

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

November 20, 2020 • 9 a.m. – 11:35 a.m. • GoToMeeting
TVW Recording [FMSIB 11-20-20](#)

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair
Leonard Barnes
Matt Ewers
Johan Hellman
Pat Hulcey
Temple Lentz

John McCarthy
Roger Millar
Art Swannack
Bob Watters
Ben Wick
Ex officio Aaron Hunt

Not Present:
Erik Hansen

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Adam Jackson, City of Spokane Valley Brandi Colyar, PE, Spokane County
Rob Lochmiller, City of Spokane Valley Kjris Lund, Lund Consulting

Meeting Convenes

Chair Dan Gatchet convened the GoToMeeting at 9 a.m. and reviewed virtual meeting protocols.
Ms. Workman conducted roll call.

Approval of Meeting Minutes

Board Action Item: Adoption of September 18, 2020, Board Meeting Minutes.

MOTION:

Chair Gatchet entertained a motion to adopt the September 18, 2020, meeting minutes as presented.
Mr. Bob Watters so moved to adopt the minutes as presented. Mr. Pat Hulcey seconded.

MOTION CARRIED

FMSIB Budgets

Director Ziegler reviewed the Operating and Capital Budgets.

Operating Budget: The Operating Budget is on track finish around 95 percent of the total expenditure authorized. The website move to WaTech has been the only unexpected expenditure; however, the reduction in travel expenses has helped to accommodate the additional cost.

Capital Budget: Director Ziegler reviewed the 19-21 Capital Budget chart (sorted by biennium) and Active Projects chart (sorted by biennium). FMSIB is approximately two-thirds through the biennium and expenditures are about 47 percent. Director Ziegler is forecasting that FMSIB will be in the 70-80 percent range for expenditures this biennium. Many of the projects are in construction, and we hope is to show the Legislature and others that the Board's attention to project delivery is achieving more expenditures.

Board Discussion

Mr. Millar asked if the completed Lander Street Project still shows on the budget chart because it has not been invoiced. Director Ziegler confirmed that was the case. Mr. Millar suggested that Director Ziegler contact project sponsors to encourage grantees to invoice FMSIB, especially towards the end of biennium so FMSIB can show the Legislature the money is being spent. Director Ziegler agreed and acknowledged Local Programs staff assistance in helping to ensure project sponsors submit their billings.

Chair Gatchet asked if FMSIB has \$5 million available to put towards other projects since the Tukwila project is canceled. Director Ziegler explained that FMSIB reallocated that money when the project was moved to deferred status. Chair Gatchet then asked if we should remove it from the list. Director Ziegler stated it has been retained on the list since it is still an important freight mobility need in the region, and the city has continued lobbying for other grants.

Director Zeigler anticipates the City of Sumner may request an increase for the Stuart Road project at the January 2021 Board meeting. The Steward Road project is impacting the City of Pacific because the new bridge design will be five-feet higher than the existing grade. Director Ziegler continues to work with both cities to determine the extent of the impact and how it can be resolved.

Future Agenda Item: City of Sumner Stuart Road project update provided at the January 2021 meeting.

Staff Action Item: Director Ziegler to follow-up with project sponsors and encourage grantees to invoice FMSIB by the end of the biennium.

Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the September 18, 2020, Board meeting.

Project Update

City of Tacoma, Taylor Way Rehabilitation ("First Dollars")

This \$18.5 million project includes an early FMSIB contribution of \$2.5 million, awarded in 2016. Remaining funding was secured approximately two years later, and the project went to advertisement in Fall 2019.

This project is designed to reduce barriers to freight movement and increase safety. Improvements are focused on preserving the roadway's driving surface, decreasing rail conflicts, and implementing intelligent transportation system (ITS) components to improve freight and emergency response efficiencies. Proposed improvements include:

- Replacing the failing asphalt pavement with concrete pavement designed to heavy haul corridor standards (beginning at/including the 509/Taylor Way intersection and continuing to E. 11th St.)
- Widening and improving channelization on three of the four approaches to the 509/Taylor Way intersection (to accommodate new turn lanes and increased vehicle capacity)
- Upgrading all street lighting along Taylor Way
- Upgrading and interconnecting traffic signals
- Installing a roadway traffic camera system to monitor freight flow/terminal queueing/rail conflicts/security/emergency response
- The removal of up to four rail crossings and the upgrade of the remaining seven
- Improving channelization at E. 11th/Alexander Ave. with designated turn lanes and an overflow lane
- The installation/continuation of a sidewalk along Taylor Way to remove pedestrians from the roadway

