



Freight Mobility Strategic Investment Board Meeting

***September 15, 2017
9:00 a.m. to 1:00 p.m.***

***Tri-Cities Airport
3601 N 20th Avenue
Pasco, WA 99301***

Agenda

9:00	Welcome and Introductions	Dan Gatchet	Informational
9:15	Port of Pasco	Randy Hayden, Executive Director	Informational
9:30	Minutes	Dan Gatchet	Action
9:35	Budget	Brian Ziegler	Informational
10:00	Director's Report	Brian Ziegler	Informational
10:15	Board Member Reports	Board	Action
10:30	COLA	Brian Ziegler	Action
10:45	Road/Rail Conflicts Study Update	Brian Ziegler	Informational
11:15	Project Updates <ul style="list-style-type: none">- Fife: I-5 / 54th Ave I/C- Marysville: I-5 / SR 529- Lacey: I-5 / Marvin Rd I/C	Brian Ziegler	Action
11:45	Call for Projects	Brian Ziegler	Action
12:00	Board Member Terms	Brian Ziegler	Informational
	Working Lunch		
12:15	Subcommittee Appointments	Dan Gatchet	Action
12:30	2018 Meeting Schedule	Dan Gatchet	Action
12:45	Next Meeting November 17, 2017 Vancouver, WA	Dan Gatchet	Action
1:00	Adjourn	Dan Gatchet	

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

**June 2, 2017
Suquamish, WA**

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

Board Members not present: Mr. Bob Watters

WELCOME

Chair Dan Gatchet opened the meeting with welcoming comments.

MINUTES

Chair Dan Gatchet entered a motion to adopt the March 17, 2017, minutes. Mr. Trulove moved to approve the minutes and Mr. Ewers seconded the motion.

MOTION CARRIED

FMSIB BUDGETS

Director Ziegler made several changes to simplify the format of the budget report. Director Ziegler and Gena Saelid met with WSDOT staff to familiarize themselves with the operating budget. Director Ziegler also met with WSDOT to review the capital budget. Both budgets are on target for the end of the 15-17 biennium.

DIRECTOR'S REPORT

During his first weeks with FMSIB, Director Ziegler visited the offices of the Transportation Committee Chairs. He also met with the WSDOT Budget Office; Accounting; Local Programs; Printing; and the Rail, Freight, and Ports Division.

Director Ziegler familiarized himself with the Road-Rail Conflicts Study which included meeting with the relevant Joint Transportation Committee and Association of Washington Cities staff.

Director Ziegler also attended the following meetings: Washington Public Ports Association Annual Meeting; Sheri Call of the Washington Trucking Association; Federal Highway Administration Talking Freight webinar; Washington Transportation Commission presentation on the State Freight Rail Plan Update; and the MPO/RTPO/WSDOT Coordinating Committee to discuss a potential role for them in the Road-Rail Conflict Study.

Administrative support to FMSIB has historically been provided through a job-share of three part-time employees. Effective May 1, that position became fulltime and is now filled by one employee. Director Ziegler recommended the job titles for FMSIB staff be updated to *Director* and *Executive Assistant* and the Board agreed with the updated titles. Two new Administrative Assistant 5 part-time positions will be created to provide administrative support during an absence of the Executive Assistant.

WASHINGTON FREIGHT ADVISORY COMMITTEE (WAFAC) UPDATE

(PowerPoint)

Director Ziegler provided a copy of House Bill 5096, Section 311, Program Z Appropriations and Provisos; the Prioritized Freight Project List that was submitted to OFM and Senate and House Transportation Committees; and a document signed by former Secretary of Transportation and former FMSIB Executive Director which outlines the WAFAC Committee role and membership. Director Ziegler gave a brief background on the FAST Act as being the federal act that authorizes federal highway trust funds to be provided to states for transportation issues. This is five-year act (Federal Fiscal Years 2016-20) was appropriated to WSDOT and included two new freight programs, one is a competitive and the other is a formula program. The formula amounts are appropriated by the state Legislature. During the first two years of the FAST Act, the amount was about \$40 million a biennium and the congressional expectation was for the money to go to the highest priority projects in the Freight Plan that the state has adopted. The Freight Plan was created under MAP 21. Director Ziegler stated that the WAFAC played a significant role in developing the priority freight project list. Secretary Millar stated that the overseer is WSDOT and that WAFAC is advisory to WSDOT and is to look beyond the first and last mile. Secretary Millar further stated that WSDOT formed the WAFAC by entering an agreement with FMSIB in which FMSIB staffs the committee and the majority of the committee is comprised of FMSIB members plus additional interested parties. Director Ziegler stated that this is a good opportunity to revisit if WAFAC is working the best way it should and the way it was intended.

Chair Gatchet stated that when WAFAC was established, there was contention about if FMSIB or WSDOT should take the lead role. The industry, along with FMSIB and WSDOT should weigh in on how to move forward from here.

The list of prioritized projects that WAFAC agreed upon were submitted to the Legislature last fall. The Legislature appropriated the \$43.8 million in Program Z and asked that the projects be validated. Director Ziegler raised the question about the intent of “validation.” Secretary Millar stated that WSDOT’s interpretation is for the projects to be validated by freight benefit. WSDOT plans to send out a questionnaire to assess the freight benefits of the projects on the list and report to WAFAC.

Secretary Millar pointed out his concern that the money is available July 1, and he doesn’t want to lose construction season because we couldn’t figure out what to do. At the same time, he doesn’t want to issue checks just because a project is shovel ready. The Secretary addressed two options, one being to do a quick validation of freight benefit so some money could be spent now on projects and then continue to develop the strategic plan or the other option is to hold off until there is a better plan in place. Director Ziegler stated that of the prioritized list, \$36 million of the \$43 million are already FMSIB projects or related projects and have been, in a sense, validated. The Secretary pointed out that means \$36 million are all first mile/last mile projects, but WAFAC needs to think about the entire system.

Secretary Millar said there is need for strategic investment which should include preservation and projects with a balanced approach.

Chair Gatchet summarized that over the next six months, criteria need to be developed to rank the projects and preservation is as equally important as other projects. Let's not redo the current list but start spending based on what we have in front of us for this cycle.

Director Ziegler stated the Board could recommend to enter into grant agreement per WAFAC recommendations for the first fiscal year of the biennial appropriation (10 percent is multimodal and the rest is roadways). Then Federal FY 18-19 would be subject to reprioritization based on WAFAC criteria yet to be developed.

Secretary Millar summarized we have \$43.8 million for the biennium and he proposed to cut that in half, part to FY18 and part of it to FY19, \$10 million for preservation, 10 percent for multimodal, and the rest to the highway projects on the prioritized list in the current priority order. WAFAC would then continue to work with WSDOT to develop the plan and criteria for future distributions of the money.

Chair Gatchet asked if a WAFAC meeting needed to be scheduled soon to present Secretary Millar's proposal. Director Ziegler and Secretary Millar agreed a WAFAC conference call is needed to discuss the proposal. (Note: This meeting occurred by conference call on June 20, 2017)

Secretary Millar stated that WSDOT will be sending a questionnaire to ascertain the status and freight benefit of the projects and then will report the results to WAFAC.

Mr. Hansen asked for clarification if the first 12 projects on the Tier 1 list were intended to be the top priority projects. Director Ziegler stated that WAFAC members believed the first 12 projects to be the top priority projects.

Director Ziegler asked if we are prepared to go forward on this validation to rerack the list as it would be a time consuming process.

Director Ziegler attempted to summarize the discussion as follows: Take first fiscal year of biennial appropriation and enter into grant agreement pursuant to WAFAC recommendations, 10 percent is multimodal and the rest is roadways for the state Fiscal Year 17-18. Fiscal Year 18-19, would be subject to reprioritization based on WAFAC's assessment of freight benefit criteria yet to be developed.

Mr. Ron Pate, WSDOT, requested clarification on the roles of WAFAC and WSDOT. Secretary Millar stated the WAFAC is advisory to WSDOT; however, absent any glaring discrepancies, WSDOT will accept WAFAC's recommendations.

Secretary Millar expressed the need to have narrative on the freight benefit for any project receiving funds and the questionnaire WSDOT is developing will help provide that. WSDOT will provide the results to WAFAC for the committee's review.

ROAD-RAIL CONFLICT STUDY (PowerPoint)

Director Ziegler gave a presentation on the legislative background, study results, new legislative direction and next steps for the Road-Rail Conflict Study. The 2017 Phase 2 of the Road-Rail

Conflict Study provisos \$60,000 dollars to identify and recommend a statewide list of projects using a corridor based approach. The Road-Rail Study Advisory Committee will reconvene to develop preliminary criteria for identifying crossing project elements, such as scope, schedule, budget, benefits, etc. Director Ziegler recommended retaining the TranspoGroup to work on Phase 2, and he thinks the MPO/RTPO Coordinating Committee engagement will be crucial in helping develop this next phase.

