

Freight Mobility Strategic Investment Board

January 15, 2021

9:00 AM to 11:15 AM

GoToMeeting Agenda

(Please contact FMSIB at workmag@fmsib.wa.gov for meeting link)

Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?clientID=9375922947&eventID=2021011127>

Note: The Chair may adjust agenda topics and timing to accommodate legislator attendance

9:00 AM	1. Welcome and Roll Call	Dan Gatchet	
9:10 AM	2. Meeting Minutes (Nov. 20, 2020)	Dan Gatchet	Action
9:15 AM	3. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
9:45 AM	4. FMSIB LEAP List Process - Update	Brian Ziegler	Informational
9:55 AM	5. Board Member Reports	Board Members	Informational
10:05 AM	6. City of Seattle, East Marginal Way, Phase 1 - Update	Lorelei Williams City of Seattle	Informational / Action
10:35 AM	7. City of Sumner, Stewart Road - Update	Michael Kosa, City of Sumner Jim Morgan, City of Pacific	Informational / Action
11:05 AM	8. 2021 Legislative "Visits"	Dan Gatchet	Informational
11:15 AM	9. Adjourn	Dan Gatchet	
	Next Meeting: March 26, 2021 - Virtual		



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 Ziegler 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 \(joc.com\)](https://www.usrailroads.com/newsroom/press-releases/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 Manager 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 scheduled 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 be 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

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 756,000

Expenditure Detail through: Dec. 31, 2020

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Dec 31, 2020	Actual Expenditures thru Dec 31, 2020	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	560,000	420,000	397,149	22,851
Travel	29,000	21,750	15,567	6,183
Goods & Services	122,000	91,500	82,957	8,543
Personal Service Contracts	45,000	38,000	38,000	0
Total Thru Dec 31, 2020	\$ 756,000	571,250	533,673	37,577
<hr/>				
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Dec 31, 2020	Actual Expenditures thru Dec 31, 2020	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	560,000	420,000	397,149	22,851
Total Salary	\$ 560,000	420,000	397,149	22,851
Travel:				
Staff Travel	13,000	9,750	6,223	3,527
Board Travel	16,000	12,000	9,345	2,656
Total Travel	\$ 29,000	21,750	15,567	6,183
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	30,000	22,500	18,083	4,417
WS DES Services	29,000	21,750	21,245	505
WS TIB - Office Rent & Utilities	35,000	26,250	24,922	1,328
WS Attorney General	2,000	1,500	0	1,500
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	19,500	18,706	794
Total Goods & Services	\$ 122,000	91,500	82,957	8,543
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund)	22,500	20,500	20,500	0
FY21 - 2020 Annual Report (Lund)	22,500	17,500	17,500	0
Total Personal Service Contracts	\$ 45,000	38,000	38,000	0
Total Thru Dec 31, 2020	\$ 756,000	571,250	533,673	37,577

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium - Effective Jan. 15, 2021

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	0	2,334	2,334	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	0	4,333	4,333	0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231	92	0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	1,230	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	833	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,351	3,149	3,149	0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	0	0	6,000
		Subtotal			6,429	16,891	19,630	13,826			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	3,000	3,000	0	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	1,500		3,500	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	0		2,400	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	1,000		8,000	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500	1,801	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500	573	0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	1,100		3,900	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680	467	0	0	1,680
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000	0	0	0		0	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134		1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000	0	0	0		0	0	0
	Statewide	Future Awards			0	0	0		5,000	22,000	50,500
		Past and Current Biennial Subtotals			6,429	16,891	36,144	19,667			

	<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	0		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	0	0
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
		Future Total							37,769	27,300	
		Program Total		109,933	6,429	16,891	36,144	19,667	37,769	27,300	148,033

Biennial Time Expended: 75% 54% of biennial expenditures

Revenue		Beginning Balance	25,571	23,189	3,954	(5,606)
	Freight Mobility Investment Account - 09E		7,255	13,298	13,698	13,698
	Freight Mobility Multimodal Account - 11E		7,255	-1,296	14,511	14,511
	Motor Vehicle Funds		0	4,907	0	0
	Total Revenue		40,081	40,098	32,163	22,603
Expenditures						
	Freight Mobility Investment Account - 09E		6,363	24,265	10,050	13,351
	Freight Mobility Multimodal Account - 11E		7,258	4,992	2,806	24,418
	Highway Safety Account		1,919	81	5	
	Motor Vehicle Funds (Federal)		1,351	6,806	6,806	
	Total Expenditures		16,892	36,144	19,667	37,769
Reappropriation			23,189	3,954	(5,606)	(4,697)

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Jan. 15, 2021

Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

First or Last Dollars?

	- FMSIB Award to Const. is less than 2 years
	- FMSIB Award to Const. is between 2 and 4 years
	- FMSIB Award to Const. is more than 4 years

No. of Projects

6
7
13
26

- Changes from last report

					PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.	
17-19 Biennium									
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500					
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334					
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333					
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383					
15	Seattle	S Lander St Grade Separation	2017	8,000					
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000					
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000					
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750					
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000					
19-21 Biennium									
1	Chelan Co	West Cashmere Bridge	2018	3,000					
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000					
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100					
12	Port of Kalama	Industrial Rail Additions	2018	2,400					
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000					
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500					
26	Tacoma	Taylor Way Rehabilitation	2016	2,500					
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000					
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680					
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000					
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270					
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000					
Future Biennia									
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533					
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500					
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100					
20	Spokane Co	Park Road BNSF Grade Separation	2010	100					
24	Sumner	Stewart Road	2018	3,000					
		Total		104,983					

OFM Transportation Document 21GOV002 as developed December 17, 2020

2021-23 Biennium

FMSIB Project List

(Dollars In Thousands)

Project	Project Title	Leg Dist	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	2033-35	2035-37	Future	Total (incl Prior)
FMSIB Projects			29,820	36,148	27,300	28,500	0	0	0	0	0	0	145,088
1LP912F	Duwamish Truck Mobility Improvement Project	11	92	0	0	0	0	0	0	0	0	0	2,244
6LP131F	Barker Rd / BNSF Grade Separation	04	165	5,835	0	0	0	0	0	0	0	0	6,000
6LP132F	Bigelow Gulch / Forker Rd Realignment	04	1,000	1,189	0	0	0	0	0	0	0	0	6,000
L1000205	Steward Rd	31	0	2,000	1,000	0	0	0	0	0	0	0	3,000
L1000206	East Marginal Way Heavy Haul Corridor Improvements	11,37	0	3,000	3,100	0	0	0	0	0	0	0	6,100
L1000207	Barker Rd Corridor Widening - Spokane River to SR-290	04	988	692	0	0	0	0	0	0	0	0	1,680
L1000208	West Cashmere Bridge	12	3,000	0	0	0	0	0	0	0	0	0	3,000
L1000209	Bigelow Gulch - Phase 3	04	1,134	1,136	0	0	0	0	0	0	0	0	2,270
L1000210	SR 529/I-5 Interchange Expansion		0	5,000	0	0	0	0	0	0	0	0	5,000
L1000211	Industrial Rail Additions	20	0	2,400	0	0	0	0	0	0	0	0	2,400
L1000212	70th Ave. E - Freight Bottleneck Relief	25	2,500	2,500	0	0	0	0	0	0	0	0	5,000
L1000217	Burlington Northern Overpass Replacement	40	833	0	0	0	0	0	0	0	0	0	1,612
L1000218	S Lander St Grade Separation	11	1,750	1,263	0	0	0	0	0	0	0	0	4,282
L1000289	Future Awards		0	4,500	22,000	28,500	0	0	0	0	0	0	55,000
L1000292	S 228th Street Extension & Grade Separation	31,33,42	3,149	0	0	0	0	0	0	0	0	0	9,750
3LP135F	Hogum Bay Road Slip Ramp & Road Improvements	22	0	0	0	0	0	0	0	0	0	0	1,200
3LP138F	Port of Tacoma Rd Interchange Phase 2	25	0	6,333	1,200	0	0	0	0	0	0	0	7,533
3LP139F	Port of Tacoma Rd Interchange Phase 1	25	4,333	0	0	0	0	0	0	0	0	0	4,333
9LP999B	Port of Tacoma Rd- Interchange improvements	27	2,334	0	0	0	0	0	0	0	0	0	2,334
1LP104F	Marginal/Diagonal approach & Argo Gate	36	0	0	0	0	0	0	0	0	0	0	3,750
3LP101F	SR 99 Puyallup River Bridge	02	1,742	0	0	0	0	0	0	0	0	0	5,000
L1000215	I-5/54th Avenue E I/C Improvement - Phase 1A	25	0	0	0	0	0	0	0	0	0	0	500
L1000219	SR 410 Traffic Ave/E Main	31	2,500	0	0	0	0	0	0	0	0	0	2,500
L1000216	SR 432/SR 411 Intersection Improvements	19	2,100	0	0	0	0	0	0	0	0	0	2,100
L1000214	Taylor Way Rehabilitation	25,27	2,200	300	0	0	0	0	0	0	0	0	2,500

FMSIB Director's Report

Jan. 15, 2021

(Last Report: Nov. 20, 2020)

Project Status Updates

The City of Seattle and the City of Sumner will provide updates to the Board at the January 15 meeting.

