



# Freight Mobility Strategic Investment Board Meeting

**November 17, 2017**  
**9:00 a.m. to 1:15 p.m.**

***Port of Vancouver Boardroom***  
***3103 NW Lower River Rd***  
***Vancouver, WA 98660***

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## *Agenda*

9:00	Welcome and Introductions	Dan Gatchet	Informational
9:05	Meeting Minutes	Dan Gatchet	Action
9:10	FMSIB Budgets	Brian Ziegler	Informational
9:20	Director's Report	Brian Ziegler	Informational
9:35	Road-Rail Study Update	Brian Ziegler	Informational
9:45	Codifying FMSIB Revenues	Brian Ziegler	Action
9:55	Board Member Reports	Board Members	Action
10:10	Vancouver 32 <sup>nd</sup> Arterial Ext. Project	Patrick Sweeney City of Vancouver	Informational
10:40	Project Definitions	Brian Ziegler	Informational
10:50	Pierce County: Canyon Rd	Leticia Neal, P.E. Pierce County	Action
11:15	Marysville: I-5, SR 529 I/C	Brian Ziegler	Action
11:30	City of Lacey: I-5, Hogum Bay Rd	Brian Ziegler	Action
11:45	2017 Completed Projects	Brian Ziegler	Action
12:00	Working Lunch		
	FGTS Briefing & Adoption	Wenjuan Zhao WSDOT	Action
12:40	Planning for FMSIB Day on the Hill	Tom Trulove	Informational
1:10	Next Meeting January 19, 2018 Olympia, WA	Dan Gatchet	Action
1:15	Adjourn		

# **FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

## **MEETING MINUTES**

**September 15, 2017**  
**Pasco Airport, WA**

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

Board Members not present: Secretary Millar, Mr. Erik Hansen, and ex-officio Mr. Aaron Hunt.

### **WELCOME**

Chair Dan Gatchet opened the meeting with welcoming comments.

### **MINUTES**

Chair Dan Gatchet entered a motion to adopt the June 2, 2017, minutes. Mr. Trulove so moved to adopt the minutes and Mr. Barnes seconded the motion.

### **MOTION CARRIED**

### **FMSIB BUDGETS**

Director Ziegler gave an overview of 2015-17 and 2017-19 biennium budgets for both operating budget and capital budget. The 2015-17 operating budget was higher than usual due to the one-time increase for funding the Marine Cargo Forecast. The biggest savings in 2015-17 was in travel and the 2017-19 budget now reflects the adjustment in travel since the Board will not travel to Washington, D.C. There has also been a cost savings in salaries as we now have two fulltime FTE's, instead of one fulltime FTE and 3 part time FTE's. The Legislature has allotted \$60,000 for the Road-Rail Study. Depending on the final scope of work for that project, the appropriation may have to be supplemented with other FMSIB funds.

The current FMSIB Capital budget is funded with six distinct fund sources. During the 2017-19 biennium, Director Ziegler hoping to fully expend four of the fund sources, which means future biennial capital budgets will be funded through just two sources, i.e., the Freight Investment Fund (Motor Vehicle Funds -State) and Freight Multimodal Funds (State). Expenditures for the 2015-17 biennium came in within 2 percent of the budgeted amount. Director Ziegler will discuss the option of a supplemental budget with Erik Hansen for the 2017-19 biennium.

### **DIRECTOR'S REPORT**

#### **WAFAC**

Director Ziegler informed the Board of the June 20 and July 21 WAFAC meetings. The June 20 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 2 FMSIB

meeting in Suquamish. WAFAC provided written comments to the Secretary in a letter dated July 14, 2017.

The July 21 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 WAFAC meeting minutes issued July 24.

#### NHFP Project Funding Status

The Fast Act provided Washington State approximately \$107 million 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 million 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 on July 20. On August 14, WSDOT sent project sponsors a request for data to begin the department's Stage 2 validation process. The due date for that data submittal was September 5.

#### Project Status Updates

The Board meeting was briefed on three projects requiring Board attention (see more detailed notes later in these minutes):

1. City of Marysville, I-5/SR-529 Interchange
2. City of Fife, 54<sup>th</sup> 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 6 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 10 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 28<sup>th</sup>/24<sup>th</sup> Corridor Completion Project with a ribbon cutting ceremony on August 9. 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 August 29 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 \$130m. 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. Director Ziegler met with Mr. Gorcester and shared his local government history on the project as well as his concerns about expectations regarding use of FMSIB funding for local elements of this program.

#### Marine Cargo Forecast Report to JTC

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

#### 2017 Annual Report Status

Kjris Lund and Director Ziegler conducted phone interviews of all 12 FMSIB Board members. In addition, Ms. Lund and Director Ziegler discussed potential themes for the report and shared some ideas with Chair Gatchet. Ms. Lund was on the Board's September 14 workshop agenda 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. FMSIB staff met with Governor's Office staff designee for this process, Keith Swenson. FMSIB staff 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 does not 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.

Board members were encouraged to apply for reappointment online within one year of term expiration.

#### 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. Director Ziegler was interviewed August 16 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 6).
- Participated in the Washington Highway Users Federation (WHUF) Executive Board Meeting (June 12). FMSIB is a designated member.
- Attended Association of Washington Cities (AWC) Annual Conference (June 21-23). In addition, Chair Gatchet and Director Ziegler met with the new AWC Director, Peter King (July 31).
- Director Ziegler introduced himself to the Federal Highway Administration (FHWA) Division Administrator and Planning Team. Discussed freight planning, WAFAC, and National Highway Freight Program (NHFP) funding (July 12).
- Attended the Washington State Good Roads and Transportation Association (WSGRTA) meeting in Ellensburg (July 13).
- Chair Gatchet and Director Ziegler met with Secretary Millar and his staff to discuss the concept of a charter for the Washington Freight Advisory Committee (July 14).
- 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 5<sup>th</sup> Congressional District. Drove to Yakima and conducted similar meetings with Congressman Newhouse's staff (4<sup>th</sup> Congressional District) and Senator Murray's staff.

#### 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. Director Ziegler has served on this Steering Committee representing counties. The team asked the Director to remain involved because of the impacts this new transportation revenue source might have on freight mobility in Washington. Director Ziegler attended the most recent Steering Committee meeting July 27 on Mercer Island.

#### **BOARD MEMBER REPORTS**

Mr. Hellman addressed the projected rail volume need for 2023-25. He is optimistic this will happen as BNSF is biased towards growth and will make the necessary investments.

Mr. Creighton shared that Port of Seattle entered into a \$20 million MOU with City of Seattle in an effort to address freight needs in a more comprehensive manner. The Port has also committed \$5 million to the Lander Street Project.

Mr. Hulcey went on a tour of the Port of Tacoma to see the pier upgrades to get ready for big ships.

## **CALL FOR PROJECTS**

Upon review and discussion of FMSIB Capital Revenues, Mr. Hulcey made a motion to authorize a 2018 FMSIB Call for Projects according to the below schedule and to determine the exact dollar amount at the January 19, 2018, Board meeting. Mr. Ewers seconded the motion.

Call for Projects Initiated	February 2018
• Submittals Due	March 2018
• Preliminary Selection	April 2018
• Project Interviews	May 2018
• Final List Adoption	May 2018

## **MOTION CARRIED**

## **COST OF LIVING ADJUSTMENTS (COLA)**

The Legislature approved a COLA increase for general service, WMS, EMS and exempt positions according to the below schedule:

- 2 percent effective July 1, 2017
- 2 percent effective July 1, 2018
- 2 percent effective January 1, 2019

Director Ziegler is eligible for these increases with Board action. Increases for other FMSIB staff do not require Board action.

Mr. Trulove moved to approve a COLA increase for Director Ziegler according to the above schedule, retroactive to July 1, 2017, and Mr. Barnes seconded the motion.

## **MOTION CARRIED**

## **ROAD-RAIL CONFLICT STUDY UPDATE (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. The Transpo Group is now under contract for Phase 2, and the first advisory meeting will convene in October.

## **GUEST PRESENTATIONS**

Please see the FMSIB Webpage at [www.fmsib.wa.gov](http://www.fmsib.wa.gov) for the following PowerPoint presentations:

*Randy Hayden, Executive Director, Port of Pasco*, gave an overview of multimodal freight industry in the Tri-Cities.

## **PROJECT UPDATES**

*Russel Blount, City of Fife*, presented the city's request for \$500,000 of the original \$3 million contribution to FMSIB Project #89 (I-5 / 54<sup>th</sup> Ave Interchange). If approved, the \$500,000 will be used to construct 54<sup>th</sup> Avenue portion of the SR-99 Double-Left Turn project.

Mr. Ewers made the below motion to approve the recommendations and Mr. Watters seconded. Mr. Hulcey recused.

Motion:

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

### **MOTION CARRIED**

*Director Ziegler gave an update on the City of Marysville's I-5 / SR-529 Interchange Project: In June 2015, this project received full funding through Connecting Washington.*

FMSIB could ask for a full refund since the Legislature funded the entire project cost as presented by the City (\$50 m appropriation vs. \$47.5 m cost estimate). The City has been approached about this. They asked if the funding could be transferred to another freight project and were told this is not possible. WSDOT staff stated they believe the City underestimated the project costs and provided copies of the WSDOT's 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, and the WSDOT staff argue this appears to presume a \$5 million FMSIB contribution. The Board options are as follows:

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 (Design-Build scheduled due date), and revisit issue at beginning of 2018.

*Based on Board discussion, it was decided to follow option 3 and defer a decision and to revisit the topic at the November 2017 or January 2018 Board meeting.*

*Director Ziegler gave an update on the City of Lacey's Hogum Bay Road Truck Route Project:*

- The original FMSIB application included truck slip ramp from I-5 SB to Hogum Bay Road, as well as widening of Hogum Bay Rd. Not much progress was made by the City of Lacey in securing remaining funding.
- The City reactivated the project in 2015 and created a Phase I (\$1.2 m) and Phase II (\$2.8 m) delivery approach.
- In the meantime, Connecting Washington fully funded a completed Marvin Rd. interchange at \$72 million.

The current WSDOT design appears not to include the truck slip ramp. FMSIB 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 million award will be returned to FMSIB

*Based on Board discussion, it was decided to defer a decision and to revisit the topic at the November 2017 or January 2018 Board meeting.*

### **FMSIB SUBCOMMITTEE 2017-18 APPOINTMENTS**

The 2017-18 FMSIB Committee appointments are as follows:

#### **Project Selection**

Pat Hulcey, Chair  
Matt Ewers  
Tom Trulove  
Bob Watters

#### **Legislative**

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

#### **Administrative**

Tom Trulove, Chair  
Leonard Barnes  
Dan Gatchet  
Art Swannack

#### **Outreach**

Leonard Barnes  
John Creighton  
Tom Trulove

### **FMSIB 2018 MEETING SCHEDULE**

Mr. Ewers so moved to adopt the below 2018 meeting schedule and Mr. Watters seconded the motion.

- January 19 Olympia
- March 16 SeaTac
- June 1 Suquamish
- September 21 Walla Walla
- November 16 Spokane

### **MOTION CARRIED**

### **NEXT MEETING**

Chair Dan Gatchet requested a motion to hold the next FMSIB Board meeting on November 17, 2017, in Vancouver, WA. Mr. Hellman so moved and Mr. Hulcey seconded the motion.

### **MOTION CARRIED**

Chair Dan Gatchet adjourned the meeting at 1:00 p.m.