US 2 WEST CASHMERE BRIDGE PROJECT (PowerPoint)

In response to Senator Hawkins' and Senator King's letter inquiring about West Cashmere Bridge Project's eligibility under FMSIB's project criteria, Director Ziegler gave a presentation on the history and current status of West Cashmere Bridge Project. Upon review by the Board, it was determined that although the project does not meet the T-1 or T-2 requirement directly, improvements to the SR-2 (T-2 roadway) project may meet the FMSIB criteria. Mr. Trulove made a motion for Director Ziegler to draft a response letter to Senators King and Hawkins stating that the project may be competitive for FMSIB's next Call for Projects due to the potential SR-2 improvements, and that there is no obvious reason to prevent the county from applying. Mr. Hulcey seconded the motion.

MOTION CARRIED

GUEST PRESENTATIONS

Tim Leonard, Port of Seattle, gave an update on East Marginal Way Improvements and Argo Yard Truck Roadway Projects. There have been a number of accomplishments in this project, including the new WSDOT structure, a new grade structure in place, new street improvements on East Marginal Way, and the private roadway. One of the final steps in this project will be the Argo Freight Yard automated gate system improvements funded by UP money.

Eric Strauch, City of Seattle, gave an overview of the Lander Street Project and its freight benefits. The final design was completed May 2017 and anticipates to begin construction early 2018.

Chris Herman, Washington Public Ports Association, gave a brief update on the Marine Cargo Forecast that is complete and almost ready for print. Some changes for this year's report include more robust modeling on the rail network and reorganizing the structure of how the data is divided so it can be given to MPO/RTPOs as part of their regional updates. A few highlights regarding container traffic at the Seaport Alliance, China's share of traffic grew from 34 to 52 percent from 2000 to 2015 whereas Japan, South Korea and Taiwan, have decreased collectively from 45 to 28 percent. Asia accounts for about 80 percent of Washington's trade volume. The Pacific Northwest Ports have nearly doubled the amount of tonnage for non-containerized traffic. China's traffic share has grown from 3 to 30 percent while other northeast Asian markets have dropped. Southeast Asia has grown about 4 percent and Latin America about 5 percent. Mr. Herman was invited to present at FMSIB's September 15 meeting for another update.

BOARD MEMBER REPORTS

Since being at WSDOT, Secretary Millar has been participating in the American Association of State Highway and Transportation Officials (AASHTO). AASHTO has recently undergone a reorganization. The new organizational structure includes the Board of Direction and the

Strategic Management Committee in which Secretary Millar serves. Some other changes included the development of the Transportation Policy Forum and creation of modal councils for highway, rail aviation, waterways, and active transportation. A special council on freight has also been created. Secretary Millar was asked to chair the committee on freight and Mr. Ron Pate will serve as the secretary.

Secretary Millar gave an overview of WSDOT's new organizational chart and plans to start implementing July 1.

SEPTEMBER WORKSHOP TOPICS

Director Ziegler gave an overview of the regular FMSIB Workshop topics over the last 3 years and, Director Ziegler suggested it may be a good time to discuss the Marine Cargo Forecast and the WAFAC criteria/prioritization. Chair Gatchet suggested the workshop include time for strategic planning discussion to be sure FMSIB stays within its scope of focus for the future.

NEXT MEETING

Chair Dan Gatchet entered a motion to hold the FMSIB workshop and Board meeting on September 14-15, 2017, in Tri-Cities, WA. Mr. Swannack so moved and Mr. Ewers seconded the motion.

MOTION CARRIED

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

MEETING ADJOURNED

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 15-17, Budget \$ 1,015,000 < BIEN 15-17 FINAL: July 1, 2015 through June 30, 2017 >

	Biennium Appropriation July 1, 2015 - June 30, 2017	Actual Expenditures through June 30, 2017	Biennium To Date Dollar Variance
FMSIB Budget			
Salary	518,000	511,842	6,158
Travel	75,000	33,496	41,504
Goods & Services	130,800	117,852	12,948
Personal Service Contracts	291,200	291,200	0
Total Through June 30, 2017	\$ 1,015,000	954,390	60,610
<hr/>			
	Budgeted Expenditures July 1, 2015 - June 30, 2017	Actual Expenditures through June 30, 2017	Biennium To Date Dollar Variance
Expenditure Detail			
Salaries:			
Staff Salary	518,000	511,842	6,158
Total Salary	\$ 518,000	511,842	6,158
Travel:			
Staff Travel	40,000	13,920	26,080
Board Travel	35,000	19,575	15,425
Total Travel	\$ 75,000	33,496	41,504
Goods & Services:			
<i>Other State Agency Services:</i>			
WSDOT Labor & Svcs/TIB Svcs	34,000	26,195	7,805
WS DES Services	14,000	12,502	1,498
WS TIB - Office Rent & Utilities	36,000	35,608	392
WS Attorney General	2,800	2,013	787
WS Auditor's Ofc	14,000	12,833	1,167
<i>Misc. Operating Expenses:</i>			
Misc. Office, Mtg, Equipment Costs	30,000	28,702	1,298
Total Goods & Services	\$ 130,800	117,852	12,948
Personal Service Contracts:			
<i>Consultant Expenses:</i>			
Freight Infrastructure Needs Study	251,200	251,200	0
FY16 - 2015 Annual Report (Lund)	20,000	20,000	0
FY17 - 2016 Annual Report (Lund)	20,000	20,000	0
Total Personal Service Contracts	\$ 291,200	291,200	0
Total Through June 30, 2017	\$ 1,015,000	954,390	60,610

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 818,000

Expenditure Detail through: August 31, 2017

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Appropriation thru Aug 31, 2017	Actual Expenditures thru Aug 31, 2017	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	516,000	43,000	42,788	212
Travel	52,000	4,333	727	3,607
Goods & Services	140,000	11,667	3,508	8,159
Personal Service Contracts	110,000	110,000	0	0
Total Thru Aug 31, 2017	\$ 818,000	169,000	47,023	11,977
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Aug 31, 2017	Actual Expenditures thru Aug 31, 2017	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	516,000	43,000	42,788	212
Total Salary	\$ 516,000	43,000	42,788	212
Travel:				
Staff Travel	22,000	1,833	347	1,487
Board Travel	30,000	2,500	380	2,120
Total Travel	\$ 52,000	4,333	727	3,607
Goods & Services:				
Other State Agency Services				
WSDOT Labor & Svcs/TIB Svcs	40,000	3,333	1,381	1,953
WS DES Services	15,000	1,250	451	799
WS TIB - Office Rent & Utilities	45,000	3,750	1,469	2,281
WS Attorney General	5,000	417		417
Misc. Operating Expenses				
Misc. Office, Mtg, Equipment Costs	35,000	2,917	207	2,710
Total Goods & Services	\$ 140,000	11,667	3,508	8,159
Personal Service Contracts:				
Consultant Expenses				
Road Rail Study	60,000			0
FY18 - 2017 Annual Report (Lund)	20,000			0
FY19 - 2018 Annual Report (TBD)	30,000			0
Total Personal Service Contracts	\$ 110,000	0	0	0
Total Thru Aug 31, 2017	\$ 818,000	59,000	47,023	11,977

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
TOTAL	\$ 25,692,000	\$ 3,844,000	\$ 29,536,000	\$ 33,895,000	\$ 9,405,000

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 (<i>6/2017</i>)	\$ 2,000,000	\$ 1,827,202	\$ 172,798	\$ 172,798	\$ -
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	\$ 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
TOTAL		\$ 130,225,000	\$ 20,779,526	\$ 9,404,346	\$ 9,258,437	\$ 100,041,128

Union Pacific Details:

Contribution	\$ 3,650,000	\$ 2,330,000	\$ 1,000,000	\$ -	\$ 320,000
Earned Interest to Date *	\$ 1,103,166	\$ -	\$ -	\$ -	\$ 603,166
Total	\$ 4,753,166	\$ 2,330,000	\$ 1,000,000	\$ -	\$ 923,166

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	\$ -	\$ -
Current planned UP Commitments Total		\$ 3,330,000	\$ 2,330,000	\$ 1,000,000	\$ -	\$ -

FMSIB GRAND TOTAL	\$ 134,978,166	\$ 23,109,526	\$ 9,404,346	\$ 9,258,437	\$ 100,964,294
--------------------------	-----------------------	----------------------	---------------------	---------------------	-----------------------