Notice to Proceed was issued to the contractor on June 30, 2020. Roadway demolition, water main/hydrant/service, electrical conduit, and select curb and gutter/driveway construction is underway. The section of the project from E. 11th St. to Lincoln Avenue is currently being prepped for concrete paving which will occur over a series of phases to accommodate driveway/freight access. Paving in this area will continue through April 2021 with time provided for a winter weather window. The contractor is currently working select nights and six days a week. The work should be completed in September 2021, though this date is weather dependent.

Chair Gatchet suggested Director Ziegler provide this project update to Mark Miller of MacMillan-Piper.

New FMSIB Website

On August 20, the County Road Administration Board (CRAB) notified FMSIB that they were transitioning their website to another state agency (WaTech) for hosting and maintenance and that CRAB would no longer provide these services to FMSIB.

On September 30, FMSIB and WaTech executed an agreement for web development, hosting, and maintenance totaling \$21,772. Total cost is expected to be approximately \$20,000 through June 2023. Throughout October, FMSIB staff and WaTech developed prototypes and transitioned data into the new site. FMSIB staff also coordinated with the Transportation Improvement Board (TIB) technical staff for transitioning the FMSIB project database over to the new site, since TIB developed that project database on FMSIB's behalf. CRAB continued to provide support to FMSIB throughout the transition. The site went live on October 28. Director Ziegler demonstrated the new website to the Board.

Staff Action Item: Director Ziegler to send the Taylor Way project update to Mark Miller of MacMillan-Piper.

FMSIB LEAP List Process

The 2019 Legislature required FMSIB to comply with LEAP List 2019-3. Director Ziegler provided an update on this new LEAP list process. FMSIB, the Governor's Office, Transportation Committee staff,

LEAP Committee staff, and WSDOT have agreed to the below proposed bill language that will guide the LEAP list revision process:

Bill Language for FMSIB LEAP List Revisions

“() For the 2021-23 project appropriations, unless otherwise provided in this act, the director of the office of financial management may authorize a transfer of appropriation authority between projects managed by the freight mobility strategic investment board in order for the board to manage project spending and support the efficient and timely delivery of all projects in the program. The office of financial management may authorize a transfer of appropriation authority between projects under the following conditions and limitations:

(a) Transfers from a project may not be made as a result of the reduction of the scope of a project or be made to support increases in the scope of a project.

(b) Each transfer between projects may only occur if the director of the office of financial management finds that any resulting change will not hinder the completion of the projects on the FMSIB LEAP list; and

(c) Transfers between projects may be made by the board without the formal written approval provided under this subsection (), provided that the transfer amount does not exceed two hundred fifty thousand dollars or ten percent of the total project, whichever is less. These transfers must be reported to the director of the office of financial management and the chairs of the house of representatives and senate transportation committees.

(d) At the time the board submits a request to transfer funds under this section, a copy of the request must be submitted to the chairs and ranking members of the transportation committees of the legislature.

(e) Before approval, the office of financial management shall work with legislative staff of the house of representatives and senate transportation committees to review the requested transfers in a timely manner and consider any concerns raised by the chairs and ranking members of the transportation committees.

(f) No fewer than ten days after the receipt of a project transfer request, the director of the office of financial management must provide written notification to the board of any decision regarding project transfers, with copies submitted to the transportation committees of the legislature.”

Board Discussion

Mr. Swannack commented that all he sees in the process is money being transferred from one project to another but nothing about adding a project for funds that aren't currently being used. Director Ziegler's initial thought is that since the Board has allocated money to every project and there is no money that has not been allocated that if a project does require an increase, there would be a commensurate decrease in another project and that this LEAP list revision process would apply. Mr. Swannack further stated that it appears the LEAP list is intended for transfers within a biennium, not external transfers. If a project gets canceled, will they consider that a transfer or a deferral? Director Ziegler stated that the list is a multi-biennial commitment, so the LEAP list is 12-years' worth of expenditures. Any changes to the LEAP List that need to occur during the time the Legislature is in session will be made through the legislative process and not use the process listed above.