Governor's Budget

The Governor released his 2021 budget proposals last week, and FMSIB is included in the Governor's Transportation Budget. Here are the key elements:

1. OFM's website lists all the components of the Governor's Budget Proposal (and yes, FMSIB is in there, in several locations): <https://www.ofm.wa.gov/budget/state-budgets/gov-inslees-proposed-2021-23-budgets>
2. The transportation bill language, which includes FMSIB's capital and operating appropriations, can be found here: <https://www.ofm.wa.gov/sites/default/files/public/budget/statebudget/2021-23biennial/bills/2021-23TransportationZ-0142.3.pdf>
3. The FMSIB Project List, which is a part of the Governor's Proposal, can be found here: <https://www.ofm.wa.gov/sites/default/files/public/budget/statebudget/2021-23biennial/transpo/2021-23TranspoProjectsG02.pdf>

In summary, the Governor is proposing to fund the FMSIB capital program at \$36.1 m, which is nearly the exact amount requested by the Board. On the operating side, the Board's baseline request was \$806,000 and the Governor's Budget proposes \$776,000. This operating reduction is not as bad as it may seem on the surface.

If you recall, the Governor requested agencies submit budget proposals with 10% cuts in capital and operating expenditures. For FMSIB, that would have meant a capital reduction of \$3.6 m and an operating reduction of \$81,000. The operating reduction would have negatively affected Board and staff functions. Fortunately, the Governor's FMSIB budget proposal does not propose either reduction. However, the Governor's General Fund budget proposes furloughs for all state employees next biennium, one day a month for 24 months. This is a net 5% reduction in FMSIB's operating budget.

Now it's up to the Legislature to begin their budgeting process, using the Governor's Budget as a starting point. Session began January 11, and all committee hearings and legislator meetings will be virtual. FMSIB is prepared for this however, with an electronic Annual Report, accompanying side show, and a new 60-second video highlighting trade and the importance of Washington's supply chain. All those components will be shared with the Board during this meeting.

Legislative Efficiency and Accountability Program (LEAP) List Revision Process

The 2019 Legislature required FMSIB to comply with a new requirement, contained in LEAP List document 2019-3. At the November FMSIB meeting, I shared an update on this new LEAP list process, specifically how changes can be made to the list throughout the year (changes during

legislative sessions are conducted through the legislative process). FMSIB engaged several agencies (i.e., the Governor's Office, House and Senate Transportation Committee staff, LEAP Committee staff, and WSDOT) in developing consensus on a LEAP List Revision process. Draft bill language was agreed to and shared with all parties.

The Governor's Budget proposal does not include the draft language. However, the Governor supports the language. So FMSIB staff is working with legislative staff to encourage this language be included in legislative proposals.

Day on the Hill – Past, Present, Future

FMSIB's traditional purpose for scheduling the annual January Board meeting in Olympia was two-fold. One, so that Board members could visit with legislators and share FMSIB successes with them personally. And two, so that transportation legislative leadership could join FMSIB at their Friday Board meeting, share their outlook on the session, and hear freight mobility concerns from Board members. This usually took the form of a lunch meeting between the Board and the Chairs and Ranking Members of each committee.

This year will be different. Legislative committee hearings, public testimony, and even office visits are going to use video conferencing. Legislative watchers, lobbyists and staff say that legislator's days will be FULL of video conferencing meetings. Some are already worried about screen fatigue.

In that light, Chair Gatchet and FMSIB Legislative Committee Chair Barnes have concurred in a different approach for FMSIB "Day on the Hill" this year only. We have contacted transportation leadership and invited them to the FMSIB Board meeting on January 15. The plan is to offer them time on the agenda to address the Board and hear your concerns, if only for a few minutes.

On January 18 and January 19, the House and Senate Transportation Committees are offering a 15-minute opportunity for FMSIB (and other transportation agencies) to provide an overview of the agency and priorities for 2021. We plan to use the new 60-second video, the new slide show, and the Annual Report to provide that briefing.

Given this briefing to the Transportation Committees, we don't expect many committee members to accept a second offer to present another 15-minute FMSIB overview to them one-on-one. So instead of scheduling a series of personal briefings, we plan to email all transportation committee members (after the January 18 and 19 presentations), send them an Annual Report, and invite them to contact FMSIB if they have any questions.

Always being optimistic, we know that future Days on the Hill will be brighter. And hopefully those visits will follow FMSIB's traditional approach more closely.

Call for Projects

At the November meeting, the Board concluded that FMSIB's 2021 Legislative Agenda should not advocate for a Call for Projects. That position is reflected in the proposed Annual Report and accompanying slide show.

Given that freight mobility projects are the reason FMSIB was created in 1998, the Call for Projects is a core business function for the agency. Board members, staff, and technical support volunteers have participated in 13 calls over the last 22 years, so approximately every other year. The last Call was in 2018 and the next Call would have been 2020, but for the legislative prohibition.

That legislative prohibition (if not extended in the current session) expires on June 30. It's possible that any legislative action to continue the prohibition could occur mere weeks before the current prohibition expires. So, it's prudent for FMSIB Board members and staff to consider what the next Call for Projects will look like.

A typical Call involves the Board, the Board's Project Selection Committee, and a Technical Committee composed of external partners. Also, project sponsors, their project partners, and in many cases, hired consultants, respond to the Call by preparing extensive documentation on their proposed project and submitting it to FMSIB for evaluation. The entire process, from pre-advertising to Board award is historically about six months.

This year, absent any legislative action to the contrary, the Board could issue a Call for Projects on July 1. Ideally, the Board should approve the project awards in September so those projects could be included in FMSIB's budget proposal to the Governor. With special approval from the Governor, that might be delayed to later in the year. But the process will be accelerated in any case.

2020 Annual Report

Under RCW 47.06A.020(1)(c), the Board shall "*provide periodic progress reports on its activities to the office of financial management and the senate and house transportation committees.*" In August, FMSIB staff and our consultant began meetings with Board members and other interested parties to develop the 2020 Annual Report. At the September meeting, the consultant provided a summary of themes generated in the interviews and presented concepts for the report, including options for "Day on the Hill" PowerPoint presentation formats. At the November meeting the Board reviewed draft language for the Annual Report and PowerPoint presentation.

Staff have been working with the consultant to finalize the text and graphic layout for both the Annual Report and the accompanying slides. Added to the "report" this year will be a new 60-second video introducing FMSIB and the supply chain. You can view the video here:

<https://youtu.be/EP2awgv7Fms>

The Board will review the completed Annual Report, slides, and video at the January 15, 2021, meeting.

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, FMSIB staff attended and/or facilitated the following meetings, conferences, and events:

- Dec 1 – Attended quarterly membership call for the Coalition of America's Gateways and Trade Corridors (CAGTC). FMSIB is a member.

- Dec 2 – Attended Washington Highway Users Federation Interim Briefing (FMSIB is a Board member). This briefing brings Governor’s staff, legislators, and other interested parties together to hear about transportation issues affecting the upcoming session.
- Dec 2/3 – Attended Washington Public Ports Association (WPPA) Virtual Annual meeting
- Dec. 8 – Participated in the Washington Road Usage Charge (RUC) Committee meeting. FMSIB is a member.
- Dec. 8 – Participated in the Pacific Northwest Waterways Association discussion about waterway infrastructure needs. FMSIB is a member of PNWA.
- Dec. 9 – Participated in PSRC’s first Freight Advisory Committee meeting (FMSIB is a member). FMSIB participated in the development of this Committee, which replaces the longstanding Freight Stakeholders Forum facilitated by PSRC.
- Dec. 11 – Conducted orientation meeting for FMSIB’s newest members, Mayor Anne McEnerny-Ogle from Vancouver, USA (representing Cities).
- Dec. 16 – Participated in the City of Fife’s virtual ribbon cutting ceremony for the FMSIB-funded “I-5, Port of Tacoma Road I/C – Phase 1” project.
- Dec. 18 – Made presentation to the Washington Good Roads and Transportation Association (WSGRTA) at their request. The topic was freight and infrastructure funding, particularly preservation needs.
- Dec. 21 – Discussions with the City of Pacific and the City of Sumner regarding their joint projects on Stewart Road, in preparation for their Board presentation Jan. 15.
- Dec. 23 – Discussion with the City of Seattle on their East Marginal Way project, preparing for the Jan. 15 Board presentation.
- Jan. 7 – Participated in the Executive Committee meeting for the Puget Sound Gateway program (i.e., the completion of SR-509 and SR-167). FMSIB is a member of the Executive Committee.
- Jan. 18 and 19 – FMSIB 101 presentation to House and Senate Transportation Committees

FMSIB LEAP List Revisions Process

November 20, 2020

Purpose:

To brief the Board on the Legislative Evaluation and Accountability Program (LEAP) List requirements and effects.