Funds Remaining

\$ 146,563

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	\$ -	\$ 1,826	\$ 2,421,148
June 2017	\$ -	\$ 2,018	\$ 2,423,166
	\$ -	\$ -	\$ 2,423,166
TOTAL	\$ 2,330,000	\$ 1,103,166	

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FY 2017-19 Capital Funds

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

Projects currently authorized to incur expenditures

Agency	Project Title	Total FMSIB Commitment	Previous Bien Exp	2017-19 Planned Expenditures	Current biennium exp	Future Commitment	
Des Moines	S 216th St Segment 1-A	\$ 892,000	\$ 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	
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	\$ 579,091	\$ 1,758,000	\$ -	\$ 45,909	May need to be added in Supplemental 18
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 275,620	\$ -	
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 6,000,000	\$ -	\$ 5,900,000	\$ -	\$ 100,000	May need to be added in Supplemental 18
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	Bids low, funds available to other projects
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	

Agency	Project Title	Total FMSIB Commitment	Previous Bien Exp	2017-19 Planned Expenditures	Current biennium exp	Future Commitment
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
TOTAL		\$ 108,425,000	\$ 21,727,963	\$ 48,525,000	\$ 275,620	\$ 38,168,909

Union Pacific Details:

Contribution		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
Kent	S 277th St (2003-05)	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -

Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Pt Seattle	East Marginal Way Ramps	\$ 480,000	\$ 480,000	\$ -	\$ -	\$ -
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -
Kent	Willis Street Grade Separation	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	S 212th St	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	228th Street Extension and Grade Separation**	\$ 1,250,000	\$ -	\$ 1,250,000	\$ -	\$ -
Current planned UP Commitments Total		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
FMSIB GRAND TOTAL		\$ 112,075,000	\$ 24,057,963	\$ 48,525,000	\$ 275,620	\$ 38,168,909

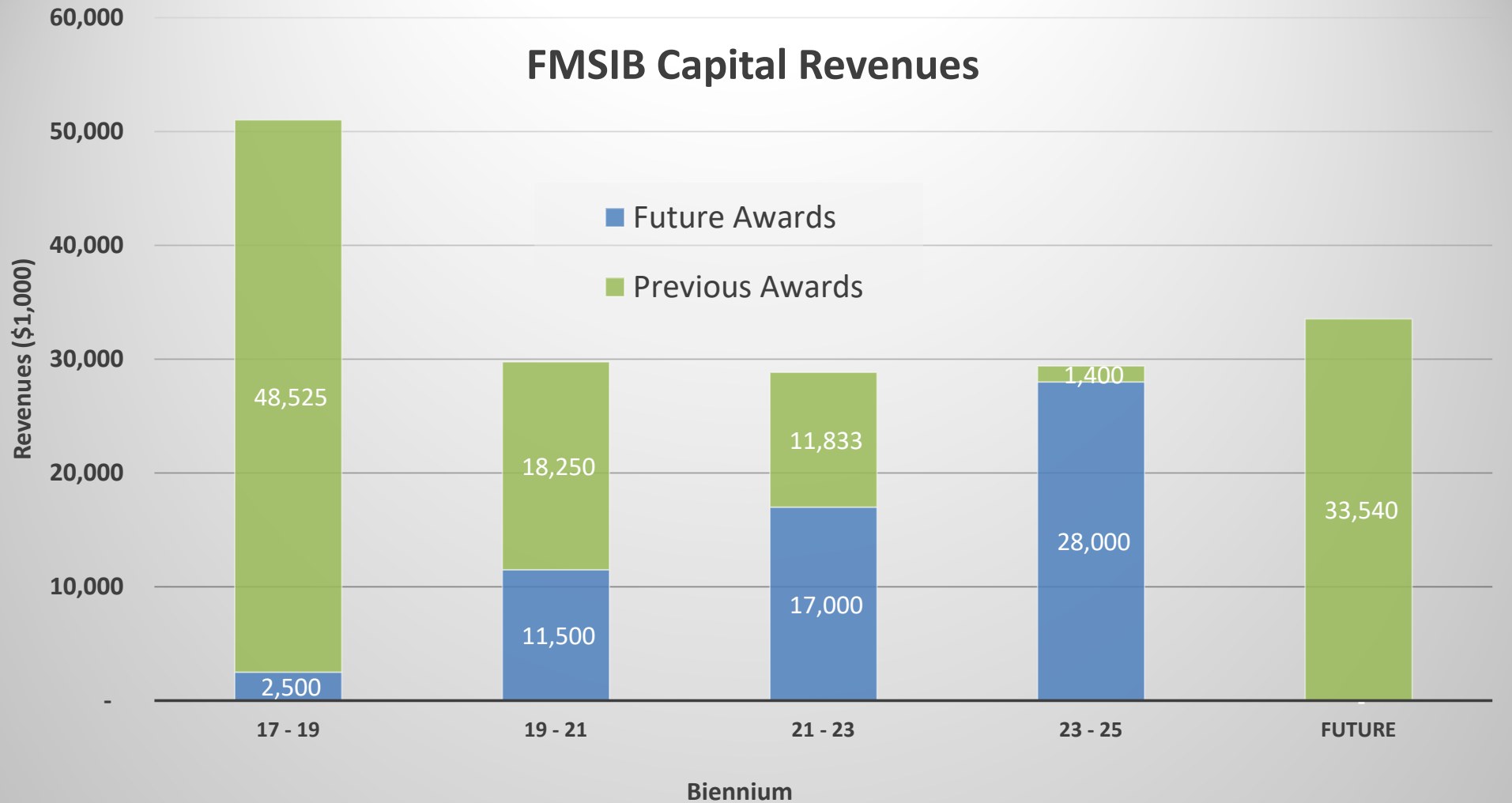
Funds Remaining

\$ 50,499,380

Completed / substantially complete

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

FMSIB Capital Revenues



Data Source Rev. 4/20/17

FMSIB Director's Report

Sept. 15, 2017

(Last Update : June 2, 2017)

WAFAC support

FMSIB staff provided scheduling support and meeting minutes for WAFAC meetings on June 20th and July 21st.

The June 20th meeting was convened at the WSDOT HQ so interested members could hear from WSDOT Secretary Millar regarding the department's proposal to separate National Highway Freight Formula Funding into separate Preservation and Non-Preservation categories. This special meeting was scheduled after the Secretary presented the same proposal to the June 2nd FMSIB meeting in Suquamish. WAFAC provided written comments to the Secretary in a letter dated July 14, 2017.

The July 21st meeting at PSRC provided an opportunity for WSDOT to share progress on their freight project validation process and scoring methodology. Members provided comments on WSDOT's approach, which are summarized in meeting minutes issued July 24th.

NHFP Project Funding Status

The Fast Act provided Washington State approximately \$107m in formula freight funding over five federal fiscal years (FFY 16 – FFY 20). In 2016, WAFAC and WSDOT collaborated to issue a call for eligible freight projects and prioritized a list for consideration by the 2017 Legislature. The 2017-19 Transportation Budget included \$43.7 m in Program Z to fund freight projects. WSDOT has been contacting project sponsors to validate these projects in two stages. The results of WSDOT's Stage 1 validation were shared with WAFAC July 20th. On Aug. 14th, WSDOT sent project sponsors a request for data to begin the department's Stage 2 validation process. The due date for that data submittal is Sept. 5th (a few days after this report is being mailed to you).

