

# Freight Mobility Strategic Investment Board

JANUARY 20, 2017

9:00 AM to 1:15 PM

*WSDOT Headquarters  
310 Maple Park Avenue  
Nisqually Conference Rm 1D2  
Olympia, WA*

## AGENDA

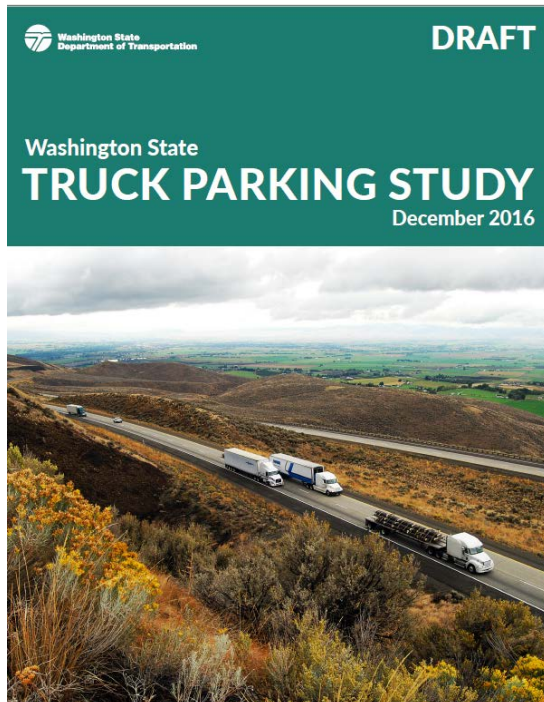
9:00	FMSIB Welcome and Introductions	Dan Gatchet	Informational
9:05	Minutes	Dan Gatchet	Action
9:10	Legislative Panel:	Senator King Senator Hobbs	Informational
9:40	Day on the Hill update	Mayor Trulove/ Board members	Informational
10:00	Presentations		Informational/Action
	- Truck Parking Study	Jason Beloso, WSDOT	
	- SR 167/SR 509 and I-5 Puget Sound Gateway Project	Craig Stone, WSDOT	
	- Marine Cargo Forecast	Chris Herman, WPPA Ashley Probart, FMSIB	
	- Road-Rail Conflicts Study	Beth Redfield, JTC Dave Catterson, AWC	
12:00	Legislative Panel:	Representative Clibborn Representative Orcutt	
12:30	Board Member Reports	Board	Action
1:00	Director's Report and Budget	Ashley Probart	Action
1:15	Next Meeting March 17, 2017 Fife, WA	Dan Gatchet	Action
1:15	Adjourn	Dan Gatchet	

## WSDOT Truck Parking Study

The Washington State Department of Transportation initiated a 2016 Truck Parking Study in order to assess the state's capacity for truck parking and to build upon WSDOT's previous truck parking efforts.

The types of truck parking considered in this study include brief, day rest breaks, longer overnight rest breaks, waiting at a port or receiver gate, long-term parking or truck storage; and local delivery in urban areas.

WSDOT identified key industry stakeholders, best practices from other states, factors influencing parking demand, truck parking supply and capacity, key truck parking concerns, opportunities for improvements, and next steps toward truck parking activities.



## Puget Sound Gateway Program Update

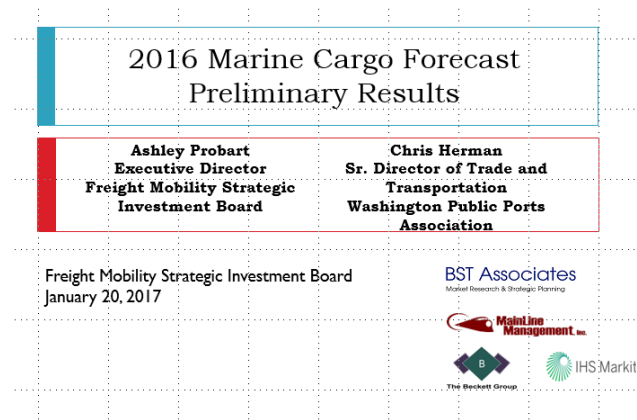
Last January, Craig Stone, Puget Sound Gateway Program Administrator, provided a preliminary timeline on the \$1.87 billion Puget Sound Gateway Program.

Over the past twelve months, technical committees and executive committees have been working toward narrowing four scenarios for each project down to a single scope of work for both SR 509 and SR 167.

Mr. Stone will provide an overview of accomplishments over the last twelve months and what The Puget Sound Gateway Program is tasked with in 2017.



## Marine Cargo Forecast



The Marine Cargo Forecast is nearly complete and is jointly funded by FMSIB and the Washington Public Ports Association. It continues a series of similar studies conducted by the Washington Public Ports Association (WPPA) and Washington State Department of Transportation (WSDOT), and updates the 2009 Marine Cargo Forecast and the Pacific Northwest Marine Cargo Forecast Update and Rail Capacity Assessment.

An emphasis is on transpacific trade, cargo types (i.e., containers, bulk, breakbulk, neobulk), selected commodity analysis, and the landside modal split of cargo (i.e., truck, rail, barge).

Forecasts will be provided for the years 2015, 2020, 2025, 2030, and 2035. (Consistency in format with the 2000 Marine Cargo Forecast and previous forecasts will be maintained.)

Based on econometric modeling, the study forecasts waterborne cargo movements through Washington State ports, with separate analysis for Puget Sound ports, Columbia River deep draft ports, and the Columbia/Snake River shallow draft ports.

