—state appropriation, from the cities' statewide fuel tax distributions under RCW46.68.110(2), is for a study to be conducted in 2016 to identify prominent road-rail conflicts, recommend a corridor-based prioritization process for addressing the impacts of projected increases in rail traffic, and identify areas of state public policy interest, such as the critical role of freight movement to the Washington economy and the state's competitiveness in world trade. The study must consider the results of the updated marine cargo forecast due to be delivered to the joint transportation committee on December 1, 2015. In conducting the study, the joint transportation committee must consult with the department of transportation, the freight mobility strategic investment board, the utilities and transportation commission, local governments, and other relevant stakeholders. The joint transportation committee must issue a report of its recommendations and findings by December 1, 2016.*

# Study Results



- JTC Report prioritizes needs, not projects
- Needs were prioritized using 19 criteria in three categories
  - Safety
  - Mobility
  - Community
- Ranking of 2,180 public crossings:
  - Top 300 spread throughout more than ten MPO/RTO's
  - Top 50 contained in six MPO/RTPO's, over half within PSRC



# New Legislative Direction



## **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.*

# What It Means



*... identify and recommend a statewide list of projects using a corridor-based approach.*

- “Projects” would require Scope, Schedule, and Budget details. Lacking in many cases.
- “Recommend a statewide list ...” presumes the list is prioritized, which begs for some assessment of benefits or ROI.
- “...using a corridor based approach” calls for evaluating which crossings can be improved and which adjacent crossings might be ignored and/or closed to road traffic.

# Draft Work Plan



- Refresh Transpo Group contract to maintain and update database as necessary.
- Reconvene the Study Advisory Panel and develop project prioritization criteria and corridor evaluation approach.
- Reengage MPO's/RTPO's to determine available evaluative criteria and level of effort concerns.
- Regularly update the Freight Mobility Strategic Investment Board (FMSIB).

# Progress to Date



- Discussed expected outcomes with JTC staff and AWC staff
- Began the Sole Source Contract procurement process to retain original consultant team
- Discussed two-phased approach with previous consultant project manager
- Briefed the MPO/RTPO/WSDOT Coordinating Committee

# Progress to Date – Questions to Coordinating Committee



- What was your level of engagement in the Road-Rail Conflicts Study?
- Is your Board and/or staff aware of the Study results?
- Have you made any comparisons between the Study prioritization and your RTIP?
- Are you aware of any legislator interest in the Study or particular crossings?
- What are your thoughts about generating project costs, benefits, and/or potential closure scenarios?



# Next Steps



- Execute Phase 1 scope of work for consultant contract
- Develop preliminary criteria for identifying crossing project elements (scope, schedule, budget, benefits, etc.)
- Reconvene Study Advisory Committee
- Engage MPO/RTPO Coordinating Committee to develop Phase 2 consultant work program

# Questions?

Brian Ziegler, Director

Freight Mobility Strategic Investment Board

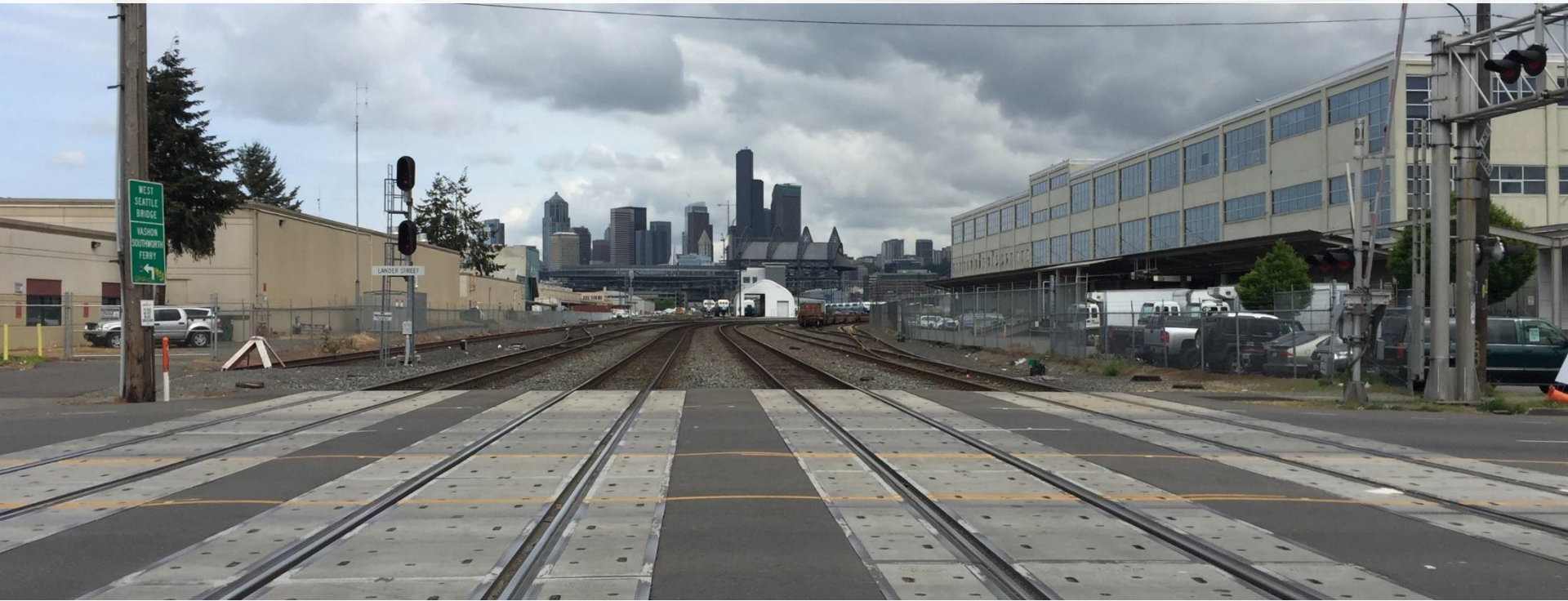
[ziegleb@fmsib.wa.gov](mailto:ziegleb@fmsib.wa.gov)

360-586-9695





# S Lander St Bridge Project



Washington State Freight Mobility  
Strategic Investment Board  
Eric Strauch, SDOT  
June 2, 2017



**Seattle**  
Department of  
Transportation



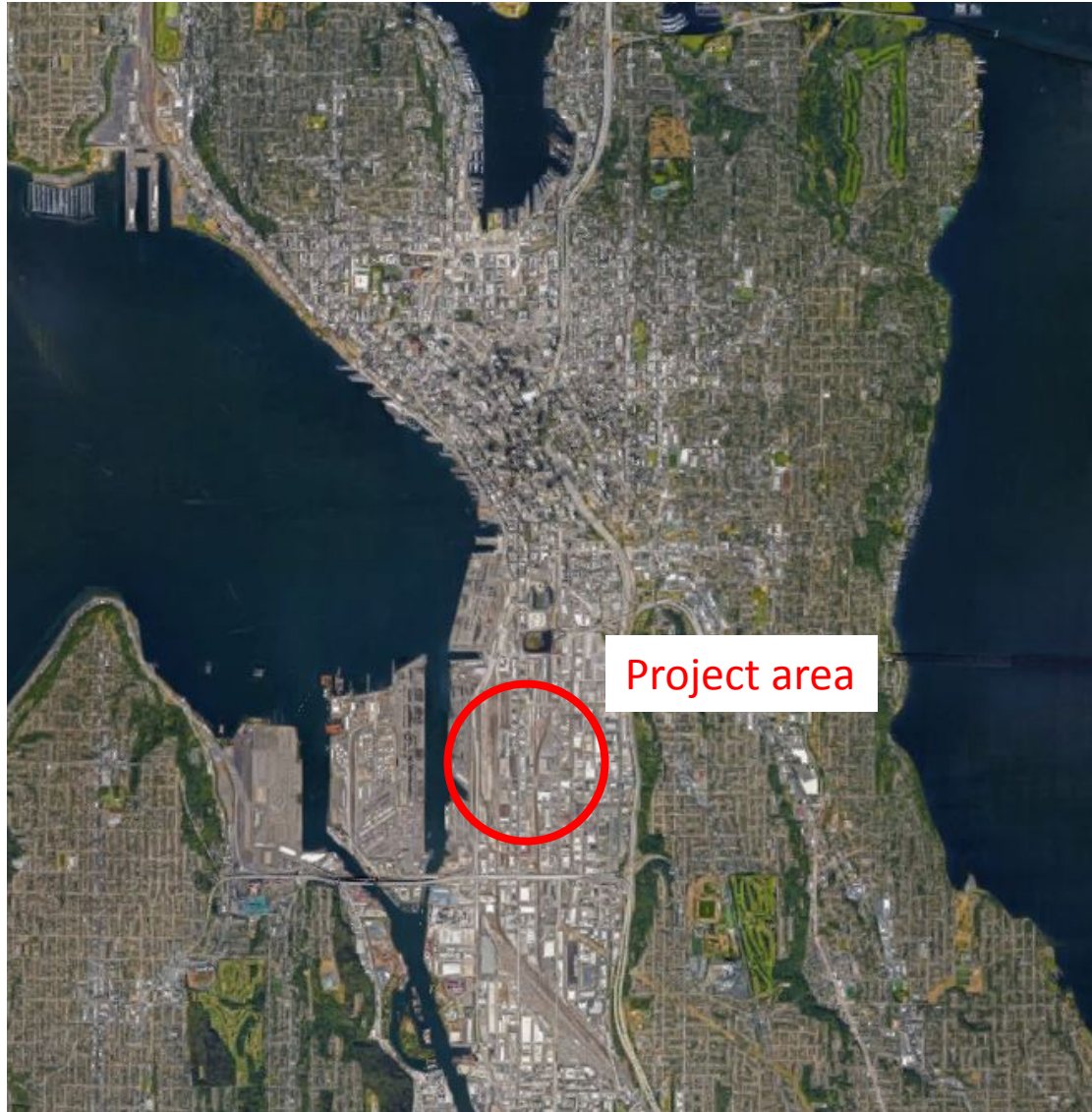
# Presentation overview

- Welcome and introductions
- Project overview
- Design progress
- Construction planning
- Visualizations
- Next steps





# Project context

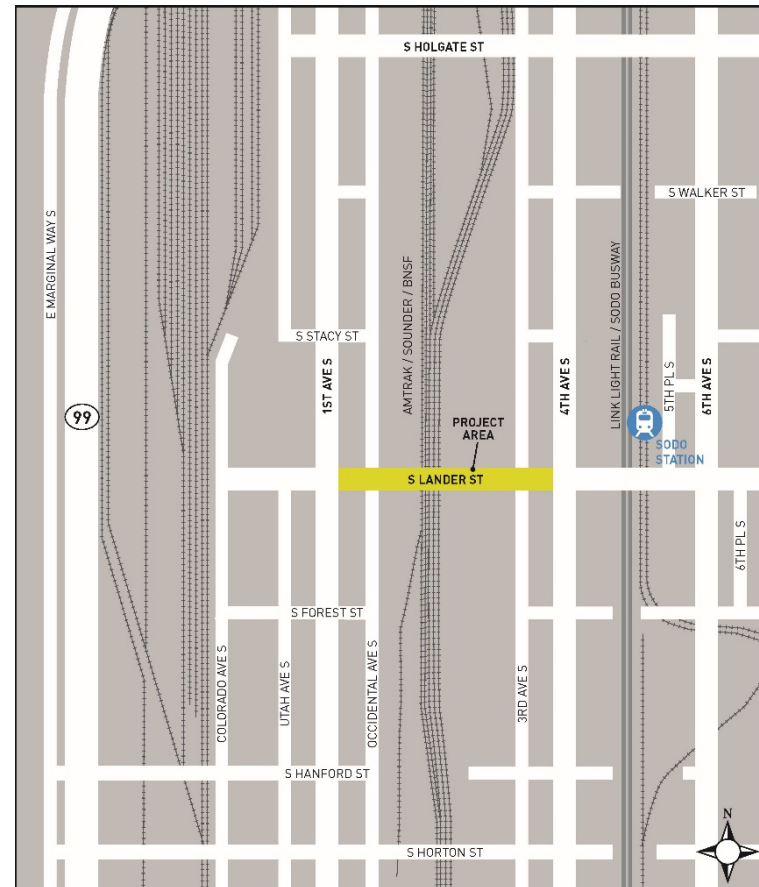




# S Lander Street – An important SODO corridor

S Lander St serves:

- Freight mobility
- Port of Seattle
- Freight and passenger rail
- Local businesses and major employers
- Transit
- Commuters
- Pedestrians and bicycles



# Project goals

- Eliminate the at-grade crossing
- Fit the bridge in the right of way
- Avoid property takes
- Prioritize modal recommendations
- Build to budget (\$140m)

## Our mission:

- Safest and effective solution
- Efficient use of funding



# S Lander Street by the numbers

Daily use:



**100+**  
Trains



**13,000+**  
Vehicles  
(16% are trucks)



**1,400**  
Pedestrians



**100**  
Bicycles



**75,000**  
Jobs supported  
(100,000 by 2040)

---

Daily closures: **100+**

Average traffic delay per closure: **2 minutes, 40 seconds**

Average closure time per day: **4 hours, 50 minutes**

Crossing violations per day: **485**

Collisions over the past five years: **85**

Fatalities over the past five years: **3**



# At the crossing



**8 seconds** after a train is out of frame:

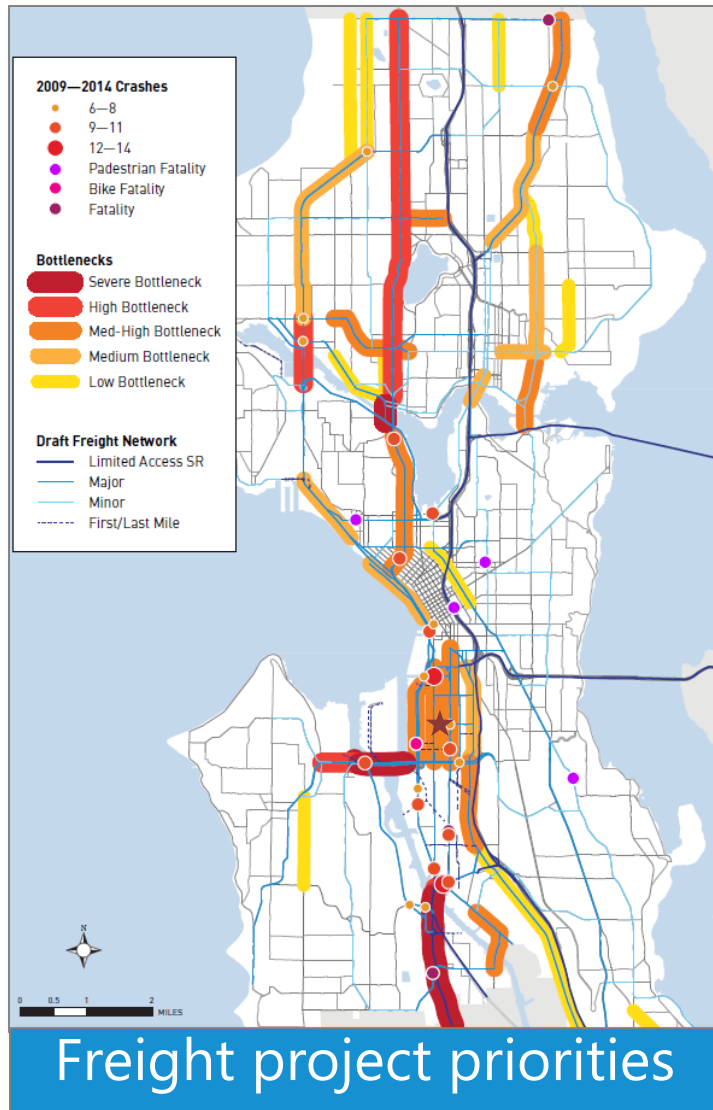
**9 pedestrians** are already in the crossing