### **MEETING ADJOURNED**



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Dan Gatchet  
Chair

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Attest: Brian Ziegler  
Director

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FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 17-19 Budget \$ 818,000

Expenditure Detail through: October 31, 2017

	Biennium Appropriation July 1, 2017 - June 30, 2019	Biennium Allotments thru Oct 31, 2017	Actual Expenditures thru Oct 31, 2017	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	511,000	85,167	75,730	9,437
Travel	57,000	9,500	4,951	4,549
Goods & Services	140,000	23,333	9,510	13,824
Personal Service Contracts	110,000	110,000	9,625	0
<b>Total Thru Oct 31, 2017</b>	<b>\$ 818,000</b>	<b>228,000</b>	<b>99,816</b>	<b>27,809</b>
	Budgeted Expenditures July 1, 2017 - June 30, 2019	Budgeted Expenditures thru Oct 31, 2017	Actual Expenditures thru Oct 31, 2017	Biennium To Date Dollar Variance
<b>Expenditure Detail</b>				
<b>Salaries:</b>				
Staff Salary	511,000	85,167	75,730	9,437
<b>Total Salary</b>	<b>\$ 511,000</b>	<b>85,167</b>	<b>75,730</b>	<b>9,437</b>
<b>Travel:</b>				
Staff Travel	27,000	4,500	3,115	1,385
Board Travel	30,000	5,000	1,836	3,164
<b>Total Travel</b>	<b>\$ 57,000</b>	<b>9,500</b>	<b>4,951</b>	<b>4,549</b>
<b>Goods &amp; Services:</b>				
<b>Other State Agency Services</b>				
WSDOT Labor & Svcs/TIB Svcs	40,000	6,667	1,929	4,738
WS DES Services	15,000	2,500	1,803	697
WS TIB - Office Rent & Utilities	45,000	7,500	4,427	3,073
WS Attorney General	5,000	833		833
<b>Misc. Operating Expenses</b>				
Misc. Office, Mtg, Equipment Costs	35,000	5,833	1,351	4,482
<b>Total Goods &amp; Services</b>	<b>\$ 140,000</b>	<b>23,333</b>	<b>9,510</b>	<b>13,824</b>
<b>Personal Service Contracts:</b>				
<b>Consultant Expenses</b>				
Road Rail Study	60,000			0
FY18 - 2017 Annual Report (Lund)	20,000	9,625	9,625	0
FY19 - 2018 Annual Report (TBD)	30,000			0
<b>Total Personal Service Contracts</b>	<b>\$ 110,000</b>	<b>9,625</b>	<b>9,625</b>	<b>0</b>
<b>Total Thru Oct 31, 2017</b>	<b>\$ 818,000</b>	<b>127,625</b>	<b>99,816</b>	<b>27,809</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## FY 2017-19 Capital Funds

	<u>2017-19 Total</u>	<u>Est. Reapprop</u>	<u>18 Supplemental</u>	<u>19 Supplemental</u>
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	\$ -
<b>TOTAL</b>	<b>\$ 50,775,000</b>	<b>\$ 585,909</b>	<b>\$ 51,360,909</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
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	\$ 16,558	\$ 45,909
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 365,853	\$ -
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 6,000,000	\$ -	\$ 5,900,000	\$ -	\$ 100,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Spokane Valley	Sullivan Road W. Bridge Replacement	\$ 2,000,000	\$ 1,560,000	\$ -	\$ -	\$ 440,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Sumner	SR 410 Traffic Ave/E Main	\$ 2,500,000	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000

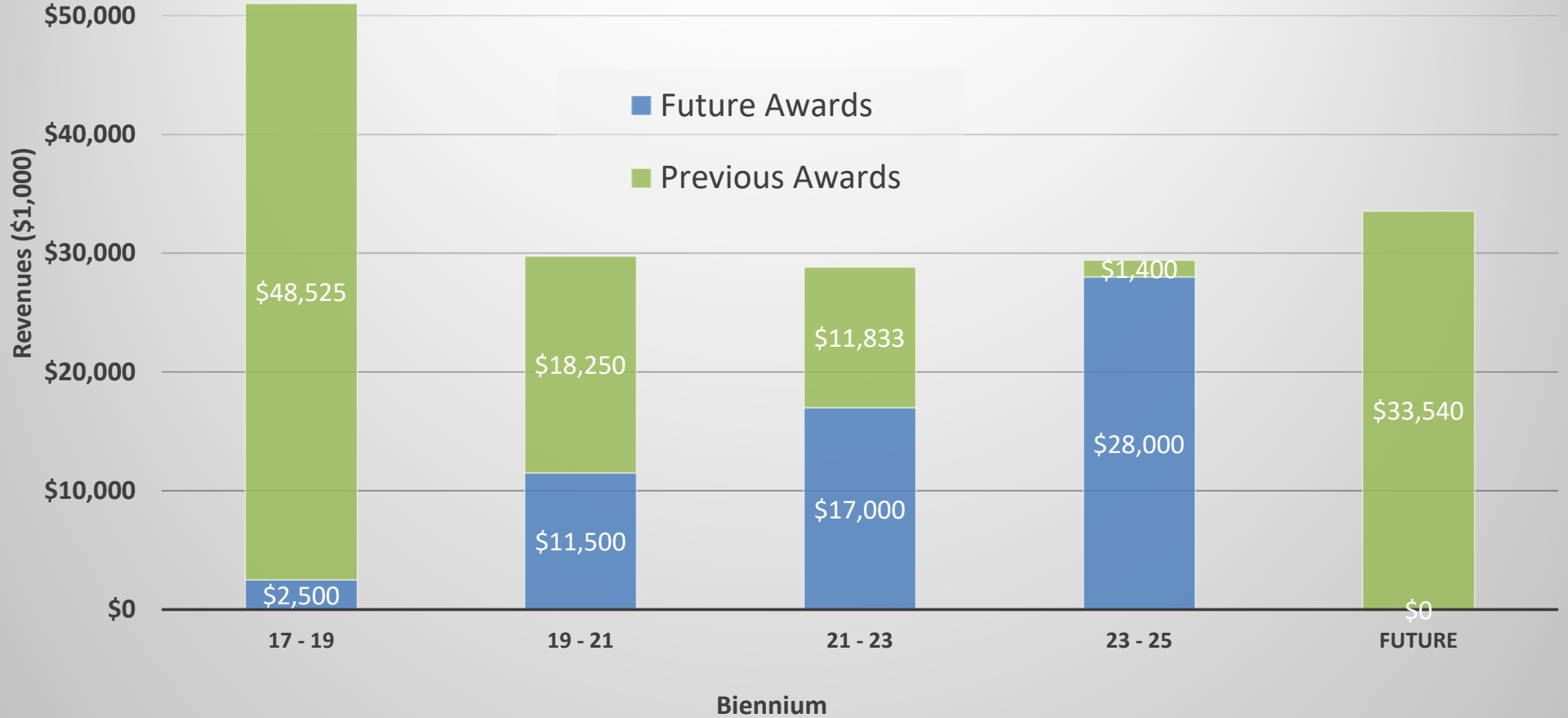
<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2017-19 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
Tacoma	SR 509/D Street Ramps	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 6,000,000
Tukwila	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ 2,400,000	\$ -	\$ 2,600,000
<b>TOTAL</b>		\$ 108,425,000	\$ 21,727,963	\$ 48,525,000	\$ 382,411	\$ 38,168,909
<b>Union Pacific Details:</b>						
<b>Contribution</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
Kent	S 277th St (2003-05)	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Pt Seattle	East Marginal Way Ramps	\$ 480,000	\$ 480,000	\$ -	\$ -	\$ -
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -
Kent	Willis Street Grade Separation	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	S 212th St	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	228th Street Extension and Grade Separation**	\$ 1,250,000	\$ -	\$ 1,250,000	\$ -	\$ -
<b>Current planned UP Commitments Total</b>		\$ 3,650,000	\$ 2,330,000	\$ 1,320,000	\$ -	\$ -
<b>FMSIB GRAND TOTAL</b>		<b>\$ 112,075,000</b>	<b>\$ 24,057,963</b>	<b>\$ 48,525,000</b>	<b>\$ 382,411</b>	<b>\$ 38,168,909</b>
<b><u>Funds Remaining</u></b>					<b>\$ 50,392,589</b>	

**Completed / substantially complete**

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

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## FMSIB Capital Revenues



Data Source Rev. 4/20/17

Note: This chart links to spreadsheet titled: FMSIB 17-19 program draft - bjz edits.xlsx

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## **FMSIB Director's Report**

*November 17, 2017*

*(Last Report: Sept. 15, 2017)*

### **Washington Freight Advisory Committee (WAFAC)**

FMSIB staff provided scheduling support and meeting minutes for the WAFAC meeting held in Seattle on October 3. In addition, I attended a related WSDOT briefing to MPO's and RTPO's on October 10.

On October 23, the Governor's Office convened a meeting of freight stakeholders to discuss the state's progress implementing the National Highway Freight Program (NHFP) funding in Washington State. Attendees included the Governor's Office, WSDOT, FMSIB, AWC, WPPA, and WSAC. The parties agreed to continue the conversation about freight project prioritization and work together to improve communication and transparency.

### **National Highway Freight Program (NHFP) Project Funding Status**

The following Exhibit was include in WSDOT's Draft Freight Plan, and I spoke to it in my September 15 Director's Report. You will note that Federal Fiscal Years 2019 and 2020 do not yet show any funded projects. WSDOT is continuing their validation process and has not shared the Secretary's final project selection decisions. Before submitting the Plan to FHWA by the December 4 deadline, WSDOT committed to making those project funding decisions and advising WAFAC about the projects WSDOT has selected for these last two years of federal funding.

**Exhibit 1-7: National Highway Freight Program (NHFP) 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>					

**Washington Highway Users Federation**

This organization has existed for many decades and exists to advocate for improved capacity and safety on Washington's highways. FMSIB is an ex-officio member of the Board. I attended a recent Board meeting in Tacoma and then the Annual Interim Meeting on September 28. The day-long agenda usually includes legislative updates from state and congressional representatives and a current topic presentation or two. We enjoyed several lively discussions this year:

- 1) CONGRESSIONAL UPDATE
  - a) Tommy Bauer, State Outreach Director (Senator Cantwell)
  - b) Beth Osborne, Deputy Staff Director (Senator Murray)
- 2) SOUND TRANSIT PRESENTATION
  - a) Ric Ilgenfritz, Executive Director - Planning, Environment, and Project Development
- 3) CARBON TAX PRESENTATION
  - a) Mo McBroom, Director of Government Relations, Nature Conservancy
- 4) LEGISLATIVE PANEL
  - a) Senator Steve Hobbs
  - b) Rep. Jake Fey
  - c) Rep. Ed Orcutt



### **FMSIB, TIB, and CRAB Collaboration**

The three new Directors of these organizations met on October 2 to introduce themselves and discuss common issues. Your former FMSIB Director and now TIB Director (Ashley Probart) needs no introduction. However, the new Director of CRAB, John Koster may not be familiar to the Board.

To take on the new job as Executive Director of CRAB, John resigned his post as a Republican state representative from the 39<sup>th</sup> District (Arlington). Prior to the Legislature, John served on the Snohomish County Council. He served on the CRAB Board as a county councilmember.

Ashley, John and I are collaborating to develop 2018 legislation affecting recently-enacted revenues for our three agencies. This topic is a Board action on today's meeting.

### **Project Issues**

- Several FMSIB projects finished in 2017. At today's meeting, the Board will consider moving these projects from "Active" status to "Completed" status.
- I attended a project closeout meeting October 12 in SeaTac for the recently opened "Connecting 28<sup>th</sup> – 24<sup>th</sup> Ave. S." project.
- I also attended a ribbon cutting October 12 for the recently completed Des Moines project "South 216<sup>th</sup> Segment - 1-A" completion.

### **Pacific Northwest Waterways Association (PNWA)**

I attended my first PNWA Conference this year October 17-19 in Portland. With 80 years of experience and over 100 member businesses, ports and other organizations from the Pacific Northwest, PNWA has a broad regional perspective on economic development. PNWA advocates for funding for navigation projects around the region, including those on the Columbia Snake River System, in the Puget Sound and along the Oregon and Washington coasts.

Highlighted presentations included the following:

- 1) MARAD SUPPLY CHAIN INNOVATIONS
  - a) Rebecca Dye, Commissioner
- 2) SURFACE TRANSPORTATION UPDATE
  - a) Travis Brouwer, ODOT, Federal and Legislative Relations
  - b) Allison Camden, WSDOT, Intergovernmental and Tribal Relations
- 3) USACE COMMANDERS PANEL
  - a) Major General Scott Spellman, Commander, Northwestern Division
- 4) ESA CONSIDERATIONS FOR COLUMBIA RIVER VESSEL TRAFFIC
  - a) Brent Carson and Matt Love, Van Ness Feldman, Seattle
- 5) NORTHWEST RAIL UPDATE
  - a) Greg Guthrie, Marketing Director, Ag Products, BNSF
- 6) RURAL ROUNDUP
  - a) Rep. Mary Dye, 9th District Rep.
  - b) Randy Fortenbery, Professor, WSU
  - c) Shawn Campbell, US Wheat Associates
- 7) REGULATORY WORKSHOP
  - a) Dave Gesl, ACOE Regulatory Program Manager, Northwestern Division
  - b) Muffy Walker, ACOE Regulatory Program Chief, Seattle District
  - c) Bill Abadie, Asst. Regulatory Program Chief, Portland District

### **Coalition for America's Gateways and Trade Corridors (CAGTC)**

I participated in a conference call on October 20. Two items of interest to FMSIB were discussed. First, the new INFRA Grant process rule making is in progress and CAGTC provided comments on behalf of its members. Second, there was much discussion about the White House schedule for announcing its infrastructure plan. The consensus was that nothing would be introduced until the tax reform plan passes Congress. This delays any infrastructure package into early 2018.