The study forecasts the volume of cargo by transportation mode (i.e., truck, rail, and waterways) that will move through the strategic

freight transportation corridors in Washington State, and includes breakdown estimates by mode of volumes of cargo staying within the state and volumes of cargo passing through the state. The forecast takes into account potential production capacity limitations that may affect export projections.

The final report will emphasize an overview of the international economy with a focus on key Pacific Rim trading partners, forecast data based on econometric modeling, cargo movement through the state's two principal port regions, the emergence of regional co-opetition, analysis of selected commodities, and discussion of key issues.

A second major effort is an evaluation of landside transportation infrastructure issues, including a modal split analysis by strategic corridor. A major area of emphasis for this section will be the adequacy of rail services serving Washington State ports. This also includes an assessment of competitive rail service of ports in British Columbia.



# PRIORITIZATION OF PROMINENT ROAD-RAIL CONFLICTS

Freight Mobility and Strategic Investment Board Meeting  
Beth Redfield, JTC and Dave Catterson, AWC

January 20, 2017

# LEGISLATIVE DIRECTION FOR THE STUDY

## 2ESHB 1299, Section 204(3)

*(3) \$250,000 of the motor vehicle account—state appropriation, from the cities' statewide fuel tax distributions under RCW 46.68.110(2), is for a study to be conducted in 2016 to identify prominent road-rail conflicts, recommend a corridor-based prioritization process for addressing the impacts of projected increases in rail traffic, and identify areas of state public policy interest, such as the critical role of freight movement to the Washington economy and the state's competitiveness in world trade.*



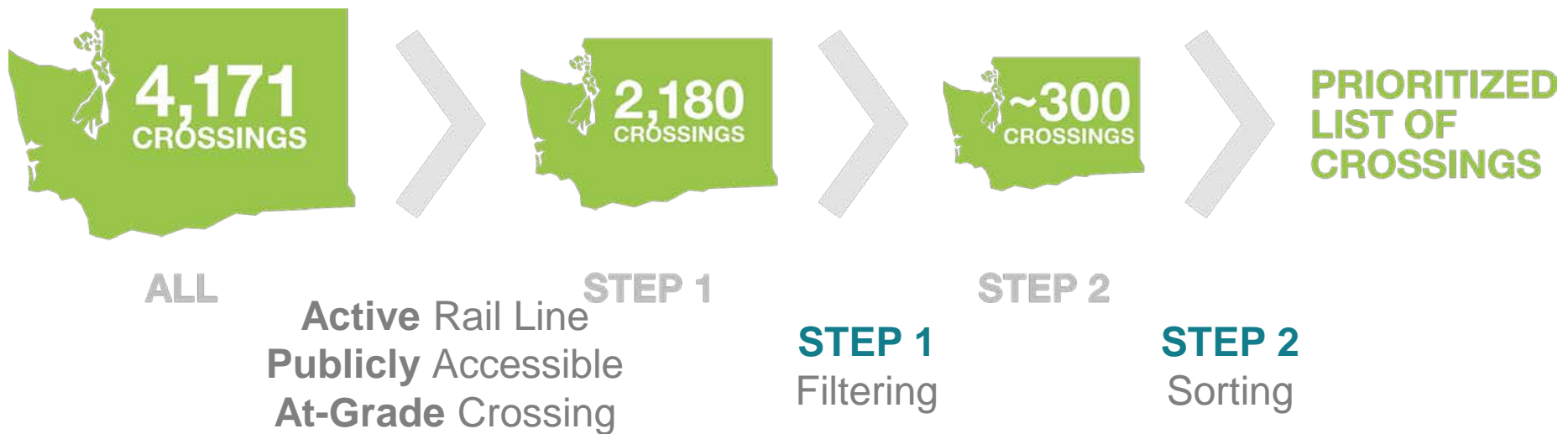
# PARTICIPATION

## ADVISORY PANEL MEMBERS

1. Paul Roberts, City of Everett, AWC
2. Sean Guard, City of Washougal, AWC
3. Lisa Janicki, Skagit County, WSAC
4. Al French, Spokane County, WSAC
5. Kevin Murphy, Skagit COG
6. Ashley Probart, FMSIB
7. Dave Danner, UTC
8. James Thompson, WPPA
9. Ron Pate, WSDOT
10. Johan Hellman, BNSF
11. Sheri Call, Washington Trucking Association