The WSDOT's Draft Freight Plan includes Exhibit 1-7 (copied below) summarizing freight formula funding project expenditures and allocations to date. For the first two federal fiscal years of the FAST Act (FFY16 and FFY17), \$37.4m was allocated to three WSDOT overlay projects. For FFY18, 10 percent of the money was allocated to a multimodal project (Port of Everett) and the remaining 90 percent to roadway projects. Given the WSDOT's interest in creating two lists, one for Preservation and another for Non-Preservation, here is a recap of monies allocated to date:

FFY	Preservation (\$)	Preservation (%)	Non-Preservation (\$)	Non-Preservation (%)
2016	3,650,373	100	0	0
2017	33,822,598	100	0	0
Subtotal	37,472,971	100	0	0
2018	\$10,477,179	45	\$12,684,076	55
TOTAL	\$47,950,150	79	\$12,684,076	21

Exhibit 1-7: National Highway Freight Program Funded Projects

Year	Project	Agency	Type	NHFP Funds	Matching Funds	Total Project Cost
2016	I-5 SB 88th St to SR 531	WSDOT	Preservation	\$3,650,373	\$375,858	\$4,026,231
2017	I-90 / Adams Co Line to Spokane Co Line	WSDOT	Preservation	\$11,514,801	\$578,839	\$12,093,640
2017	I-90 / 468th Ave SE to W Summit Rd EB	WSDOT	Preservation	\$22,307,797	\$5,400,726	\$27,708,523
2018	South Terminal Modernization Project Phase II	Port of Everett	Multimodal	\$1,812,200	\$48,287,800	\$50,100,000
2018	S Lander St Grade Separation and Railway Safety Project	City of Seattle	Grade Separation	\$3,000,000	\$122,000,000	\$125,000,000
2018	I-90/Floating Bridges - Replace Anchor Cables	WSDOT	Preservation	\$5,769,979	\$246,172	\$6,016,151
2018	Pacific Highway E/54th Ave E Intersection Improvements	City of Fife	Roadway Improvement	\$2,000,000	\$7,261,741	\$9,261,741
2018	142nd Ave & 24th St	City of Sumner	Preservation	\$4,707,200	\$840,206	\$5,547,406
2018	Bigelow Gulch - Forker Road Connector- Project 4A; CRP 2989A	Spokane County	Roadway Improvement	\$5,871,876	\$3,550,875	\$9,422,751
2019	<i>Validation underway. Completion expected November 2017.</i>					
2020	<i>Validation underway. Completion expected November 2017.</i>					

DRAFT

Project Status Updates

This month's Board meeting will include briefings on three projects requiring Board attention:

1. City of Marysville, I-5/SR-529 Interchange
2. City of Fife, 54th Ave. I/C – Phase 1
3. City of Lacey, Hogum Bay Road

Additionally, other project issues have come up during the last couple of months:

1. City of Seattle staff from the Policy and Planning Division and Traffic Management Division traveled to our office on July 6th to discuss a variety of past and currently funded FMSIB, TIB, and NHFP-funded projects. This meeting was coordinated by and included TIB staff.
2. City of Fife staff visited our offices July 10th to discuss the 54th Ave. I/C – Phase 1 project funded by FMSIB. The project was included on the WAFAC-approved list for NHFP funding, but the amount dedicated to Fife seems to be changing as WSDOT conducts their validation process. This meeting was held jointly with TIB as they may be

asked to participate in the project depending on how the NHFP funding decision by WSDOT turns out.

3. The City of SeaTac celebrated the opening of the 28th/24th Corridor Completion Project with a ribbon cutting ceremony on Aug. 9th. Seattle Port Commissioner and FMSIB Board Member John Creighton attended and spoke about the importance of this corridor to general freight mobility, air cargo access to SeaTac, and the development of the Des Moines Business Park. This corridor intersects with and accommodates the new alignment of SR-509 Completion project, so the project is considered the first completed element of the Puget Sound Gateway Program.
4. Port of Vancouver staff visited FMSIB Offices Aug. 29th to discuss a variety of project ideas they are developing along with the City of Vancouver for improving access to the Port via a new west side roadway. Ashley Probart, TIB also attended the briefing.
5. The City of Longview applied for but did not receive a FASTLANE Grant on the SR-432/SR-411 project. FMSIB has committed \$2.1m to the \$4.2m project. Therefore, the City is proceeding with the original project scope and developing a new Local Agency Agreement.
6. The Puget Sound Gateway program (SR 167 and SR 509 Corridor Completion Projects) includes a requirement in the Transportation Budget for a Local Funding Share of about \$130 m. The state has hired former TIB Director Steve Gorcester to facilitate a conversation with affected King County and Pierce County local governments in order to reach consensus on how to meet the state budget requirement. Steve and I met Aug. 30th so that I can share with him not only my local government history on the project but my concerns about expectations regarding use of FMSIB funding for local elements of this program.

Marine CF to JTC

Scheduled for July 20th, canceled due to Special Session requirements. Rescheduled for Sept. 14th, but conflicts with FMSIB Board meeting. To be rescheduled again.

2017 Annual Report Status

Kjris Lund and I conducted phone interviews of all 12 FMSIB Board Members. In addition, Kjris and I discussed potential themes for the report and shared some ideas with the Chair on Aug. 30th. Kjris will be on the Board's workshop agenda Sept. 15th to provide additional update details.

FMSIB Member Appointment Process

The Governor appoints each FMSIB Board member to specific terms. Both the Governor's staff and FMSIB Staff monitor appointment dates to ensure positions remain filled. Gena and I met with the Governor's Office staff designee for this process, Keith Swenson, on July 25th. We learned a few important details about the appointment process and the time it takes to complete that process. Additionally, we learned that all appointed members serve until either their term expires or they resign from the Board. In other words, losing a local election doesn't automatically remove one from the Board.

Because a past Board member had not officially resigned from the Board, the replacement process for that position could not begin because the position was not officially vacant. That has

now been rectified and the Governor's Office will be reaching out to the Association of Counties for nomination suggestions.

Legislative Assessment of the Washington State Transportation Commission (WSTC)

The 2017 Legislature has tasked the Joint Transportation Committee (JTC) with an assessment of the Washington State Transportation Commission. 2ESSB 5096, Sec 204(4) provides \$100,000 for the JTC to assess the membership, functions, operations and budget of the Commission beyond those related to toll- and ferry fare-setting and the Road Usage Charge pilot project. A report is due December 31, 2017. I was interviewed August 16th by JTC consultants hired as part of the assessment process.

Ongoing Outreach Efforts

- Met with the Washington Public Ports Association (WPPA) and several Burlington Northern Santa Fe (BNSF) employees to discuss the status of the Great Northern Corridor Coalition (June 6th).
- Participated in the Washington Highway Users Federation (WHUF) Executive Board Meeting (June 12th). FMSIB is a designated member.
- Attended Association of Washington Cities (AWC) Annual Conference (June 21-23). Also, Chair Gatchet and I met with the new AWC Director, Pete King (July 31).
- Introduced myself to the Federal Highway Administration (FHWA) Division Administrator and Planning Team. Discussed freight planning, WAFAC, and National Highway Freight Program (NHGFP) funding (July 12th).
- Attended the Washington State Good Roads and Transportation Association (WSGRTA) meeting in Ellensburg (July 13th).
- Chair Gatchet and I met with Secretary Millar and his staff to discuss the concept of a charter for the Washington Freight Advisory Committee (July 14th).
- Attended the Port of Seattle's evening presentation on "Green and Sustainable Port Initiatives" (July 20)
- Drove to Colfax to meet with Whitman Commission Art Swannack and his County Engineer, Mark Storey. Drove to Walla Walla to attend the quarterly meeting of the MPO/RTPO Coordinating Committee. Also visited with Congresswoman McMorris-Rodgers' staff in Walla Walla to introduce her to FMSIB and discuss freight projects and funding issues in the 5th Congressional District. Drove to Yakima and conducted similar meetings with Congressman Newhouse's staff (4th Congressional District) and Senator Murray's staff. Seven hundred and fifty miles in three days (Aug. 21-23).

Road Usage Charge (RUC) Study

The State Transportation Commission has been studying this issue in phases since 2012. A Steering Committee of public and private officials has assisted in the study oversight, as well as a variety of consultants in tolling, finance, and public outreach. The study has been funded for a pilot test of various RUC technologies and the Commission is recruiting participants.

I have served on this Steering Committee representing Counties. The team asked me to remain involved because of the impacts this new transportation revenue source might have on freight mobility in Washington. I attended the most recent Steering Committee meeting July 27th on Mercer Island.

Cost of Living Adjustments (COLA) for FMSIB Staff

Sept. 15, 2017

Background: The state Legislature approved transportation agency budgets, like FMSIB's, earlier this spring. However, all state employee salary adjustments, including those state employees in transportation agencies, are made in the General Fund budget, which was not passed by the Legislature until nearly July 1st.

Issue: By an interesting quirk of rules, Gena Saelid's COLA is automatic. Moreover, she has received her salary increase since July 1. "Increase" is probably misleading however. Here are the numbers:

- **COLA** Increase for general service, WMS, EMS and exempt positions:
 - 2% effective July 1, 2017
 - 2% effective July 1, 2018
 - 2% effective January 1, 2019
- **Monthly Medical Premiums** increase effective January 2018. These increases averaged 5% across several premium categories
- **PERS 2** contribution rates increased from 6.12 to 7.38 percent, a 20 percent increase in the rate, or an effective increase of 1.26 percent of gross salary.