Mr. Wick asked how deferred projects work on LEAP List. Director Ziegler stated that deferred projects are not visible in the legislative process since no FMSIB money is allocated to them. Stakeholders are required to request the Board reactivate a deferred project.

Board Member Reports

Bob Watters:

- West Seattle Bridge Project: City of Seattle mayor recently announced the decision to repair the bridge instead of replacing it. The repair should be completed in 2022. Replacing the bridge could have taken until 2026. The freight community really worked well as a team.
- Reappointment Plans: Mr. Watters announced that he will not be applying for reappointment to the Board. His Board term expired June 30, 2020, but he will continue to serve until a replacement is in place.

John McCarthy:

- West Seattle Bridge Project: Mr. McCarthy acknowledged Mr. Watters job well done on the Bridge Task Force, and the Northwest Seaport Alliance (NWSA) supports the decision to repair the bridge. One of the initial concerns was longevity of a repair, but the SDOT director thinks the repair will help it to last for the original anticipated lifespan of the bridge.
- The NWSA has been working with Minot, North Dakota, and BNSF to develop a dedicated inland transportation system. The first train came into the port several weeks ago. This will be a regular service carrying agricultural products. (Please see article at [US Railroads: BNSF Railway provides North Dakota rail to Pacific Northwest \(joc.com\)](#))

Art Swannack:

- Freight Stakeholder Group: Mr. Swannack shared that the process went fairly well, and he thinks the final report will have value to the Legislature.

Pat Hulcey:

- Fife Projects: Fife worked with contractors on the *Taylor Way Project* to help increase the flow of water to that part of town. The Fife Council recently approved the purchase of land that is critical to Phase 2 of the Port of Tacoma Road project. The city is currently working with Federal Highways on the *I-5/54th Interchange* project, but this project is going to take a long time. The *70th Avenue* project is on schedule and moving along well. The *Stewart Rd* project is very important and has been around a long time.

City of Spokane Valley – FMSIB Funded Projects Update

Adam Jackson, P.E., Planning & Grants Engineer and Rob Lochmiller, P.E., Sr. Project Manager provided an overview/update of Spokane Valley's FMSIB-funded projects.

Active FMSIB Projects

Barker Rd BNSF Grade Separation: FMSIB awarded \$10 million in 2010, and FMSIB's early investment triggered the ability for development in this area.

Estimated Project Schedule:

- Nov. 2020: Ad for CN Bids
- Dec. 2020: Open Bids
- Jan. 2021: Award Contract
- Dec. 2022: Completion

Barker Rd Corridor-Spokane River to BNSF: FMSIB awarded \$1.68 million in 2018 to this multiple phase project. The city received excellent bids which will help reduce costs. The city will continue getting projects completed and leave the UP crossing for last portion of the project. The city paid for Euclid to GSP upfront and is working with Local Programs and FMSIB for reimbursement in future phases.

Estimated Total Project Cost:

- 2019 Euclid to GSP - \$1.18M
- 2020-21 River to Euclid - \$3.2M
- 2021 Euclid & UP Crossing - \$1.3M

Deferred FMSIB Project

Pines Road/BNSF Grade Separation: FMSIB awarded \$3.36 million in 2000 and deferred it in November 2019. The city has secured \$9.75 million of \$29 million estimated total cost and will be proposing this project to the Legislature as a budget priority. The city would like FMSIB to retain this project on the deferred list or move to active status. This project requires construction funding only and will be shovel ready in December 2022. For the city to bid, it would require a shoefly, but BNSF can help with efficiencies by building a doubletrack to construct bridges before the project begins. Then the city can go under existing bridges. The city is also trying to include a walking and biking path connection.

Future Freight Project Priorities

New Sullivan Road I/C at Hwy 290/BNSF: will be heavily and negatively impacted by Spokane County's Bigelow Gulch connection when it's completed.

Barker Rd Widening (Mission to I-90) and Barker Bridge Widening (Mission to I-90): The entire area is a priority for Spokane Valley.