***\*Project included a  
Staff Work Group***

# OVERVIEW OF THE PRIORITIZATION PROCESS



# STEP 2 EVALUATION CRITERIA

MOBILITY 50%, SAFETY 25%, COMMUNITY 25%



Increase Risks



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

Safety Record



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

Infrastructure Status



6. Level of Protection



Freight Demand



7. Roadway Freight Classification

People Demand



8. Existing Vehicle Volumes
9. Future Vehicle Volumes

Mobility Barrier



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



Economic



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

Human Health



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

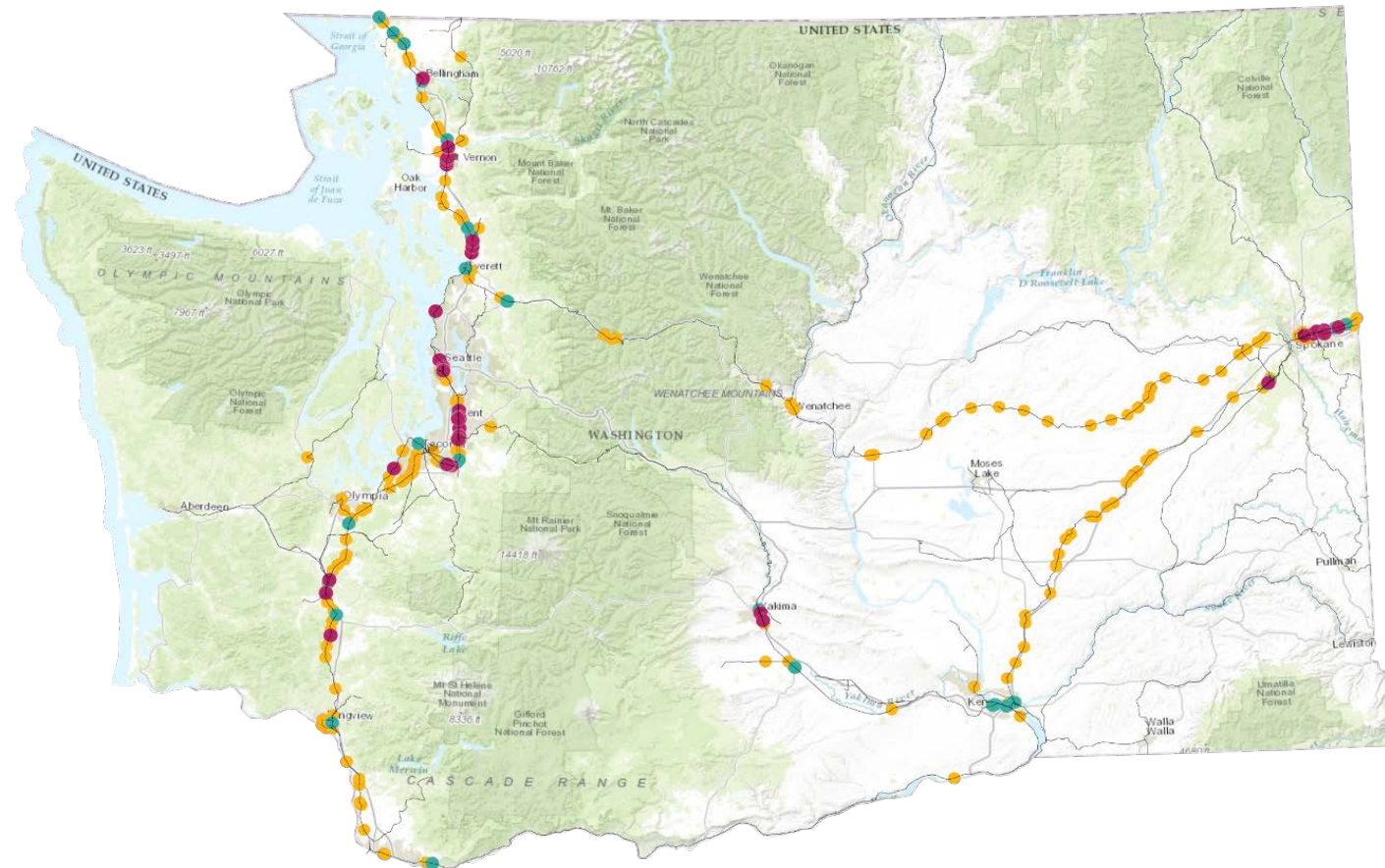
# CROSSINGS SUMMARIZED BY PRIORITY GROUP