Notice the gates are still down and the lights are still flashing

**Is another train coming?**

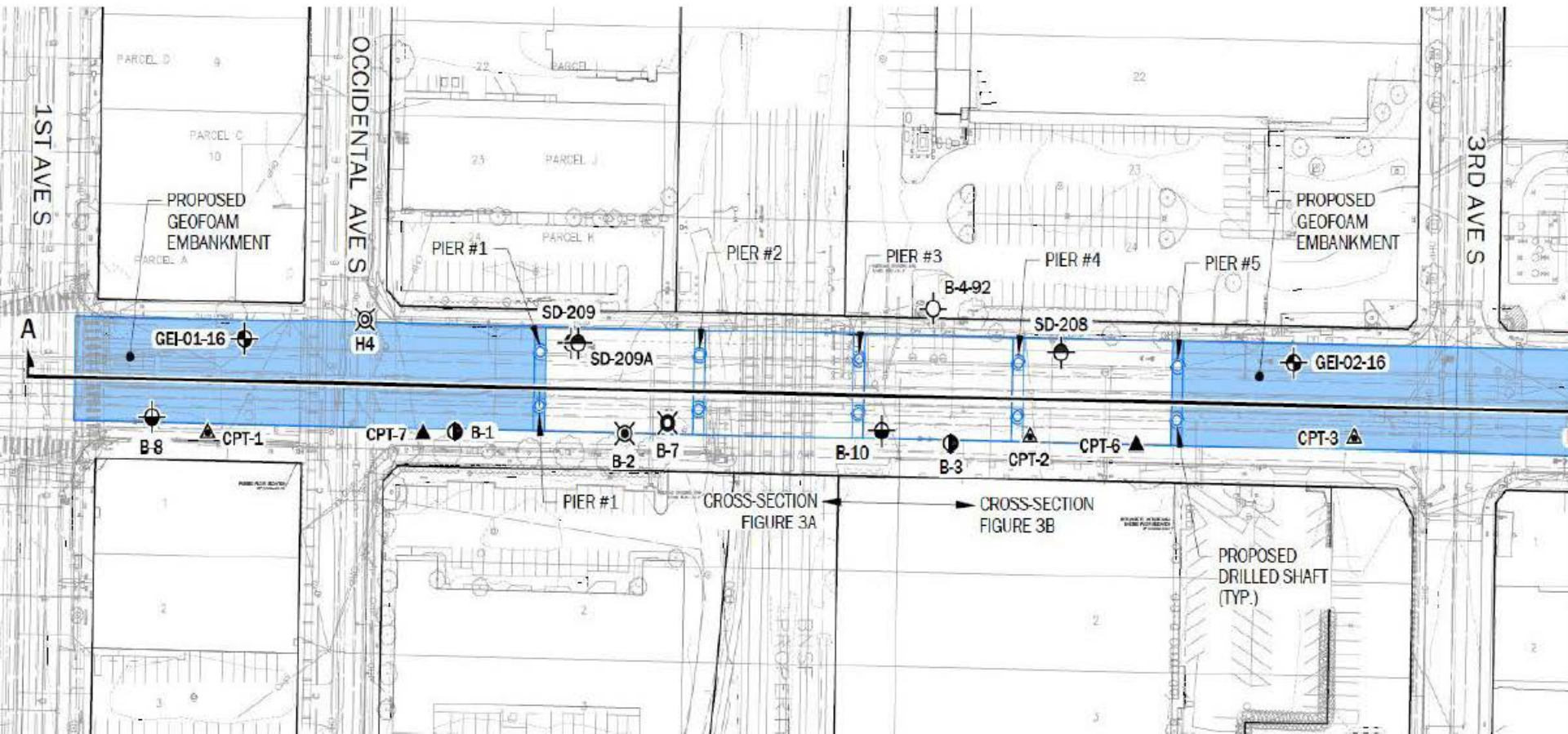
2016-01-27 5:12:56 PM

# Seattle freight circulation

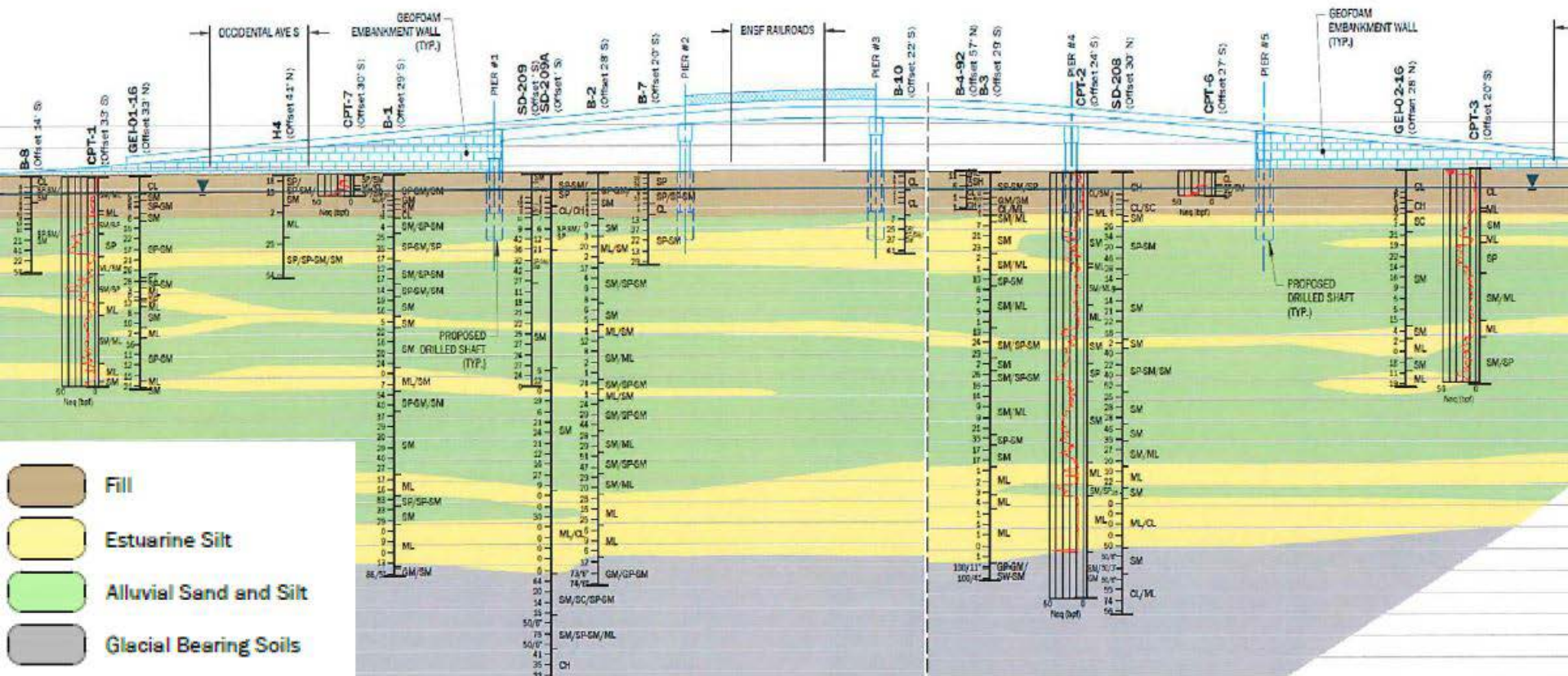




# Technical details – plan view



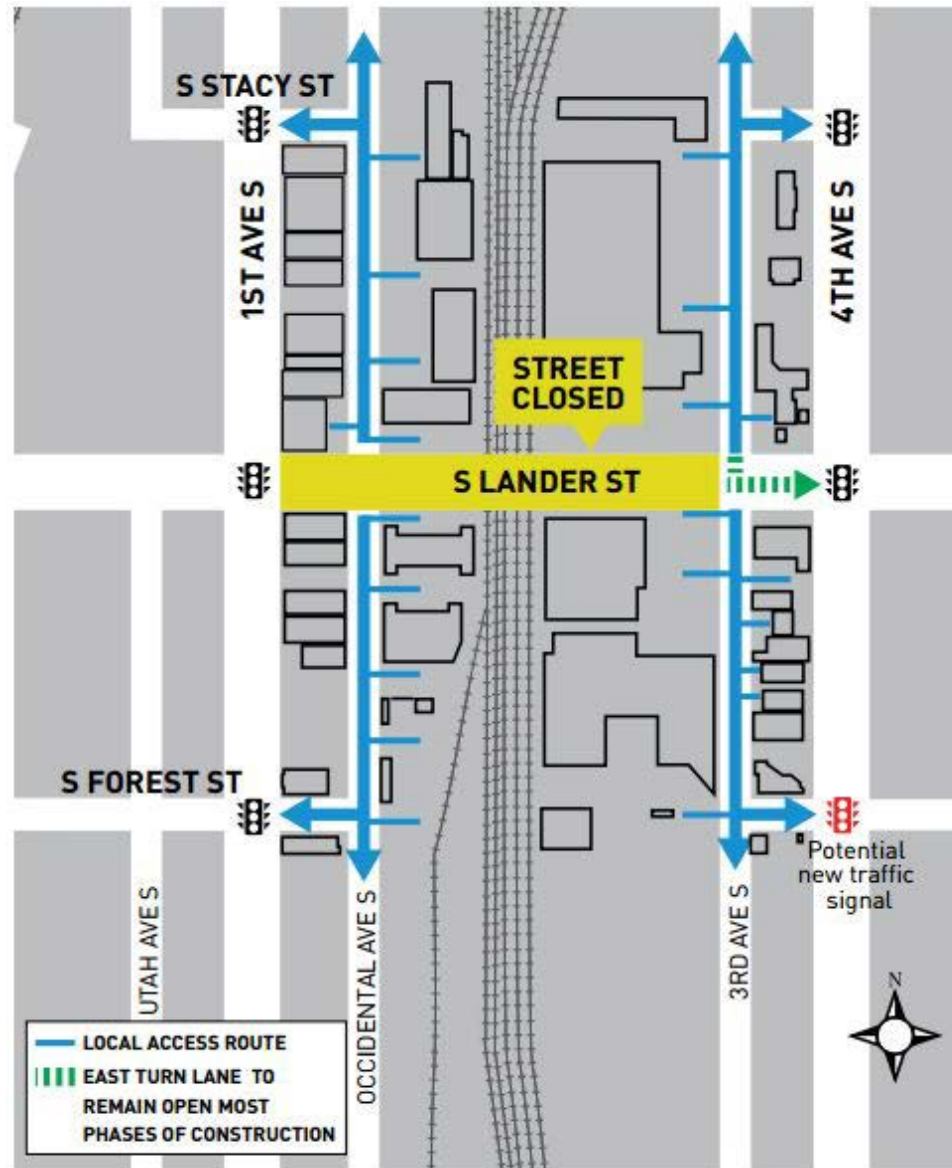
# Soil profile – liquefaction risk



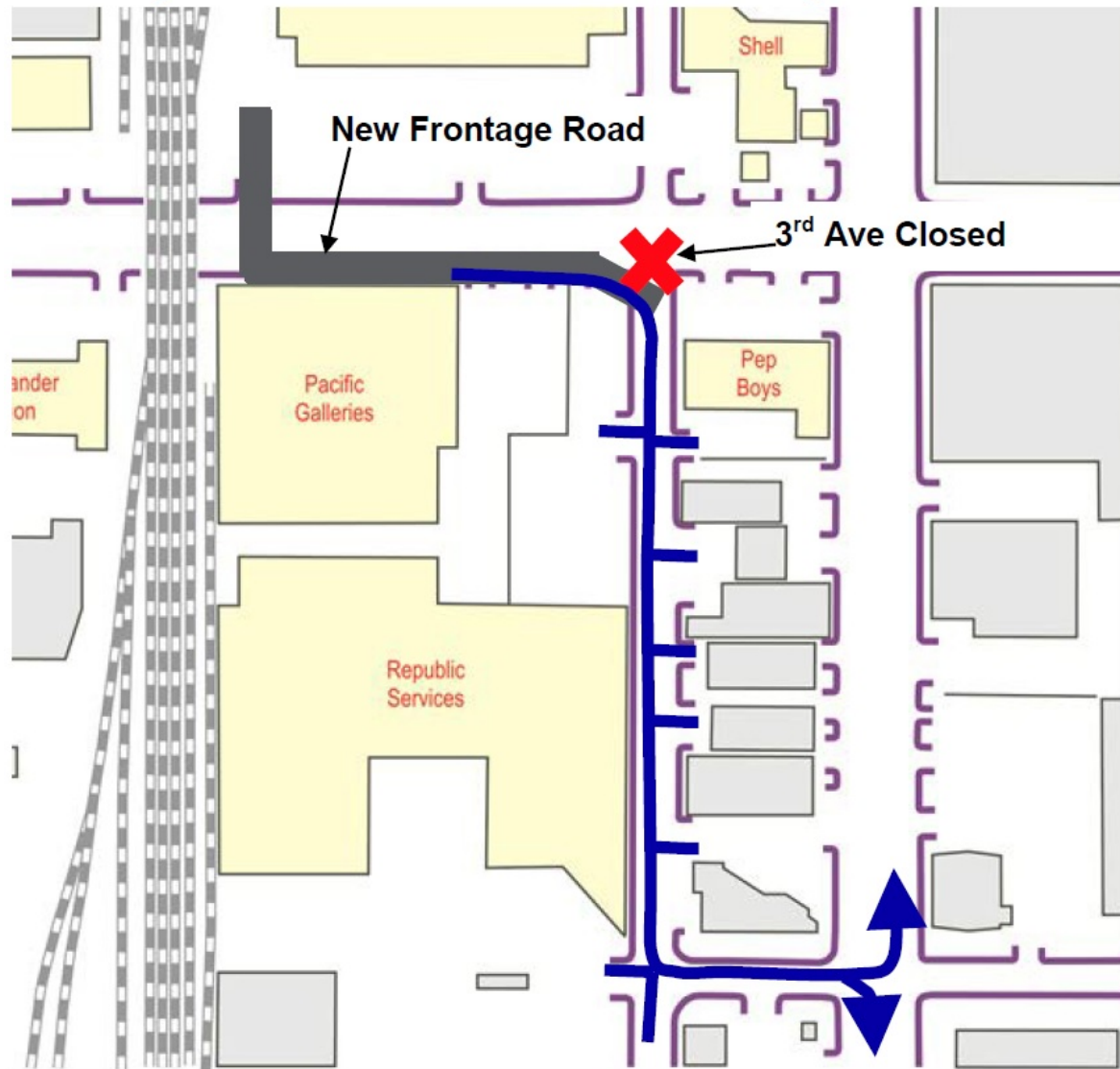
[illegible]