Argonne Rd Bridge Widening and Argonne Rd Concrete Reconstruction: The city submitted an application for the FMSIB 2016 Call for Projects on the Argonne Bridge Widening and in 2018 submitted an application for Argonne Concrete Reconstruction. FMSIB did not select either project.

Board Discussion

Mr. Ewers shared that the city has been doing a nice job listening to the trucking industry suggestions regarding the Pines/BNSF Grade Separation project design. Mr. Ewers also expressed his concern about the greater potential for deaths at two already failing intersections near an "Amazon-like" facility that is being built. He thinks the road projects should be addressed before the facility is built and asked the city if the completion date could be moved up to December 2022. Mr. Jackson acknowledged the city is aware of this concern, and they are working on it. He further stated there is potential to move the completion date up. Mr. Wick stated that the "Amazon-like" facility has contributed \$1 million for road construction.

Spokane County – Bigelow Gulch-Forker Corridor Update

Brandi Colyar, P.E., Capital Projects Program Manger provided history, design, and updates on the Bigelow Gulch-Forker Corridor Project. This 8.3-mile corridor consists of nine projects and provides an important alternative connector between the City of Spokane and the City of Spokane Valley. The first phase was constructed in 2008, and the final phase is planned for 2022. In fall of 2020, Project #5

was completed. Project #3 is schedule for completion in spring 2021 and Project #6 is scheduled for Summer 2021. FMSIB deferred Project #2 in 2011, but still has funds allocated to Project #3 (\$2.3 million) and to Project #6 (\$2 million). The final Project #2 is most challenging. It is not fully funded, but the county does have full funding for PE and ROW. The county is committed to complete construction and needs \$4 million to complete.

Board Discussion

Mr. Ewers thinks this future corridor will have larger freight volumes than the county projected since many trucking companies are currently not allowing their trucks to take Bigelow Gulch due to the dangerous two-lane section through the canyon.

Mr. Swannack asked for clarification if the county needed the current \$4 million FMSIB award plus the \$1.69 million that FMSIB deferred in 2011 to complete the project. Mr. Colyar confirmed that was correct. Mr. Swannack noted FMSIB would have to get the Legislature to add the deferred project back on the list and wanted to make sure the county was aware of that, as well as encourage the county to talk with key legislators.

Completed/Canceled/Deferred Projects

---COMPLETED PROJECTS---

Board Action Item: Move eligible projects to completed status.

Director Ziegler provided a summary of the FMSIB Project Review Chart that was initiated in May 2019. Since May 2019, the Board has taken many actions to defer or cancel projects. This has been a historic delivery year for FMSIB. There will be no additional projects to review for deferral since the Board was precluded from conducting a 2020 Call for Projects.

Director Ziegler stated that the City of Fife, Port of Tacoma Road I/C-Phase 1 was completed June 2020, and the City of Seattle, South Lander Street Grade Separation was completed September 2020. He proposed the Board take action to move the two projects to completed status.

MOTION:

Mr. Ewers so moved to move the below projects from the FMSIB active list to the completed status. Mr. Swannack seconded.

- FMSIB Project #64-1: City of Fife, Port of Tacoma Road I/C-Phase 1-completed June 2020
- FMSIB Project #91: City of Seattle, South Lander Street Grade Separation-completed September 2020

MOTION CARRIED

---CANCELED PROJECTS---

Board Action Items: Move eligible projects from deferred to canceled status.

Director Ziegler shared that the City of Kent supports S 212th St. UP Grade Separation project be canceled as the city is not pursuing it at this time. The City of Marysville, 116th NE I/C project has been completed without needing FMSIB funding and is eligible to cancel.

MOTION:

Director Ziegler proposed the Board take action to move the below projects to canceled status.

- FMSIB Project #59-B: City of Kent, S 212th St. UP Grade Separation (sponsor supports removal)
- FMSIB Project #83: City of Marysville, 116th NE I/C (completed without needing FMSIB funding)

Mr. Swannack so moved to cancel FMSIB Project #59 B and FMSIB Project #83 as presented. Mr. Barnes seconded. Mr. Ewers further requested the "FMSIB Deferred Projects – Consider for Removal" chart be changed from "TBD" to "Yes" to reflect the City of Kent's support to cancel Project #59 B.