Background:

The 2019 Legislature required FMSIB to comply with LEAP List 2019-3, which specifies the projects and amounts that FMSIB may authorize in the 2019-21 biennium. Since project development processes by each project sponsor may accelerate or delay project delivery, and therefore project expenditures, occasional revisions to this LEAP List will be required.

Action to Date:

The first sponsor request to advance project funding came from Chelan County in April on their West Cashmere Bridge Replacement project. Since there was sufficient expenditure authority in the FMSIB budget and the project was on the approved LEAP list, the request was approved by FMSIB staff.

Subsequent discussions with the Governor's Office and Legislative staff raised questions that maybe this FMSIB approval was inconsistent with the wording and intent of the 2019 LEAP list budget proviso. Since there was not consensus on this position, everyone agreed to submit the county's advance funding request to the Transportation Committee Chairs and Ranking Members to gain formal approval. The previous FMSIB approval to the County was rescinded.

The LEAP List revision was submitted on August 21, 2020. and approved September 16, 2020. The legislative approval letter included the following language:

"This should not be precedent for other project changes. As the FMSIB project list gets incorporated more systematically into the budget process in the future, we anticipate more formal mechanisms will be used for these types of requests."

In order to develop the suggested "*more formal mechanisms*," FMSIB staff have been convening meetings with the Governor's Office, Transportation Committee staff, LEAP Committee staff, and WSDOT to develop consensus on a future LEAP List revision process.

Future Actions:

A FMSIB LEAP List Revision process has been developed, and all parties have agreed to bill language that will guide that process (see attached). The Governor's budget may include this language:

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.

East Marginal Way Project

January 2021 Update and Request



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

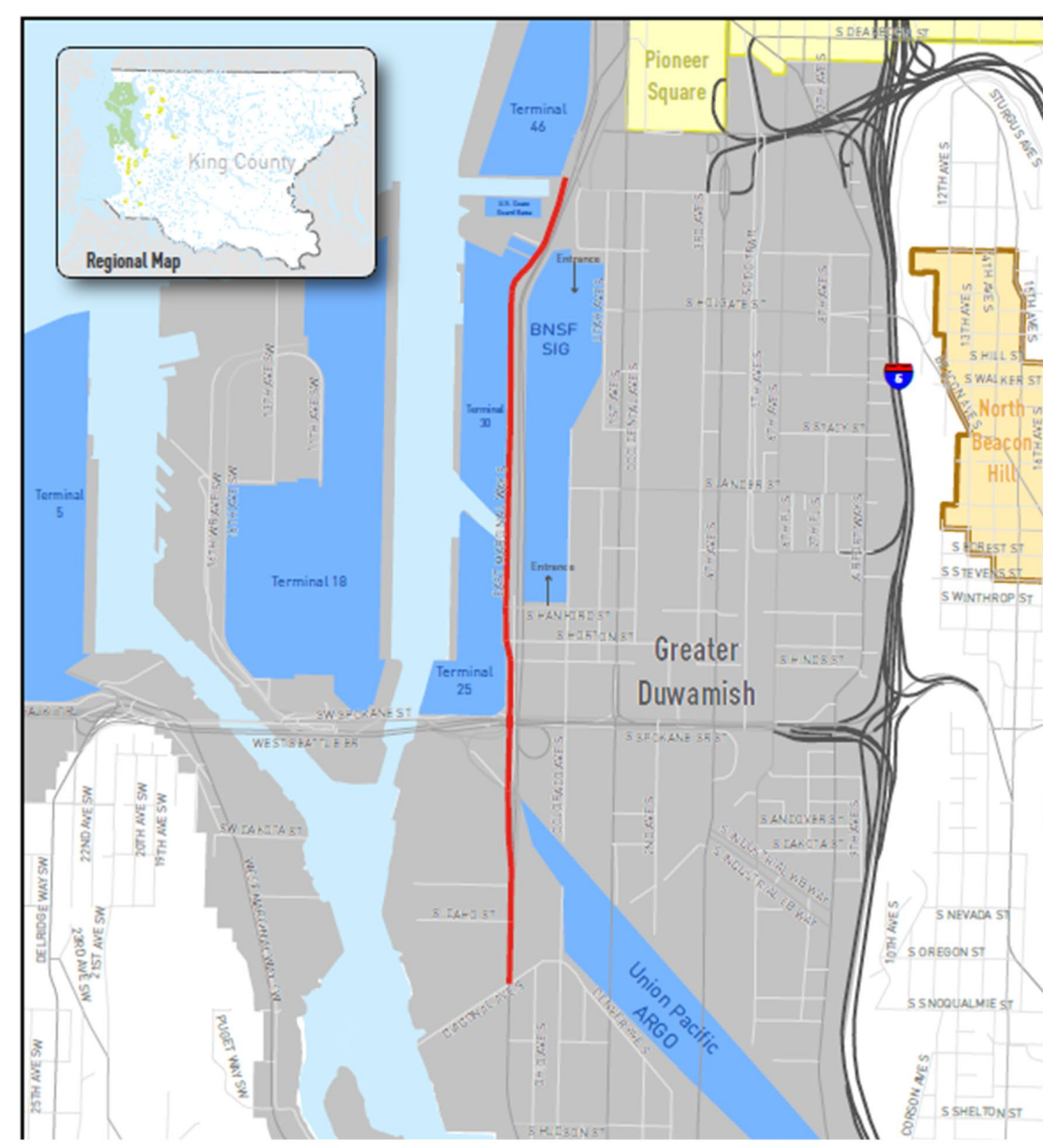
Presentation overview

- Background
- Project overview
- Updates since July 2020
- Request to use additional grant funds for Phase 1



Project location

- Located in Seattle's Greater Duwamish Manufacturing and Industrial Center
- Serves North Harbor terminals 5, 18, 25, 30, and 46, and the U.S. Coast Guard
- Key regional arterial for access to international commerce, I-5, SR 509
- PSRC Critical Urban Freight Corridor
- FGTS T-1/T-2 freight route
- Primary access to BN and UP intermodal facilities



Project goals



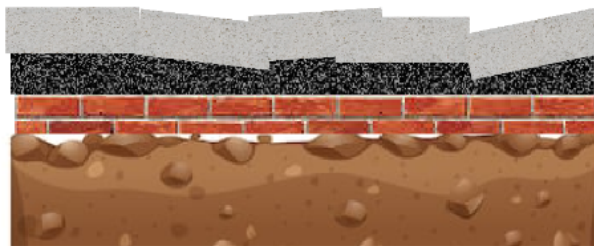
Improve freight mobility and access



Promote efficiencies in freight movements



Enhance separation for people walking and biking

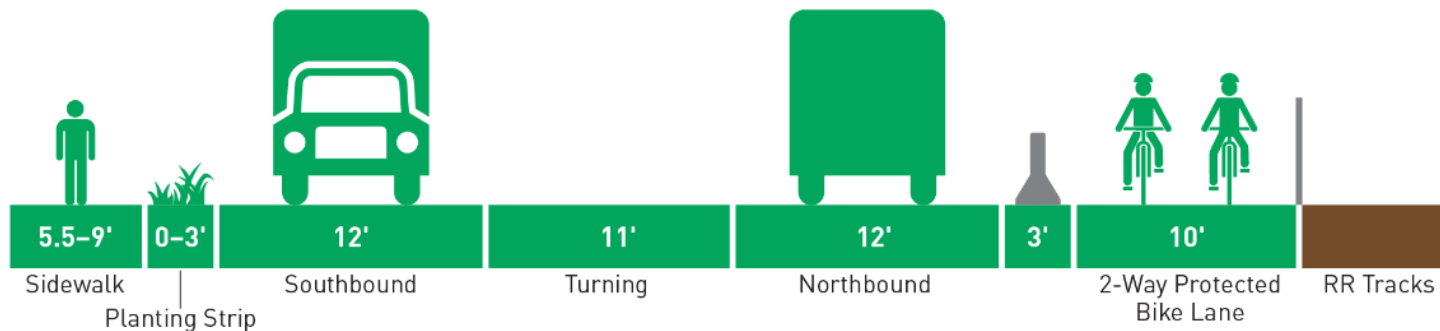


- Damaged and unlinked concrete slabs
- Asphalt section well past useful life
- Original brick sub-base
- Native fill material



Project Scope

- Pavement between S Massachusetts St and Duwamish Ave S will be upgraded to Heavy Haul standards
- Reconstructs roadway to provide 50-year life
- Rebuilds signal at busy freight intersection (S Hanford St) and adds adaptive signals to improve traffic flow
- Improves freight safety by separating people on bicycles