# Local access during construction



# Freight access during construction





# Funding

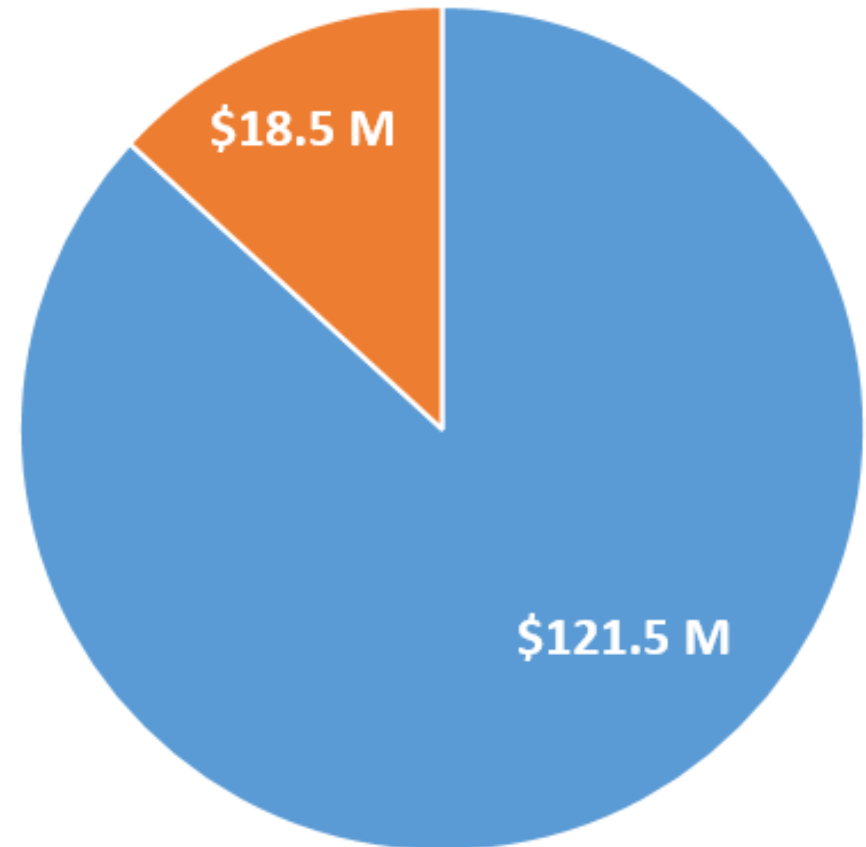
**TOTAL: \$140M**

## ■ **\$121.5M Secured Funding**

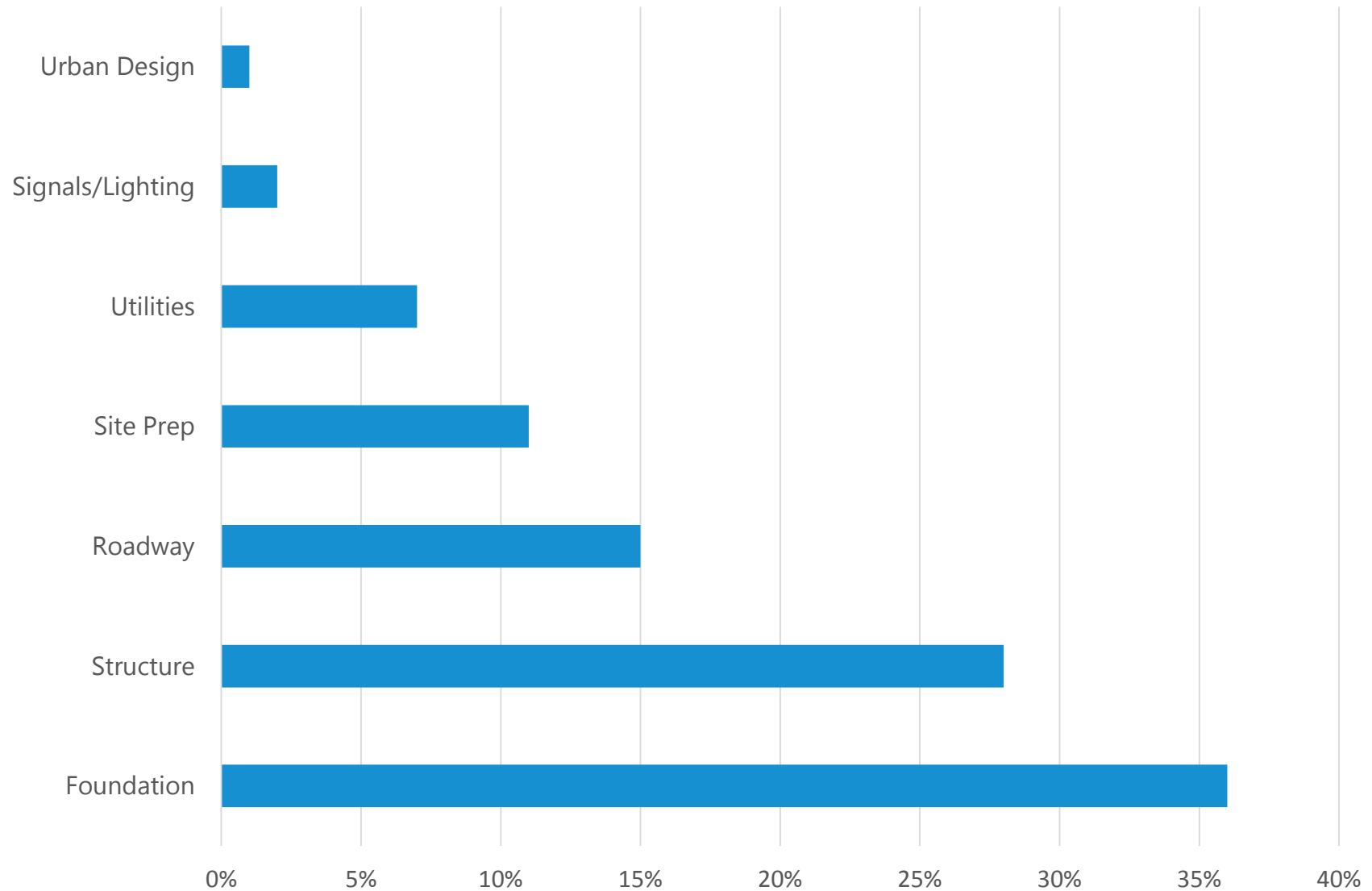
- \$ 33M City
- \$ 8M FMSIB
- \$ 7M Connecting WA
- \$ 63.5M Federal
- \$ 10M Private (Port, BNSF)

*BNSF is committing at least 5% (approximately \$5 million) pursuant to 23 CRF 666.210*

## ■ **\$18.5M Unsecured Funding**



# Cost – construction detail



# Next steps

May 2017

- Final design complete

Summer 2017

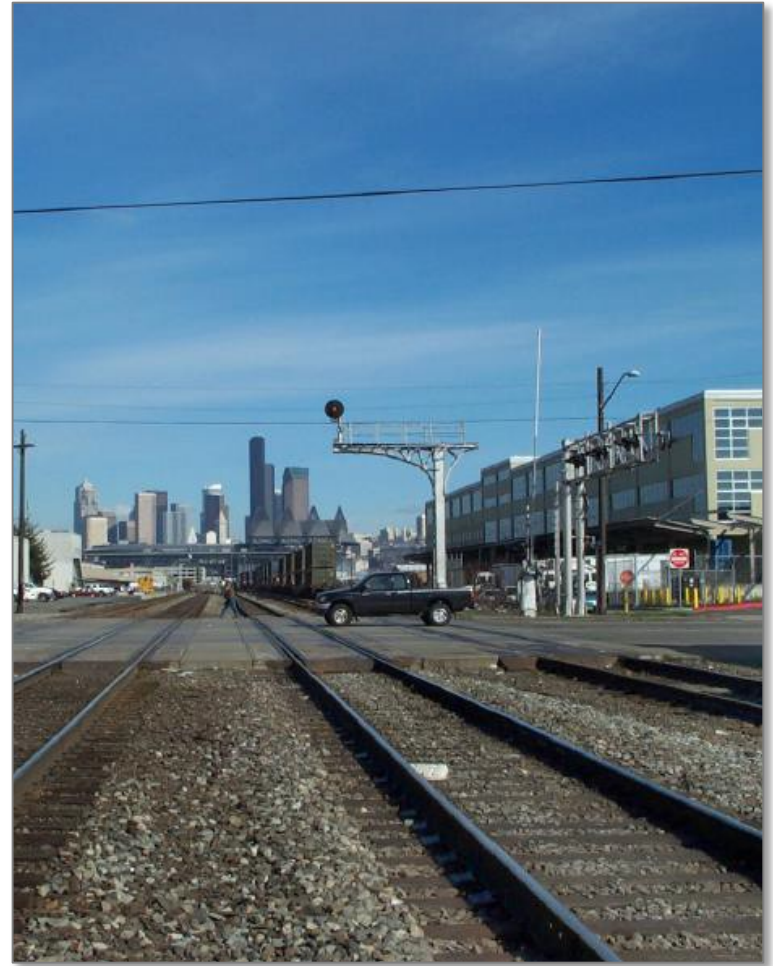
- Pre-construction outreach begins
- Solicit for construction

Late 2017

- Pre-construction open house

Early 2018

- Begin construction



# Project visualization

## Bird's-eye view looking northwest





# Project visualization

## Occidental Ave S at S Lander St looking south





# Project visualization

## S Lander St looking southwest



Map data: © 2016 Google  
Image Landsat



# Project visualization

1<sup>st</sup> Ave S and S Lander St looking east



# Project visualization

## 3rd Ave S at S Lander St looking east





# Stay connected



- Visit: [www.seattle.gov/lander\\_bridge.htm](http://www.seattle.gov/lander_bridge.htm)
- Call Eric Strauch: 206-233-7208
- Email: [lander\\_bridge@seattle.gov](mailto:lander_bridge@seattle.gov)



**Seattle**  
Department of  
Transportation



# **Freight Mobility Strategic Investment Board**

## **West Cashmere Bridge Project**

June 2, 2017

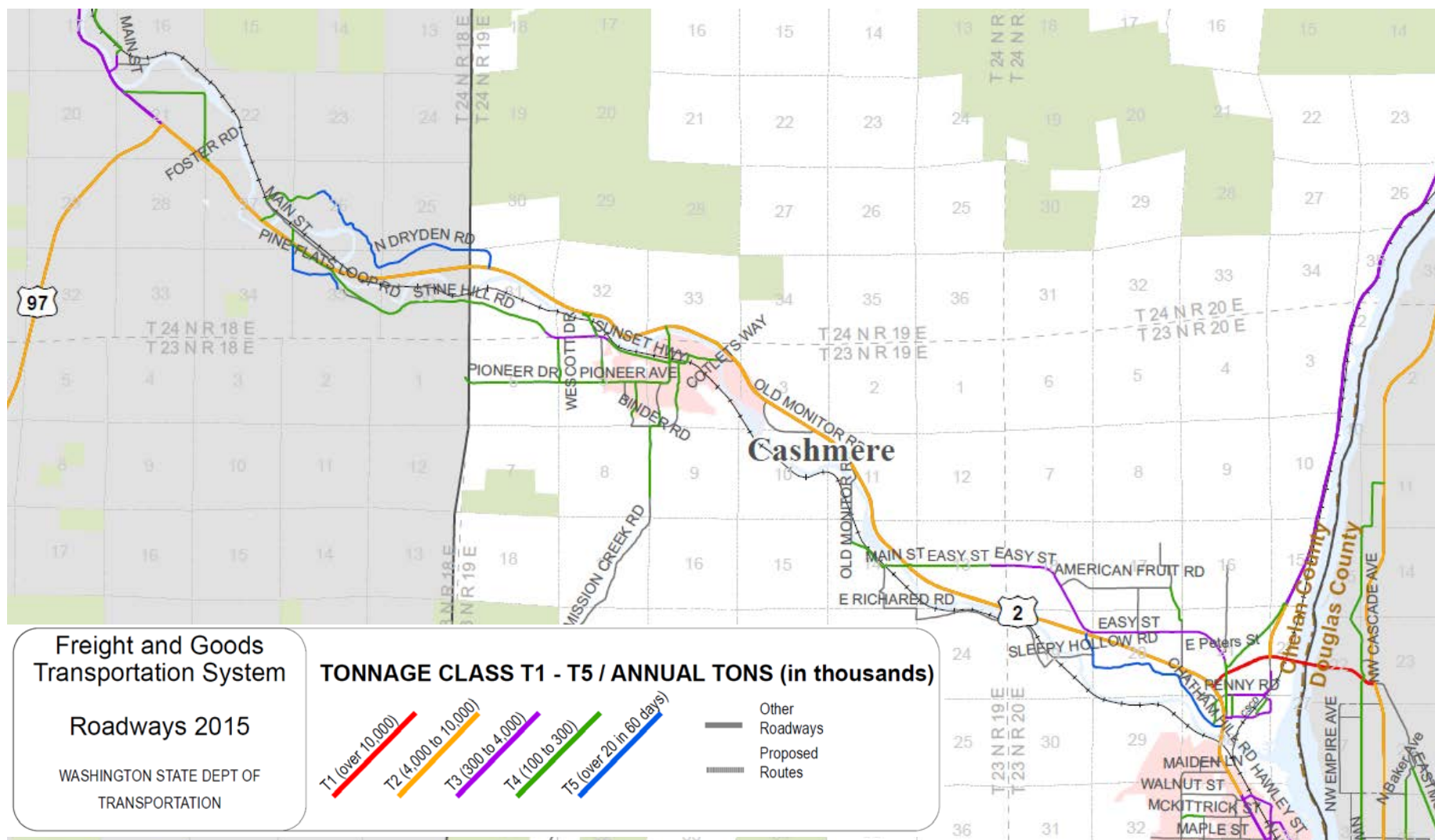
Brian Ziegler, P.E.