## RANKINGS:

1-50

51-100

101-302

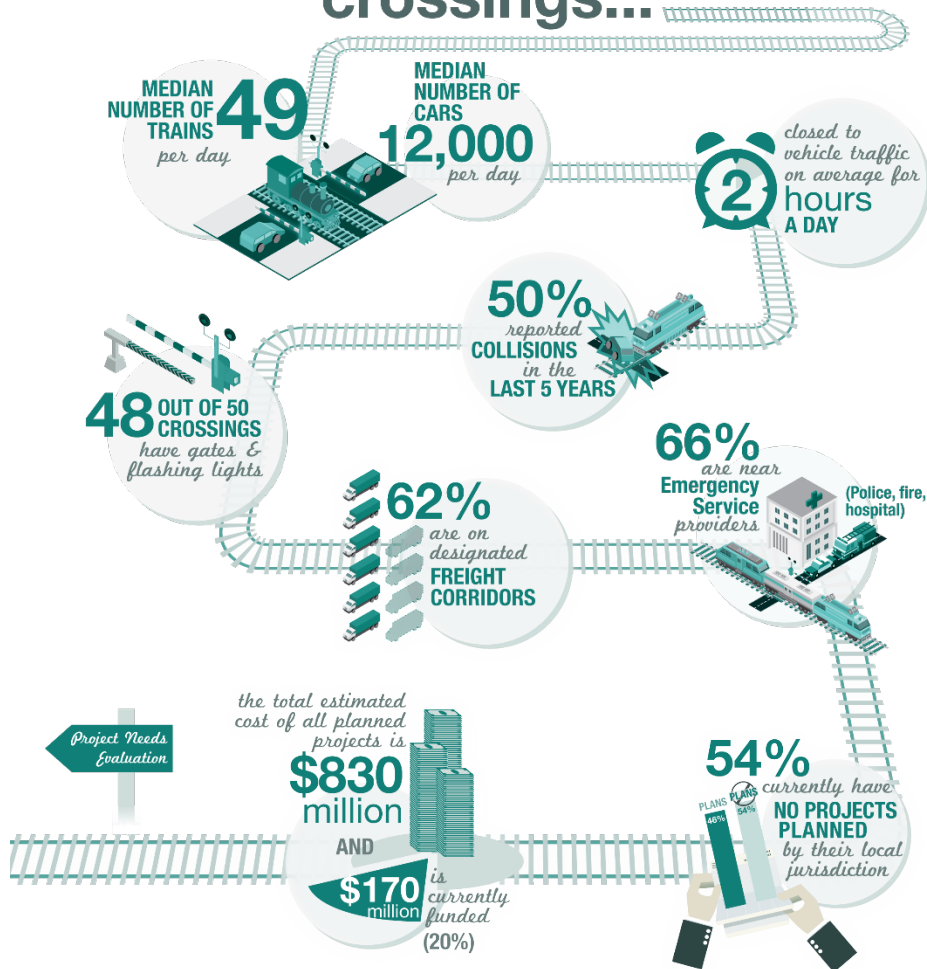


## More Details in the Report

- Page 28 – List of Top 50 crossings
- Appendix B – Entire list of the 302 prioritized crossings

# KEY FACTS FROM THE PRIORITIZATION RESULTS

## Of the Top 50 crossings...



Closure to **road** traffic;  
trains have the right-of-way  
and are not stopped

# FINDINGS & RECOMMENDATIONS

# SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. The road-rail conflicts at the Top 50 at-grade crossings are substantial and there are few funding sources to address them.
2. The prioritization results point to a significant need for additional funding to address crossing improvements
  - a. *Establish a dedicated funding source to address mobility impacts not covered under the current crossing safety programs.*
  - b. *Secure additional funds for the safety programs.*
  - c. *Further analyze Top ranked crossings to identify potential solutions individually and at the corridor level*
3. The database and prioritization process allows analysis of crossing impacts on a statewide basis
  - a. *A multi-stakeholder committee should create standards for common usage and make decisions about future data enhancement or other changes.*
  - b. *Identify an agency to maintain the database and tool and serve as the coordinator for the multi-stakeholder committee.*

# SUMMARY OF FINDINGS AND RECOMMENDATIONS

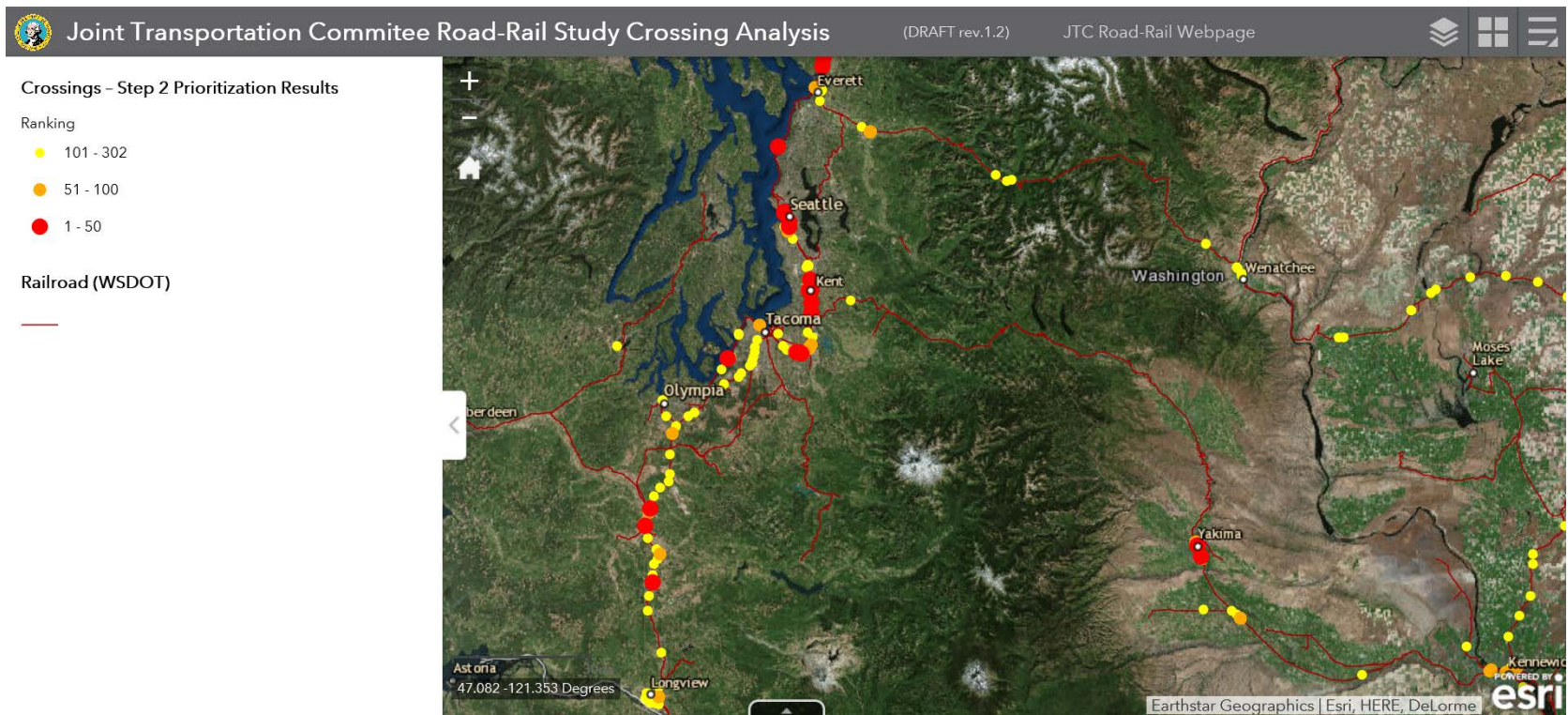
4. In some cases, projects prioritized locally did not rank high when evaluated on a statewide basis
  - a. *Identify specific policy objectives to guide investments in crossings on a statewide basis. This could include separate programs targeted at smaller communities or specific regions of the state.*
5. Safety data serves as a contributor towards mobility impacts, but further analysis is needed to confirm specific safety needs
  - a. *Coordinate efforts with WSDOT & WUTC programs to continue focusing on reducing collisions at crossings.*
  - b. *Separately address mobility and safety impacts at crossings.*
6. The database and prioritization tool would benefit from future enhancements
  - a. *The agency hosting the prioritization tool will need additional resources to maintain, update and enhance the tool.*
  - b. *Incorporate data from the Marine Cargo Forecast once it is complete.*