Phasing options

A phased approach utilizes current secured funding

Phase One – North Segment (S Atlantic St to S Spokane St)

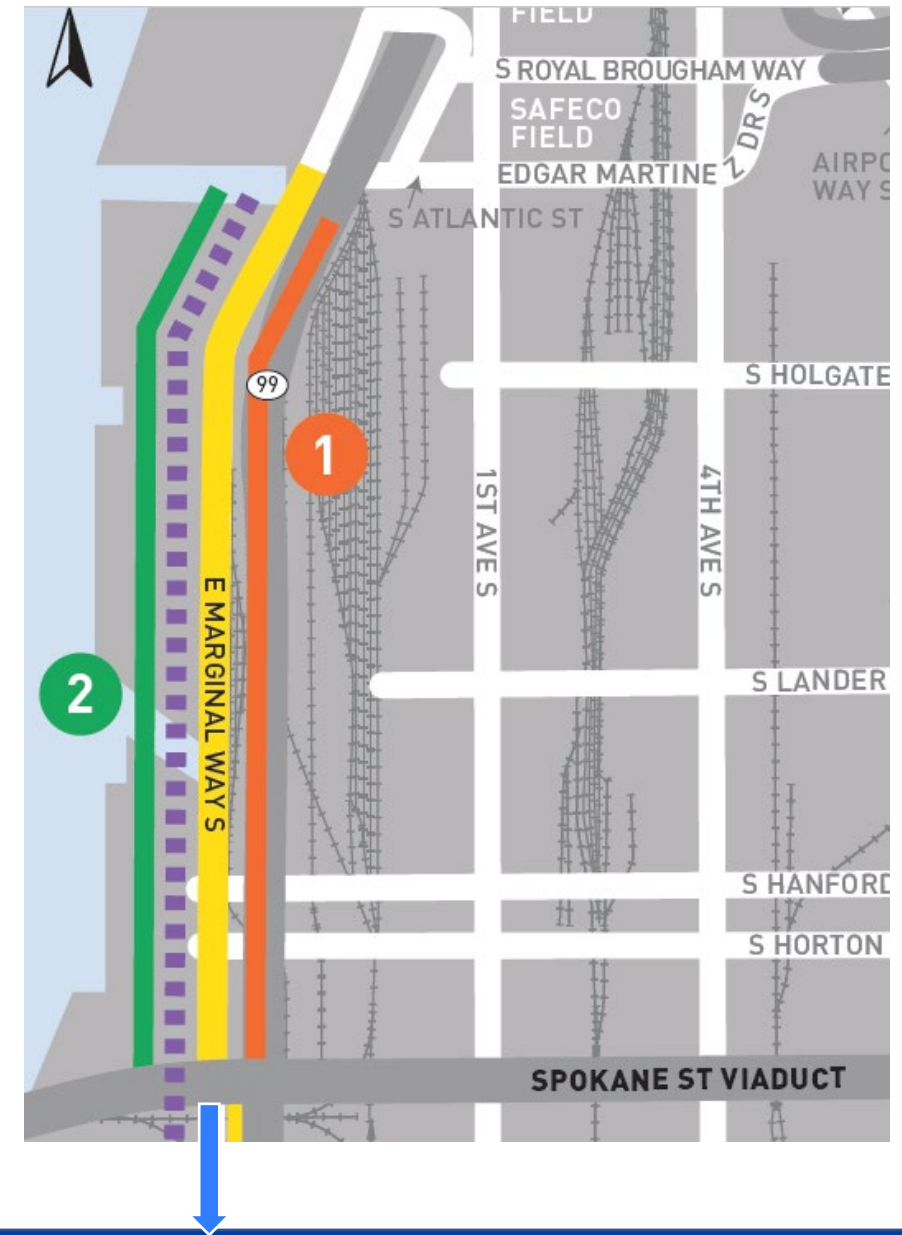
- Rebuild signal and relocate railroad track at S Hanford St
- New signal at S Horton St
- Bicycle facility between S Atlantic St and S Spokane St

Phase Two – North Segment (S Massachusetts St to S Spokane St)

- Roadway reconstruction to Heavy Haul standards
- Replace west sidewalk
- Water main replacement (SPU)

Future Phase – Central Segment (S Spokane St to Diagonal Ave S)

- Roadway construction to Heavy Haul standards between S Spokane St and Duwamish Ave S
- Non-motorized connection between S Spokane St and Diagonal Ave S



Funding plan

Source	Amount	Status
Levy to Move Seattle	\$6.4 million	Secured
Other local funds	\$2 million	Secured
Port of Seattle	\$5 million	Secured
FMSIB	\$6.1 million	Secured
PSRC	\$6 million	Secured
TIB	\$3 million	Secured
Total	\$28.5 million	
Phases 1 & 2 (FMSIB scope) ~ \$45M; shortfall: \$16.5M		
Phases 1, 2 & Central total: \$55M - \$60M; Shortfall: \$27M – 32M		

Original Cost Estimate (2018): \$48.5M

Revised Cost Estimate (2020): \$55 - 60M

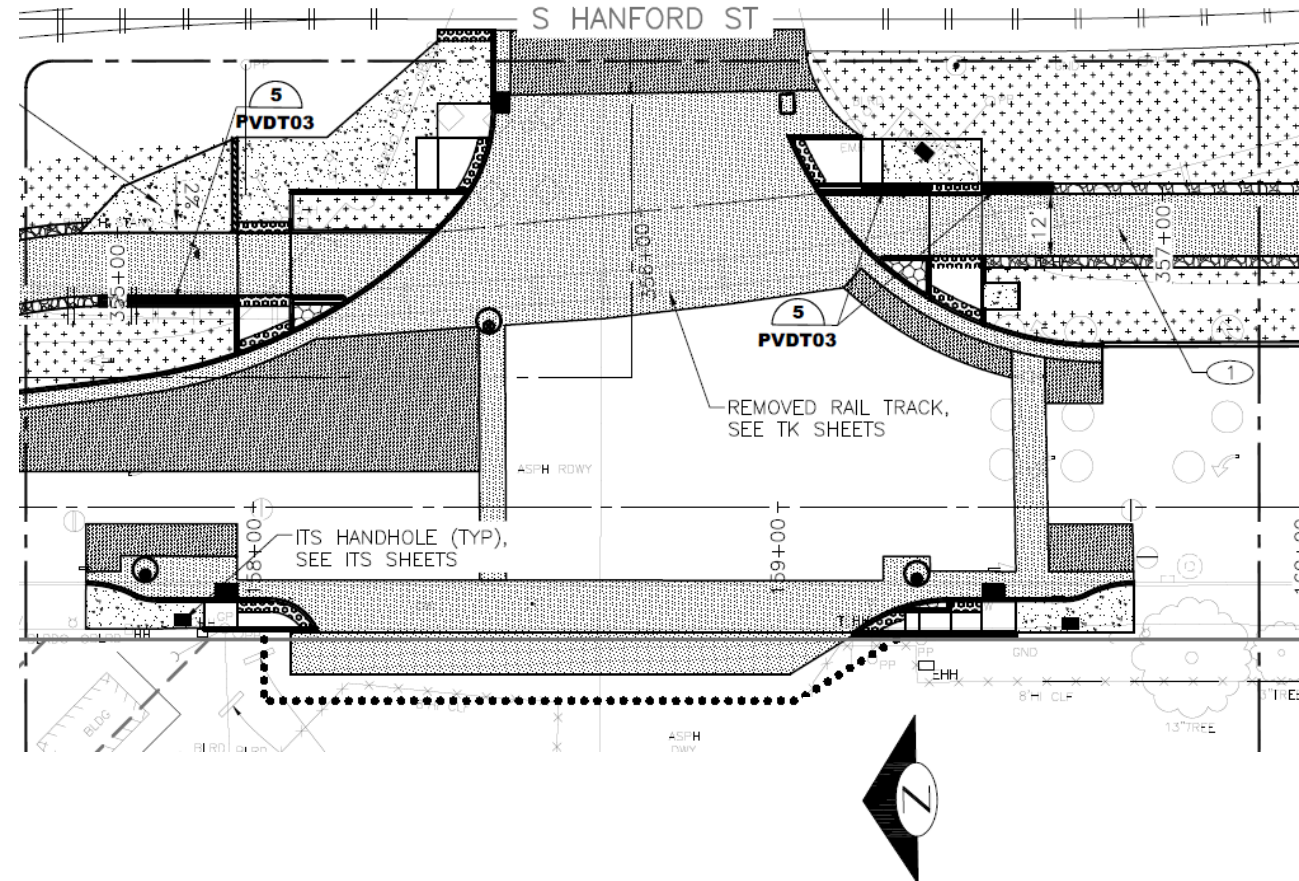
Funding scenarios

This is the path we are on now since BUILD was unsuccessful.