Director

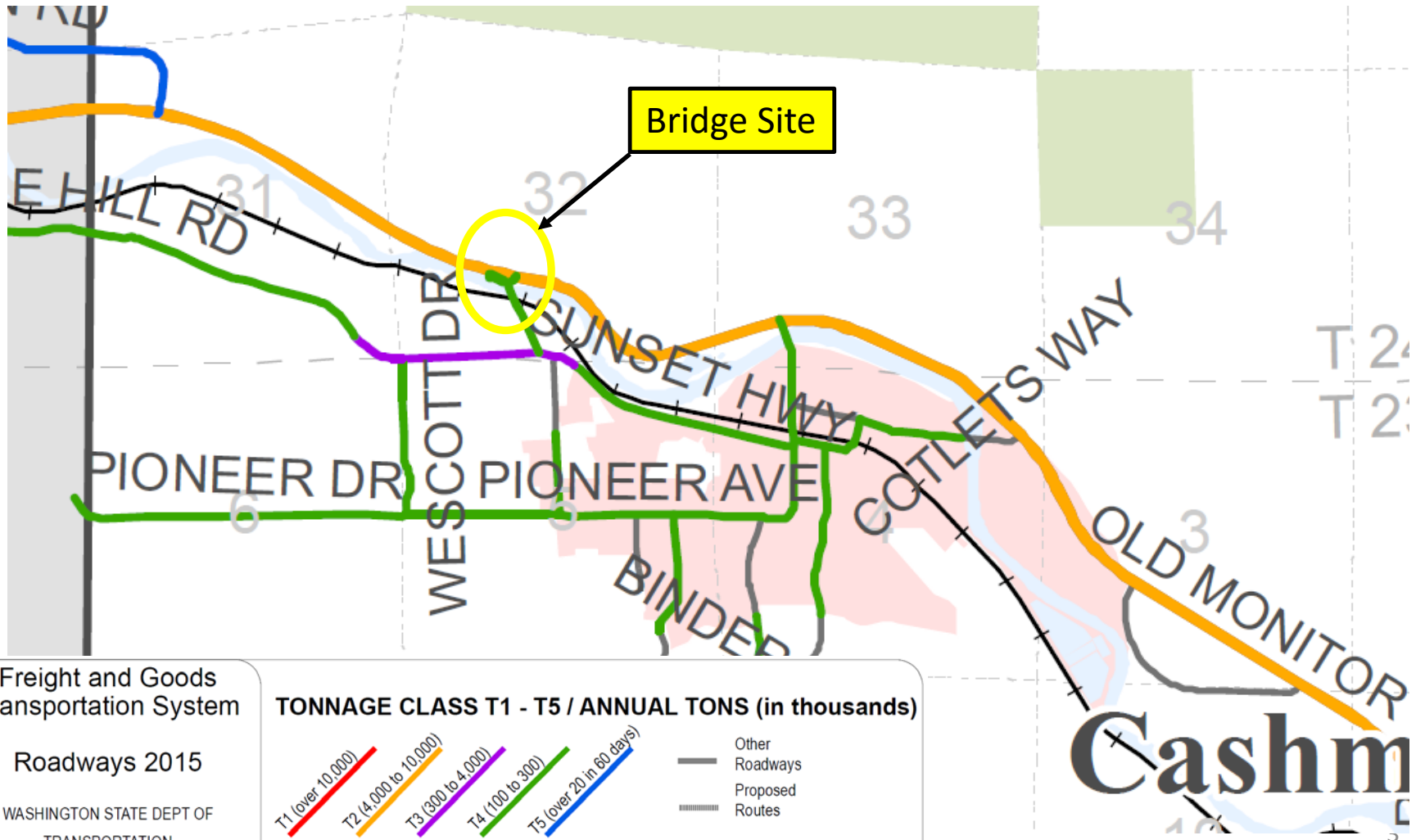
Freight Mobility Strategic Investment Board



# The Community



# Project Location





# Current Condition





# Proposed Condition



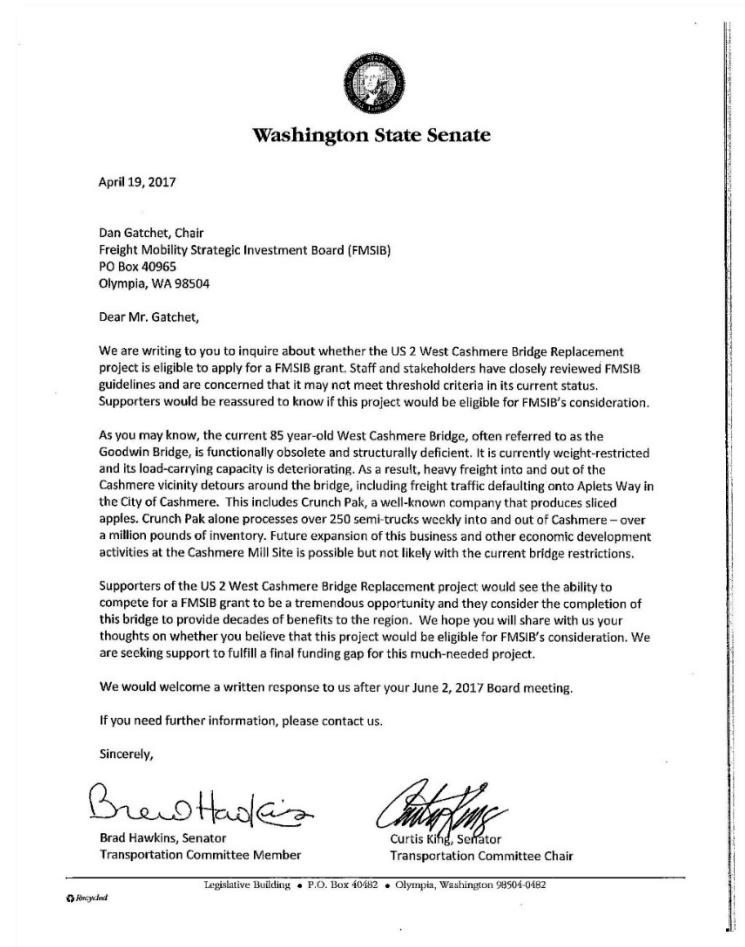


# The Request



## Summary of Letter

- Bridge is 85 years old, structurally deficient, functionally obsolete.
- Provides access to Crunch Pak, a fruit processor.
- Heavy trucks must use alternative routes.
- Is this project eligible for FMSIB funding?



# Staff Analysis



- Bridge is on a T-4 roadway (Goodwin Rd.) connecting a T-2 highway (SR2) with a T-3 roadway (Sunset Highway).
- Does not meet T-1 or T-2 requirement directly.
- Improvements to SR-2 intersection may improve freight flow on SR-2 (Existing four-legged intersection proposed to become three).

# Staff Recommendation



- Authorize the Chair to respond to Senators' letter as follows:
  - Bridge project does not directly meet FMSIB criteria.
  - If associated SR-2 improvements enhance freight flow sufficiently, the project may be competitive in the next Call for Projects.
  - There are no obvious fatal flaws preventing the county from applying for FMSIB funding.

# Risks



- The freight benefits to SR-2 may not be significant.
- Even if benefits exist, the project may not compete well against other projects submitted.
- The South Park Bridge Effect.



# Questions?

Brian Ziegler, Director

Freight Mobility Strategic Investment Board

[ziegleb@fmsib.wa.gov](mailto:ziegleb@fmsib.wa.gov)

360-586-9695





## Washington State Senate

April 19, 2017

Dan Gatchet, Chair  
Freight Mobility Strategic Investment Board (FMSIB)  
PO Box 40965  
Olympia, WA 98504

Dear Mr. Gatchet,

We are writing to you to inquire about whether the US 2 West Cashmere Bridge Replacement project is eligible to apply for a FMSIB grant. Staff and stakeholders have closely reviewed FMSIB guidelines and are concerned that it may not meet threshold criteria in its current status. Supporters would be reassured to know if this project would be eligible for FMSIB's consideration.

As you may know, the current 85 year-old West Cashmere Bridge, often referred to as the Goodwin Bridge, is functionally obsolete and structurally deficient. It is currently weight-restricted and its load-carrying capacity is deteriorating. As a result, heavy freight into and out of the Cashmere vicinity detours around the bridge, including freight traffic defaulting onto Aplets Way in the City of Cashmere. This includes Crunch Pak, a well-known company that produces sliced apples. Crunch Pak alone processes over 250 semi-trucks weekly into and out of Cashmere – over a million pounds of inventory. Future expansion of this business and other economic development activities at the Cashmere Mill Site is possible but not likely with the current bridge restrictions.

Supporters of the US 2 West Cashmere Bridge Replacement project would see the ability to compete for a FMSIB grant to be a tremendous opportunity and they consider the completion of this bridge to provide decades of benefits to the region. We hope you will share with us your thoughts on whether you believe that this project would be eligible for FMSIB's consideration. We are seeking support to fulfill a final funding gap for this much-needed project.

We would welcome a written response to us after your June 2, 2017 Board meeting.

If you need further information, please contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Hawkins".

Brad Hawkins, Senator  
Transportation Committee Member

A handwritten signature in black ink, appearing to read "Curtis King".