At least two freight mobility funding proposals have been introduced (Lowenthal and Smith), or re-introduced in Congress. Both rely on some form of cargo tax in order to fund a nationwide discretionary and formula grant program.

### **Road-Rail Conflicts Advisory Committee Meeting**

The first meeting of this Advisory Committee was well attended and participants were highly engaged. We used webinar technology to share the slides and conversation with as many as possible. Next Steps include:

1. Staff and consultant team to meet with the MPO/RTPO Coordinating Committee on November 14. They will request of the MPO's and RTPO's to help the Advisory Committee answer a few questions:
  - a. Based on the Phase 1 list of conflict priorities, can you sort them into three tiers in your region:
    - i. Tier 1 – Projects that are in design and awaiting full construction funding.
    - ii. Tier 2 – Projects that are planned and/or scoped but have not proceeded to engineering of any kind.
    - iii. Tier 3 – No project has been studied, scoped, or identified in the regional plan.
  - b. Do you have any comments on the criteria the Committee is considering for defining a "corridor:"
    - i. The railroad is the spine of the corridor, roadway crossings are the focus
    - ii. Train length and frequency a factor
    - iii. Proximity of crossings are important
    - iv. The mobility concern is cross-railway travel
  - c. Can you review the data used to prioritize crossings in your region and verify it contains no obvious errors or omissions? Are there any crossings that should come off?
2. The consultant team will begin to draft a Scope of Work for Phase 2 to present to the next Advisory Committee meeting.
3. FMSIB staff will set-up a website for posting meeting agendas, presentations, and minutes.

The next Advisory Committee meeting has not been scheduled but staff is targeting late December or early January.

### **Project Status Updates**

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

1. Pierce County: Canyon Rd.
2. City of Marysville: I-5, SR-529 Interchange

### 3. City of Lacey: I-5, Hogum Bay Road

#### **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. To date, over 3,000 people have signed up to participate in the pilot. The discussions are getting substantial media interest. 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 on Mercer Island.

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## Road-Rail Advisory Committee – Meeting Minutes

*FMSIB Conference Room - Oct. 25, 2017*

Meeting was called to order at 10:00. Brian Ziegler thanked everyone for volunteering again on this project. He then provided a Safety Briefing. Gena Saelid provided a Comfort Briefing. Introductions commenced and the following were in attendance:

### Committee Members Present

Lisa Janicki, Skagit County, WSAC  
Al French, Spokane County, WSAC  
Kevin Murphy, Skagit Council of Governments  
Chris Herman, WPPA  
Ron Pate, WSDOT  
Sean Guard, City of Washougal, AWC

### Committee Members on the Phone

Mike Wallin, City of Longview, AWC  
Johan Hellman, BNSF  
Sheri Call, Washington Trucking Association

### Committee Members Absent

Paul Roberts, City of Everett, AWC  
Dave Danner, UTC

### Others Present

Jason Lewis, Alternate for Dave Danner, UTC  
Dave Catterson, AWC  
Pat Hulcey, City of Fife, FMSIB  
Jon Pascal, TranspoGroup  
Allegra Calder, BERK

### Others on the Phone

Dan Gatchet, Chair, FMSIB  
Matt Ewers, FMSIB

Brian outlined the agenda for the day ([Link to presentation here](#)) and reminded members of the direction provided by the legislative proviso in FMSIB's budget (Slide 3). He also summarized the three Project Objectives (Slide 4) and the Scope and Schedule for the project (Slide 5).

Chris Herman reminded the Committee that the legislature requested inclusion of the Marine Cargo Forecast data and that study is now complete. Kevin clarified that the crossing rankings provided in Phase 1 of this study were conflict rankings and not projects. Ron said that this study should also coordinate with ongoing state planning efforts, like the recently updated Freight Mobility Plan. The Committee discussed some about the "corridor-based prioritization" requested in the proviso, but detailed conversation was deferred to later slides.

Allegra described the composition and role of the Advisory Committee (Slide 6). Jon asked if the group thought there was a need for written role and expectations for the Committee. Brian encouraged it since FMSIB will need a recommendation from this Committee. The final Committee recommendation should be a consensus one, but if there is disagreement, documenting and following a decision-making process will help FMSIB, and ultimately the Legislature, understand where the various interests are positioned.

Jason said it is good idea to have a game plan for decision-making, but we're also talking about collecting new data in this process so it's hard to get behind something now without knowing where that will lead.

Brian suggested that the Committee adopt a vocabulary that describes the Phase 1 List as “Needs” and the expected outcome of the Phase 2 List to be “Actions.” Kevin asked whether FMSIB would recommend funding a list of projects or a program of actions. Brian said that is yet to be determined, maybe both. Al added that not every conflict in the study requires a grade separation. The challenge is identifying creative ways to deal with conflicts.

Brian said he assumed that a key prioritizing criterion would be Benefit-Cost ratio or Net Benefit for the list of actions. Ron added this should be viewed on a corridor-based approach, from the road authority and the rail authority. We still need to define roles and the MPO’s and RTPO’s can help us figure it out. The prioritization tool outcomes can inform regions and seek their confirmation of alignment with regional priorities. Allegra added that Phase 1 is a planning-level database. The current list may be an important input to Phase 2; it may not, depending on many factors.

Jon provided an overview of the JTC Study - Phase 1 (Slides 7-15). Al asked whether it was clear about the weighting of criteria. Ron said Safety is key for WSDOT and UTC. He referenced the Section 130 funding administered by WSDOT Local Programs. Jason said the first thing you read in the criteria is Safety. The current database uses publicly available statewide data from a variety of sources, but did not collect data about specific crossing conditions. UTC thinks it's a great planning tool, but concerned about some data integrity.

Sheri Call asked if the list would prioritize differently with different weighting of the criteria. Jon said yes. They are currently weighted as shown on Slide 10. Phase 1 did not have comprehensive safety data for all crossings, and the feedback received from the advisory group was to weight safety less because there was already an established process through the UTC to evaluate and fund safety improvements. Jon added that several weighting scenarios were considered in Phase 1. However, the Top 100 crossings were relatively consistent regardless of how the criteria is weighted. Some small data elements were missed, but the Top 300 are probably a good representative list of crossings with the potential for road-rail conflicts.

Sean pointed out that some local governments have identified projects at locations; some have not. He believes those who have should rank higher. When all is said and done and all crossings are on the list, and if we had all the money in the world, what are we trying to ultimately accomplish? Quiet zones are cheap (\$150,000 per each) but then they drop off the list.

Lisa asked if we really need to rate Safety higher or not. She recalls when Kathleen Davis came to the Committee and talked about Target Zero. Lisa believes that significant safety filters already exist for railroad crossings. The Phase 1 Advisory Committee looked more toward a Mobility focus because that is where the need existed, i.e., there is already a system in place to capture and fund safety issues.

Ron asked when do we do hazard analysis for crossings. Dave responded by asking if there is a way to flag certain crossings. We do not want to ignore safety, it is just hard to analyze on a statewide basis. He went on to remind the Committee why this topic became such an issue for AWC membership. Cities are experiencing more long slow trains, otherwise referred to as unit trains. The impacts to communities are clear. Safety is important, but Public Safety (i.e., Police, Fire, EMS) are critical to communities. Moreover, this safety is rooted in Mobility first.

Sean confirmed this study did not start from a rail safety perspective. He said the increase in oil and coal trains shifted focus to rail safety. Moreover, grade separations do not help with train derailment safety. Jason added that while more long slow trains are an issue for communities, public safety should also address issues like proximity to schools and children who take short cuts across the tracks, issues like that. Al added the Committee agreed on the weighting shown in the study (i.e., Mobility – 50%, Safety - 25%, and Community – 25%). Allegra added that when JTC members weighed in on this, they focused on community impacts, particularly emergency vehicles, and freight mobility, and less on safety at crossings.

Dave said that while this was not flushed out well in Phase 1, he expected Phase 2 would result in groupings of problematic crossings. Al agreed, citing Spokane Valley as an example where there are five road-rail intersections, but grade separation is viable on only one.

Sheri asked if incremental improvements could be considered and whether that might end the discussion about weighting of criteria. Jason said he looks at the tool a little differently. He wants to know how we update the tool; we need a recommendation on that. If the railroad companies do not analyze problematic crossings, nothing will happen. Recently, the UTC conducted a Risk Analysis and inspected every single crossing in the state.

Kevin asked the group whether the deliverable for this effort is the database tool or the prioritized list. Allegra pointed out that the Legislature did not fund a place to host the tool or staff to update it. Dave noted that this study was directed to FMSIB to perform, but FMSIB has a very clear definition of what constitutes a “project.” He is not sure that is what we want to use in this study. Brian agreed.

Kevin stated that using “average” data for crossing delays does not work. He said the public experiences the “worst condition,” and that is a shortfall of the database. Jon said that in order to be consistent statewide, data averages were employed. That is what the database does. He questioned whether we want to account for local differences in the analysis.

Allegra pointed out that 54% of the Top 50 crossings DID NOT have projects planned. Kevin added that “projects” may have been identified in Phase 1 but not all of them really solved a particular crossing issue. Al said we have a Catch-22 here, i.e., if a project is not in the plan, it will not get funding and there is no funding to do the engineering/planning to get the project in the plan. Kevin reminded everyone that regional plans have to be fiscally constrained, so that controls the local discussion about needs.

On Slide 13, Jon highlighted Recommendation 2c, which states *“Further analyze Top ranked crossings to identify potential solutions individually and at the corridor level.”* Chris commented that meeting this would be a heavy resource request. Jon replied that he wasn’t expecting that the Committee perform such an analysis, they just need to be aware that if additional analysis is needed, then it likely falls on the MPO/RTPO and/or the local agency to complete it.

Jon also highlighted Recommendation 4 (Slide 14): *“In some cases, projects prioritized locally did not rank high when evaluated on a statewide basis.”* He wondered how we might account for this or whether the Committee should be concerned.

Sean suggested the Committee create a different list for those crossings where no project is identified. He also suggested we look at grade separations separately from all other actions. If it is just about safety issues, \$75 million might address the Top 300 crossings, but it will not build a single grade crossing. Ron asked if the study identified the costs for crossings. He also asked if the study identified the total cost of all crossing improvements. Jon said yes, it was about \$800 million and was based on the cost estimates identified in the local and regional plans. Brian added that because of time and effort limitations, we have to consider that number very suspect. Al noted that crossing improvement costs could be less if a different solution is implemented. Jon added that project scoping is always constrained by the availability of funding sources and one is not yet identified.

Kevin stated that the original FAST Corridor effort started out as a program to deliver "x" projects (as a package) with the goal to speed up trains to add volume and remove road conflicts. It was a "package" to deliver the expected outcomes. Planning for something like this is a "chicken or egg" dilemma since MPO plans have to be fiscally constrained and there is no funding source identified for these crossings.

Kevin stated that MPO's have historically been reluctant to spend limited resources to scope projects unless there is some identified source of funding to advance the projects. Sean agreed saying that on one crossing in Washougal, the city has spent \$100,000 to date to identify needs with another \$850,000 planned in 2018 to finish. Moreover, there is no source of money for the \$25-30 million construction price tag.

Al said the traditional approach to using grade separations prices those projects out of the plan. He wondered whether the database tool gives guidance to MPO's to help them do the needed planning to help them know how to qualify projects to be on a funding list. If not, where do they get that guidance? A list is one thing, but knowing how to get on the list is more important.

Kevin said the database is a good tool and it can help regions plan their system of rail crossings. However, the expected outcome of this Phase 2 effort is to create program criteria and apply that to the needs in order to generate a list of needed projects. Getting on a list may require large amounts of engineering. In his region, most solutions are ITS, while grade crossings are proposed on only three out of 26 grade crossing in the region's 30-year plan. Al noted that some MPO's might not have gone that far in their planning processes.