# SUMMARY OF FINDINGS AND RECOMMENDATIONS

7. Corridor evaluation and prioritization are most useful when defining project to address crossing impacts
  - a. *Utilize a corridor-based prioritization strategy to assist in developing solutions and prioritizing investments.*
8. Some jurisdictions have not yet identified and prioritized crossing improvements
  - a. *Ensure that local jurisdictions, state agencies, and other organizations, including RTPOs and MPOs, are aware of the tool and the data it contains and how they might use it to assist with planning or funding decisions.*

# ONLINE MAPPING TOOL

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



# QUESTIONS

<http://leg.wa.gov/JTC/Pages/Road-Rail-Study.aspx>

**Beth Redfield**

Joint Transportation Committee Staff

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**Dave Catterson**

Association of Washington Cities

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AROUND THE SOUND

# WHAT TRADE MEANS TO WASHINGTON

Washington is the most trade-dependent state in the U.S., and the incoming president's trade policies could have an oversized impact on the Puget Sound region.

President-elect Donald Trump has pledged to withdraw the U.S. from the Trans-Pacific Partnership and renegotiate or withdraw from the North American Free Trade Agreement. He's promised to drastically alter trade relationships

with China and Mexico and keep jobs in the U.S.

Washington benefits from free international trade. Here are facts to keep in mind as Washington business leaders watch or participate in the evolution of trade policies through the next four or more years:

**22.5%**

Percent of Washington state exports to China in 2015

**40%**

Washington jobs that depend on international trade

• **430,000:** Number of Washington jobs tied directly to exports

**108,000:** Number of Washington jobs tied directly to imports

**101,500:** Number of Washington workers employed by foreign-owned companies

**\$86.4B**

Washington state merchandise exports in 2015

**\$26.4B**

Washington state services exports in 2014

**12,646**

Number of Washington companies that exported from Washington in 2013



SOURCE: WASHINGTON COUNCIL ON INTERNATIONAL TRADE, WORLD INSTITUTE FOR STRATEGIC ECONOMIC RESEARCH



## PORT OF SEATTLE LEADERSHIP SHARE

## OUR VISION FOR THE FUTURE AT SEA-TAC

By John Creighton, Port of Seattle Commission President; Ted Fick, Port of Seattle Chief Executive Officer



John Creighton



Ted Fick

King County is on the world map like never before. World class industries, universities and the arts have made Seattle a top business and cultural destination, but demand has strained infrastructure all over the region. Seattle-Tacoma International Airport is right at the heart of that conflict. Our passenger travel has grown nearly 50 percent in the past five years from 30 million to 46 million passengers. We were not built for this demand.

We need to modernize and upgrade the airport. While we move forward, we're determined to make permanent gains that directly improve opportunities and quality of life for more people in our community.

We're already taking action. We expanded airport ground transportation options with more for-hire options and launched a pilot program to allow Lyft, Uber and Wingz drivers to pick up passengers at Sea-Tac. Light rail ridership to Sea-Tac increased by 12.5 percent in 2016. Our airport is recognized as a world leader in carbon reduction and is edging closer to carbon-neutral operations, particularly as we take steps such as expanding biofuel availability and upgrading ramp and support vehicles to run on electricity.

This year our commission approved \$2 billion in capital improvement projects that will modernize our facilities, improve customer services and allow airlines to expand their offerings. We fund those improvements through a mix of resources, including user fees, federal grants and our own operating revenue.

While we invest in the future of our airport, we also invest in the future of our people and our neighbors. We partner with local schools—from middle schools to colleges—to develop career learning and internship opportunities and will triple the number of interns working at the Port of Seattle this summer. This year, the Port Commissioners approved nearly \$1 million in economic development grants to 31 local cities.

As part of our Sustainable Airport Master Plan, Port of Seattle Commissioners are considering significant long-term decisions about the future of Sea-Tac passenger and cargo operations. These actions will reflect our shared priorities: not just economic growth, but environmental sustainability, creating work and business opportunities in all communities and being a good neighbor.

Our Sustainable Airport Master Plan represents one of the largest and most diverse job, business and infrastructure development opportunities for surrounding communities in decades. **Help us shape the future by staying connected and sharing feedback through the Tomorrow@Sea-Tac Coalition.**

## A MESSAGE FROM THE CHAMBER

## COALITION WILL HELP SHAPE THE FUTURE OF SEA-TAC

By Maud Daudon, Seattle Metropolitan Chamber of Commerce President and CEO



Maud Daudon

A soaring local economy has made Seattle-Tacoma International Airport the fastest-growing major airport in the country the last two years, setting records for flights, passengers, and cargo volumes. Forecasts call for the growth to continue, reaching 66 million passengers from today's 43 million by 2034.