Curtis King, Senator  
Transportation Committee Chair

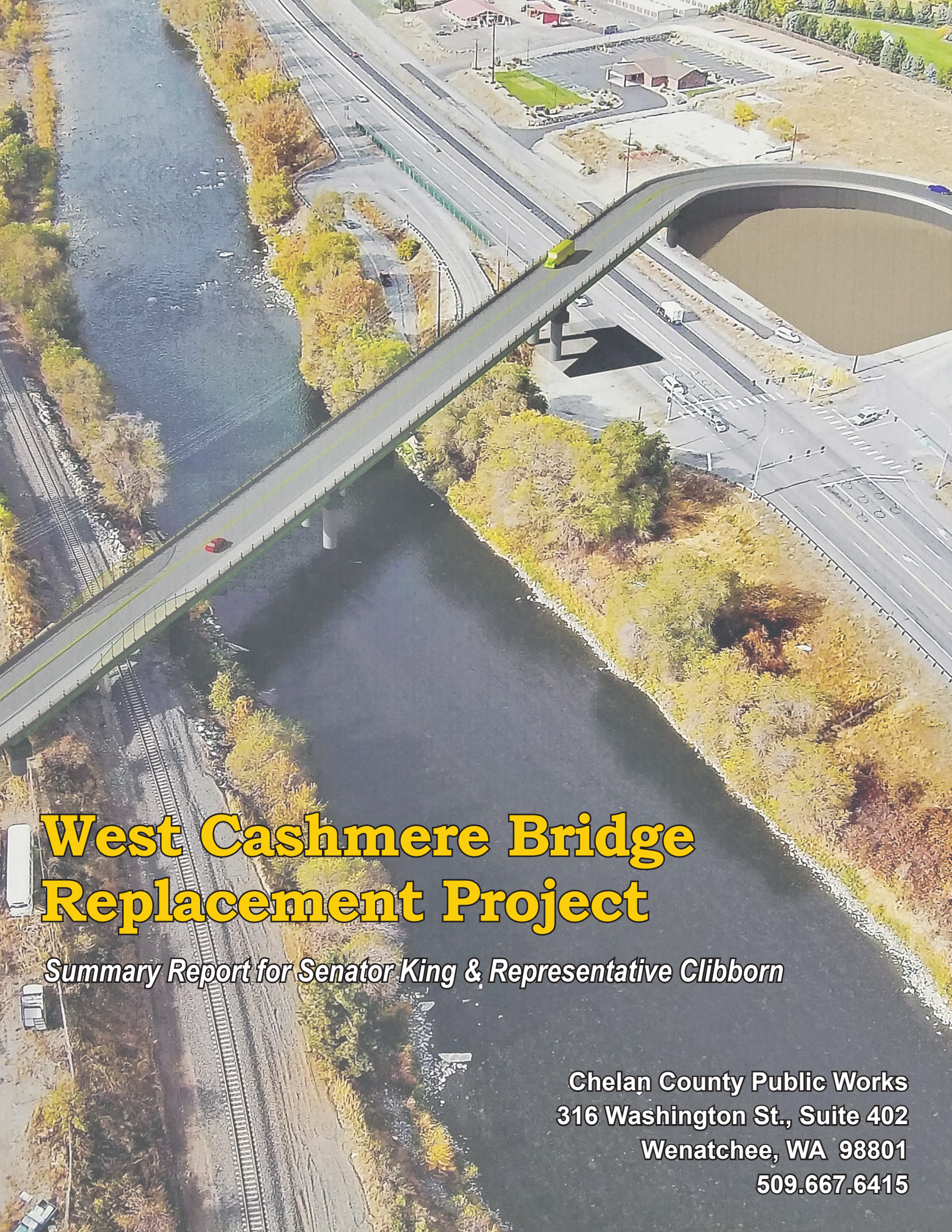












# **West Cashmere Bridge Replacement Project**

*Summary Report for Senator King & Representative Clibborn*

**Chelan County Public Works  
316 Washington St., Suite 402  
Wenatchee, WA 98801  
509.667.6415**



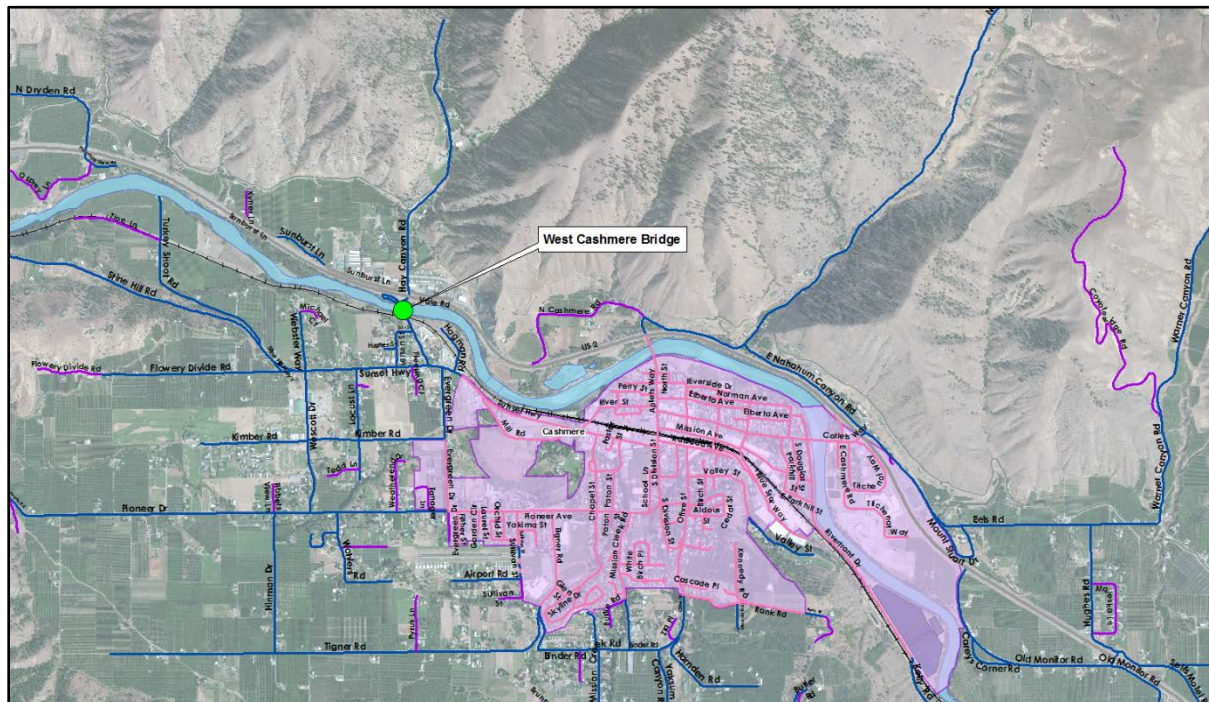
## TABLE OF CONTENTS

<b>PROJECT SYNOPSIS</b>	<b>1</b>
<b>I. PROJECT DESCRIPTION</b>	<b>2</b>
<b>II. PROPOSED BRIDGE</b>	<b>4</b>
<b>III. MERIT CRITERIA</b>	<b>5</b>
ECONOMIC OUTCOMES	
MOBILITY OUTCOMES	
SAFETY OUTCOMES	
COMMUNITY AND ENVIRONMENTAL OUTCOMES	
LOCAL PARTNERSHIP OUTCOMES	
<b>IV. SOURCES AND USES OF ALL PROJECT FUNDING</b>	<b>9</b>
BRAC	
CDTC	
LOCAL	
<b>V. COST EFFECTIVENESS</b>	<b>10</b>
BENEFIT COST ANALYSIS	
NON-MONETARY MEASURES	
<b>VI. PROJECT READINESS</b>	<b>12</b>
TECHNICAL FEASIBILITY	
PROJECT SCHEDULE	

## PROJECT SYNOPSIS

---

Title:	West Cashmere Bridge Replacement		
Area Location of Project:	Goodwin Road/US 2 Intersection, Cashmere, Chelan County, Washington		
Geospatial Information:	Section 32, Township 24 N, Range 19 S WM 47° 31' 39.2592"N, 120° 29' 22.146"W		
County Demographics:	Population (2013 Census):	73,967	
	Median Household Income	\$48,270	
Legislative:	12 <sup>th</sup> Legislative District		
Congressional:	8 <sup>th</sup> Congressional District		
Project Classification:	Rural		
Funding Request:	\$5,000,000		



## I. PROJECT DESCRIPTION

The West Cashmere Bridge Replacement project on Goodwin Road is on the outskirts of the City of Cashmere in Chelan County, Washington.

The West Cashmere Bridge (NBIS Str. ID. #08430900), often referred to as the Goodwin Bridge, is an 85-year-old, fracture-critical bridge that is both functionally obsolete and structurally deficient, currently posted for both weight and height restrictions. In 2012, through fracture-critical inspections by the County's structural engineering consultant, it was estimated that within 10 years there would be a substantial decrease in the bridge's load-carrying capacity -- potentially leading to the complete closure of the bridge -- due to the progressive deterioration of the structural elements unless major rehabilitation of the bridge's structural components is performed. Other deficient elements of this bridge, include crumbling bridge railing, spalling concrete deck, scoured bridge piers, pack rust and structural concrete degradation, inadequate geometrics of the bridge approaches and bridge width, and overall clearance constraints. To address these deficiencies requires the investment of millions of dollars into rehabilitation and retrofit projects simply to increase the longevity of this structurally deficient and functionally obsolete bridge.

The current bridge restrictions force freight traffic bound for the west end of town to travel through Cashmere's historic downtown and residential zone and through school zones, specifically a key pedestrian crossing for Vale Elementary School. Further, the width of the bridge does not allow for safe pedestrian or bicycle usage when encountered by vehicular traffic. The West Cashmere Bridge provides the only grade-separated crossing of the major BNSF railroad line that bisects Cashmere, making this the only viable route for fire and emergency response to access the portion of Cashmere south of the railroad tracks should a train block the other at-grade crossings.

The increased deterioration and potential for closure of the West Cashmere Bridge and the railroad route through town exacerbate the challenges for freight access and economic development for the City of Cashmere and adjacent County lands. It also complicates the general traffic circulation throughout the community.

In early 2014 a group of stakeholders comprised of Chelan County, the Port of Chelan County, the City of Cashmere, Chelan-Douglas Transportation Council (then Wenatchee Valley Transportation Council) and the North Central Regional WSDOT office came together through an interlocal cooperative effort to examine not only the issue of the failing bridge, but other challenging aspects of the area's transportation infrastructure as well. From this effort, a study performed by engineering consultant H. W. Lochner Inc. (*Cashmere Area Transportation and*





*Freight Study*), made the following important conclusions about the West Cashmere Bridge and the future impacts to the Cashmere area:

- The current bridge will fail and will need to be closed to all traffic within the next five years.
- The only grade-separated crossing providing access to the south of the BNSF railroad tracks would be eliminated.
- Freight traffic would continue to have to travel through the City of Cashmere.
- The bridge structure would require demolition for safety purposes.

In May 2015, H. W. Lochner concluded its analysis and provided within its study, a *Measures of Effectiveness* matrix (see next page) demonstrating the bridge replacement on Goodwin Road rating “best” overall for constructability, cost, impacts and long-term operations and maintenance, among others. During the course of the public outreach on this study, there was no support given for a “no-build” option. Given these factors, it was recommended Chelan County move forward with a complete bridge replacement.



Bridge Alternatives	Alternative 1 – No Build	Alternative 2 – Goodwin Road	Alternative 3 – Orchard Drive	Alternative 4 – Evergreen Drive	
Measures of Effectiveness					
	SCORING				
Travel time from industrial area to US 2/97	○	◐	◑	◒	
Constructability	NA	◐	◑	◒	
Construction cost	NA	●	○	◑	
Fire & life safety access	○	◐	◑	◒	
Natural environment impacts	●	◐	◑	◒	
Compatibility with local plans	◑	◐	◑	◒	
Safety analysis results (collision potential/risk reduction)	NA	◐	◑	○	
Deviations needed to implement improvements	◑	◐	◑	◒	
Operations and maintenance	○	◐	◑	◒	
TOTAL	○	●	◑	◒	
Scoring Key	○ Poor 0	◑ Fair 1	◑ Neutral 2	◒ Good 3	● Best 4
Numerical Score	13	26	16	18	

## II. PROPOSED BRIDGE

As mentioned above, the Cashmere Study provided an alternative analysis that defined the proposed bridge location. To address the geometric issues of the existing approaches of the current bridge, the alignment of the new structure will be modified to span US 2/97 and access to the bridge will be located off of Hay Canyon Road. The new bridge will also have sufficient width to safely accommodate two-way bicycle and pedestrian traffic and provide a true alternative to the other two accesses to the City.

Following award of funding from the Bridge Replacement Advisory Committee, the 30% design



phase included a TS&L Report that further defined the bridge alignment and connection to US 2 to the north, the approximate pier placement and the main span material and type. The conclusion of this analysis forced the County to take another look at the bridge geometry, which led to the reduction in the bridge out-to-out width, thereby reducing the project costs by an estimated \$3,000,000. The proposed bridge is now 42 feet wide and 790 feet long.

The project is currently moving through the 60% design phase.

Both studies can be found on the Chelan County Public Works website at:

<http://www.co.chelan.wa.us/public-works/pages/west-cashmere-bridge-replacement-crp-693>

### III. MERIT CRITERIA

#### *i. Economic Outcomes*

In the short-term, the bridge replacement will have an immediate economic impact to a region that has seen increasing development and new construction, through safety improvements and travel time savings.

When the project is complete, the bridge will meet current weight and clearance standards, increasing the reliability of this route and supporting the region's vital tourism and recreational economy while supporting further development in the area. This project will also ensure access through the region during BNSF railroad track impedances, decreasing the delay time and continual travel expenses for travelers who would be required to take a major detour around the area.

In the mid-term, this project will support economic competitiveness by providing unrestricted commuter, recreational, emergency and freight access from the State Highway system to the City of Cashmere and its outlying areas. This improvement will create reliable, year-around access for residents, tourists and freight, including the designation of a truck and freight route to Cashmere. The project will support livability and economic development through not only improved access but also through a reduction in conflicting pedestrian and vehicular movements, reducing the potential for future fatal and serious traffic-related injuries.

Long-term benefits will be a culmination of the short- and mid-term benefits; providing for better, safer and more reliable access throughout and across the region (see Benefit/Cost Analysis in Cost Effectiveness section).



The West Cashmere Bridge has an ADT of 2193 and serves as access for the City of Cashmere, areas west of the community, and to popular recreational lands, including the Wenatchee National Forest in the Mission Creek and Camas areas. It is also a primary detour route for Cashmere during at-grade railroad blockages. At this time, trucks are prohibited from using the bridge because of reduced load-carrying capacity and many commuters avoid it due to the constrained width.

The replacement of the West Cashmere Bridge will remove freight traffic from the high pedestrian usage areas of historic downtown and residential Cashmere. Improvement of the West Cashmere Bridge has long been a priority for Chelan County and, due to funding, project scoping has focused on incremental efforts of essential repairs. Annual projects have been ongoing to maintain this structure in an operational state.

Completion of this project will significantly decrease the cost to maintain the bridge, significantly reduce truck traffic impacts in the downtown area, and maintain continual access over the BNSF tracks (see Benefit/Cost Analysis in Cost Effectiveness section). Without proper rehabilitation or replacement, the bridge will continue to fail, requiring more maintenance and weight restrictions, resulting in impeded and unreliable movement throughout this entire region. Eventually, perhaps by as soon as 2022, the bridge will need to be closed because of the progressive deterioration of the structural elements and the associated reduction in its load-carrying capacity.

## *ii. Mobility Outcomes*

The West Cashmere Bridge provides vital access to growing economic and development areas surrounding the City of Cashmere. Reliable emergency and freight access to and from these locations is crucial for the livability of the Cashmere area. The West Cashmere Bridge Replacement Project will improve usability of this route for all travelers, including non-motorized, by improving the approach and bridge geometrics.

This new structure will reduce emergency response delays due to train impedances, improve pedestrian and bicycle safety throughout the area, and reduce wear and tear on vehicles, reducing user costs and emissions.

When access is restricted, travelers must back-track to State Highway 2 to access most community services, including medical and governmental services, adding 20 miles to a round trip. The West Cashmere Bridge Replacement will also allow for the renewed accessibility of this





area by school busses and perhaps a new route for public transit, which are fundamental to this area's livability.

One of the crucial purposes for the West Cashmere Bridge Replacement Project is to remedy the impediments to freight along this corridor. As the bridge provides access to residential, commercial, recreational and industrial areas outside and within Cashmere, the County seeks to relieve the barriers to travel, which include tight-turning radii on the approaches and geometric impediments on and leading to the bridge from US 2.

Spanning the highway and accessing US 2 by the existing Hay Canyon Road eliminates a leg of the US 2 intersection. This provides for mobility improvements along the US 2 Corridor as well.

Upgrading the geometry and structural capacity of the bridge through replacement provides the substantial benefit of the corridor remaining open instead of imposing weight and height restrictions.

This project was identified by Chelan County stakeholders in the 2009 Chelan County Comprehensive Plan's Transportation Element as a vital route in the region and preservation of this corridor is of great interest to the County.

### *iii. Safety Outcomes*

Given the urban characteristic of the current alternate route for West Cashmere Bridge, through Cashmere's core the potential for rear-end and pedestrian/bicycle accident types exists within the corridor. In an effort to mitigate these types of collisions, the project will allow the majority of truck and freight traffic, busses and an increased number of commuter vehicles to use the Goodwin Road route, fully by-passing the downtown area and school zones. The project also would open up a safer route for bicyclists and pedestrians.

### *iv. Community and Environmental Outcomes*

The environmental benefits of replacing the West Cashmere Bridge include the reduction of miles traveled to access the areas west of Cashmere for businesses, large freight producers, residences and recreational lands in the area. This will directly result in less carbon dioxide emissions due to reduced miles traveled from detours and less idle vehicles from stop-and-go traffic through the city. This project will eliminate continual necessary repairs and rehabilitations over time.



#### *v. Local Partnerships Outcomes*

Although Chelan County is the lead agency for this project, other stakeholders comprised of the Port of Chelan County, the City of Cashmere, Chelan-Douglas Transportation Council and the North Central Regional WSDOT office are having continuing correspondence and cooperative efforts to assist the county where they are able.

The 2009 Chelan County Transportation Element was developed collaboratively with Chelan County Public Works, Community Development and other stakeholders, including the Wenatchee Valley Transportation Council, LINK Transit, WSDOT and private citizens.

In early 2014 a group of stakeholders comprised of Chelan County, the Port of Chelan County, the City of Cashmere, Chelan-Douglas Transportation Council (then Wenatchee Valley Transportation Council) and the North Central Regional WSDOT office came together through an interlocal cooperative effort to examine not only the issue of the failing bridge, but also other challenging aspects of the area's transportation infrastructure to develop *the Cashmere Area Transportation and Freight Study*. The study demonstrates regional support and the need for preservation of this regionally essential corridor.

In addition the Wenatchee Valley Transportation Council awarded Surface Transportation Block Grant Program funds for bridge replacement in 2015 as this route is acknowledged to be a crucial to the area.

The project is financially supported by the Washington State Department of Transportation Bridge Replacement Advisory Board, the Chelan-Douglas Transportation Council and Chelan County. The County Road Administration Board has dollars available through the Rural Arterial Program; however, these dollars are limited and the award of projects will not be announced until late April 2017. Other funding is limited due to its rural designation and the fact that trucks are not currently able or permitted to use the structure. In addition, other motorists find the structure to be difficult to traverse and, therefore, find a longer alternative route, inhibiting traffic counts.