MOTION CARRIED

---DEFERRED PROJECTS---

There are currently no projects to consider for deferral.

Staff Action Item: Update the "FMSIB Deferred Projects – Consider for Removal" chart to reflect the City of Kent's support to cancel Project #59 B.

Freight Stakeholder Group Update

Mr. Millar stated that WSDOT engaged in this process at the direction of Legislature, bringing together a broad group of stakeholders to participate in the discussion. The group actively participated and had an almost unanimous vote for the recommendations to be included in the document due to the Legislature in December.

Chair Gatchet and Mr. Millar acknowledged the job well done by Mr. Pate and his group.

Mr. Swannack asked if a draft document would be distributed. Mr. Millar said the final publication will be sent to the group at the same time as the Legislature.

Mr. McCarthy asked about the next step. Mr. Millar the group will advise the Governor and Legislature to create a Freight Advisory Committee and if they agree, WSDOT will staff it.

2021 Legislative Priorities

Board Action Item: Should a request to conduct a Call for projects be included in FMSIB's 2021 legislative priorities?

Every January the Board meets with the House and Senate Transportation Committee members for about 15 minutes to discuss FMSIB legislative priorities. Director Ziegler shared the draft outline for FMSIB's 2021 legislative briefing visits. The current prohibition on a FMSIB Call for Projects expires June 30, 2021. Chair Gatchet noted there was some discussion at the September meeting about if the Board should include a request to conduct a call for projects in the legislative priorities and requested Board input so a formal action could be taken.

Director Ziegler also noted that past legislative agendas have included the position that if any new transportation revenues are enacted by the Legislature and since trucks pay a large portion of current

freight mobility funding, the Board should encourage the new funding be dedicated to freight mobility projects.

Mr. Swannack proposed to the Board the possibility of conducting the legislative meetings in December this year.

Board discussion on requesting a Call for Projects and FMSIB Day on the Hill meeting dates are summarized below. There was not further discussion on any new transportation revenue.

Call for Projects Discussion

Mr. Swannack does not think the Board should request to conduct a Call for Projects since the Legislature probably does not have the money to be adding new projects. If anything, the Board should request funding for existing or deferred projects, such as, the request the Board can expect from Spokane County to reactivate a deferred project.

Mr. Wick understands not asking the Legislature now but pointed out the need to plan for projects in future biennia. The sooner we can identify projects, the better off we're going to be to get funds utilized and spent.

Chair Gatchet agreed with Mr. Wick on the importance of planning for the future and stated that conducting Calls is a central part of FMSIB business.

Mr. Millar agreed with Mr. Swannack and does not think requesting a Call for Projects is in FMSIB's best interest. He thinks FMSIB's message should more about: listening, remember us, we appreciate the direction we've been given, we're delivering on projects, and we are here to support you.

Mr. Ewers concurs with Mr. Millar and Mr. Swannack.

Mr. McCarthy asked how long it would take to conduct a Call for Projects after the June expiration deadline. Director Ziegler noted that is typically about a 6-month process from the Call announcement to selection, but there is potential to accelerate the process. Absent any changes by the Legislature, there are dedicated funds FMSIB should be receiving in each of two accounts. Money coming into those accounts without a Call would delay expending those monies, causing fund balance to grow, which is what the Legislature has asked us not to do. Director Ziegler could also argue, based on the language in the proviso, that the Board could authorize the Call now if the Call doesn't take place until July. It takes time for FMSIB staff and potential applicants to prepare.

Mr. McCarthy asked when the next opportunity would be to discuss a Call if we don't discuss now. Mr. Millar stated that we would have to see what's in the Governor's budget. There are going to be hearings on specific policy issues and the budget, which are opportunities for the Chair to weigh in at different points in the process.

Chair Gatchet noted that the Board is not going to be discussing the Call for Projects during the legislative meetings but hopes we can do a Call this summer.

Legislative Meeting Date Discussion

Mr. Swannack suggested December may be a better time to meet with legislators this year since they will be burdened with trying to figure out how to do virtual meetings this session.

Mr. McCarthy thought December may be a difficult time to meet and was not sure when legislative committee assignments would occur.