Jon said the study outcome might be a comparison of a list of needs and an identification of areas where no solution exists. We could also see a long list of grade crossing improvement projects; that sends a message too. Sean added that sometimes local jurisdictions need to do some engineering work too. Solutions may vary according to local priorities.

Jason noted we need an early assessment of what is out there and what people are doing. Are the problems being addressed? Is it universal? Dave responded that the current gap is that there is no program addressing the mobility/community issue. It is not just safety and not just freight. Sean added that with all the noise coming from Washington DC, there seems to be increasing attention on freight projects. Our Congressional delegation is interested in seeing a statewide plan like this and it could present an opportunity for the state.

Jon discussed Database Improvement opportunities (Slides 16-19). He highlighted issues of data integrity, accuracy, and availability. New data elements could also be added to the database. He said some of those elements could be whether regions have a crossing on a project list or not. Is that list prioritized regionally? Has there been any local work accomplished? Sean suggested we weed out those crossings that do not have a project identified.

Jason wanted to be sure the trucking industry has an opportunity to be in the list development process. He does not want to leave out an important freight mobility stakeholder. He asked who the database audience is. Does the tool exist to help people identify solutions they have not even talked about yet? Sean agreed that the trucking industry should be part of the conversation.

Brian said it was his belief that the legislators wanted to hear more about projects than about data. Dave agreed saying that "how much" was commonly the first question asked by legislators.

Kevin reminded everyone that the Regional Plan is composed of projects of regional significance. There are many projects of local significance that will not show up in regional plans. Jon added that after today's meeting, we can reach out to the RTP's and the RTP's can reach out to locals. Ron asked how this was accomplished in Phase 1. Jon said JTC staff handled it and they just asked what regions have in plans right now.

Allegra said that one approach we can use is to send the list to the regions for "ground-truthing." Dave said that would be one way we could recognize some of the crossings proposed to be eliminated by locals.

Dave suggested an approach using a tiered prioritization. He thought maybe a Tier for crossings that have some local work in process vs. another Tier where nothing has started. This would allow us to build a case for the need. Brian added that maybe a third Tier could be added for those almost ready to construct. Dave pointed out that it took another state agency awhile to realize that the reason it did not receive many grant applications for construction was that the local governments did not have the funds to conduct the initial planning and engineering. Therefore, the state agency started offering grants for planning and engineering. Chris added that planning grants could really help locals get started.

Brian pointed out the numerous state agencies that provide grants to local government. Some of them do construction only (like FMSIB) some do offer both construction and engineering grants (like TIB and CRAB). Others provide planning funds only. Therefore, the real question is what gap does the state want to fill.

Al pointed out that Spokane Valley's TIGER grant applications for Barker Rd. used the Phase 1 study results to justify the need. Kevin said his region took a systematic ITS approach with the goal to inform EMS drivers about crossing blockages. The net result is that fewer grade separations were identified. Sean said his community is doing the same thing working with WSDOT to provide early warning on the freeway of local crossing blockages. Al pointed out that frontage roads are a potential solution and generally a lot cheaper than grade separations.



Jon asked the Committee what information we need for next time we get together. Do we need regions to help us classify conflicts by Tiers? Kevin said for his region it would not take him long, but his region is atypical. He estimated maybe two to three weeks. He agreed maybe we want to go to the next quarterly meeting (Nov. 14) and show them a proposal and ask them what we might be missing. Ron added we need to be clear with them about what is "need." Chris added that we do not want to forgo allowing the regions to identify innovative solutions. Maybe we should provide a "solution basket" for regions to consider. Allegra commented that we could help the MPO's and RTPO's think about this at their next regional meeting, and then follow up with some more ideas at the second meeting of the Committee. Jon added that previous comparisons of the conflict list to the regional plan list showed some areas are underrepresented (e.g., Lewis County, the Tri-Cities, etc.)

During the lunch, Brian reminded the Committee that the meeting is being recorded. There were no objections.

Jon reviewed the "Prioritization Discussion" slides (Slide 20 to 25). He added that the traditional railroad corridors (six of them shown on Slide 24) could be used in a discussion of urban/rural equity.

Dave asked whether FMSIB had any regional equity allocations. Brian responded that those allocations are statutorily determined for the Central Puget Sound, Other Western Washington, and Eastern Washington regions of the state.

Jon noted that Slide 25 is one example way of drilling down to project level in order to group by smaller corridors. What are the Committee's thoughts on this approach of a corridor-based strategy? Sean asked about the City of Edmonds example. Jon said that particular crossing operates somewhat independent of adjacent crossings. The example slide includes only the Top 50 crossings.

Jason asked if this depiction reflects the higher weighting for Mobility. Jon said yes. Allegra said this map was an attempt to create a proposal for smaller corridors (a grouping of interdependent crossings rather than the I-5 corridor).

Al said there is some logic to letting MPO's and RTPO's determine "corridors." These planning organizations tend to have a broader view of the region than locals do. Dave said any approach should include the total number of crossings within a corridor.

Allegra said that the legislature did not necessarily want just a "one-off" list of projects; they wanted guiding principles. Jason added that any needs list could easily be swamped by one big Seattle project. For the Mobility criterion, the area of influence is larger. For the Safety criterion, the impact is much more specific to a location. Brian added Benefit-Cost must be an important criterion since we want to avoid high cost / low benefit projects. Sean added that we should rely on local knowledge in this prioritization.

Allegra asked if we have confirmed that the corridor is the rail corridor or the road corridor. Kevin said that the role of MPO's is to certify local transportation plans. The issue for locals is mobility across the tracks. The proximity of crossings has an effect, as does the ADT across those crossings. He cited examples in Marysville and Edmonds. He noted that "one-offs" are still important, particularly if it is the

ONLY crossing in town. Jon asked how proximate is relevant. Kevin replied it is more about the railroad functions being performed at the crossing, since there is a big impact differential between moving trains and building trains.

Jason said the UTC determines whether crossings can be closed, not locals, or regions, or WSDOT. This is a proximity question for them since a closure at one location may negatively affect traffic flow at another crossing. For upgraded crossing protection and grade separations, the UTC has does not have the same concerns.

The group listed the essential elements of a “corridor:”

- The railroad is the spine of the corridor, roadway crossings are the focus
- Train length and frequency a factor
- Proximity of crossings are important
- The mobility concern is cross-railway travel

Jon asked about the role of land use. Ron stated that the problem is not just the crossing; it is that local land use decisions are not being communicated to the state, which affects freeway capacity, ramp capacity, and travel growth. Chris added that roadway intersections in close proximity are a problem. Jason suggested we also look at infrastructure to see if capacity can be improved. We have vehicle counts by type across the crossing for a reason.

The group discussed the type of information that would be discussed with the MPO/RTPO's at their next Coordinating Committee meeting. Three topics arose:

1. Based on the Phase 1 list of conflict priorities, can you sort them into three tiers in your region:
  - a. Tier 1 – Projects that are in design and awaiting full construction funding.
  - b. Tier 2 – Projects that are planned and/or scoped but have not proceeded to engineering of any kind.
  - c. Tier 3 – No project has been studied, scoped, or identified in the regional plan.
2. Do you have any comments on the criteria the Committee is considering for defining a “corridor:”
  - a. The railroad is the spine of the corridor, roadway crossings are the focus
  - b. Train length and frequency a factor
  - c. Proximity of crossings are important
  - d. The mobility concern is cross-railway travel
3. Can you review the data used to prioritize crossings in your region and verify it contains no obvious errors or omissions? Are there any crossings that should come off?

Al liked this approach and wanted to ensure we did not have another WAFAC debacle where the data request of the regions was not clear and the criteria changed later in the process.

Kevin added that in requesting this information from the regions we need to ask them to identify expected outcomes from any grade crossing improvements they recommend. Submitted projects may have multiple outcomes for each grade separation or crossing improvement. We need to ask the regions to identify those. Chris suggested we ask those questions in free form and not multiple choice. Jon added that also including a drop down menu would help in post-processing the submitted data.

Dave concluded that the bad news is that there is no funding program. And the good news is there is no funding program. We are building it.

Jon concluded by saying we made good progress today on Objectives 1 and 2 and that we need more data on projects to advance Objective 3.

Allegra facilitated a Plus-Delta exercise with the Committee in order to assess what worked in this meeting and what needs to be improved next time.

#### Next Steps

1. Brian to prepare draft meeting notes and share with the Consultant team. Send to Committee afterward.
2. Brian will prepare a draft request letter to the MPO's and share with Kevin for feedback. Then the draft will be shared with the Committee.
3. Kevin will schedule time on the Nov. 14 MPO/RTPO meeting for this topic.
4. Brian and Kevin will share the request letter with the Coordinating Committee Nov. 14. The request of the MPO's and RTPO's is to use staff to provide the data and not necessarily schedule it for Board action (unless they feel compelled to).
5. Schedule another meeting to share with the Advisory Committee the response from the MPO's (Late Dec. / Early Jan.).
6. Jon to begin draft a Scope for Phase 2 to present to the next Advisory Committee meeting
7. FMSIB staff to set-up a website for posting meeting agendas, presentations, and minutes.

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STATE OF WASHINGTON

## FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9595 • FAX (360) 586-9700

November 3, 2017

Dan Gatchet,  
Chair

Brian Ziegler,  
Director

### Board Members

Leonard Barnes

John Creighton

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Tom Trulove

Bob Watters

TO: MPO/RTPO Coordinating Committee

FROM: Brian J. Ziegler, P.E., FMSIB Director

SUBJECT: Road-Rail Conflict Projects

This letter is an update on the subject project – and a request for your assistance.

The Joint Transportation Committee conducted Phase 1 of the Road-Rail Conflicts Study. The 2017 Legislature reviewed that report and directed FMSIB to conduct a Phase 2. In my visits to you the last two quarters, I have shared the details of the legislative proviso and some early thoughts on a work plan for Phase 2.

Last month, the Road-Rail Conflicts Study Advisory Committee met to review Phase 1 and the 2017 legislative proviso. As a reminder, Phase 1 of this effort ranked road-rail conflict points: it did not prioritize projects. The identified conflict points are potential needs, not projects. These conflict points were prioritized using 19 criteria in three categories, i.e., Safety, Mobility, and Community. The Phase 1 Study ranked 2,180 public crossings, resulting in a “Top 300” list spread throughout more than 10 MPO/RTPO’s and a “Top 50” list contained in six MPO/RTPO’s, over half of which are in the PSRC region.

Project prioritization is now the focus of Phase 2 work. The Advisory Committee discussed the type of information from the regions that might assist in developing a credible project recommendation to the Legislature. The Advisory Committee recommended that FMSIB and the consulting team meet with the MPO and RTPO's at their next Coordinating Committee meeting, hence this memo to you now.

First, the Advisory Committee wants to thank the regional planning organizations in advance for your attention and efforts on this topic. This can seem like another unfunded mandate, and frankly, it is. However, the Study Committee and regions have a rare opportunity to create interest and maybe resources to focus on a longstanding transportation problem in many communities. So thank you for assisting in this project prioritization exercise.

Second, the Advisory Committee discussed the results of Phase 1 Study planning and now submits to you the following requests:

1. The proviso requests FMSIB to “identify and recommend a statewide list of projects using a corridor-based approach.” Based on the Phase 1 list of conflict priorities, can you sort them into three tiers in your region:
  - a. Tier 1 – Projects that are in design and awaiting full construction funding.
  - b. Tier 2 – Projects that are planned and/or scoped but have not proceeded to engineering or design of any kind.

Web Site  
[www.fmsib.wa.gov](http://www.fmsib.wa.gov)

- c. Tier 3 – A crossing is in the Top 100 from Phase 1, but no project has been studied, scoped, or identified in the regional plan for that location.
- 2. Do you have any comments or thoughts on the following principals the Committee is considering to help frame the definition of a “corridor?”
  - a. The railroad is the spine of the corridor, roadway crossings are the focus
  - b. Train length and frequency are a factor
  - c. Proximity of crossings is important
  - d. The mobility concern is vehicle travel across the railway
- 3. Can you review the data used to prioritize crossings in your region and verify it contains no obvious errors or omissions? If there are, do you have more recent data you can share? Are there any crossings that should come off the list of Top 300 crossings?

I will be attending your Coordinating Committee meeting on November 14 to discuss this topic further. My hope is that you can help with framing these questions, if you believe we can better generate the answers needed to comply with the proviso.