Such rapid growth brings challenges. Port of Seattle officials are now overseeing several billions of dollars in capital improvement projects. They're also developing a Sustainable Airport Master Plan to guide investments in airport facilities and services over the next two decades.

It's a major undertaking, balancing Sea-Tac's contributions to local job creation and the statewide economy with our region's commitment to sustaining the natural environment. And while the money for these improvements won't come from general tax dollars, as a public agency the Port is committed to using its dollars wisely to maximize the public benefit from these investments.

Recognizing the challenges of reaching this balance, the Seattle Metropolitan Chamber of Commerce has launched the Tomorrow @ Sea-Tac Coalition.

The coalition brings together business, labor and environmental interests to provide independent review and input on the Port's plans for Sea-Tac, build public recognition for the key role that Sea-Tac plays in driving our economy, and demonstrate community support for the airport's improvement plans.

The Seattle Metropolitan Chamber of Commerce has a long history of engagement with the Port and the community to ensure that Sea-Tac meets the needs of the region and the state. The Tomorrow @ Sea-Tac Coalition is the latest step in that productive and valuable relationship.

**We invite you to join the coalition if you'd like to show your support, learn more about what's coming up, and get alerts about sharing your views.**



tomorrowatsea-tac.com



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@tomorrowseatac

## **Director's Report ~ November 2016 to January 2016**

### **Budget:**

Note: The Governor's budget submittal for 2017-19 is consistent with the budget I submitted in September, 2016.

### **Operating:**

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

### **Capital Projects:**

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

Approximately \$3.2 million has been billed since the November 2016 Board meeting. I am anticipating an additional \$2.8 million to \$3.7 million to be billed before July 1, 2017.

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

- Port of Vancouver, Bulk Facility Track Relocation (Phase II) received favorable bids in December. Our remaining participation is approximately \$500,000 of this \$15 million phase.
- City of Lacey, Hogum Bay Road, is scheduled to open bids on January 19<sup>th</sup>, 2017.
- City of Spokane Valley, Sullivan Road W. Bridge Replacement has been halted due to inclement weather and snow conditions. The contractor is 31 working days over the allotted construction time. (This does not impact FMSIB's fixed award amount).
- City of Des Moines, South 216<sup>th</sup> Street, Segment 1-A. This project is open to traffic and is nearing final completion.
- City of SeaTac, Connecting 28<sup>th</sup>/24<sup>th</sup> Avenue South. I made a site visit to the project and it is approximately two months ahead of schedule.

### **Marine Cargo Forecast:**

The Marine Cargo Forecast consultants completed preliminary forecasts for various commodities that are imported or exported from Washington State. This now includes all modes (water, trucking, rail).

I have participated in all technical reviews of the information. We are approaching a draft final report. At the FMSIB meeting, myself and Chris Herman of WPPA will co-present findings to date.

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

- I presented a FMSIB “101” to the Senate Transportation Committee.
- Marine Cargo Forecast: Chris Herman of WPPA and I co-presented before the Puget Sound Regional Council Freight Roundtable.
- I attended the Washington Highways User Federation’s (WHUF) annual meeting. Presenters include Executive Branch and Legislative Leaders. WSDOT also presented on agency priorities. I am also an ex-officio member of WHUF and participated in their board meeting that sets their weekly schedule during the 2017 Legislative Session.
- Participated in the SR 509/SR 167 Gateway Executive meeting.
- I met with Mayor Dave Earling and Team Edmonds regarding their most recent project proposal to provide access from the ferry terminal to their city.
- I attended Commissioner Karnofski’s “bon voyage” celebration.
- I met with City of Longview Staff and Commissioner Karnofski regarding the SR 432/SR 411 project.
- I attended the PNWER/Seaport Alliance sponsored tour of the Port of Vancouver, BC. The meeting also included a series of presentations from British Columbia and City of Vancouver senior staff and elected officials on how they deliver freight in an urban environment.
- I completed my participation in the Joint Transportation Committee, Road Rail Study. This includes attendance at the Executive Committee and participation in the Technical Committee.

## **Annual Report**

The Annual Report was completed on time and is now being distributed.

## **FASTLANE Grants**

I wrote letters of support for the City of Spokane Valley (Barker Road/BNSF Grade Separation) and City of Longview, SR 432/SR 411 project. I also wrote a letter of support for the SR 509/SR 167 Gateway Project. All three are either FMSIB projects, or have a direct FMSIB nexus (SR 167/SR 509).