	Successful with 2020 BUILD grant	Partial award from 2020 BUILD grant	Unsuccessful 2020 BUILD grant
Phase 1 (S Atlantic St to S Spokane St)	Fully funded; construction start in 2022	Fully funded; construction start in 2022	Modified project funded; construction start in 2021
Phase 2 (S Massachusetts St to S Hanford St)	Fully funded; construction start in 2022	Fully funded; construction start in 2022	Continue to seek funding
Phase 2 (S Massachusetts St to S Spokane St)	Fully funded; construction start in 2022	Continue to seek funding	Continue to seek funding
Phase 3 (S Spokane S to Diagonal Ave S)	Continue to seek funding	Continue to seek funding	Continue to seek funding

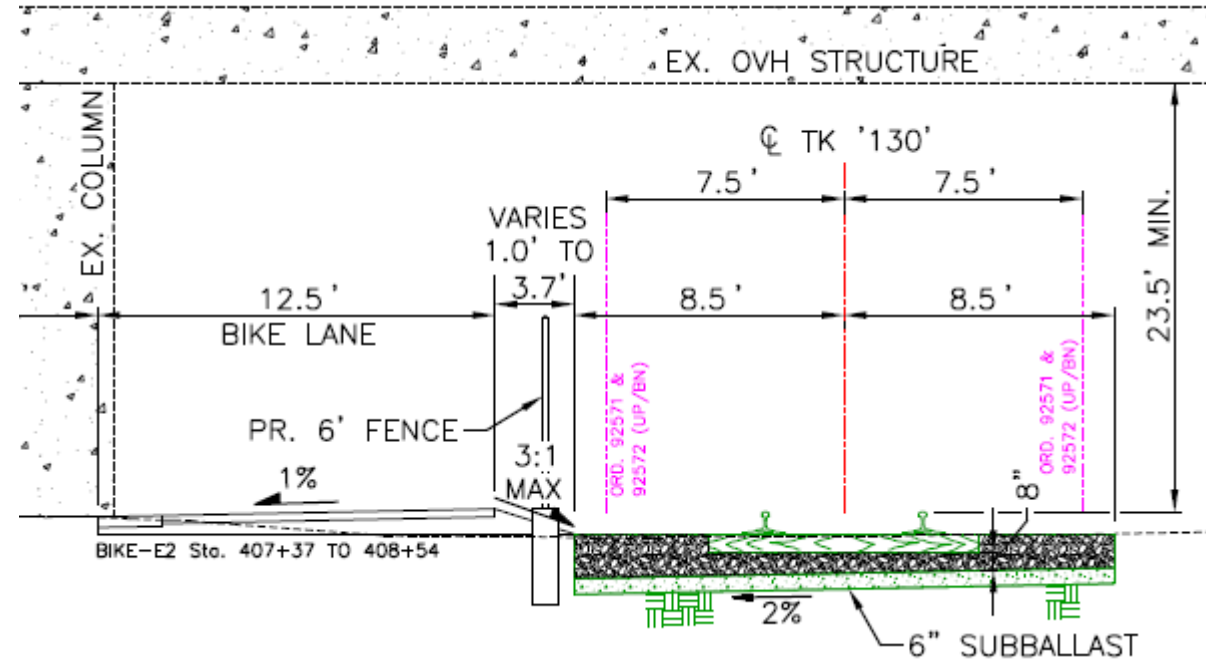
July 2020: Request to use \$1M of FMSIB funds in Phase 1

- FMSIB approved \$1M of our \$6.1M grant to Phase 1 if the project must be phased
- It would specifically be used for the S Hanford St signal rebuild
- If SDOT is successful with a future BUILD grant, all FMSIB funds would be applied to the combined project



Updates since July 2020

- BNSF railroad now confirms ownership and will require design review and approval.
- UPRR 10% submittal and re-submittal returned with comments. We are currently working separately with UPRR to clarify franchise limits.
- Design schedule extended for all phases of design
- Extended design schedule and additional railroad submittals have increased design costs



Cost and schedule impacts

- Additional railroad submittals needed before we can finalize design of Phase 1 or Phase 2
- Extended schedule has added design costs (additional tasks and increase in contract length)
- Construction contingency and management costs increased because the track we want to move is joint use between UPRR and BNSF

	Cost (in millions)
July 2020 estimate	\$14.4
Current estimate	\$16.9
Increase	\$2.5

	Date
Phase 1 90% design	May 2020
Planned Phase 1 Ad	Nov 2020
Revised Phase 1 100%	Oct 2021
Revised Phase 1 Ad*	Jan 2022

* We will request extension of our FHWA Construction funds obligation date in February 2021

Phase 1 cost estimate and funding plan

	Cost (in millions)
Current estimate	\$16.9

Source	Amount	Status
Levy to Move Seattle	\$4.7 million	Secured
Other local funds	\$1.67 million	Secured
FHWA (PSRC)	\$4.19 million	Secured
TIB	\$3 million	Secured
FMSIB	\$1 million	July 2020 request
Current Shortfall	\$2.34 million	
Total	\$16.9 million	

Our estimate was \$14.4M in summer 2020. We had \$12.63M in secured funds. We have since identified additional local funds. However, the cost estimate has also increased due to additional railroad submittals, increased design period, and higher construction contingency.

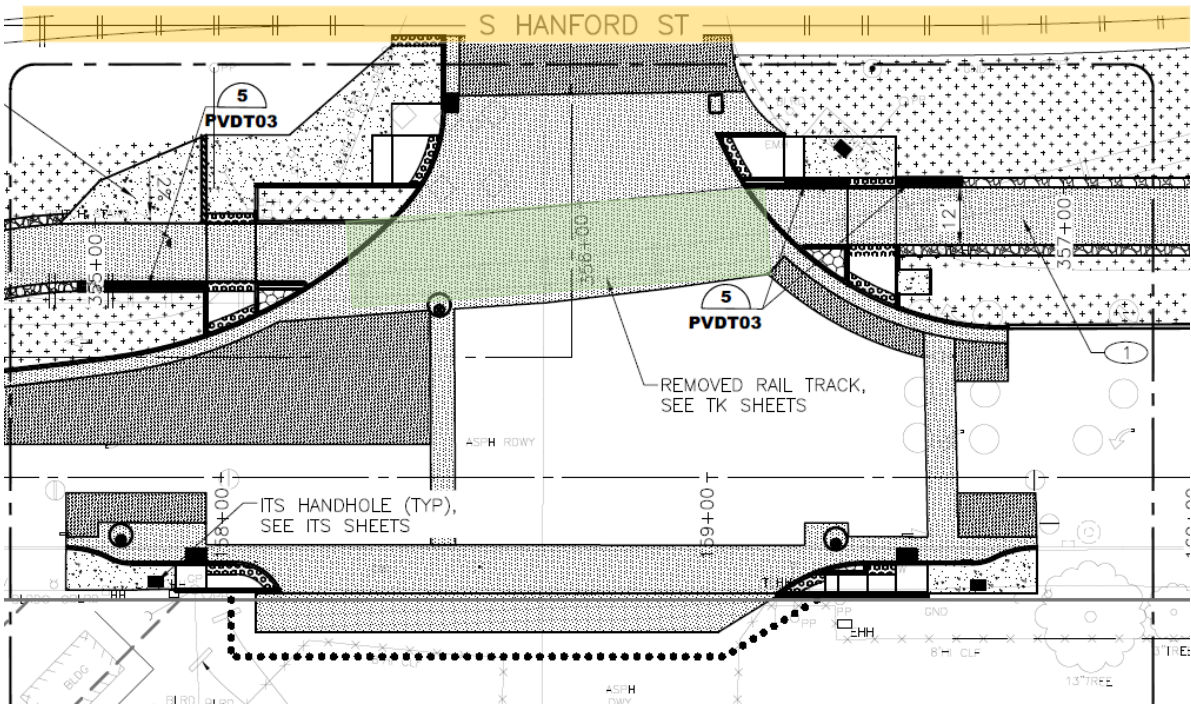
Additional \$2.34M request for track relocation

- Relocating track out of intersection benefits all users
- Maintaining the track will result in:
 - Less room for truck turning movements
 - Longer crossing for bicyclists
 - Longer clearance time for bicycle crossing
 - Increased waits for all traffic because of the longer crossing and clearance times