We expect to continue collaborating with MPO's/RTPO's as this study progresses. Likely additional coordination points could be evaluating the Advisory Committee's corridor definitions and/or their proposed project prioritization criteria.

Thank you again for your willingness to help develop this potential new statewide program. If you have any questions, please contact me at [ziegleb@fmsib.wa.gov](mailto:ziegleb@fmsib.wa.gov) or at 360.464.5529.

cc: FMSIB Staff

Jon Pascal, Transpo Group  
Allegra Calder, BERK Consulting  
Road-Rail Study Advisory Committee  
Matt Kunic, WSDOT

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## **Codifying FMSIB New Revenues**

Rev. November 8, 2017

### **Purpose**

This briefing describes how state law dedicates FMSIB revenues for certain purposes and requests the Board to consider legislation that would ensure the same legal dedication for the new revenues provided by the 2015 Connecting Washington transportation package.

### **Background**

FMSIB projects are funded from six distinct transportation accounts:

1. Motor Vehicle Funds (state)
2. Motor Vehicle Funds (Federal)
3. Freight Investment Funds - FMIA (state)
4. Freight Multimodal Funds – FMMA (state)
5. Freight Multimodal Funds (UP)
6. Highway Safety Account

Several of these accounts receive appropriations only in order to complete legacy projects historically funded from those accounts. When those projects are complete and unless the Legislature changes something, FMSIB projects will be funded from only two accounts:

3. Freight Investment Funds - FMIA (state)
4. Freight Multimodal Funds – FMMA (state)

State law provides for annual transfers from other state accounts into these two accounts:

- RCW 46.68.295 - Transfers \$3 million from the TPA (gas tax) to the freight mobility investment account (FMIA) created in RCW 46.68.300.
- RCW 46.68.415 - Assigns \$3 million of motor vehicle weight fee and motor home vehicle weight fee to freight mobility multimodal account (FMMA) created in RCW 46.68.310.

These dedications and transfers assure \$12 million in project revenues per biennium. The Board can make awards to project sponsors and know with some level of assurance that funds will be deposited in those accounts on schedule.

### **Current Situation**

In the 2015 Connecting Washington transportation package, the Legislature approved a 16-year financial plan with new revenues allocated to at least 30 separate transportation accounts (see attached document titled “*LEAP Transportation Document 2015 NL-2 as developed June 28, 2015*”). Four accounts managed by TIB, CRAB, and FMSIB (Lines 9, 10, 11, and 22 on the LEAP document) are not currently codified.

The \$123 million allocated to FMSIB over 16 years equates to approximately \$17 million additional funding every biennium, bringing the biennial amount to about \$29 million.

### **Benefits**

These new revenues were provided to the three agencies in order to fund additional county, city, and freight mobility projects. As such, certainty of cash flow is a high priority so project proponents can rely on the funding commitments made by the three agencies.

### **Requested Action**

The Board authorize staff to work with CRAB and TIB in developing legislation to codifying revenues planned in the 2015 Connecting Washington financial plan.

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Prepared by Brian Ziegler

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**LEAP Transportation Document 2015 NL-2 as developed June 28, 2015**

**State \$ in Millions**

	<b>State Expenditure Item</b>	<b>Estimated Total Funding Through FY 2031</b>
1	Maintenance	100
2	Traffic Operations	50
3	Ferry Operating Account Backfill	300
4	State Patrol Account Backfill	220
5	Rail Slope Improvements	33
6	PCC Rail Capital	47
7	Freight Rail Projects (FRAP)	31
8	Local Rail Projects	63
9	<b>Freight Mobility Strategic Investment Board (FMSIB)</b>	<b>123</b>
10	Transportation Improvement Board (TIB)	70
11	County Road Administration Board (CRAB)	70
12	Cities and Counties Direct Distribution	375
13	Special Needs Transit Grants	200
14	Rural Mobility Grant Program	110
15	Regional Mobility Grant Program	200
16	Vanpool Grant Program	31
17	Transit Coordination Grants	5
18	Transit Project Grants	111
19	Bike/Ped Grant Program	75
20	Bike/Ped Projects	89
21	Safe Routes to School Grant Program (State Funds)	56
22	Complete Streets Grant Program	106
23	Alternative Fuel - Commercial Vehicles	33
24	Commute Trip Reduction	41
25	Electric Vehicle Tax Credit	22
26	Electric Vehicle Infrastructure Bank Capitalization	1
27	Department of Licensing Implementation Costs	22
28	Apprenticeship Grants	5.25
29	Design Build Oversight Panel	0.45
30	Marine/ORV/Snowmobile Fuel Tax Refunds	106
	<b>Total Spending</b>	<b>2,695</b>

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# **FMSIB Project Definitions**

*(Approved by FMSIB Board July 18, 2014)*

**Accelerating a Project:** Allocating funds to an Approved Project earlier than original Board approval.

**Active Project List:** Projects that have been approved by the Board.

**Appropriation:** Total FMSIB funds (by source) approved by the Legislature.

**Delayed Project:** A project that is delayed from the original schedule (at time of project approval) but is still advancing toward construction or completion. Delayed projects remain on the active FMSIB Project List and retain their financial commitment from FMSIB. However, the Board may choose to re-allocate a Delayed Project's previously approved funding in order to accelerate other approved projects.

## **Purpose of the Deferred Project List**

State law (RCW 47.06A.050(5)) states.. "If the board identifies a project for funding, but later determines that the project is not ready to proceed, the board shall recommend removing the project from consideration and the next highest priority project shall be substituted in the project portfolio. Any project removed from funding consideration because it is not ready to proceed shall retain its position on the priority project list.

The Deferred Project List allows projects that have been previously approved but are delayed and no longer ready to proceed, to continue to be considered for future funding. This enables the project sponsor to address the causes of the delay, and once solved, have the opportunity to return to an active status. This is only allowed if the project would still provide the benefit envisioned when initially selected.

## **Deferred Project**

A Deferred Project is defined as:

- A project that is no longer advancing toward construction or completion;
- Does not have a plan to advance within the foreseeable future; or
- There is an obstacle beyond the project sponsor's control stopping the project.

The Board must vote to place the project on the Deferred Project List. The FMSIB financial commitment is then removed from the project at the time it is placed on the Deferred Project List. The funds committed to the Deferred Project are allocated by the Board to another FMSIB project that can advance.



Deferred Projects have the ability to request reactivation to the Active FMSIB Project List by making a formal request to the Board and providing a timeline for project completion.

### **Reactivation from the Deferred List**

The Board may vote to reactivate a project from the Deferred List after the sponsor presents a formal request for reactivation. The Board will consider whether the project sponsor's funding package is complete or nearly complete. Projects receiving approval must adhere to the timeline presented and adopted by the Board as well as any other stipulations placed upon the project by the Board. Funding is not assured and deferred projects are reactivated only as funds are available. Projects can only be reactivated from the Deferred Project List once.

**Project Approval:** An action by the Board to add a project to the Active Project List and to allocate funding to the project.

**Project Funding Allocation:** An action by the Board to designate specific funds in specific years to an Approved Project.

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***FMSIB Project Status Matrix***  
**(Rev. November 8, 2017)**

<b>PROJECT STAGE</b>	<b>DESCRIPTION</b>	<b>PROJECT ACTIVITIES</b>	<b>FMSIB FUNDING STATUS</b>	<b>BOARD ACTIONS</b>
<b>Proposed</b>	Sponsors inquire about project eligibility and/or present project concepts to the Board	Sponsor could be in the planning, design, or environmental stages.	None	Respond to inquiries and comment on sponsor presentations.
<b>Selected /Funded /Active</b>	Project has been submitted to the Board for funding, has been scored, and selected by the Board for funding.	Sponsor could be in the planning, design, or environmental stages.	Funded in current or future biennia.	The Board acts to add a project to the Active Project List and to allocate funding to the project. This represents a FMSIB commitment unless circumstances change.
<b>Underway</b>	Project is under construction.	Utility relocation, construction, administration.	Funded in current or future biennia.	No action required.
<b>Completed</b>	Open to traffic. Described by sponsor as either Substantially Complete, Physically Complete, or Grant Agreement Closed.	Minimal. Punch list items and/or site clean up.	Staff reviews project costs to determine if a refund is warranted.	Once a year (Nov.), review list of "Completed" projects and move to formally change project status.
<b>Deferred</b>	A project that is no longer advancing toward construction or completion; does not have a plan to advance within the foreseeable future; or There is an obstacle beyond the project sponsor's control stopping the project.	None.		The Board votes to place the project on the Deferred Project List. The FMSIB financial commitment is then removed from the project at the time it is placed on the Deferred Project List. The funds committed to the Deferred Project are allocated by the Board to another FMSIB project that can advance.
<b>Cancelled</b>	Project is on the "Deferred List" longer than six years.	None.	Previously committed funding is removed.	Once a year (Nov.), review list of "Deferred" projects against criteria in RCW 47.06A.050 and move to formally change project status to "Cancelled."

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## PRESENTATION TO THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Letticia Neal, P.E.