Chair Gatchet advocated the Board try to schedule some December meetings. January meetings can still be scheduled for those Board members or legislators that are not available in December.

MOTION:

Mr. Swannack moved that for the FMSIB 2021 Day on the Hill visits the Board does not request authority for a Call for Projects. Mr. Barnes seconded.

MOTION CARRIED

Staff Action Item: Schedule some FMSIB 2021 Day on the Hill visits in December and send email to Board with a summary.

2020 Annual Report

Kjristine Lund, Lund Consulting, shared the slides to be used during the virtual meetings with legislators. The slides highlight key talking points with links to the PDF of the Annual Report. Mr. Hulcey noted that the Fife Port of Tacoma Road project should be listed as Phase 1.

Staff Action Item: Send slides to Board. Verify City of Fife Port of Tacoma Road phasing.

2021 Board Meeting Schedule

Board Action Item: Adopt FMSIB's 2021 Board Meeting Schedule.

At the July meeting, the Board chose to postpone establishing the 2021 Board Meeting Schedule due to the pandemic. Chair Gatchet shared the proposed 2021 Meeting Schedule and stated that all meetings will be virtual unless we change to in-person. Director Ziegler shared that the Governor recently announced state employees will be teleworking through June, which is an indicator that meetings will be most likely held virtually at least through June. Chair Gatchet and Mr. Millar agreed that a June 3-4 workshop/Board meeting worked best for their schedule.

MOTION:

Mr. Wick moved to adopt the FMSIB 2021 Meeting Schedule as proposed with a June 3-4 workshop/Board meeting. Mr. Hulcey seconded.

FMSIB 2021 Meeting Schedule

- December through January 14 – Day on the Hill (Virtual)
- January 15 – Board Meeting (Virtual)
- March 26 – Board Meeting (Virtual)
- June 2-4 – Workshop/Board Meeting (Virtual)
- September 17 – Board Meeting (Virtual)
- November 19 – Board Meeting (Virtual)

MOTION CARRIED

Staff Action Item: Cancel lodging and meeting space at Double Tree, Olympia, for January 2021.

Meeting Adjourned

Chair Gatchet adjourned the meeting at 12:05 p.m.

Summary of Board Motions & Recommendations:

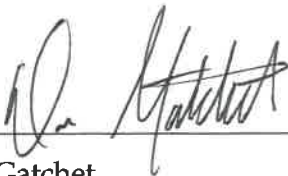
- 1) Adoption of September 18, 2020, Board Meeting Minutes. *Motion Carried* (page 2)
- 2) Move the below projects to *completed* status:
 - a. Project #91-City of Seattle, South Lander Street Grade Separation
 - b. Project #64-1- City of Fife, Port of Tacoma Road I/C-Phase 1
Motion Carried (page 7)
- 3) Move the below projects to *canceled* status:
 - a. Project #59-B: City of Kent, S 212th St. UP Grade Separation
 - b. Project #83: City of Marysville, 116th NE I/C
Motion Carried (page 8)
- 4) Move that the Board does not request authority for a Call for Projects during the FMSIB 2021 Day on the Hill visits. *Motion Carried* (page 10)
- 5) Adoption of FMSIB 2021 Meeting Schedule. *Motion Carried* (page 10)

Summary of Staff Action/Direction Items:

- 1) Follow-up with project sponsors and encourage grantees to invoice FMSIB by the end of the biennium. (page 2)
- 2) Send to Mark Miller of MacMillan-Piper the Taylor Way project update. (page 3)
- 3) Update the "FMSIB Deferred Projects – Consider for Removal" chart to reflect the City of Kent's support to cancel Project #59 B-change from "TBD" to "Yes." (page 8)
- 4) Schedule some FMSIB 2021 Day on the Hill visits in December and send email to Board with a summary. (page 10)
- 5) Send Annual Report slides to Board. Verify City of Fife Port of Tacoma Rd phasing. (page 10)
- 6) Cancel lodging and meeting space at Double Tree, Olympia, for January 2021. (page 10)

Summary of Future Agenda Item:

- 1) City of Sumner Stuart Road project update provided at the January 2021 meeting.



Dan Gatchet
Chair



Attest: Brian Ziegler
Director