S Hanford St design comparison

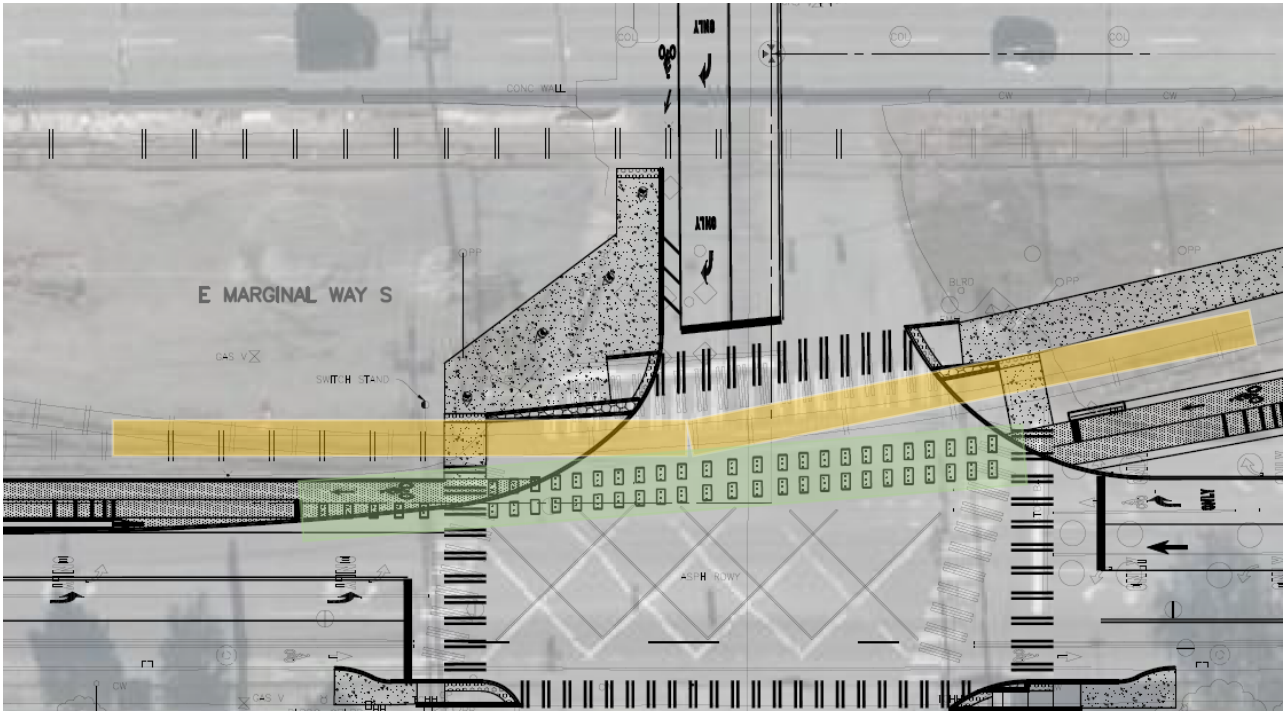
Preferred Design with railroad track relocated
Bicycle crossing is 97 feet



Railroad track

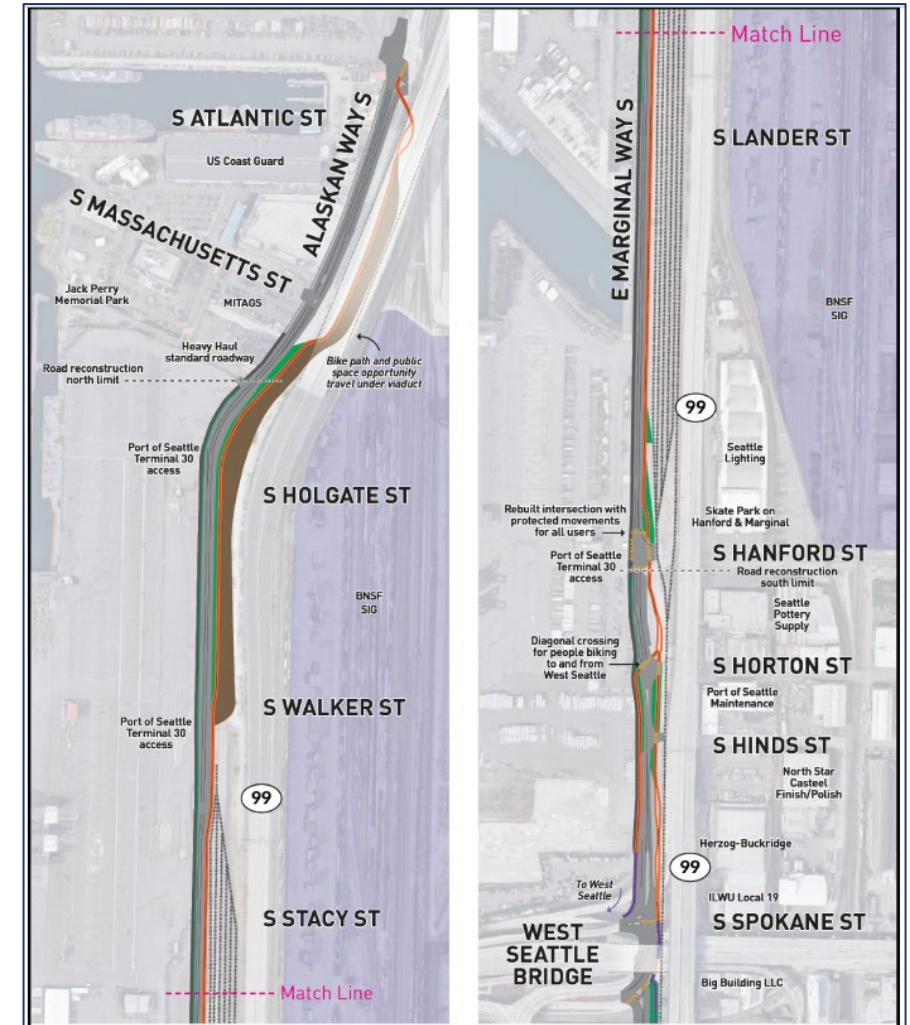
Bicycle crossing

Alternate Design with railroad track maintained
Bicycle crossing is 188 feet



2021 grant opportunities

- Potential to resubmit INFRA grant (\$13M ask in 2020) and/or BUILD grant (\$20M ask in 2020) in 2021
- USDOT feedback about our 2020 BUILD application was encouraging
- We expected 2020 to be our last opportunity to submit a project that included Phase 1 and Phase 2 together, but our schedule delays may make a 2021 submittal possible
- A successful grant would eliminate the Phase 1 shortfall so FMSIB funds would be applied to combined project (Ph 1 & Ph 2)



FMSIB elements and match rate

- S Hanford St intersection and signal reconstruction: > \$1M in direct costs
- Railroad track relocation cost: ~ \$2M in direct costs (BNSF estimate)
- Both components include ~ \$750K in construction management costs
- \$3.34M represents 19.8% of the Phase 1 project costs (\$16.9M)
- \$6.1M represents 13.6% of work north of Spokane St, and 11% of entire project
- FMSIB match rate at award set at 12.6%



Next steps

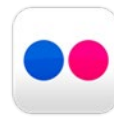
Date	Activity/action
Feb 2021	Apply for extension of FHWA construction funds
Q1 2021	Continue negotiations with the railroads
2021	100% design milestone

Questions?

lorelei.williams@seattle.gov | (206) 684-5000

<http://www.seattle.gov/transportation/projects-and-programs/programs/freight-program/east-marginal-way-corridor-improvement-project>