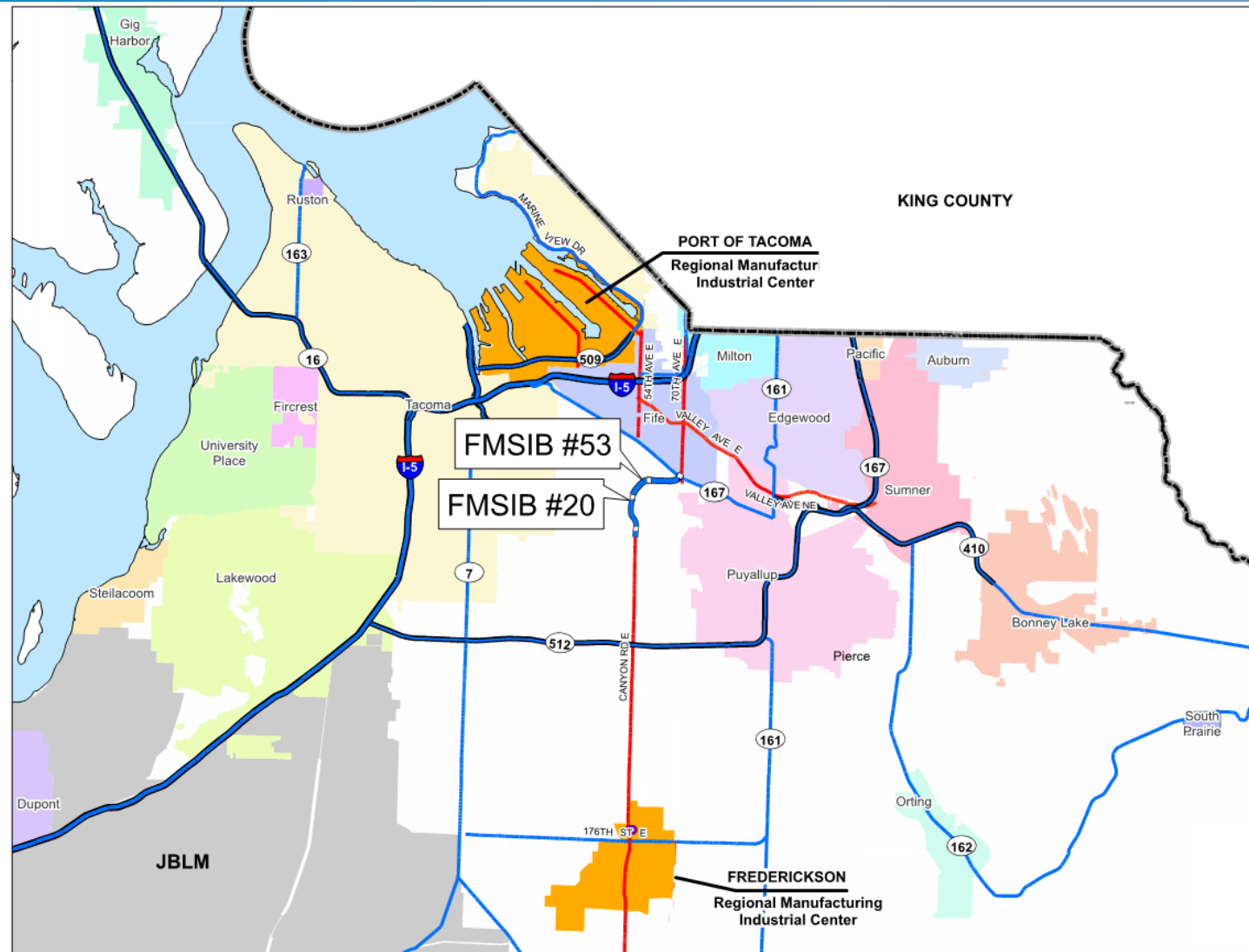
Pierce County Planning & Public Works



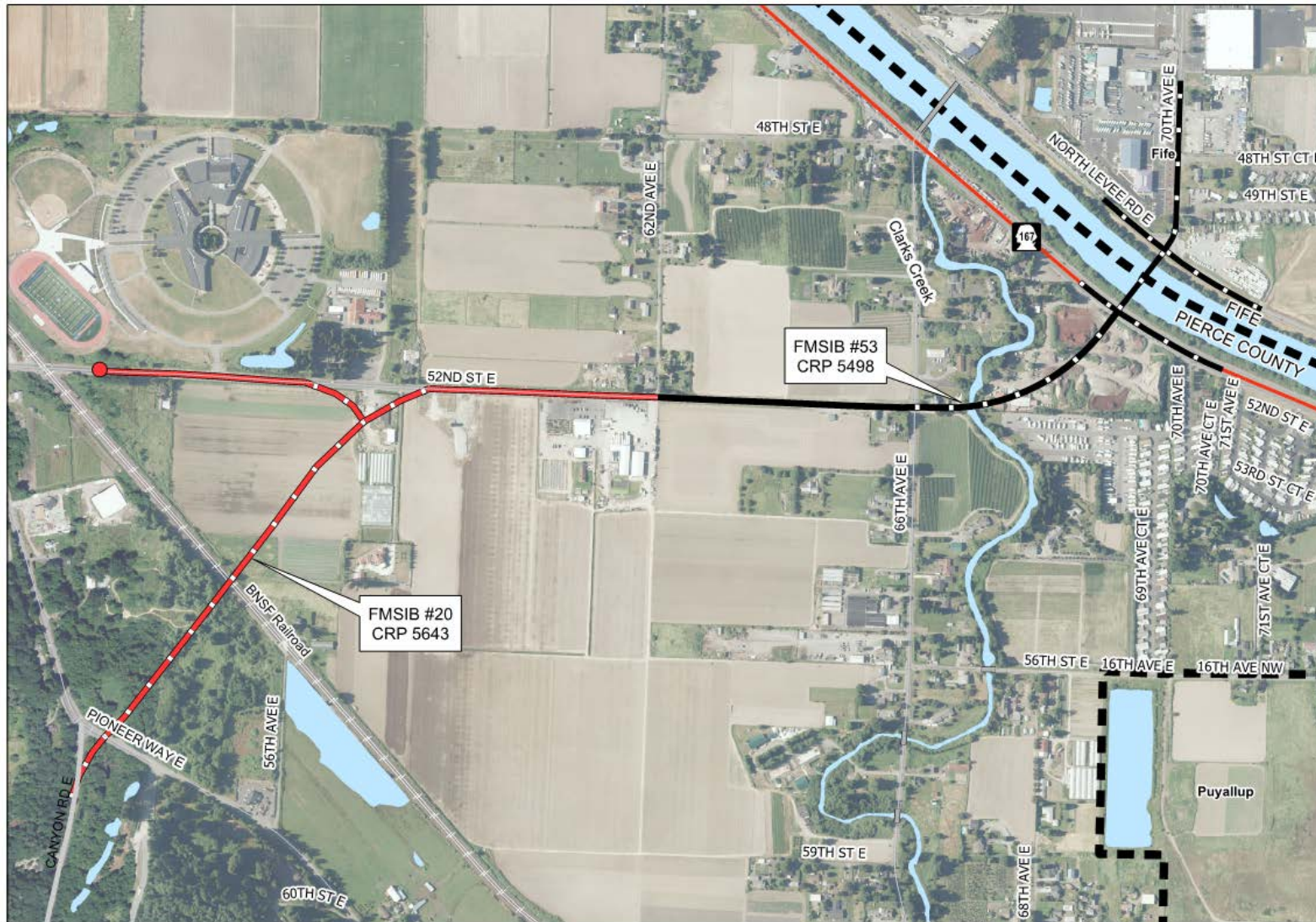
Pierce County  
Planning & Public Works





- *Retain both projects on the FMSIB Deferred Project List*
- *Retain original \$3.0 million awarded to FMSIB #53*
- *Retain original \$2.0 million awarded to FMSIB #20*

# General Project Location



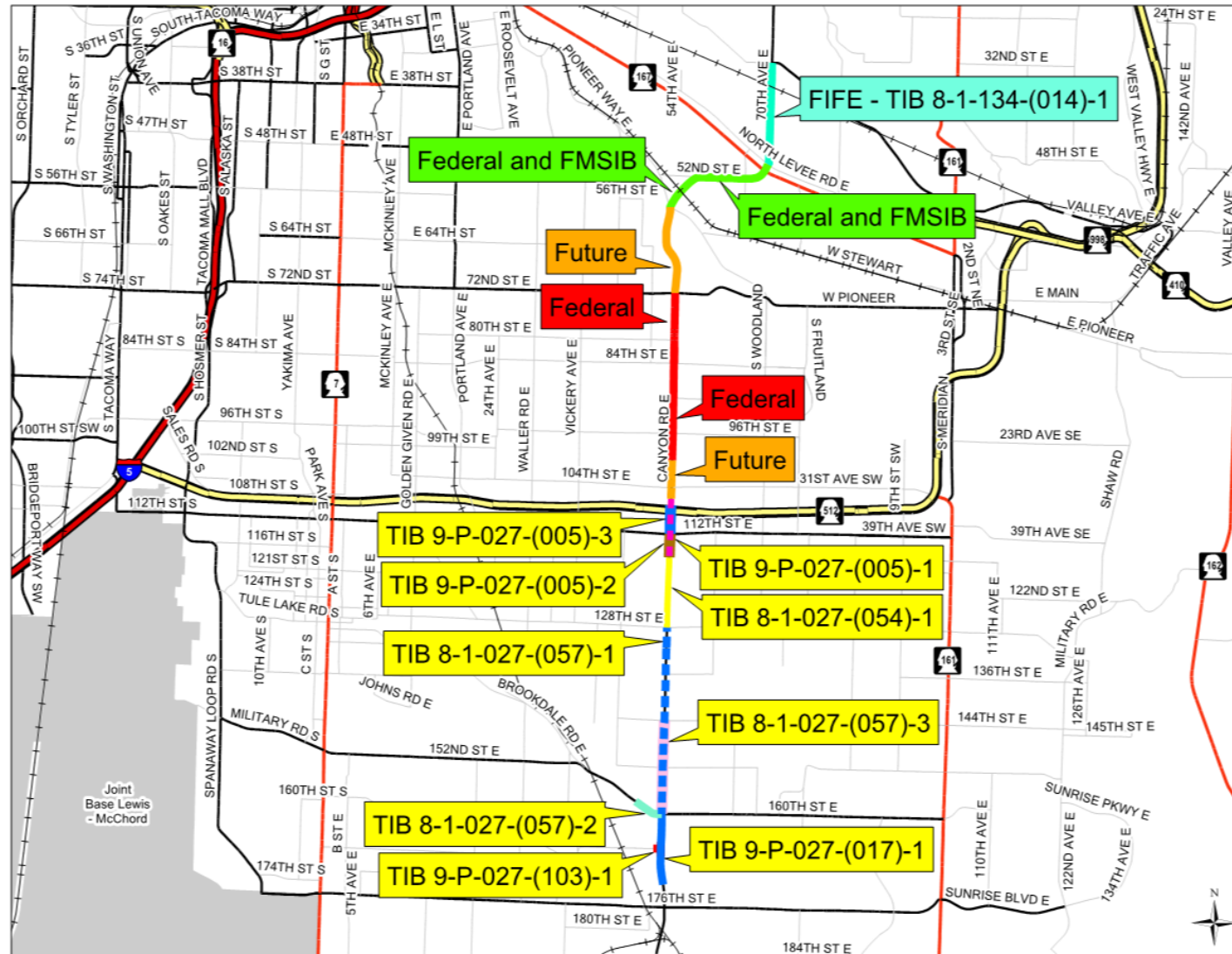
# General Project Location



-  FMSIB #53 New Corridor
-  FMSIB #53 Existing Corridor
-  FMSIB #20 New Corridor
-  FMSIB #20 Existing Corridor



# Canyon Road East Partnerships



## Less Congestion, More Jobs

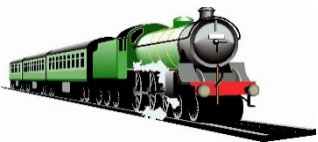
- *Increases critical corridor capacity*
- *Supports Industrial Growth (Frederickson)*
- *Constructs an overpass of BNSF Railway*
- *Improves travel time reliability*





## Positive Economic Benefits – Then and Now

- *Global Gateways*
  - *Resilient multi-route connection*
- *Made in Washington*
  - *Small to large manufacturers*
- *Regional Distributions*
  - *Reliable infrastructure*
  - *Lowering the cost of business*

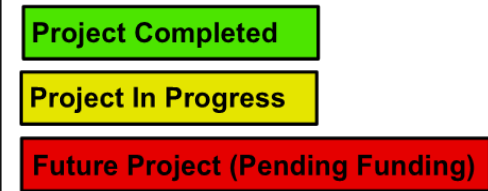
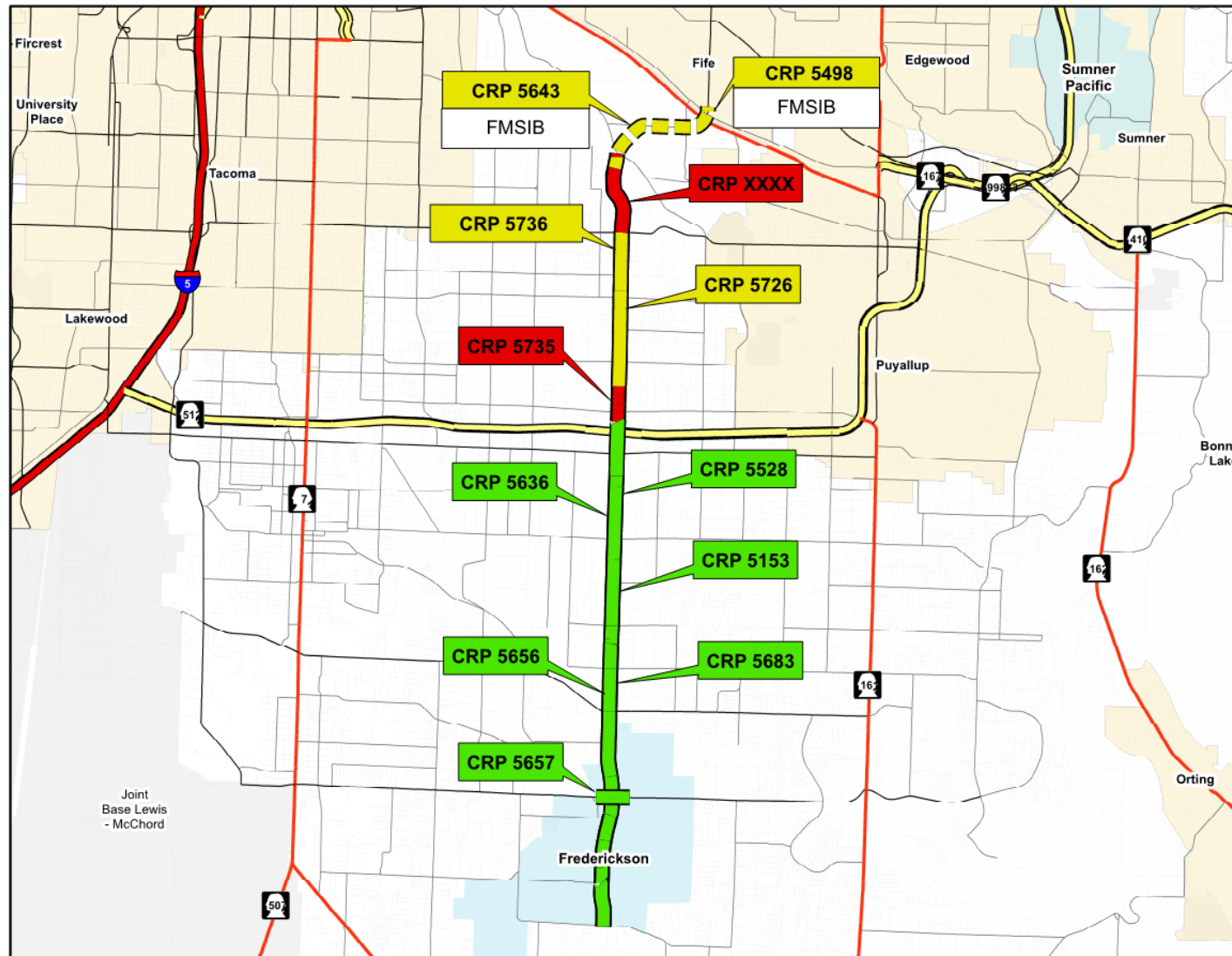