Action: No Board action is required for Gena's COLA. Brian's COLA requires a Board action (Motion and Approval). The Motion could take several forms:

1. Approve 2017, 2018, and 2019 COLAs retroactive to July 1, 2017
2. Approve 2017, 2018, and 2019 COLAs effective Oct. 1 (the first pay cycle after Board action)
3. Approve 2017 COLA only retroactive to July 1, 2017
4. Approve 2017 COLA only effective Oct. 1 (the first pay cycle after Board action)
5. Approve no COLA pending satisfactory one year performance evaluation



Freight Mobility Strategic Investment Board

Road-Rail Conflict Study – Next Steps

Sept. 15, 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/RTD's
 - Top 50 contained in six MPO/RTD'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
- Completed the Sole Source Contract procurement process to retain original consultant team
- Briefed the MPO/RTPO/WSDOT Coordinating Committee again in Walla Walla Aug. 22nd

Progress to Date – Questions to Coordinating Committee



- What criteria would you recommend to the Advisory Panel for prioritizing projects?
 - Broad, flexible, applicable to multiple locations
 - Performance-based, benefits realized
- What criteria would you recommend to the Advisory Panel for “Using a corridor-based approach?”
- How much time would you need to generate a list of projects with scope, schedule, and cost details?
 - As much as possible
 - Project sponsors will need months to pull together data

Next Steps



- Reconvene Study Advisory Committee (Tentatively planning first meeting for mid-October)
- Develop preliminary criteria for identifying crossing project elements (scope, schedule, budget, benefits, etc.)



Questions?

Freight Mobility Strategic Investment Board

I-5/54th Avenue Interchange Improvement Project

City of Fife

Tri-Cities Airport, Pasco, WA

September 15, 2017

Vicinity Map



City of Fife

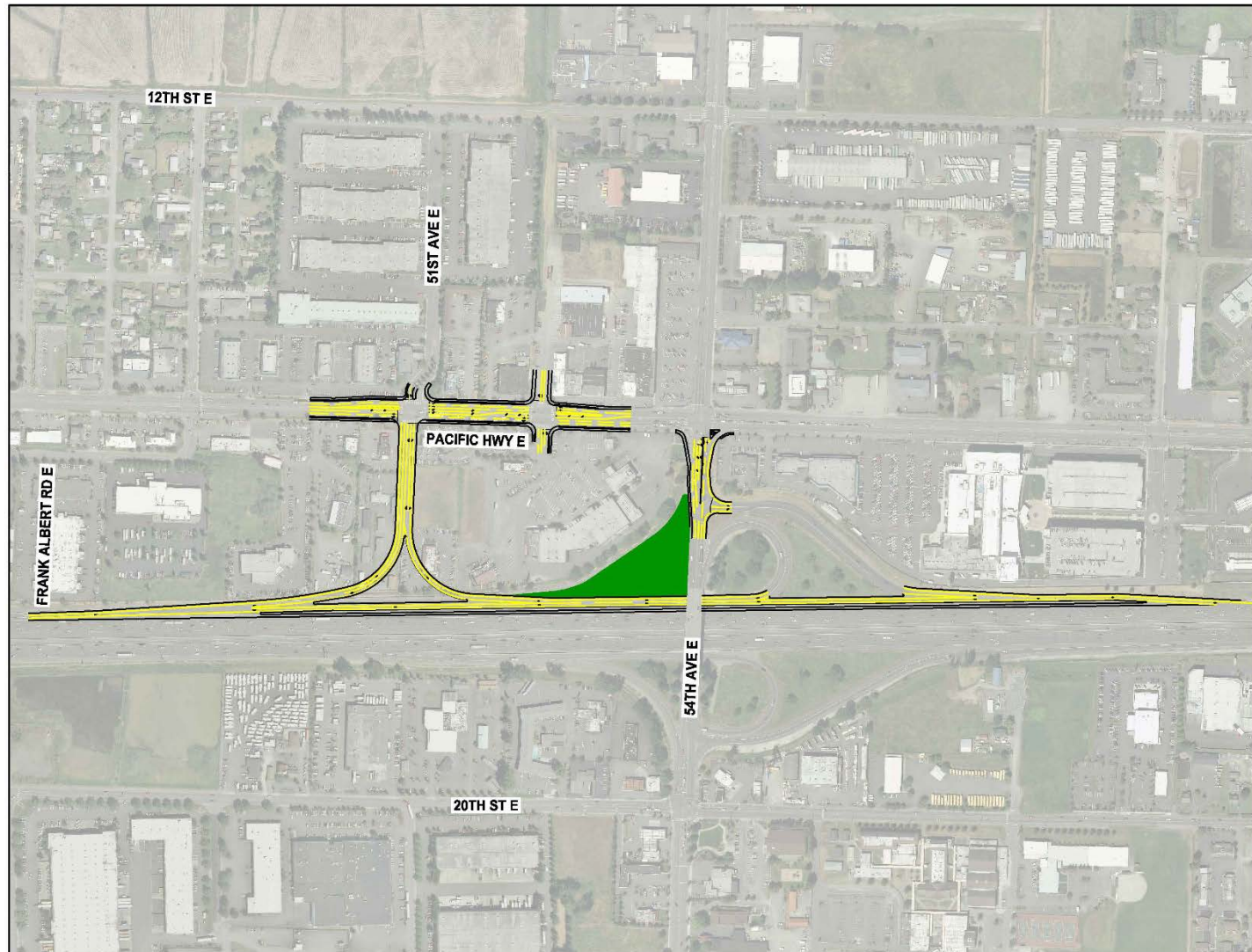
I-5/54th Avenue E Interchange Improvement Project

Staging of Funded Project

- \$3,000,000 awarded by FMSIB for north half – Stage 1.
- Construction of the full stage cannot begin until Interchange Justification Report (IJR) and NEPA documentation have been approved by WSDOT and FHWA.
- IJR and NEPA underway but will be a while.
- A portion of the stage can be built now.
- **\$500,000 requested for early construction** to provide a second left turn lane from westbound Pacific Highway E (SR 99) to southbound 54th Avenue E.
- Substantial independent benefit.



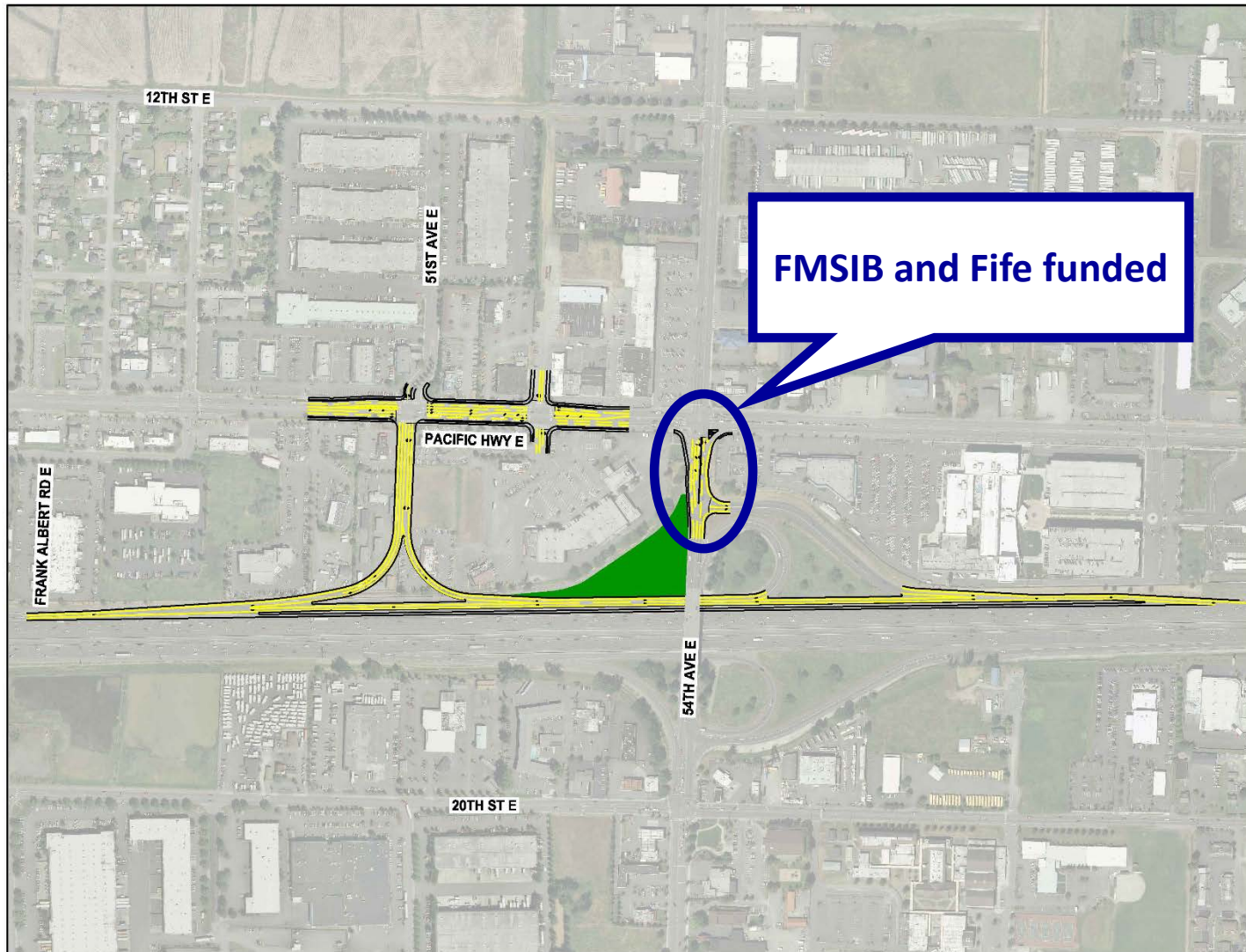
Stage 1 Improvements - As presented Sept. 2016