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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

	<b>Biennium Appropriation Through December 31, 2016</b>	<b>Actual Expenditures through December 31, 2016</b>	<b>Biennium To Date Dollar Variance</b>
<b>FMSIB Budget</b>			
Salary	388,500.00	386,085.13	2,414.87
Travel	56,250.00	27,135.96	29,114.04
Goods & Services	107,250.00	82,482.06	24,767.94
Personal Service Contracts	290,000.00	290,000.00	0.00
<b>Total Through December 31, 2016</b>	<b>842,000.00</b>	<b>\$ 785,703.15</b>	<b>56,296.85</b>

<b>Expenditure Detail</b>	<b>Budgeted Expenditures through December 31, 2016</b>	<b>Actual Expenditures through December 31, 2016</b>	<b>Biennium To Date Dollar Variance</b>
<b>Salaries:</b>			
Staff Salary	388,500.00	386,085.13	2,414.87
<b>Total Salary</b>	<b>388,500.00</b>	386,085.13	2,414.87
<b>Travel:</b>			
Staff Travel	30,000.00	10,674.47	19,325.53
Board Travel	26,250.00	16,461.49	9,788.51
<b>Total Travel</b>	<b>56,250.00</b>	27,135.96	29,114.04
<b>Goods &amp; Services:</b>			
<i>Other State Agency Services:</i>			
WSDOT Labor & Svcs/TIB Svcs	31,500.00	20,723.07	10,776.93
WS DES Services	11,250.00	9,123.53	2,126.47
WS TIB - Office Rent & Utilities	27,000.00	23,749.90	3,250.10
WS Attorney General	9,000.00	1,488.21	7,511.79
WS Auditor's Ofc	10,500.00	12,874.00	(2,374.00)
<i>Misc. Operating Expenses:</i>			
Misc. Office, Mtg, Equipment Costs	18,000.00	14,523.35	3,476.65
<b>Total Goods &amp; Services</b>	<b>107,250.00</b>	82,482.06	24,767.94
<b>Personal Service Contracts:</b>			
<i>Consultant Expenses:</i>			
Freight Infrastructure Needs Study	250,000.00	250,000.00	-
FY16 - 2015 Annual Report (Lund)	19,000.00	20,000.00	(1,000.00)
FY17 - 2016 Annual Report (Lund)	19,000.00	20,000.00	(1,000.00)
<b>Total Personal Service Contracts</b>	<b>288,000.00</b>	<b>290,000.00</b>	<b>(2,000.00)</b>
<b>Total Through December 31, 2016</b>	<b>840,000.00</b>	<b>\$ 785,703.15</b>	<b>54,296.85</b>

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

	<b>Appropriation Through December 31, 2014</b>	<b>Actual Expenditures through December 31, 2014</b>	<b>Dollar Variance</b>
<b>FMSIB Budget</b>			
Salary	520,500.00	505,892.05	14,607.95
Travel	37,500.00	48,372.41	(10,872.41)
Goods & Services	91,500.00	74,797.98	16,702.02
Pers. Svc. Contract	28,500.00	35,190.00	(6,690.00)
<b>Total Through December 31, 2014</b>	<b>678,000.00</b>	<b>\$ 664,252.44</b>	<b>13,747.56</b>
<i>Frt Adv Cttee Mtgs</i>		26,933.44	(26,933.44)
		<b>\$ 691,185.88</b>	

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## FY 2015-17 Capital Funds

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

## Projects currently authorized to incur expenditures

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2015-17 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Des Moines	S 216th St Segment 1-A	\$ 892,000	\$ -	\$ 892,000	\$ 892,000	\$ -
Everett	East Everett Ave Crossing ( <i>deferred</i> )	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
Everett	Port of Everett to I-5 Improvements	\$ 400,000	\$ -	\$ 400,000	\$ 84,106	\$ -
Fife	Pt of Tacoma Rd Interchange Improvements	\$ 2,334,000	\$ -	\$ -	\$ -	\$ 2,334,000
Fife	Pt of Tacoma Rd Interchange Phase 2	\$ 4,333,000	\$ -	\$ -	\$ -	\$ 4,333,000
Fife	Pt of Tacoma Rd Interchange Phase 3	\$ 7,533,000	\$ -	\$ -	\$ -	\$ 7,533,000
Fife	Pt of Tacoma Rd Interchange Wetland Mitigation	\$ 2,000,000	\$ 1,827,202	\$ 172,798	\$ 92,798	\$ -
Kent	S 228th Street Extension & Grade Separation Ph 1 & 2**	\$ 9,500,000	\$ 5,250,000	\$ 4,250,000	\$ -	\$ -
Kent	S 212th Street BN Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Kent	S 212th Street UP Grade Separation ( <i>deferred</i> )	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Kent	Willis Street Grade Separation ( <i>deferred</i> )	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
King Co	South Park Bridge	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
Lacey	Hogum Bay Road Slip Ramp & Road Improv	\$ 4,000,000	\$ -	\$ 1,200,000	\$ -	\$ 2,800,000
Marysville	116th NE Interchange ( <i>deferred</i> )	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Pierce Co	Canyon Road Northerly Extension ( <i>deferred</i> )	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
Pierce Co	North Canyon Rd Ext/BNSF Overcrossing ( <i>deferred</i> )	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	\$ 3,750,000	\$ -	\$ 3,750,000	\$ -	\$ -
Pt Vancouver	Bulk Facility Track Location	\$ 3,450,000	\$ 1,560,173	\$ 1,889,827	\$ 1,390,114	\$ -
Renton	Strander Blvd/SW 27th to West	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Renton	Strander Blvd/SW 27th St Connection	\$ 6,500,000	\$ 6,496,872	\$ -	\$ -	\$ -
SeaTac	Connecting 28th & 24th Ave South	\$ 2,500,000	\$ -	\$ 2,500,000	\$ 2,500,000	\$ -
Seattle	Lander Street Overcrossing	\$ 8,400,000	\$ -	\$ -	\$ -	\$ 8,400,000
Seattle	Duwamish Truck Mobility Improvement	\$ 2,383,000	\$ -	\$ 2,383,000	\$ 341,594	\$ -
Skagit Co	BNSF Overpass Replacement	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -