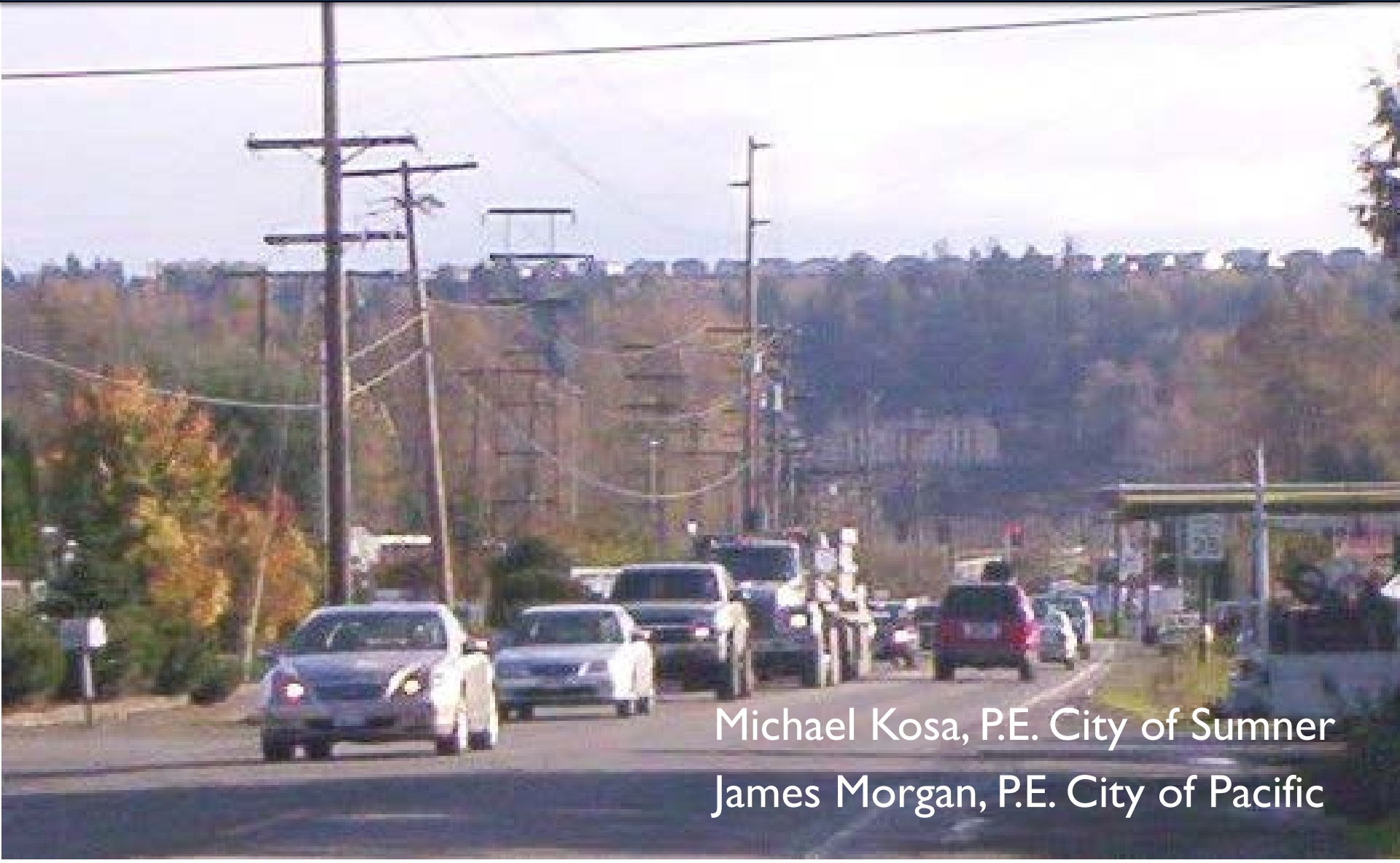
www.seattle.gov/transportation



[Return to Agenda](#)



Stewart Road Bridge Replacement: Funding Request

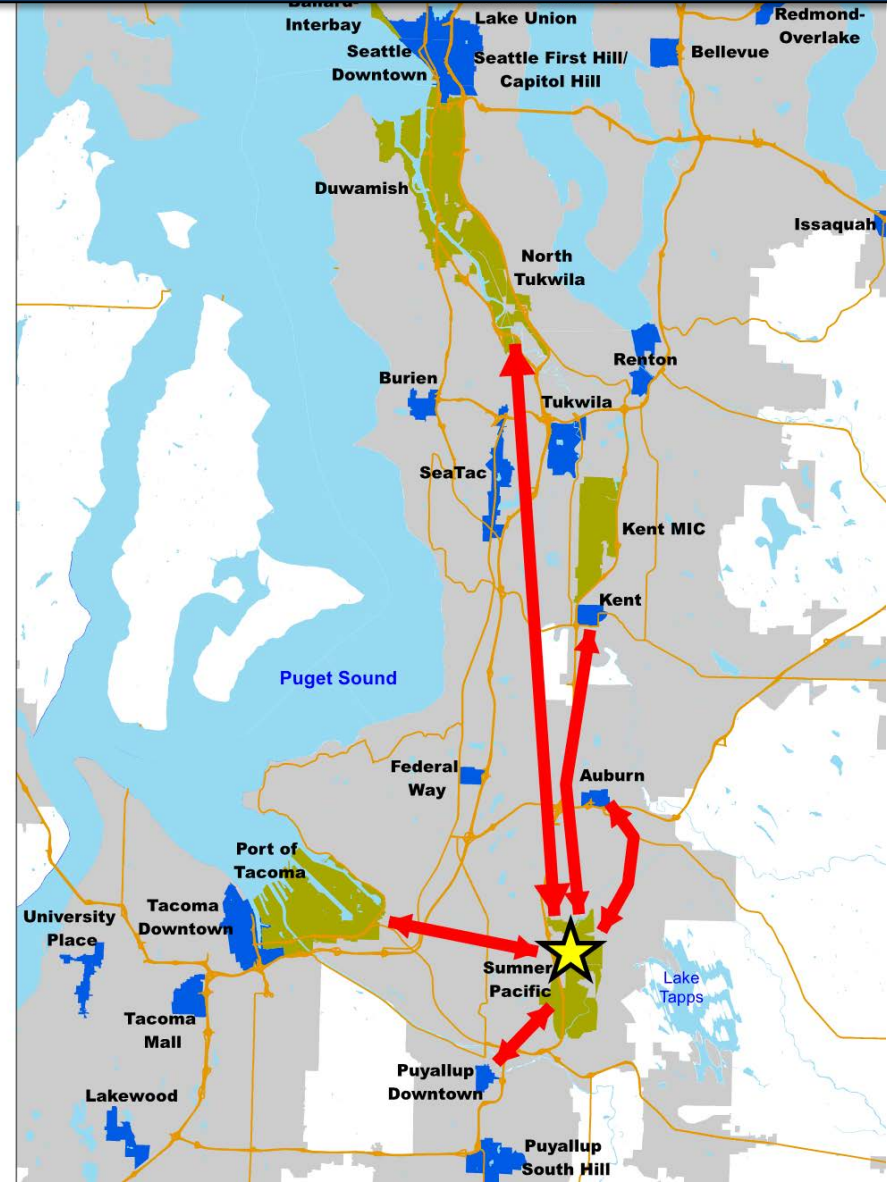


Michael Kosa, P.E. City of Sumner
James Morgan, P.E. City of Pacific

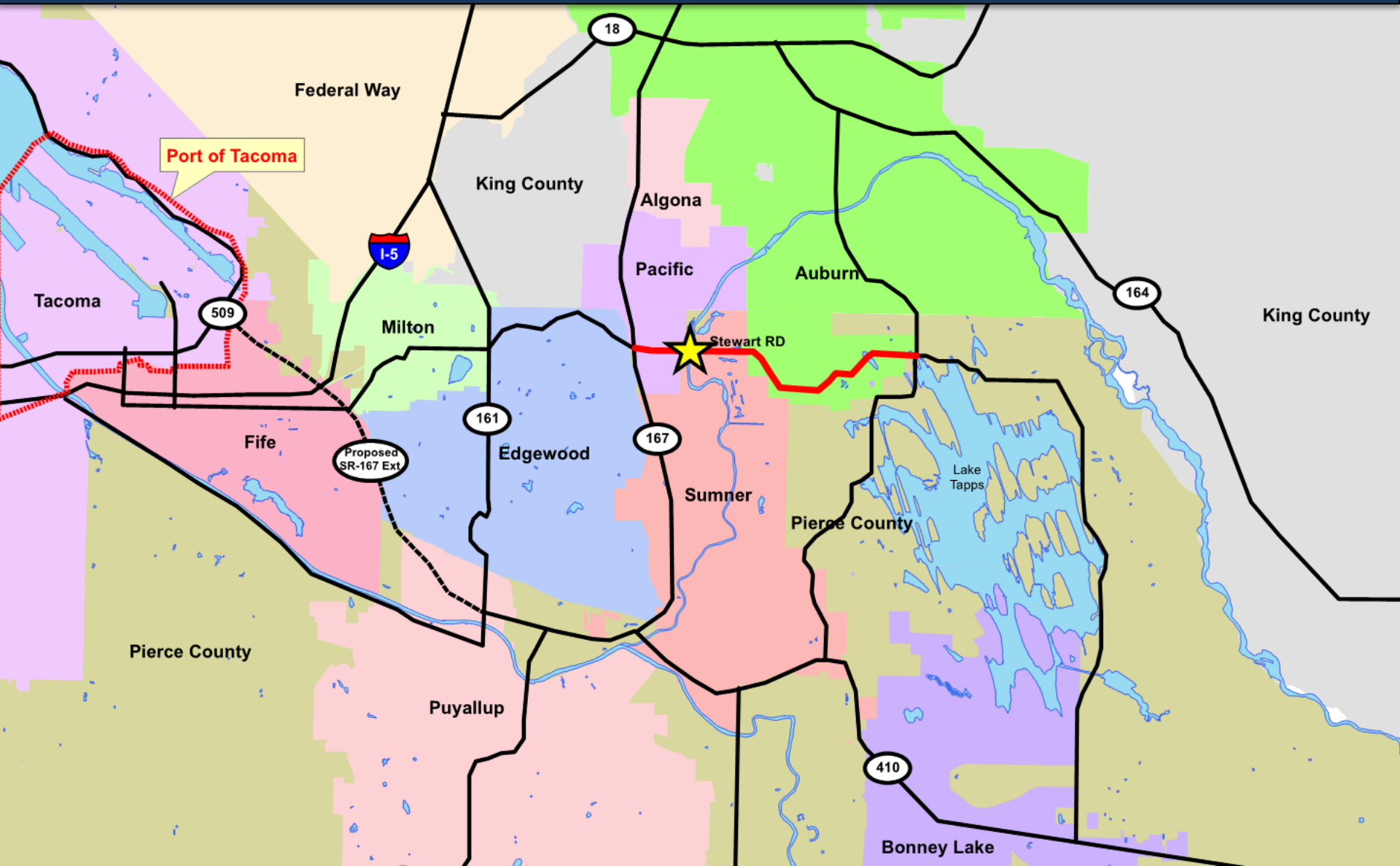
Impact on Regional Centers

Sumner-Pacific MIC

- **BUSINESS:** Regional warehousing, transportation, distribution, logistics support
- **PORTS:** Freight Facilities and Foreign Trade Zone support Ports
- **JOB:** Strong Employment supports residents