#### IV. SOURCES AND USES OF ALL PROJECT FUNDING

The bridge must be replaced in the near future. With multiple funding sources unavailable to fund the entire project, State funding provides an absolute opportunity for Chelan County to replace this bridge. Given current funding sources, there will not be enough funding to complete the bridge without placing a tremendous hardship on Chelan County. The West Cashmere Bridge Replacement Project funding currently comes from a variety of sources.

##### *i. Availability and Commitment of Expected Funding Sources*

Funding commitments from the Washington State Bridge Replacement Advisory Committee at 80% eligible bridge costs and the Chelan-Douglas Transportation Council at 86.5% total costs have already been made. The County Road Administration Board recently had a Call for Projects for its Rural Arterial Program grants, and the West Cashmere Bridge Replacement Project has scored very high. The RAP funding will provide a match to all eligible federal bridge funding dollars, should it be awarded. Chelan County has already obligated funding toward this project as a 100% local match.

Chelan County also continues to aggressively look at a variety of potential opportunities for funding, including grants and loans.

##### *ii. Federal Funding*

In December 2014, the Bridge Replacement Advisory Committee awarded \$12,000,000 through the Federal Highway Bridge Program for the replacement of the West Cashmere Bridge. As a show of support, the Chelan-Douglas Transportation Council awarded \$1,000,000 in Federal funding from the State Transportation Improvement Block Grant Program to supplement the Federal funding. Total current allocated federal funding is \$13,000,000.

State RAP funding as well as local funds will cover any needed local match requirements.



### *iii. Amount of Funds Requested*

The fund request is for \$5,000,000.

SOURCE	AMOUNT
<b>Funding obligated</b>	
Chelan County	\$2,500,000
BRAC	\$12,000,000
STPR	\$1,000,000
<b>Funding Anticipated</b>	
RAP	\$2,500,00
Total Funding	\$18,000,000
Current Estimate	\$23,066,000

## V. COST-EFFECTIVENESS

The benefit-cost analysis shows that the West Cashmere Bridge Replacement Project will provide a benefit above 1.0. The total project costs include engineering design, right-of-way, environmental and construction. The benefits of the project that have been quantified for this analysis include:

- **Project Life Cycle Cost Benefits – Early Completion**

Allows completion of the project and a reduction of major repairs and increased maintenance over time as this aging structure is kept structurally viable. Over a 20-year period, a savings of \$4,760,000 will be realized.

- **Project Economic Benefits – Reduced Fuel Costs and Time Savings**

This project will restore a critical route that crosses over BNSF rail lines that otherwise block all rail crossings in the City of Cashmere. Without the Goodwin Bridge, freight will be delayed waiting for access across rail tracks. With 27 trains passing through Cashmere a day and at least six stopping a day to unload, completing this project saves \$3,390,000 in time and fuel savings.

- **Project Safety Benefits – Emergency Response**

With train delays blocking the critical road crossings in Cashmere, emergency response can be drastically hampered by not allowing access to hospitals in Leavenworth and





Wenatchee. An estimated fatality can be attributed to this delay every 10 years. The savings realized by constructing the bridge and restoring access to local hospitals can save \$19,200,000.

### Benefit/Cost Analysis Table

Selection Criteria	Description	Inputs	Value
Economic Competitiveness	Fuel/Time Savings, VMT	Travel time savings, operating cost savings	\$3,389,972
Safety	Emergency Response	Prevented Fatalities	\$19,200,000
State of Good Repair	Early Completion	Deferral of replacement, maintenance savings, reduced VMT from not closing bridge	\$4,760,000
			Total Benefits
			\$27,349,972
			Total Costs
			\$23,000,000
			B/C Ratio
			1.19

### Other Benefits

One piece of the BCA analysis that could not be estimated is the economic stimulus this bridge will create. With the large amount of property owned by the Port of Chelan County, that is currently undeveloped, a major selling point will be the absence of truck restrictions across the bridge and the ability of freight to bypass the downtown core of Cashmere. Current large freight generators such as Crunch Pack, a national food processor and the city's largest employer, will be able to utilize this bridge to access US Highway 2 and get fresh fruit on the road quicker.





## VI. PROJECT READINESS

### *i. Technical Feasibility*

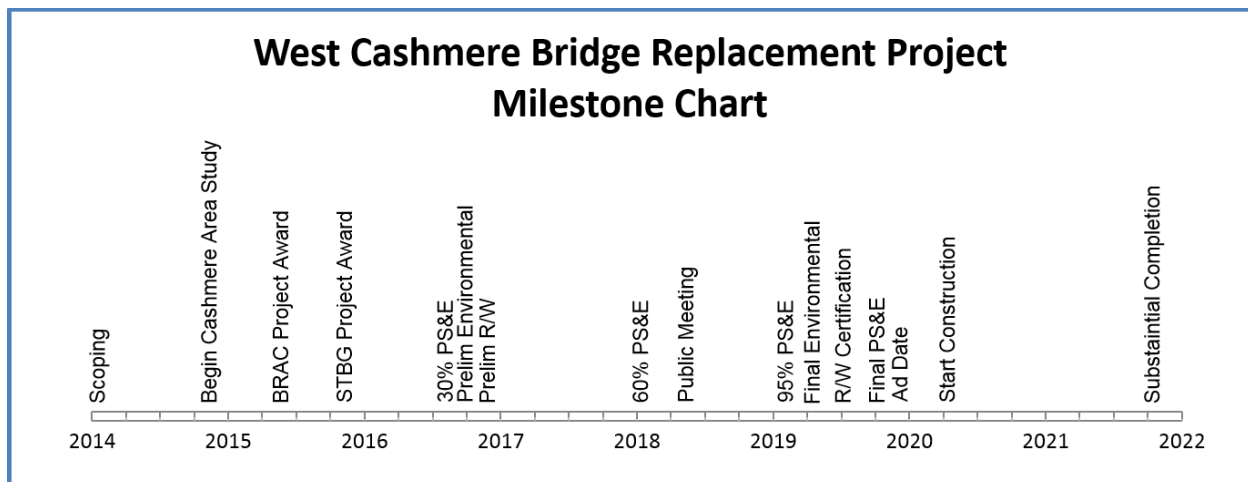
In early 2014, through the development of the *Cashmere Area Transportation and Freight Study*, several alternative bridge locations were considered as well as bridge alignments. The conclusion of this study found that the most cost efficient bridge location is along its current alignment; however, the need to cross over US 2/97 became apparent to mitigate the poor geometry of the existing northern approach.

To reach the 30% design effort, a Type, Size and Location Report was developed to further ensure that an economically feasible and beneficial structure could be constructed.

Both studies can be found on the Chelan County Public Works website at:

<http://www.co.chelan.wa.us/public-works/pages/west-cashmere-bridge-replacement-crp-693>

### *ii. Project Schedule*





## *ii. Required Approvals*

All Federal, state and local environmental requirements will be satisfied. As the West Cashmere Bridge Replacement Project is a preservation project, the project is anticipated to be environmentally classified under NEPA as a Documented Categorical Exclusion. Environmental work will include an Environmental Classification Summary, Section 7 Biological Assessment, Section 106 Cultural Resources (including consultation with the Washington State Department of Archaeology and Historical Preservation), wetland delineation and report, noise analysis, Environmental Justice and Hazardous Material Memorandums, and potentially a Section 404 Permit from the Army Corps of Engineers. Additionally, a State Environmental Policy Act with an anticipated Determination of Non-Significant.

Right-of-way acquisition will be necessary for this project for the ramp north of US 2. Temporary construction easements and permits also are anticipated. Regulations are strictly followed during the ROW phase of all county projects.

In addition, coordination with BNSF and utilities are ongoing throughout all project phases.





## Meal, Rest Break Measure Absent From Federal Budget

By Eugene Mulero  
Staff Reporter

A meal and rest break provision for truck drivers was not included in federal legislation approved last week that kept the federal government open, but the trucking industry is not giving up on congressional action on the matter.

In a rare show of bipartisanship, Congress on May 4 passed a \$1 trillion bill that will fund federal agencies through September. However, congressional negotiators removed a meal and rest break pre-emption proposal that had been included in a fiscal 2017 funding bill in the House.

The bill, known as an omnibus, passed by a vote of 309-118. The Senate easily cleared it soon after. President Donald Trump indicated he would sign it into law, which would avert a government shutdown. The pre-emption provision was among the so-called "policy riders" Democratic leaders had opposed.

American Trucking Associations has expressed optimism that the pre-emption provision would be included and garner the president's signature. Bill Sullivan, ATA's executive vice president of advocacy, responded to the legislative setback by stressing a sense of determination for identifying a path forward for the matter on Capitol Hill. Must-pass funding or policy legislation would be ideal vehicles.

"We are aggressively working on the industry's behalf to ensure national uniformity for the trucking industry and allow your businesses to focus on safely delivering the freight instead of administrative and inefficient regulations," Sullivan wrote to ATA members last week. "ATA is intensifying our congressional efforts to ensure we maximize our opportunities in both authorizing and funding legislation this year."

As ATA has emphasized, the pre-emption would be critical for the industry because it would clarify a requirement in a 1994 aviation law and block a California law signed in 2011 that requires employers to provide a "duty-free" 30-minute meal break for employees who work more than five hours



McCrory (center) speaks at a press conference after the omnibus bill was passed as Barrasso (left) and Thune listen.

a day, as well as a second "duty-free" 30-minute meal break for people who work more than 10 hours a day.

Overall, the omnibus bill rejected the administration's vision as outlined in a fiscal 2018 budget proposal to minimize funding for transit systems and an Obama-era infrastructure grants program. The bill would provide \$500 million for the Transportation Investment Generating Economic Recovery grants for infrastructure projects. State and local governments have sought TIGER grants administered by the U.S. Department of Transportation to finance big-ticket projects, such as highways, bridges, transit systems and ports.

The bill also would raise federal highway and transit formula grants to levels consistent with the FAST Act highway law of 2015, to \$43.2 billion for federal-aid to highways as well as \$9.3 billion for transit. It would fund positive train control implementation grants and oversight of automated vehicle technology, and it would keep alive the California high-speed rail project.

Despite the administration's call for reducing money for environmental programs, the bill would provide \$32.2 billion for the Department of the Interior and the U.S. Environmental Protection Agency, an

increase of \$121 million from 2016. The majority of the additional funding would help pay for natural disaster prevention programs, water infrastructure targeting lead in drinking water, Superfund sites, education programs for Native Americans and the Bureau of Land Management.

The measure does not fund a project that would erect a wall along the Mexican border, a key pledge by Trump during the presidential campaign.

"This legislation will fund critical federal government activities, including our national defense, and enact responsible funding decisions to target U.S. investments where they are needed the most," House Appropriations Chairman Rodney Frelinghuysen (R-N.J.) said May 1. "It also maintains and enhances policies that bolster economic growth and support the core values that our nation is built upon."

On the Senate floor May 1, Minority Leader Chuck Schumer (D-N.Y.) praised funding for TIGER grants: "It includes significant increased funding for infrastructure... the vital TIGER grant program that has done so much for infrastructure, road building and highways throughout my state and throughout America."

Trump has repeatedly promised to rebuild infrastructure at airports,

highways and bridges. His \$1 trillion, 10-year proposal is expected to be unveiled in a few weeks, while a fiscal 2018 budget proposal also could be unveiled at that time. The White House has been pushing public- and private-sector concepts for funding the transportation system. Republicans' call for funding reductions for TIGER, Amtrak and transit programs are likely to continue in upcoming budget negotiations.

Across the transportation sector, many stakeholders celebrated the funding measure.

"We see this provision as a barometer of strong bipartisan congressional support for the program. Additionally, we appreciate that this bill would fund the TIGER program, transit security grants and passenger rail programs, including support for Amtrak," said Richard White, acting CEO of the American Public Transportation Association. "This legislative action shows that Congress understands the value of public transportation and how it plays a critical role in the economy and in the lives of millions of Americans in communities of all sizes."



# Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East  
Construction Authority

Cambridge Systematics,  
Inc.

Canaveral Port Authority

Cascadia Center

CenterPoint  
Properties Trust

Chicago Metropolitan  
Agency for Planning

City of Chicago

COMPASS – Community  
Planning Association of  
Southwest Idaho

Dewberry

Economic Development  
Coalition of  
Southwest Indiana

Florida Department of  
Transportation

Florida East  
Coast Railway

Florida Ports Council

Freight Mobility Strategic  
Investment Board  
(Washington State)

Gateway Cities Council of  
Governments

HERZOG

HNTB Corporation

Illinois Soybean  
Association

Intermodal Association  
of North America

Jacobs Engineering

Kootenai Metropolitan  
Planning Organization

Los Angeles  
County Metropolitan  
Transportation Authority

Majestic Realty Co.

Maricopa Association of  
Governments

Memphis Chamber of  
Commerce

Metropolitan  
Transportation  
Commission

Moffatt & Nichol

National Railroad  
Construction and  
Maintenance Association

FOR IMMEDIATE RELEASE

Contact: Jeff Agnew  
(202) 828-9100

## Goods Movement Coalition Calls on Lawmakers to Highlight Freight Needs During Infrastructure Week

### CAGTC shares list of significant projects to illustrate "Freight Can't Wait: #TimeToBuild"

**WASHINGTON, DC (May 16, 2017)** – With national Infrastructure Week as a backdrop, the Coalition for America's Gateways and Trade Corridors (CAGTC) today kicked off its annual meeting, drawing attendees from across the country. Illustrating the substantial need for investment in goods movement infrastructure, CAGTC featured its new [Freight Can't Wait](#) booklet, which highlights 43 freight projects of regional and national significance in need of federal partnership.

"As Congress and the Administration consider a large-scale infrastructure investment package to address transportation needs, CAGTC calls for a robust contribution for goods moving infrastructure," said Tim Lovain, CAGTC Chairman and Executive Vice President of Crossroads Strategies. "Dollar for dollar, direct federal investment in freight infrastructure yields a high return, creating construction jobs in the immediacy, and in the long term, bolstering the infrastructure that moves commerce."

Making freight infrastructure investment the hallmark of a large-scale investment program presents a unique opportunity to both attract and retain domestic manufacturing and strengthen U.S. infrastructure – both of which are goals held by the Administration. CAGTC's new research has compiled examples of freight projects across the country that stand to benefit manufacturing supply chains, and the economy as a whole, should they receive federal partnership and priority.