## Tangible Qualities – Then and Now

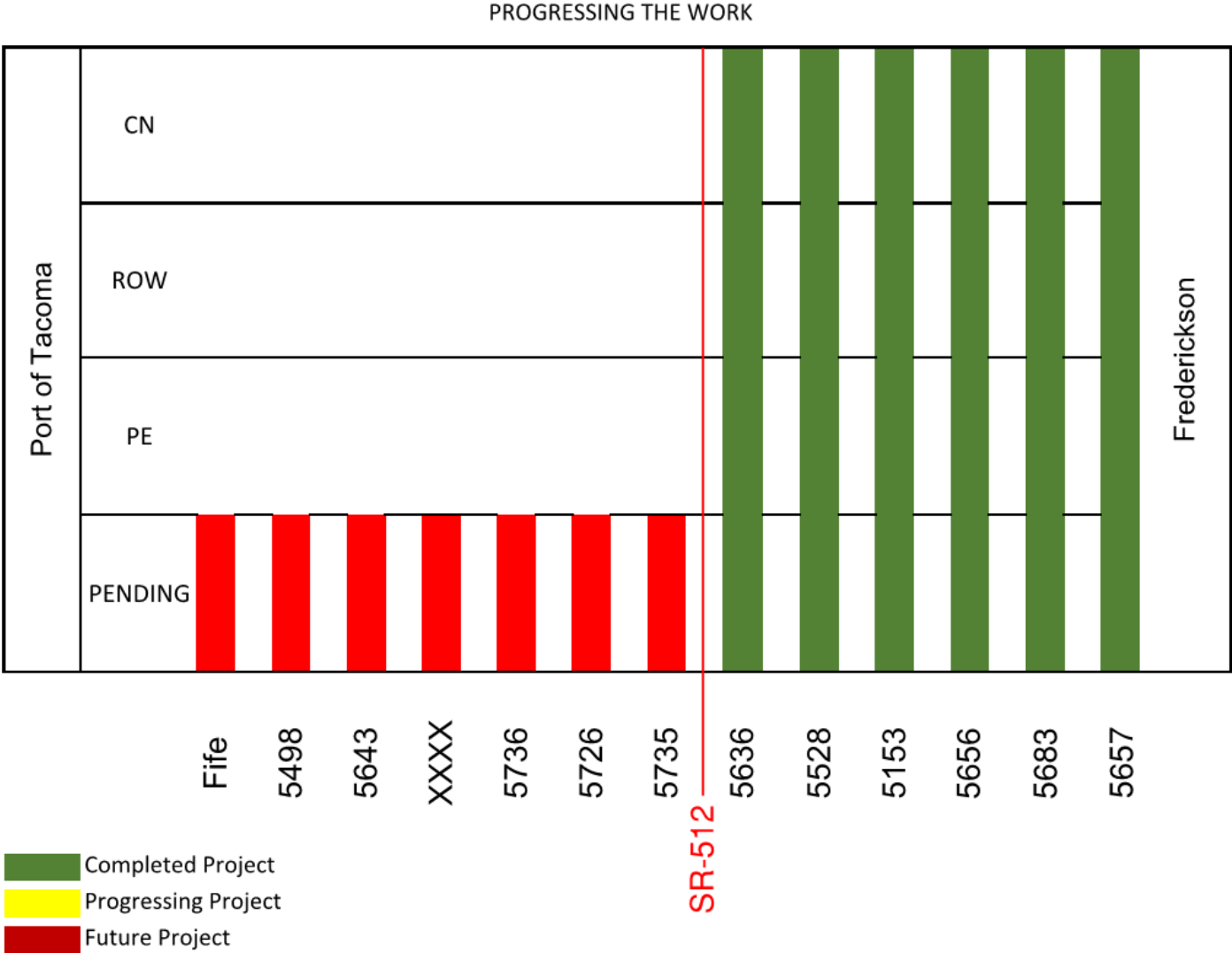
- *Multi-Jurisdictional Project*
  - *City of Fife final connection*
  - *Port of Tacoma served*
  - *WSDOT rail plan advanced*
  - *Sound Transit efficient rail operation*



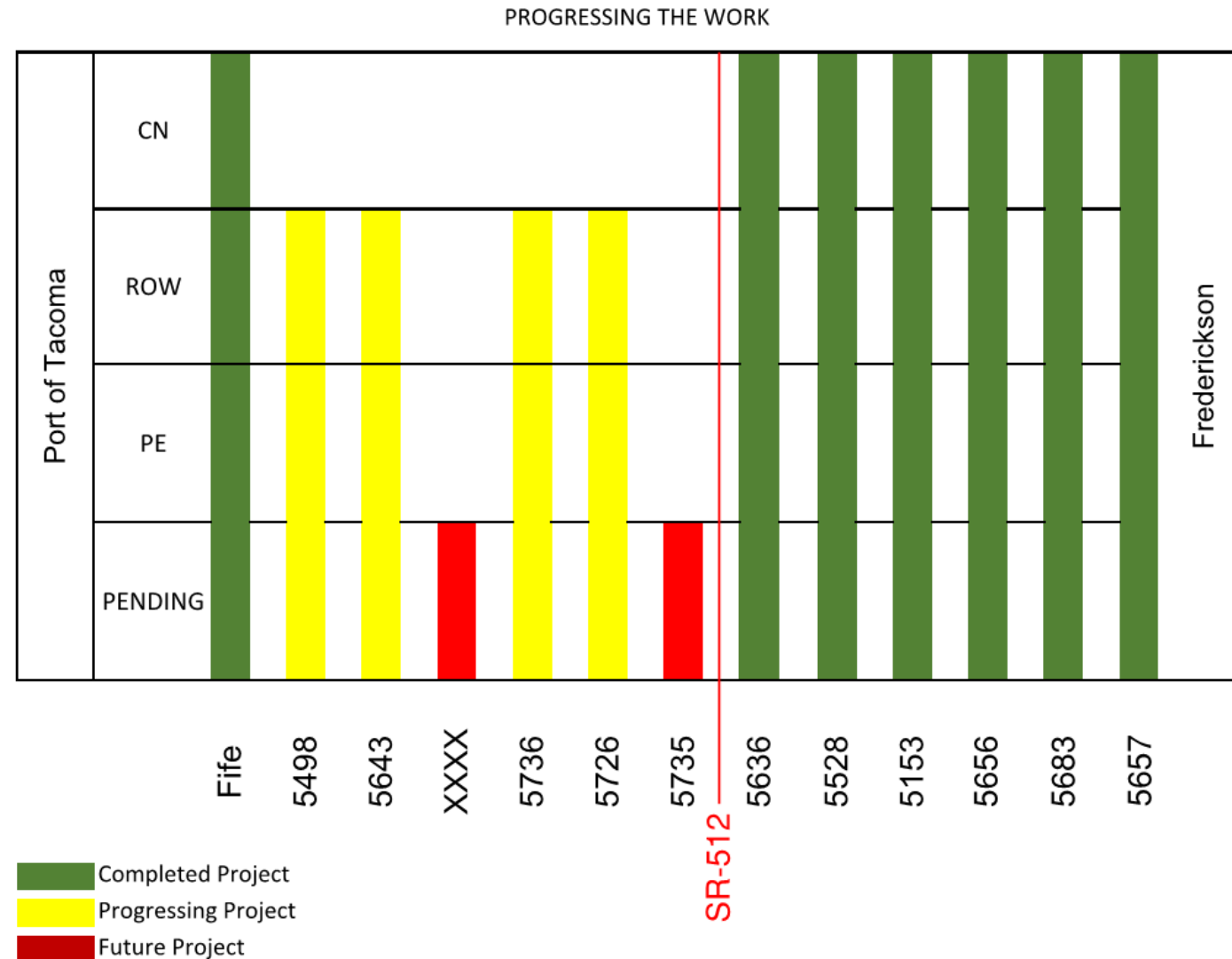
# Canyon Road East Corridor - 2017



# Progressing the Work - Then



# Progressing the Work - Now



- *Frederickson to SR-512*
  - *\$81.4 million (completed)*
- *SR-512 to City of Fife*
  - *\$47.3 million (In progress)*
- *City of Fife*
  - *\$9.3 million (completed)*

- *FMSIB #20*
  - *Construction begins in 2022*
  - *Requires \$65.6 million*
- *FMSIB #53*
  - *Construction begins in 2022*
  - *Requires \$101.2 million*
- *Funding Options*
  - *Municipal Bonds*
  - *INFRA Grants*

## QUESTIONS?

Letticia Neal, P.E.

Transportation Improvement Manager

(253) 798-7041

[lnal@co.pierce.wa.us](mailto:lnal@co.pierce.wa.us)



# 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

(9/15/17 Board Presentation)

- ▶ 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.

# Board Directions

(9/15/17 Board Meeting – Draft Minutes)

- ▶ *“Based on Board discussion, it was decided to follow option 3 and defer a decision and to revisit the topic at the November 2017 or January 2018 Board meeting.”*
- ▶ Board “Revisit” Issues
  - FMSIB’s Agreement is with the City. Project sponsor is now WSDOT. Staff would need to research if agreement is transferrable or if new agreement is required.
  - The project scope and cost have changed considerably since Marysville applied in 2014.



# Questions?



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# 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