<u>Agency</u>	<u>Project Title</u>	<u>Total FMSIB Commitment</u>	<u>Previous Bien Exp</u>	<u>2015-17 Planned Expenditures</u>	<u>Current biennium exp</u>	<u>Future Commitment</u>
Spokane Co	Bigelow Gulch Rd ( <i>deferred</i> )	\$ 2,000,000	\$ 310,000	\$ -	\$ -	\$ 1,690,000
Spokane Co	Bigelow Gulch / Forker Rd Realignment	\$ 6,000,000	\$ -	\$ 2,000,000	\$ -	\$ 4,000,000
Spokane Co	Park Road BNSF Grade Separation	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Spokane Valley	Sullivan Road W. Bridge Replacement	\$ 2,000,000	\$ 335,279	\$ 1,224,721	\$ 1,224,721	\$ 440,000
Spokane Valley	Barker Rd / BNSF Grade Separation	\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Tacoma	SR 99 Puyallup River Bridge	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -
Tacoma	Port of Tacoma Rd	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -
Tacoma	SR 509/D Street Ramps	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 6,000,000
Woodinville	SR 202 Road Widening & Trestle Replacement ( <i>deferred</i> )	\$ 1,750,000	\$ -	\$ -	\$ -	\$ 1,750,000
<b>TOTAL</b>		<b>\$ 130,225,000</b>	<b>\$ 20,779,526</b>	<b>\$ 28,662,346</b>	<b>\$ 7,525,333</b>	<b>\$ 80,780,000</b>

**Union Pacific Details:**

<b>Contribution</b>	\$ 3,650,000	\$ 2,330,000	\$ 1,000,000	\$ -	\$ 320,000
<b>Earned Interest to Date</b>	\$ 1,091,953	\$ -	\$ -	\$ -	\$ 591,953
<b>Total</b>	<b>\$ 4,741,953</b>	<b>\$ 2,330,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 911,953</b>

Kent	S 277th St (2003-05)	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
Pt Seattle	East Marginal Way Ramps	\$ 480,000	\$ 480,000	\$ -	\$ -	\$ -
Kent	Willis Street Grade Separation	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	S 212th St	\$ -	\$ -	\$ -	\$ -	\$ -
Kent	228th Street Extension and Grade Separation**	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -
<b>Current planned UP Commitments Total</b>		<b>\$ 3,330,000</b>	<b>\$ 2,330,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>

**FMSIB GRAND TOTAL**    **\$ 134,966,953**    **\$ 23,109,526**    **\$ 28,662,346**    **\$ 7,525,333**    **\$ 81,691,953**

**Funds Remaining**

**\$ 24,968,667**

**Completed / substantially complete**

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

## Union Pacific Railroad Contribution Detail Summary

	<u>Total</u>		
	<u>Expenditures</u>	<u>Interest Earned</u>	<u>Fund Balance</u>
Begin balance 4/25/01	\$ -	\$ -	\$ 3,650,000
2001 Activity	\$ -	\$ 107,883	\$ 3,757,883
2002 Activity	\$ -	\$ 121,107	\$ 3,878,990
2003 Activity	\$ -	\$ 68,020	\$ 3,947,010
<i>Kent, S 277th Street</i>	\$ 600,000	\$ -	\$ 3,347,010
2004 Activity	\$ -	\$ 52,376	\$ 3,399,386
2005 Activity	\$ -	\$ 80,087	\$ 3,479,473
2006 Activity	\$ -	\$ 137,896	\$ 3,617,369
2007 Activity	\$ -	\$ 167,973	\$ 3,785,342
2008 Activity	\$ -	\$ 142,662	\$ 3,928,004
<i>D Street Grade Separation</i>	\$ 750,000	\$ -	\$ 3,178,004
2009 Activity	\$ -	\$ 99,318	\$ 3,277,322
<i>Union Pacific payment</i>	\$ 500,000	\$ -	\$ 2,777,322
2010 Activity	\$ -	\$ 43,429	\$ 2,820,751
2011 Activity	\$ -	\$ 22,817	\$ 2,843,568
2012 Activity	\$ -	\$ 10,079	\$ 2,853,647
<i>Pt Seattle, East Marginal Way</i>	\$ 480,000	\$ -	\$ 2,373,647
2013 Activity	\$ -	\$ 4,705	\$ 2,378,352
2014 Activity	\$ -	\$ 5,547	\$ 2,383,899
2015 Activity	\$ -	\$ 12,010	\$ 2,395,909
January 2016	\$ -	\$ 825	\$ 2,396,734
February 2016	\$ -	\$ 835	\$ 2,397,569
March 2016	\$ -	\$ 1,698	\$ 2,399,267
April 2016	\$ -	\$ 1,938	\$ 2,401,205
May 2016	\$ -	\$ 2,480	\$ 2,403,685
June 2016	\$ -	\$ 2,018	\$ 2,405,703
July 2016	\$ -	\$ 1,657	\$ 2,407,360
August 2016	\$ -	\$ 1,303	\$ 2,408,663
September 2016	\$ -	\$ 1,173	\$ 2,409,836
October 2016	\$ -	\$ 1,182	\$ 2,411,018
November 2016	\$ -	\$ 935	\$ 2,411,953
December 2016	\$ -	\$ -	\$ 2,411,953
<b>TOTAL</b>	<b>\$ 2,330,000</b>	<b>\$ 1,091,953</b>	