"We are proud to participate in Infrastructure Week by bringing our membership together to draw attention to the freight network's critical role supporting economic competitiveness in the world marketplace," said CAGTC Executive Director Elaine Nettle. "CAGTC's *Freight Can't Wait* booklet highlights projects across various modes and throughout the country, all seeking federal partnership."

Since its formation 16 years ago, CAGTC has supported the development of a multimodal freight-specific grant program that distributes money to meritorious projects on a competitive basis, using economically-driven criteria. A commitment to investment in goods movement and dedicated funding for a freight program is critical for America to ensure a safe, efficient, reliable, multimodal supply chain that will continue to stoke the engine of commerce and support job growth.

Find the full *Freight Can't Wait*, 2017 Edition [here](#).

###

#### About the Coalition

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. For more information on the Coalition for America's Gateways and Trade Corridors, please visit [www.tradecorridors.org](http://www.tradecorridors.org).

NASCO – North  
American Strategy for  
Competitiveness

The Northwest  
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana  
Regional Councils of  
Government

Orange County  
Transportation Authority

Oregon Department of  
Transportation

Parsons

Port Authority of  
New York & New Jersey

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional  
Council

RAILCET

SANDAG - San Diego  
Association of  
Governments

Southern California  
Association of  
Governments

Supply Chain  
Innovation Network of  
Chicago- SINC

Tennessee Department  
of Transportation

Washington State  
Department of  
Transportation

West Coast Corridor  
Coalition

Will County Center for  
Economic Development

WSP



# Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East  
Construction Authority

Cambridge Systematics,  
Inc.

Canaveral Port Authority

Cascadia Center

CenterPoint  
Properties Trust

Chicago Metropolitan  
Agency for Planning

City of Chicago

COMPASS – Community  
Planning Association of  
Southwest Idaho

Dewberry

Economic Development  
Coalition of

Southwest Indiana

Florida Department of  
Transportation

Florida East  
Coast Railway

Florida Ports Council

Freight Mobility Strategic  
Investment Board  
(Washington State)

Gateway Cities Council of  
Governments

HERZOG

HNTB Corporation

Illinois Soybean  
Association

Intermodal Association  
of North America

Jacobs Engineering

Kootenai Metropolitan  
Planning Organization

Los Angeles  
County Metropolitan  
Transportation Authority

Majestic Realty Co.

Maricopa Association of  
Governments

Memphis Chamber of  
Commerce

Metropolitan  
Transportation  
Commission

Moffatt & Nichol

National Railroad  
Construction and  
Maintenance Association

**FOR IMMEDIATE RELEASE**

Contacts: Jeff Agnew  
(202) 828-9100

## CAGTC Re-Elects Four Directors

*Freight Coalition Celebrates 16<sup>th</sup> Anniversary During Infrastructure Week*

**WASHINGTON, DC (May 18, 2017)** – Highlighting national Infrastructure Week, the Coalition for America's Gateways and Trade Corridors (CAGTC) re-elected four Board of Directors seats as the freight advocacy organization celebrated its 16<sup>th</sup> anniversary.

Re-elected to the Coalition Board are:

- John Creighton, Co-Chair, Northwest Seaport Alliance
- Kerry Cartwright, Director of Goods Movement, Port of Los Angeles
- John Greuling, President & CEO, Will County Center for Economic Development
- Bob Ledoux, Vice President, General Counsel & Corporate Secretary, Florida East Coast Railway

"CAGTC's leadership and membership continue to provide an important national voice advocating for the freight network's critical role supporting U.S. economic competitiveness in the global marketplace, stated CAGTC Chairman Tim Lovain. "As we celebrate sixteen successful years promoting policy to improve U.S. freight transportation capabilities, I am proud to serve with my fellow Board members, CAGTC's very able staff and committed membership."

The Board, which consists of 17 members representing the Coalition's geographic and organizational diversity, is tasked with the development of CAGTC policy and is frequently called upon to offer guidance and perspective from their own organizations.

Since its formation 16 years ago, CAGTC has supported the development of a multimodal freight-specific grant program that distributes money to meritorious projects on a competitive basis, using economically-driven criteria. A commitment to investment in goods movement and dedicated funding for a freight program is critical for America to ensure a safe, efficient, reliable, multimodal supply chain that will continue to stoke the engine of commerce and support job growth.

For a full list of CAGTC Board members, please visit: <http://tradecorridors.org/about>.

###

### About the Coalition

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. For more information on the Coalition for America's Gateways and Trade Corridors, please visit [www.tradecorridors.org](http://www.tradecorridors.org).

NASCO – North  
American Strategy for  
Competitiveness

The Northwest  
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana  
Regional Councils of  
Government

Orange County  
Transportation Authority

Oregon Department of  
Transportation

Parsons

Port Authority of  
New York & New Jersey

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional  
Council

RAILCET

SANDAG - San Diego  
Association of  
Governments

Southern California  
Association of  
Governments

Supply Chain  
Innovation Network of  
Chicago- SINC

Tennessee Department  
of Transportation

Washington State  
Department of  
Transportation

West Coast Corridor  
Coalition

Will County Center for  
Economic Development

WSP



## **Summary: “Leveraging Federal Funding: Innovative Solutions for Infrastructure”**

### **Senate Committee on Environment and Public Works Subcommittee on Transportation and Infrastructure**

#### **Witnesses:**

- The Honorable Eric Garcetti, Mayor, City of Los Angeles. Chair, U.S. Conference of Mayors Infrastructure Task Force
- Tim J. Gatz, Executive Director, Oklahoma Turnpike Authority
- Geoffrey S. Yarema, Partner, Nossaman LLP
- Kevin DeGood, Director of Infrastructure Policy, Center for American Progress
- Aubrey L. Layne Jr., Secretary of Transportation for the Commonwealth of Virginia.

#### **Opening Statements**

**Subcommittee Chairman Inhofe (R-OK)** opened the hearing by noting that last Congress the EPW Committee led a successful effort to pass the Fixing America's Surface Transportation (FAST) Act but added that current investment levels are not enough. The U.S. Department of Transportation (USDOT) reports that there is over \$800 billion in backlogged projects. He noted that any new infrastructure bill will most likely include items beyond roads and bridges. He urged state departments of transportation (DOTs) and local governments to prioritize transportation and to work to meet modest matches of federal funding.

**Subcommittee Ranking Member Cardin (D-MD)** said the U.S. has neglected its infrastructure and that public investment has not kept up with need. He urged Congress and the Administration to explore new funding models and partnerships but emphasized that public investment must lead any effort. He called for more flexibility for cities in decision making and asked that Mayors be given more tools to help improve infrastructure.

**Full Committee Ranking Member Carper (D-DE)** said that, as a governor, he thought about the issue of infrastructure extensively and that he believes it is a bipartisan issue. A central role of government is to provide a nurturing environment and infrastructure is crucial to that end. He encouraged empowering public entities to work with private companies to meet our infrastructure needs, as the private sector can play a crucial role in improving national infrastructure. However, while public-private partnerships (P3s) are a useful funding model, they are not the only answer. Ranking Member Carper said P3s are not useful for routine maintenance projects and those of critical safety; but better suited for large, complex projects. Moreover, many states do not allow for P3s all together. The Ranking Member noted there is no silver bullet for infrastructure, but many potential “silver BB’s” that together can provide a solution.

**Mayor Garcetti** was excited when he first heard infrastructure discussed during the Presidential election. Municipal level civil servants agree that investment in infrastructure is possible and should be done. He told the Subcommittee that in November 2016, Los Angeles passed a \$120 billion package at the local level to improve local roads, transit and infrastructure. Mayor Garcetti said that he has had



policy successes by using the Infrastructure Incentives Initiative (I3), developed by the U.S. Conference of Mayors. The I3 consists of leverage, thinking about the life of projects, and using innovative technology. He encouraged its usage at the federal level as well and promised to support a large infrastructure proposal from the federal government. The Mayor concluded by saying that there is no better thing the U.S. can do for jobs and quality of life than to invest in infrastructure. He noted that American cities are already working to make improvements and urged the Federal government to help as well.

**Mr. Gatz** has been involved in the planning, construction and maintenance of Oklahoma's transportation system and infrastructure at many different responsibility levels since 1990. The conditional deficiencies of a long underfunded national transportation system cannot be resolved by the States alone but instead require federal investment and a long term national transportation improvement strategy. Mr. Gatz encouraged federal investment as well as the use of P3s. He urged tolling to be recognized as a viable, long term and sustainable transportation revenue mechanism to address transportation system needs and help fund infrastructure investments. He noted that the U.S. has a funding crisis that must be jointly met by state and federal partnership. Long term, consistent federal funding remains vitally important to the development and delivery of transportation improvement projects. Mr. Gatz called for new innovation to address the increasing transportation challenges.

**Mr. Yarema** began his opening statement by urging the U.S. to provide a significant supplement to existing federal infrastructure funding in order to remain the leader of the global economy. He then shifted his focus to the equally important question of how to spend new discretionary funds in the most impactful way possible. Congress and the Administration can achieve a paradigm shift and create lasting impact through his Infrastructure Incentives Initiatives, or "In3." In3 would expend new discretionary resources to: 1) Create significant leverage by incentivizing infrastructure owners to secure and commit their own revenue measures, bond programs and project revenues well beyond traditional federal-state funding splits; 2) Assure long term performance of projects by incentivizing infrastructure owners to avoid deferred maintenance and instead create lifecycle cost efficiencies through outcome-based standards; 3) Modernize business practices by incentivizing infrastructure owners to update outdated policies and project delivery approaches to better reflect 21st Century models, including P3s, and to capture the best of private sector capabilities; and 4) Incorporate new technology by incentivizing infrastructure owners to design projects in ways that are innovative. In practice, Mr. Yarema said the federal government would use new funds to create a discretionary program that rewards and assists non-federal project sponsors in achieving the four outcomes identified above. These new funds would be allocated towards programs of projects, not individual projects. For programs that receive funding, money would be contingent upon the project sponsor achieving the progress benchmarks outlined in their application. Mr. Yarema also called for changes to environmental review and permitting processes increases in the TIFIA program, removal of the cap on private activity bonds, tax incentives, and reduction of oversight burdens on state and regional governments.

**Mr. DeGood** began his statement by saying that P3s are not a means to overcome the infrastructure gap and instead posited that insufficient tax revenue is the binding constraint of local governments, not a lack of financing. He said that the President's campaign plan, which was centered on tax credits for private companies, would not solve the infrastructure gap but would increase the deficit. The



Administration's tax credit centered plan would undermine the purpose of investing, due to the expensive nature of equity capital. P3s are often thought of as a way to get capital off the sidelines, inferring capital scarcity. Instead, Mr. DeGood noted that the municipal bond market is robust and the TIFIA matching program offers low interest funding for local governments. He argued that the true value of P3s is risk transference, putting the burden on private entities to deliver projects on time and on budget. He clarified that the challenge of the public sector is negotiating a risk-adjusted price for services. Another peril of P3s is contractual limitations and long term binding language that protect private interests while limiting municipal governments. He closed his statement by acknowledging there is no shortcut to rebuilding America's aging infrastructure. Federal funding should be targeted to communities facing the greatest need and highest level of economic hardship.

**Secretary Layne** acknowledged that P3s can be a useful tool to advance large-scale projects or a package of projects. However, they are not the silver bullet to solve the bulk of transportation needs a state faces. Infrastructure deals are large complex entities that require strict negotiation to avoid pitfalls, including long life terms and costly concessions from local governments. P3s require understanding of both parties' interests and finding the alignment where a deal can be made. The Secretary strongly encouraged Congress to be careful of the pitfalls he mentioned, but acknowledged the potential P3s hold to help close the infrastructure gap.

#### **Question & Answer:**

**Subcommittee Chairman Inhofe** asked Mr. Yarema to respond to attacks on P3s and their use. **Mr. Yarema** answered that P3s require the right circumstances and are valuable to both urban and rural areas; but there is too little understanding of their use and the circumstances they require to be useful. In particular, Performance Contract P3s, without payment venues like tolls, are akin to a warranty. They require no payment until the project is finished, insuring performance as private companies are only repaid according to performance against the set standards laid out in the contract.

**Ranking Member Carper** recently met with and asked the Secretary of Transportation how she believed transportation projects should be funded. He asked the panelists what advice they would give her. **Mr. Gatz** advised the Secretary to keep all options open and to be innovative in exploring opportunities. **Mr. Yarema** answered that the Secretary should keep existing programs and funding in place, should invest \$100 billion of the proposed \$200 billion in funding into surface transportation projects, and should create an Infrastructure Incentive Initiative to leverage funding. **Mr. DeGood** said that if a person uses a service, they should help pay for its upkeep and maintenance. His advice would be that a user fee system works. **Secretary Layne** called on USDOT to help states develop a better understanding of development and use of P3s. He also recommended that outcomes drive funding and repayment.

**Senator Deb Fischer (R-NE)** asked Mr. Yarema to speak to performance based standards and their use. **Mr. Yarema** answered by saying projects are set with explicit expectations; these standards are then the measurement tool for how a project is evaluated. Standards are contractually binding; meaning payment is dependent on performance. Mr. Yarema believed this insures results and quality projects for states and local governments.



**Senator Tammy Duckworth (D-IL)** asked what financing opportunities are best suited for rural areas. **Mr. DeGood** answered that the use of urban and megadollar P3 deals can benefit smaller communities by freeing up federal dollars. He urged any federal infrastructure plan to include set aside dollar amounts that account for the unique needs and challenges of rural areas.

**Senator Sheldon Whitehouse (D-RI)** asked Secretary Layne what red flags he looks for when exploring a P3. **Secretary Layne** answered that it often comes down to risk. To mitigate risk, states must understand fully their infrastructure needs and project costs, and analyze the costs and benefits of paying a private entity for their services.

**Ranking Member Cardin** asked Secretary Layne if he believed that tax incentives from federal governments, encouraging P3s negotiated by states, or limitations put in place by the federal government on states negotiating those deals would be helpful. **Secretary Layne** did not agree but instead thought that private companies would find a way to exploit tax credits. He said private companies already see the opportunity to work with state and local governments and therefore need no further incentivizing. **Ranking Member Cardin** asked how the federal government could incentivize life cycle maintenance. **Mr. Yarema** proposed contractual obligation of life cycle cost by private entities in P3s.