City of Fife

I-5/54th Avenue E Interchange Improvement Project

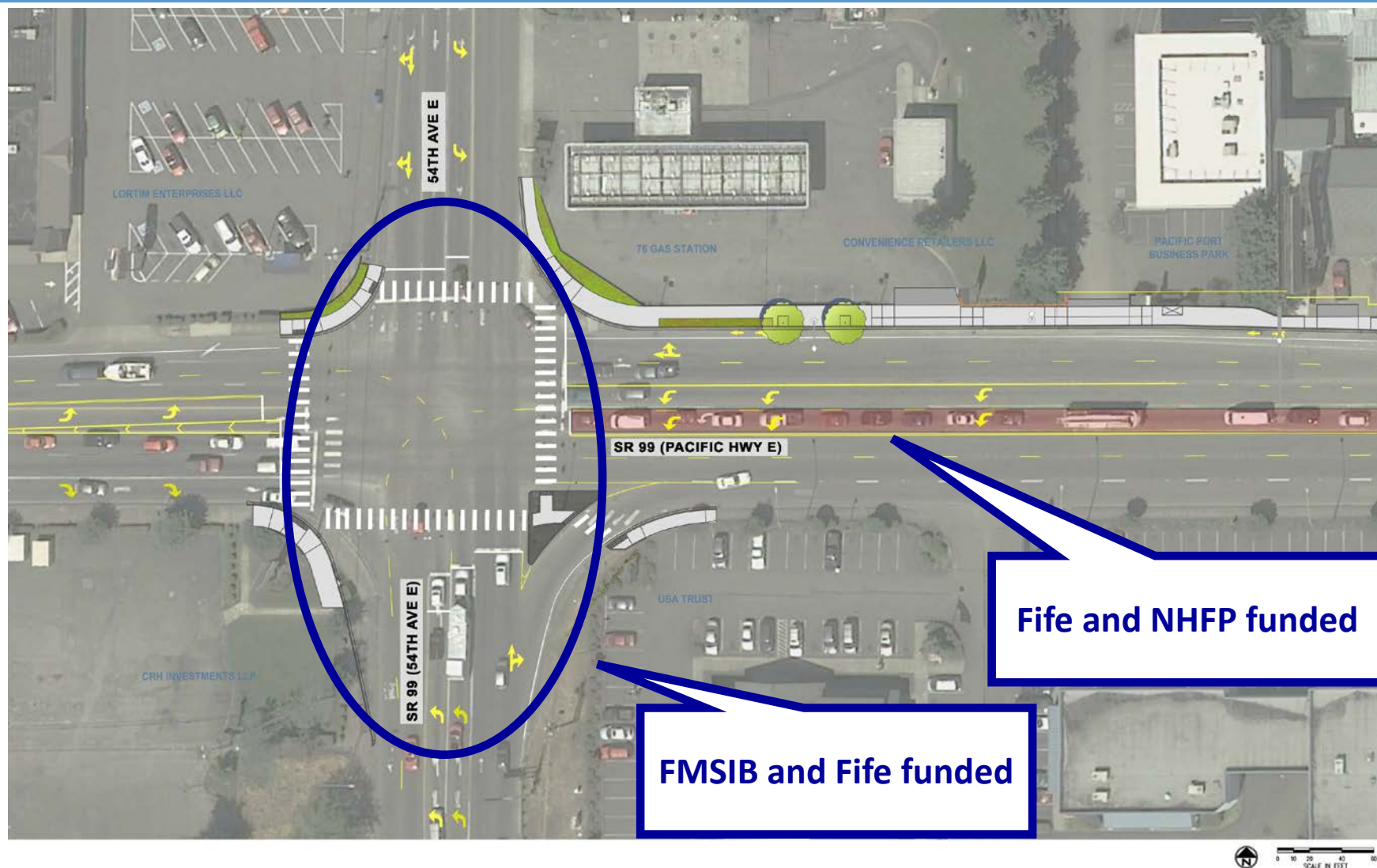
Early Improvements if FMSIB Approves Change



City of Fife

I-5/54th Avenue E Interchange Improvement Project

Early Improvements if FMSIB Approves Change



City of Fife

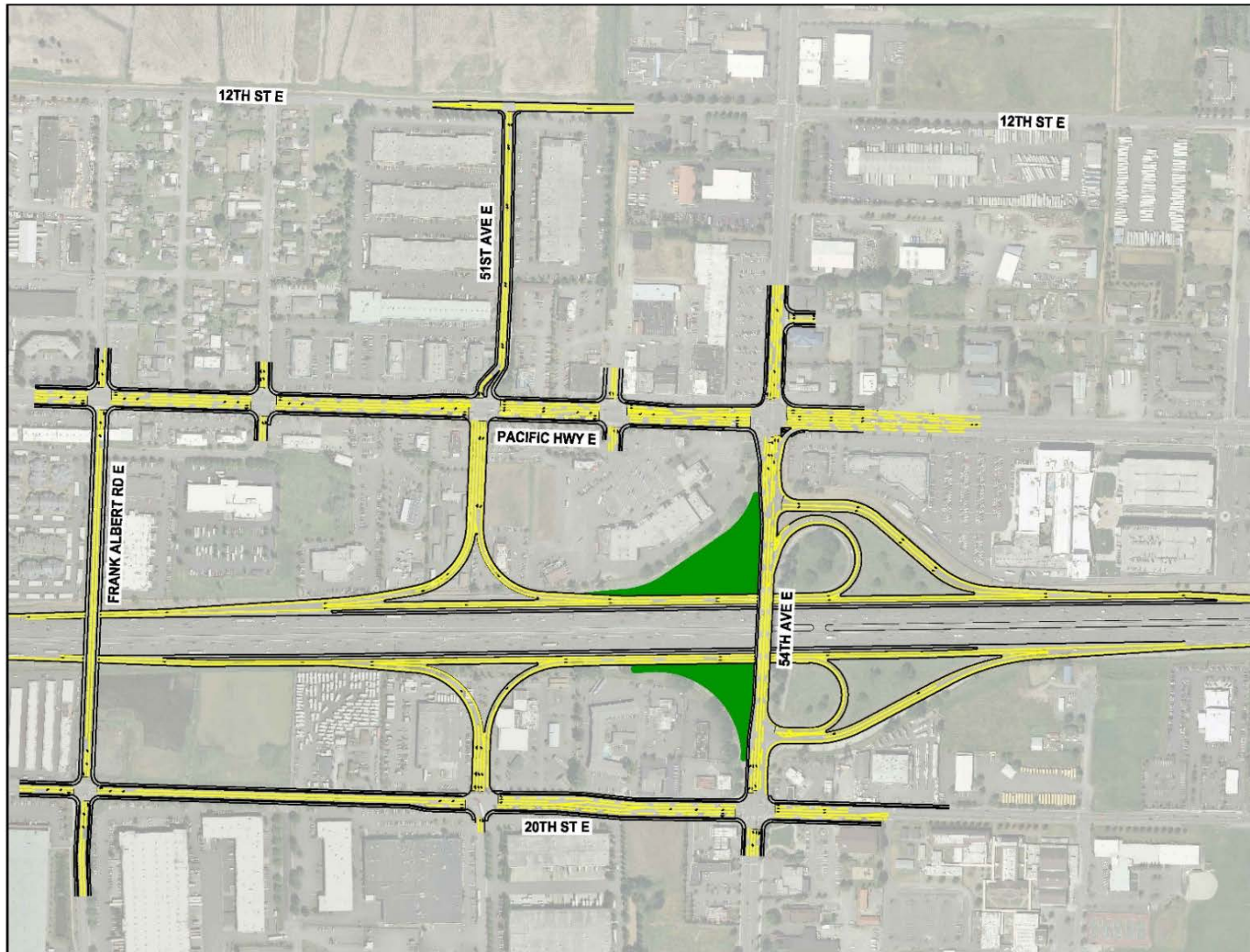
I-5/54th Avenue E Interchange Improvement Project

Need for Second Westbound Left Turn Lane

- Pacific Hwy E (SR 99) and 54th Avenue E are both classified as T-1 Freight Corridors.
- This intersection is a key connection between the Port of Tacoma, Pacific Hwy E (SR 99), I-5, and warehousing and shipping facilities in Fife.
- The intersection experiences long travel time delays for several hours each weekday, and the westbound left turn is the most congested movement.