# 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.

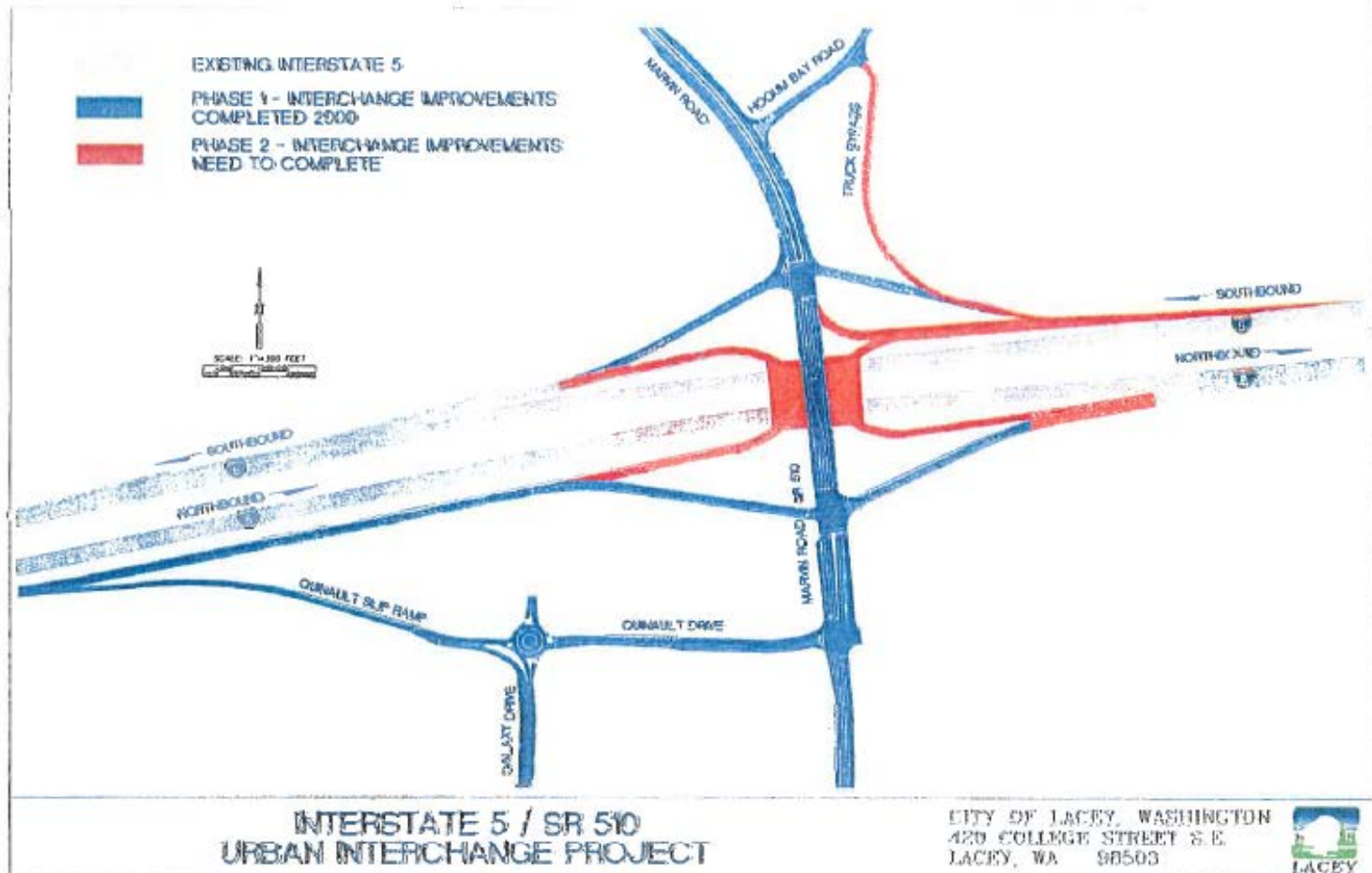


# City of Lacey Brochure

City of Lacey, WA

Urban Interchange Improvement

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

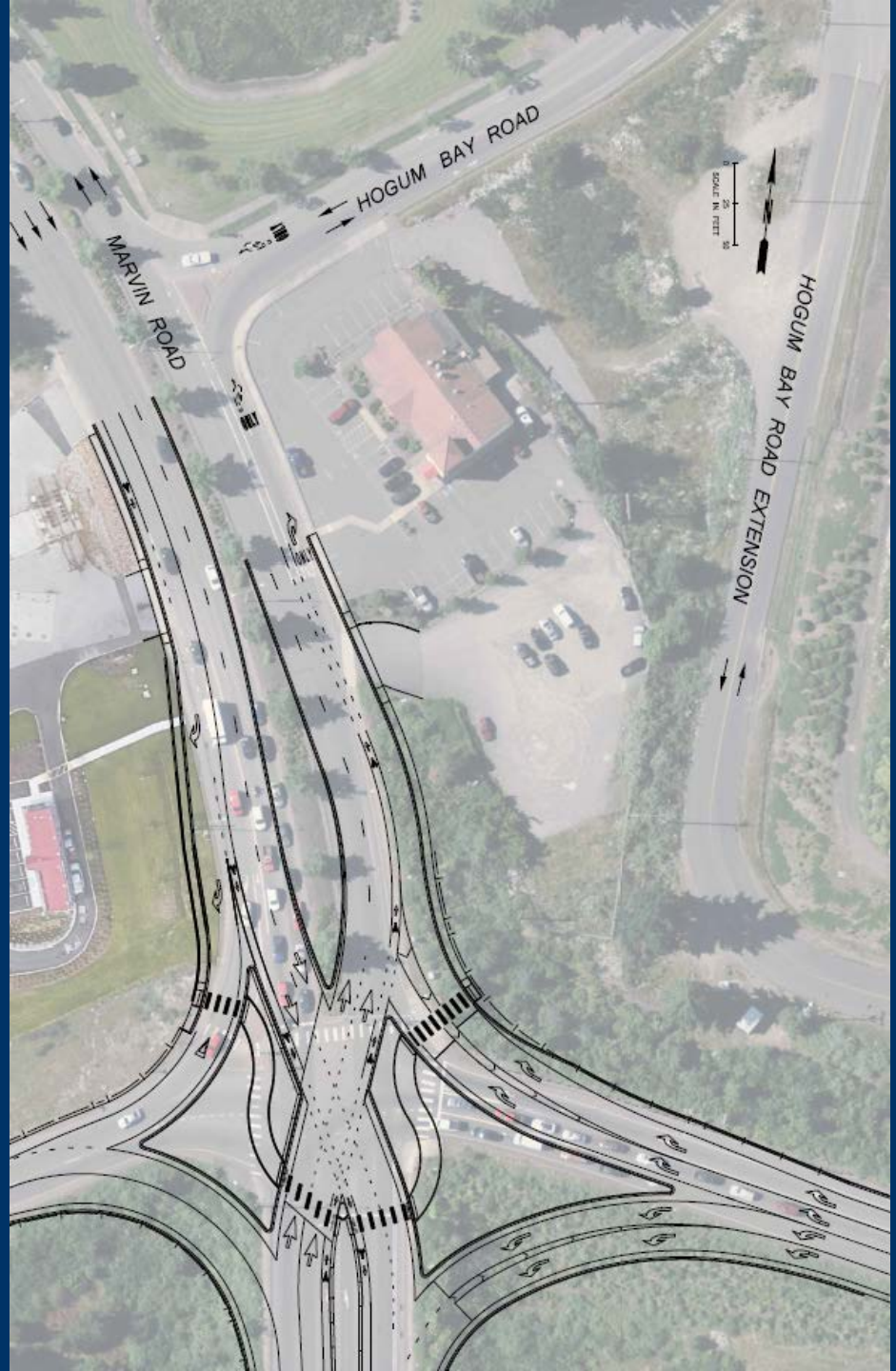




# Optional Truck Travel Routes



# 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 (currently deferred) will not be reactivated.

# Questions?

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## ***FMSIB Projects Completed in 2017 (or Sooner)***

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

No.	Owner	Name	Date	Comments
58-0	Port of Seattle	E. Marginal Way Truck Crossover	4/20/2015	Need to update Board and website
64-0	City of Fife	Port of Tacoma Truck Offramp - Phase 1	6/28/2016	Date is Council Resolution accepting project. Scope: Wetland Mitigation Site
88-0	City of Des Moines	So. 216th St., Segment 1A	2/8/2017	Ribbon cutting held 10/12/17
75-0	City of Everett	Port of Everett to I-5	6/26/2017	Date is Substantial Completion
84-0	City of SeaTac	Connecting 28th/24th Ave. S.	8/21/2017	Date opened to traffic. Ribbon cutting held 8/9/17
51-1	City of Seattle	Duwamish Spot Improvement	8/24/2017	Final contract payment made this date. Scope: SW & S Spokane Street Arterial Paving Project and SW Spokane Street Railroad Crossing Rehabilitation
79-0	City of Spokane Valley	Sullivan Road Bridge	9/12/2017	Date is Physical Completion
		- Projects completed prior to 2017		

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## ***FMSIB Day on the Hill - Board Briefing***

Rev. November 8, 2017

### **What**

A day of meetings with state legislators in their Olympia offices.

### **Why**

FMSIB has conducted these meetings for at least the last 12 years, maybe longer. The goals each year are similar:

1. Remind transportation legislators what FMSIB does to improve freight mobility and thank them for their support. The FMSIB Annual Report is a key “leave behind” document.
2. Educate legislators about FMSIB projects in their districts, including those legislators who are not on the Transportation Committees. Board members may hear about freight mobility needs in specific legislator districts. At the next day’s Board meeting, FMSIB members are encouraged to provide briefings to the Board about legislator concerns.
3. Discuss with legislators current freight mobility issues. This may include describing for legislators any budget or RCW changes being requested by FMSIB.

Historically the Board does not schedule meetings with the Transportation Chairs nor the Ranking Minority members. Those four legislators receive invitations to the following day’s Board meeting, usually for lunch, and they most often attend to provide a general legislative briefing.

### **Who**

All FMSIB Board members are encouraged to participate. A daylong commitment is not required. FMSIB staff coordinate and assist scheduling meetings, sometimes accompanying Board members if there are last minute cancellations.

### **How**

After the November Board meeting and member concurrence on the legislative agenda, FMSIB staff begin soliciting Board member interest in participating. The number of Board member volunteers dictates the number of legislators that can be visited. (Twenty visits is a historical minimum, except in 2014). The goal is to get Board member availability confirmed by the end of November. Board members are usually scheduled in pairs (or sometimes three or more) to brief legislators.

Starting the first week of December, FMSIB staff will begin contacting legislators and requesting time for visits. The goal is to solidify these appointments before the Christmas holiday. Confirmations will be made in early January and FMSIB staff will prepare a schedule and briefing packets before the visit Day.

### **When**

Day on the Hill immediately precedes the January Board meeting. For 2018, Day on the Hill occurs Thursday, January 18 and the Board meets Friday, January 19. Legislator visits generally begin at 8:00 am and are scheduled every 15 minutes, sometimes with breaks between meetings, sometimes not. At the start of the day and immediately preceding the first appointments, FMSIB members and staff gather to discuss the day’s plan. This gathering is usually in the Joel Pritchard Library around 7:30 am or so. The latest visits are usually scheduled to be complete by 3:00 pm since members will be attending Committee meetings.

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# Freight Mobility Strategic Investment Board- 2018 Legislator Talking Points

## FMSIB – The mission statement has two major themes:

- Support Freight Movement: Building infrastructure and facilitating freight movement that supports growers, manufacturers, retail, wholesale, and other job producers.
- Lessen the impact of freight movement on local communities.

## FMSIB - A small, but effective 12-member Public-Private, Multimodal Board

- The Board: Trucking (1), Rail (1), Shipping (1), Ports (2), Counties (2), Cities (2), WSDOT (1), Governor's office (1), Citizen Chair (1).
- A 20-year history of delivering value added projects with a very small overhead:
  - Completed      projects worth \$      million. FMSIB provided \$      million. (Fill in when Annual Report is complete)
  - Projects funded based on freight tonnage, strategic corridors, 198 point criteria
  - A two-person staff
- \$12M biennium in dedicated funds that has grown to \$29M since the new transportation package in 2015. The added resources have not yet been codified (see legislative proposal on reverse side).
- FMSIB funds efficiently used – every \$1 of FMSIB funding currently leverages over \$6 of other private or public money.
- National leaders in freight — many elements of the new FAST Act are modeled after FMSIB.

## Call for projects - \$XX million available to Award to new Projects in 2018

- Call for Projects Initiated      January 15, 2018
- Submittals Due                      March 30, 2018
- Preliminary Selection              May 1, 2018
- Project Interviews                  May 14-15, 2018
- Final List Adoption                 June 1, 2018

## The State Economy - Educating the public on the importance of freight in Washington

- Washington is one of the most trade dependent state in the U.S. We compete in a national and global market.
- Our state competes with government supported ports and infrastructure investments in Canada, Mexico, and an expanded Panama Canal.
- Truck traffic on the region's highways (at least 68% according to PSRC information) is for regional consumption – or being carried to the region's businesses for national markets.

## Road-Rail Conflicts – Phase 2 Study

- Legislative direction to FMSIB: Identify highest priority grade crossing projects statewide.
- FMSIB has formed a FMSIB-like Advisory Committee representing all interests (Counties, Cities, Ports, Rail, Trucking, WSDOT, UTC, and MPO's).

## Freight Mobility Strategic Investment Board- 2018 Legislator Talking Points

### Freight trends - Commodity increases, growing congestion on key freight corridors for all modes

- **Trucking:** Funding is needed for at-grade crossing improvements, and “first and last mile” projects that target gaps or constriction between major transportation hubs.
- **Rail** - Commodity growth is resulting in more rail traffic. This is good for Washington’s economy, but can result in significant local transportation delays and impact public safety. (The state needs to help – local governments cannot fully fund and eliminate at-grade crossings that typically cost \$30 million or more.)
- **Ports and water** – Washington’s 75 ports and the Columbia River require dependable and predictable infrastructure. For example, the Columbia and Snake River system is the nation’s number one wheat export gateway. The Seaport Alliance (Ports of Seattle and Tacoma) is the second largest west coast intermodal load center.

### Legislative Action/What You can do:

- Please thank the Legislator for the meeting. Additionally, please thank those that supported the 2015 Transportation package.
- Board Adopted Legislative proposal: Support FMSIB’s forthcoming bill that will codify (make more permanent) the new FMSIB funding:
  - The resources available for freight projects grew from \$12M to \$29M after the 2015 Connecting Washington transportation package.
  - The 2015 package did not make these funds a permanent distribution for FMSIB projects — they are subject to future annual legislative appropriations or potential diversion to other non-freight mobility purposes.
  - Our project sponsors need certainty in a multi-year capital budget.

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