**Chairman Inhofe** adjourned the hearing.



## **Summary: “Improving America’s Transportation Infrastructure: The Road Forward.”**

### **Senate Committee on Environment and Public Works**

#### **Witnesses:**

- The Honorable Elaine Chao, Secretary, U.S. Department of Transportation

#### **Opening Statements:**

**Chairman Barrasso (R-WY)** opened the hearing by calling for increased funding and permit streamlining for infrastructure projects. He advocated for the nation’s highways, roads, and bridges to be central to any final infrastructure bill developed by this Administration and Congress. Chairman Barrasso called for investing in the existing formula and nonformula programs, specifically identifying the freight formula program created by the Fixing America’s Surface Transportation (FAST) Act as an effective approach to deliver funds. He added that public-private partnerships (P3s) are effective in some cases, such as urban areas, but are not as effective for rural projects. The Chairman criticized the Federal government for its current one size fits all stance on project permitting, specifically identifying requirements for combating congestion in urban areas as unnecessary for rural areas.

**Ranking Member Carper (D-DE)** said that investing in infrastructure helps to connect U.S. citizens and allows for the cost effective shipment of goods. He criticized the lack of change in the federal gas and diesel taxes since 1993 and noted that, even with the FAST Act’s \$70 billion transfer to the Highway Trust Fund (HTF), the HTF will need another cash infusion in the near future. He urged a move to more innovative revenue sources for the HTF, like a road user charge. Ranking Member Carper called on the U.S. to address its backlog in infrastructure funding and to ensure that money is spent in a cost effective way. He also advocated for the full implementation of the streamlining provisions created by the FAST Act and by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act.

**Secretary Chao** applauded the FAST Act as a good first step in highway and bridge investment but acknowledged that more must be done. She said the U.S. Department of Transportation (USDOT) has initiated a complete review of FAST Act implementation. Secretary Chao added that USDOT is looking at the criteria for discretionary loans and grants to ensure that opportunities for infrastructure provided by the FAST Act are maximized. She said a future infrastructure proposal will likely include \$200 billion in direct federal funding as an incentive to get projects underway, which will be leveraged to result in a total of \$1 trillion in investments. The President hopes to incentivize private sector investment in infrastructure but understands that not every project is a candidate for a P3. Secretary Chao recognized the differences between rural and urban infrastructure and reported that any proposal will work to reflect the separate needs.



**Question & Answer:**

**Chairman Barrasso** asked if the Administration intended to make highways, roads, and bridges central to any infrastructure proposal. **Secretary Chao** answered that the President's top priorities are restoring, rebuilding, and repairing U.S. infrastructure. She added that such a task involves the entire executive branch and that 16 different federal agencies, from USDOT to the Department of Agriculture, are part of a task force to ensure that any infrastructure proposal is created from a holistic point of view. This means the infrastructure bill will not only include transportation infrastructure but also energy, water, broadband and veterans hospitals, among others. The proposal will have two parts: a part on permitting reform and a part on pay-fors.

**Chairman Barrasso** criticized the one size fits all approach for permitting requirements, explaining that something that makes sense in New York might not make sense for Wyoming. He asked if USDOT is looking at ways to create common sense regulations for rural America. **Secretary Chao** answered that USDOT is aware of those concerns and is looking to address them.

**Chairman Barrasso** asked if there is a timeline for the infrastructure proposal. **Secretary Chao** said that a list of principles will be released shortly, in the later part of May, and that the full bill will most likely be released in the third quarter of 2017.

**Chairman Barrasso** asked if USDOT agrees that the existing formula funding method should be used for distributing money in the new proposal. **Secretary Chao** said formula funding is one funds can be distributed.

**Chairman Barrasso** asked if USDOT plans to streamline the regulatory process to accelerate project delivery. **Secretary Chao** said USDOT is identifying permitting requirements that might be duplicative and attempting to revise them. They are also exploring concurrent reviews rather than sequential.

**Ranking Member Carper** noted that states legislators have raised their own user fees for the transportation system and have still been reelected. He cited raising the federal gas tax, tolling, and a vehicle miles traveled (VMT) tax as potential funding options for investment. He said P3s are not the only solution for funding, as they work in some areas but do not work in many others. Ranking Member Carper advocated for an all of the above approach to funding. He asked Secretary Chao to speak about funding in the new infrastructure proposal. **Secretary Chao** agreed with the Ranking Member and said that nothing is off the table in terms of funding but that 100 percent government funding isn't realistic. **Ranking Member Carper** applauded the President's previous support of a user fee but lamented his change in opinion. He called for the President's leadership in this area.



**Senator Inhofe (R-OK)** asked for a status update on the fiscal year 2017 FASTLANE grants. **Secretary Chao** said she hopes some of the funds will be released soon. She said USDOT is reviewing the grants and their criteria, particularly with an eye towards the needs of rural America.

**Senator Inhofe** asked if USDOT is reviewing the streamlining provisions developed by both MAP-21 and the FAST Act to ensure they are being implemented according to Congressional intent. **Secretary Chao** said the effort has started.

**Senator Inhofe** said the overall agreement during the May 16 EPW Subcommittee hearing was that the federal government must remain the lead on any infrastructure investment and asked in Secretary Chao agreed. **Secretary Chao** said the federal government is taking a leadership role.

**Senator Fischer (R-NE)** said states know their transportation needs better than the federal government does and applauded the freight formula funding method created by the FAST Act. She called for its expansion in a future infrastructure bill. Senator Fischer also advised against a stimulus style spending package and urged both the Administration and Congress to instead think of infrastructure investments as investments in the future of the country. She also called for regulatory streamlining.

**Senator Fischer** said the FAST Act requires a National Freight Strategic Plan to assess the National Freight Network and plan for the movement of freight. She asked the Secretary to elaborate on the importance of a strategy to address freight. **Secretary Chao** answered that freight is very important to keeping the U.S. economy vibrant and the workforce prosperous. USDOT wants to do everything it can to facilitate commerce and understands the importance of freight to economic vitality. **Senator Fischer** added that it is important to look at the connection between different modes and said she looks forward to ensuring that intermodal issues are addressed in the future bill.

**Senator Merkley** asked how USDOT plans to complete projects in the most cost effective way, especially in regard to the total investment by citizens. He emphasized that sometimes P3s, such as toll roads, can cost citizens more over the long-term than public funding does. **Secretary Chao** said USDOT is consulting all involved stakeholders to ensure U.S. citizens will get the “best bang for their buck.”

**Senator Rounds (R-SD)** expressed concern that the President’s “Skinny Budget” cut funding for the Transportation Investments Generating Economic Recover (TIGER) grants. He said many states have benefited from the program and asked Secretary Chao about its future. **Secretary Chao** acknowledged the popularity of the grants. She said going forward, the Administration is looking for a more holistic approach to infrastructure and said that TIGER grants could be recast within that framework. **Senator Rounds** said the TIGER grants have provided many benefits for rural states and **Senator Carper** added they are effective in leveraging other monies, including private sector money, to fund projects.



**Senator Duckworth (D-IL)** encouraged the full implementation of the FAST Act's provisions and also applauded it for its long term funding which helped to provide certainty to states and municipalities in their transportation planning. She spoke about the importance of FASTLANE grants, specifically using the CREATE project as an example of a critical project that could receive funds. She asked Secretary Chao if USDOT expects to move quickly in finalizing the fiscal year 2017 FASTLANE grants. **Secretary Chao** said USDOT is working to understand the grant criteria and to release the funds.

**Senator Duckworth** applauded the TIGER grants and expressed concerns that they could be cut. She asked if the full fiscal year 2018 budget will have more cuts for transportation infrastructure. **Secretary Chao** was unaware of what will be included in the budget proposal but expressed a hope that the popular TIGER program will be worked holistically into a larger infrastructure bill. She asserted that money taken out of any existing programs will be put back into the full infrastructure proposal.

**Senator Ernst (R-IA)** said many states in the middle of the country serve as pass throughs for traffic traveling cross-country. The traffic from drivers coming from outside the state increases maintenance costs for roads in these central states. She urged the Administration to take this into account when considering funding. **Secretary Chao** said the interagency workforce has discussed this but that no conclusions have been made. **Senator Ernst** encouraged the Secretary to ensure funding mechanisms are reflective of situations on the grounds.

Referring to [remarks](#) the Secretary made while at the U.S. Chamber of Commerce, **Senator Ernst** asked Secretary Chao to expand upon the list of projects that could be included in the infrastructure proposal. **Secretary Chao** answered that there will be no specific list of projects in the proposal. She clarified her previous remarks, saying they were meant to reassure rural America that USDOT is taking their needs into account.

**Senator Gillibrand (D-NY)** asked for an update on positive train control (PTC) implementation, specifically requesting that USDOT ensure deadlines are enforced. **Secretary Chao** said USDOT is monitoring the implementation of PTC. **Senator Gillibrand** emphasized that while it is true that P3s do not always work for rural areas, they also do not always work for urban areas. She used New York as an example, as the state has laws preventing the usage of such agreements.

**Senator Shelby (R-AL)** said that if the U.S. is going to grow its economy and create jobs, it must address infrastructure inadequacy. He asked Secretary Chao how the U.S. can best leverage the available private sector funds for infrastructure projects. **Secretary Chao** said P3s are one way of getting money to projects but then acknowledged that some states have laws against their usage. She urged state and local entities to engage more with the private sector.



**Senator Whitehouse (D-RI)** said private investments in infrastructure must see a return on their investment through a revenue stream, which is not always possible. He urged a strong core of federal funding, beyond financing methods and regulatory reforms.

**Ranking Member Carper** said that repatriation could raise a large, one-time sum of money. This money could be used to immediately fund projects of national importance but are not a long-term solution to the lack of funding. He approved of the Administration's acknowledgement that P3s do not always work in rural communities but added they do not always work in urban areas either. The Ranking Member said that important rules establishing performance targets for infrastructure projects have been delayed and asked whether USDOT can commit to allowing the rules to go forward. **Secretary Chao** answered that she is aware of the rules but not aware of the delays and promised to look into it.

**Chairman Barrasso** adjourned the hearing.



# Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East  
Construction Authority

Cambridge Systematics,  
Inc.

Canaveral Port Authority

Cascadia Center

CenterPoint  
Properties Trust

Chicago Metropolitan  
Agency for Planning

City of Chicago

COMPASS – Community  
Planning Association of  
Southwest Idaho

Dewberry

Economic Development  
Coalition of  
Southwest Indiana

Florida Department of  
Transportation

Florida East  
Coast Railway

Florida Ports Council

Freight Mobility Strategic  
Investment Board  
(Washington State)

Gateway Cities Council of  
Governments

HERZOG

HNTB Corporation

Illinois Soybean  
Association

Intermodal Association  
of North America

Jacobs Engineering

Kootenai Metropolitan  
Planning Organization

Los Angeles  
County Metropolitan  
Transportation Authority

Majestic Realty Co.

Maricopa Association of  
Governments

Memphis Chamber of  
Commerce

Metropolitan  
Transportation  
Commission

Moffatt & Nichol

National Railroad  
Construction and  
Maintenance Association

FOR IMMEDIATE RELEASE

Contact: Jeff Agnew  
(202) 828-9100

## **Executive Director Elaine Nessel's Statement on the President's FY18 Budget Request:**

## **President's Guiding Investment Principles Support Federal Freight Infrastructure Investment**

WASHINGTON, DC (May 24, 2017) – The Coalition for America's Gateways and Trade Corridors (CAGTC) applauds the Administration's targeted infrastructure investment approach, outlined in its Fiscal Year 2018 Budget Request, [A New Foundation for American Greatness](#) and the complementary [2018 Budget: Infrastructure Initiative](#) fact sheet, both transmitted to Congress yesterday.

"The President's commitment to improving national economic competitiveness through strategic infrastructure investment is commendable, and in particular, we applaud his dedication to investing \$1 trillion. Key infrastructure principles released in the Administration's 2018 Budget: Infrastructure Initiative reveal a targeted framework that stands to support increased investment in the multimodal freight network and foster desirable outcomes.

Since its formation in 2001, CAGTC has called for a freight-specific multimodal competitive grant program. The President's call to 'Encourage Self-Help' as a principle supports competitive grants, such as the Nationally Significant Freight and Highway Projects (NSFHP) program and the Transportation Investment Generating Economic Recovery (TIGER) program. While formula programs invest through a standard 80 percent federal to 20 percent non-federal match, under competitive grant programs, applicants are encouraged to bring their best deal forward, rewarding innovative funding and financing arrangements.

We concur with the President's principle 'Leverage the Private Sector,' and note that competitive grants have repeatedly shown their ability to attract non-federal dollars, including those coming from the private sector. According to the U.S. Department of Transportation, every \$1 of federal monies distributed through the TIGER program leverages \$3.50 through other sources, including private funds. The first round of the NSFHP program yielded similar success: totaling nearly \$800 million, grants will be combined with funding from federal, state, local, and private sources to support \$3.6 billion in infrastructure investment. As the President correctly notes, while public-private partnerships will not be the solution to all infrastructure needs, they can help advance the Nation's most important, regionally significant projects.

The President's principle calling for 'Targeted Federal Investments,' aligns with CAGTC's long-held priority calling for a national vision that guides long-term planning. Planning horizons, with a particular focus on projects of national significance – or 'transformative projects,' as the Administration states – should endeavor to anticipate freight needs extending over multiple decades.

Unveiled during national Infrastructure Week and illustrating the substantial need for investment in goods movement infrastructure, CAGTC featured its [Freight Can't Wait](#) booklet, which highlights 43 transformative freight projects of regional and national significance in need of federal partnership."

###

### **About the Coalition**

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. For more information on the Coalition for America's Gateways and Trade Corridors, please visit [www.tradecorridors.org](http://www.tradecorridors.org).

NASCO – North  
American Strategy for  
Competitiveness

The Northwest  
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana  
Regional Councils of  
Government

Orange County  
Transportation Authority

Oregon Department of  
Transportation

Parsons

Port Authority of  
New York & New Jersey

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional  
Council

RAILCET

SANDAG - San Diego  
Association of  
Governments

Southern California  
Association of  
Governments

Supply Chain  
Innovation Network of  
Chicago- SINC

Tennessee Department  
of Transportation

Washington State  
Department of  
Transportation

West Coast Corridor  
Coalition

Will County Center for  
Economic Development

WSP



Marine Cargo Forecast

Chris Herman

Informational

INFORMATION TO BE PROVIDED AT THE  
BOARD MEETING



# **FMSIB WORKSHOP TOPICS**

## 2014-2016

### FMSIB History & Overview

#### FMSIB Framework:

- State law
- WAC
- Bylaws

#### Budget:

- Operating
- Capital

#### FMSIB Review:

- Day on the Hill Debrief
- Legislative Review/Priorities

#### FMSIB Subcommittee Membership Update:

- Legislative
- Project Selection
- Administrative
- Outreach

#### Future Meeting Schedule:

- Dates
- Locations

### Executive Session

#### Miscellaneous:

- Trucking, Rail, and Port Priorities
- WSDOT Freight Update
- Strategic Freight Planning