Full Project Improvements



City of Fife

I-5/54th Avenue E Interchange Improvement Project

FMSIB Staff Recommendation

- Approve request for \$500,000 to construct 54th Ave. portion of SR-99 Double-Left Turn project.
- If total project costs rise for the I-5/54th Ave. E I/C project, retain the original maximum limit of \$3,000,000 FMSIB contribution.
- If total project costs decline on the I-5/54th Ave. E I/C project, retain the original percentage share (i.e., \$3,000,000 / \$23,700,000) or about 12.7%, on FMSIB contribution.



I-5 / SR-529 Interchange

City of Marysville



Project Overview

(2014 Presentation)

- ▶ Project identified by both the City of Marysville City Center Access Study and City of Everett Freight access and Mobility Study
- ▶ The SR 529 / Interstate 5 Interchange Expansion Project would complete the current half interchange by constructing a new Interstate 5 northbound off-ramp onto SR 529 and new southbound on-ramps from SR 529 to Interstate 5.



Project Benefits

- ▶ Reduces traffic volumes and congestion on SR 528 Corridor (between I-5 & State Street)
- ▶ Provides Access for local and regional traffic to and from I-5 that avoids crossing the BNSF mainline
- ▶ Reduces vehicle/train conflicts with at-grade BNSF railroad crossing
- ▶ Provides alternate emergency vehicle access to I-5



Timeline of Recent Events

- ▶ In May of 2014, the City applied for and received FMSIB contribution of \$5 million towards a Total Project Cost of \$47.5 million.
- ▶ In June 2015, the State Legislature passed Connecting Washington and funded the project at \$50 million.
- ▶ In June of 2017, the State Legislature combined this project with another I-5 widening project to create the “I-5 Peak Hour Use Lanes and Interchange Improvements” project funded at \$84.4 million.

Issues

- ▶ FMSIB could ask for a full refund since the Legislature funded the entire project cost as presented by the City (\$50 m vs. \$47.5 m).
- ▶ The City has been approached about this. They asked if the funding could be transferred to another freight project (not possible).

Issues (con't.)

- ▶ WSDOT believes the City underestimated the project costs. WSDOT provided copies of their Scoping Estimate which shows the project cost at \$55 million
 - \$47.25 million Construction
 - \$7 million PE
 - \$0.75 million R/W
- ▶ The Legislature funded this project at \$50 million, which appears to presume a \$5 million FMSIB contribution.

Board Options

- ▶ 1. Do nothing and provide \$5 million in the 2019–21 biennium as planned.
- ▶ 2. Remove FMSIB funding allocation from this project and advise the City. Allocate the \$5 million to other projects in the 2018 Call for Projects.
- ▶ 3. Await WSDOT revised estimate, scheduled for 4Q17, and revisit issue at beginning of 2018.

Questions?



The background of the slide is a photograph of a coastal scene. In the foreground, there is a body of water with a small white sailboat on the right side. In the middle ground, there is a dense line of evergreen trees. In the background, there are large, snow-capped mountains under a clear sky. The entire image has a blue tint.

City of Lacey Hogum Bay Road Truck Route Project

Presentation to the Freight Mobility
Strategic Investment Board

Friday, January 15, 2016

Overview

- **Lacey Northeast Area**
- **Current Proposal**
- **Project Status**
- **Construction Funding**
- **Connecting Washington Impacts**

Lacey NE Area Commercial Developments



Phase I



Phase I



Project Status

- **Phase I – Hogum Bay Road Widening**
 - **Construction underway**
 - **Expected Completion Fall 2018**
- **Phase II – Connection to I-5 Interchange**
 - **Originally scoped as a “slip ramp”**
 - **IJR being revised by WSDOT**
 - **Connecting Washington funded \$72 million through 2019-21 biennium**
 - **Construction scheduled for Summer 2018**

Issues

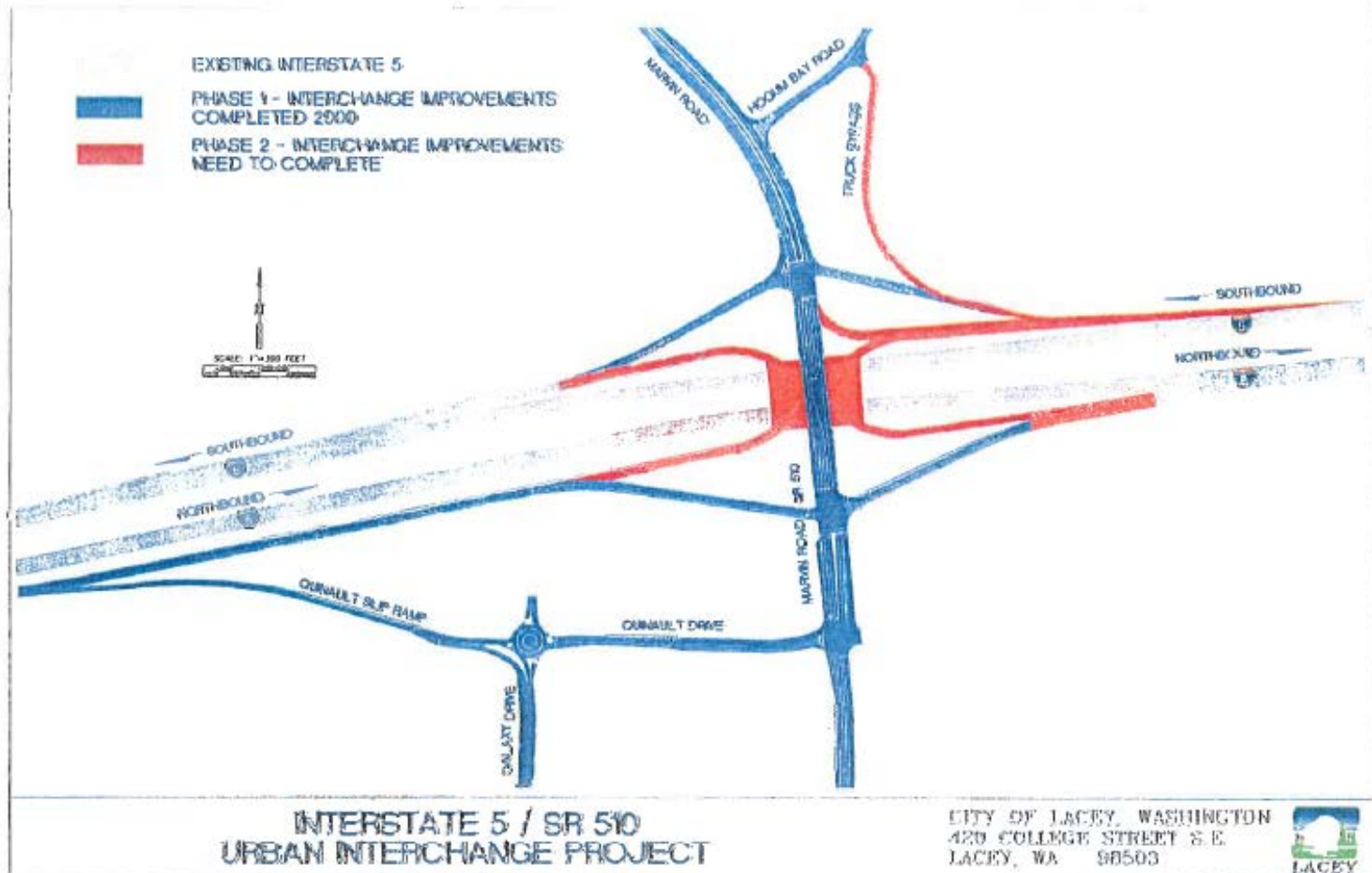
- Original FMSIB application included truck slip ramp from I-5 SB to Hogum Bay Road, as well as widening of Hogum Bay Rd.
- City of Lacey reactivated the project in 2015 and created a Phase I (\$1.2 m) and Phase II (\$2.8 m) delivery approach.
- In the meantime, along comes Connecting Washington, funding a completed interchange.
- The WSDOT design appears not to include the truck slip ramp.

City of Lacey Brochure

City of Lacey, WA

Urban Interchange Improvement

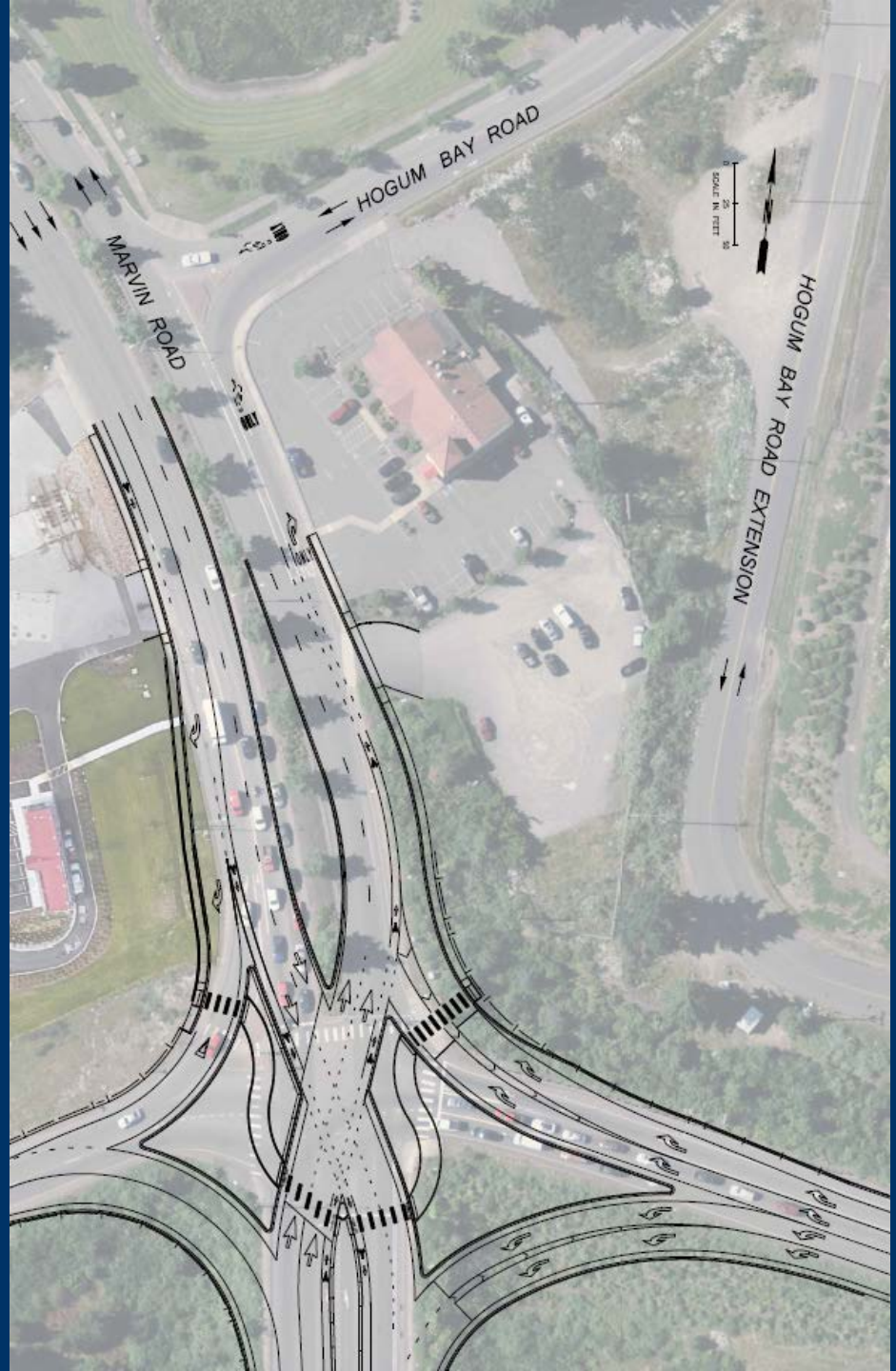
Schematic of Urban Interchange Improvement at Interstate 5/SR 510, Marvin Road



Optional Truck Travel Routes



Current WSDOT design



Staff Conclusion / Recommendation

- The current WSDOT design does not include a direct access slip ramp to Hogum Bay Road.
- This direct access was a key determinant in awarding the project \$4 million
- Recommendation: Advise the City (and WSDOT) that the \$2.8 m remainder of the City's original \$4 m award will be returned to FMSIB

Questions?

Freight Mobility Strategic Investment Board ~ Board Terms

APPOINTMENT TYPE NAME	ORIGINAL APPOINTMENT DATE	ORIGINAL TERM EXPIRES	REAPPOINTMENT DATE (S)	CURRENT TERM EXPIRES	ELIGIBLE for REAPPOINT- MENT
CITIZEN					
Dan Gatchet, Quilcene FMSIB Chair, Citizen Appt.	01/27/2012	06/30/2014	7/11/2014	*6/30/2018	Yes
CITIES					
Pat Hulcey, Fife City of Fife City Councilman	10/18/2012	06/30/2016	07/01/2016	06/30/2020	
Tom Trulove, Cheney City of Cheney Mayor	04/02/2012	06/30/2014	7/11/2014	*06/30/2018	Yes
COUNTIES					
Arthur Swannack, Colfax Whitman County Commissioner	03/10/2017	06/30/2020		06/30/2020	
Vacant					
GOVERNOR'S OFFICE					
Erik Hansen, Olympia Sr. Transportation Budget Analyst	10/21/2015	06/30/2016	07/01/2016	06/30/2020	
PORTS DISTRICTS					
Leonard Barnes, Aberdeen Port of Grays Harbor Deputy Executive Director	03/31/2017	06/30/2018		*06/30/2018	Yes
John Creighton, Seattle Port of Seattle Commissioner	07/08/2008	6/30/2012	07/01/2012-06/30/2016 08/29/2016	06/30/2020	
RAILROAD					
Johan Hellman, Olympia BNSF Railway	09/09/2014	6/30/2018		*06/30/2018	Yes
SECRETARY OF TRANSPORTATION					
Roger Millar, Olympia Secretary of WSDOT	07/01/2016	6/30/2020		06/30/2020	
STEAMSHIP					
Bob Watters, Seattle SSA Marine	07/01/2016	6/30/2020		06/30/2020	
TRUCKING					
Matt Ewers, Spokane IEDS Vice President	03/01/2017	06/30/2020		06/30/2020	
EX-OFFICIO					
Aaron Hunt, Union Pacific Railroad Director of Public Affairs					

Term Length: 4 Years Reappointment Eligibility: 2 Terms

*Term Expires Within One Year: Apply for Reappointment

2016-17 FMSIB Committees

Board & Executive

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

Legislative

Chair ~ Tom Trulove
John Creighton
Dan Gatchet
Johan Hellman
Pat Hulcey
Bob Watters

Project Selection

**Chair ~ Vacant*
Pat Hulcey
Tom Trulove
Bob Watters

Administrative

Chair ~ Tom Trulove
Dan Gatchet
Vacant

Outreach

**Chair ~ Vacant*
John Creighton
Tom Trulove

**Vacant*

Action Item: 2018 FMSIB Meeting Schedule

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

2018 Meeting Options	
January 18	Day on the Hill
January 19	Olympia
March 16	_____
May 31	Workshop
June 1	_____
September 21	_____
November 16	_____

Previous Board Meetings

2014 Board Meetings	2015 Board Meetings	2016 Board Meetings	2017 Board Meetings
Olympia*	Olympia*	Olympia*	Olympia*
Kent	Tacoma*	Fife*	Fife*
Vancouver	Marysville	Kalama	
Suquamish Workshop*	Suquamish Workshop*	Suquamish Workshop*	Suquamish *
Yakima	Spokane	Spokane	Tri-Cities Workshop
Everett*	Seattle	SeaTac	Vancouver

*= No airport

2017 Active Project Locations:

Puget Sound

Des Moines
Fife (2)
Kent (2)
Port of Vancouver
Port of Seattle (2)
SeaTac
Seattle (2)
Sumner
Tacoma (2)
Tukwila

Western WA

Everett
Lacey
Longview
Skagit County

Eastern WA

Spokane County
Spokane Valley (2)