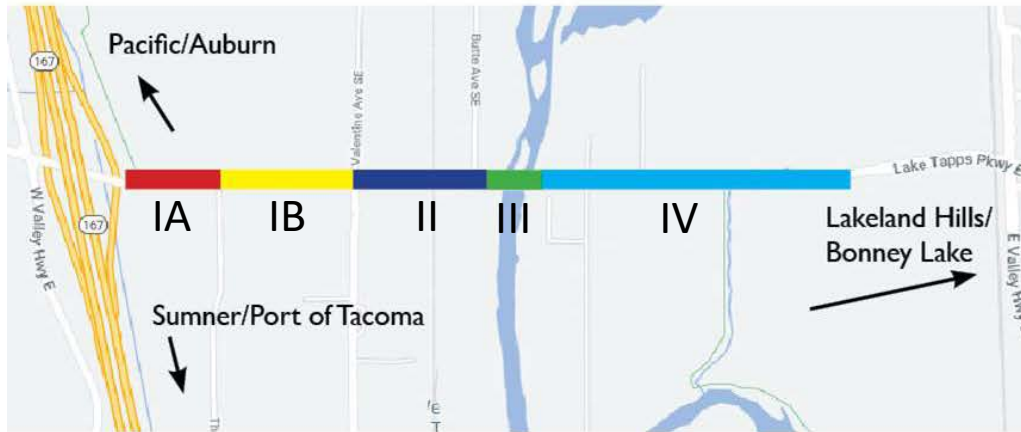
Regional Corridor - Port & Freight



One Mile, Many Jurisdictions, One Solution

1992 Pierce Co identifies as a Premier Project for east-west route

2001 Sumner annexes area with pre-annexation agreement with Pierce County to finish the corridor



2002 Planning Completed by Pierce County

2009 Phase IV by Sumner/Pierce County/TIB

2015 Phase IA by Pacific/TIB

2015 Phase IB by Pacific/Pierce County/TIB

2022 Phase II by Pacific/TIB (Today's Focus)

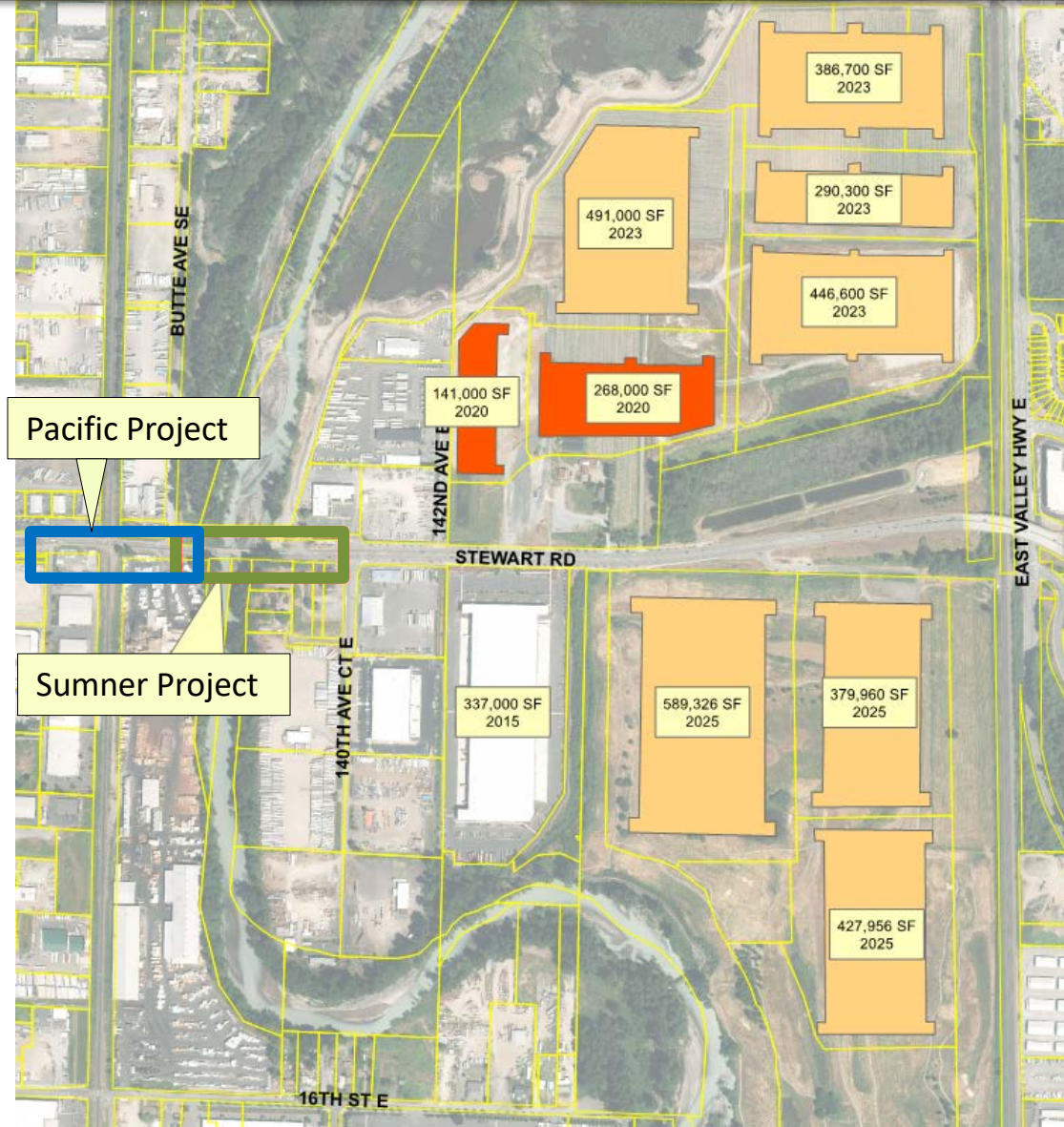
2026 Phase III by FMISB/Sumner/Pierce County/PSRC



CITY OF
SUMNER
WASHINGTON

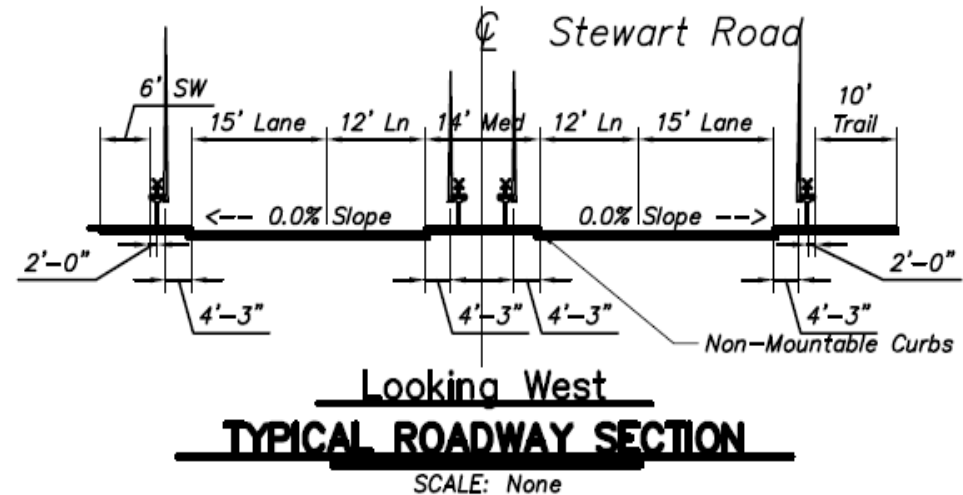
Vacant Land Developments

- MIC Developments:
3.5 M SF Warehouse
Construction
- Freight/Intermodal/
Distribution-focused
development
- Port of Tacoma
Foreign Trade Zone
designation



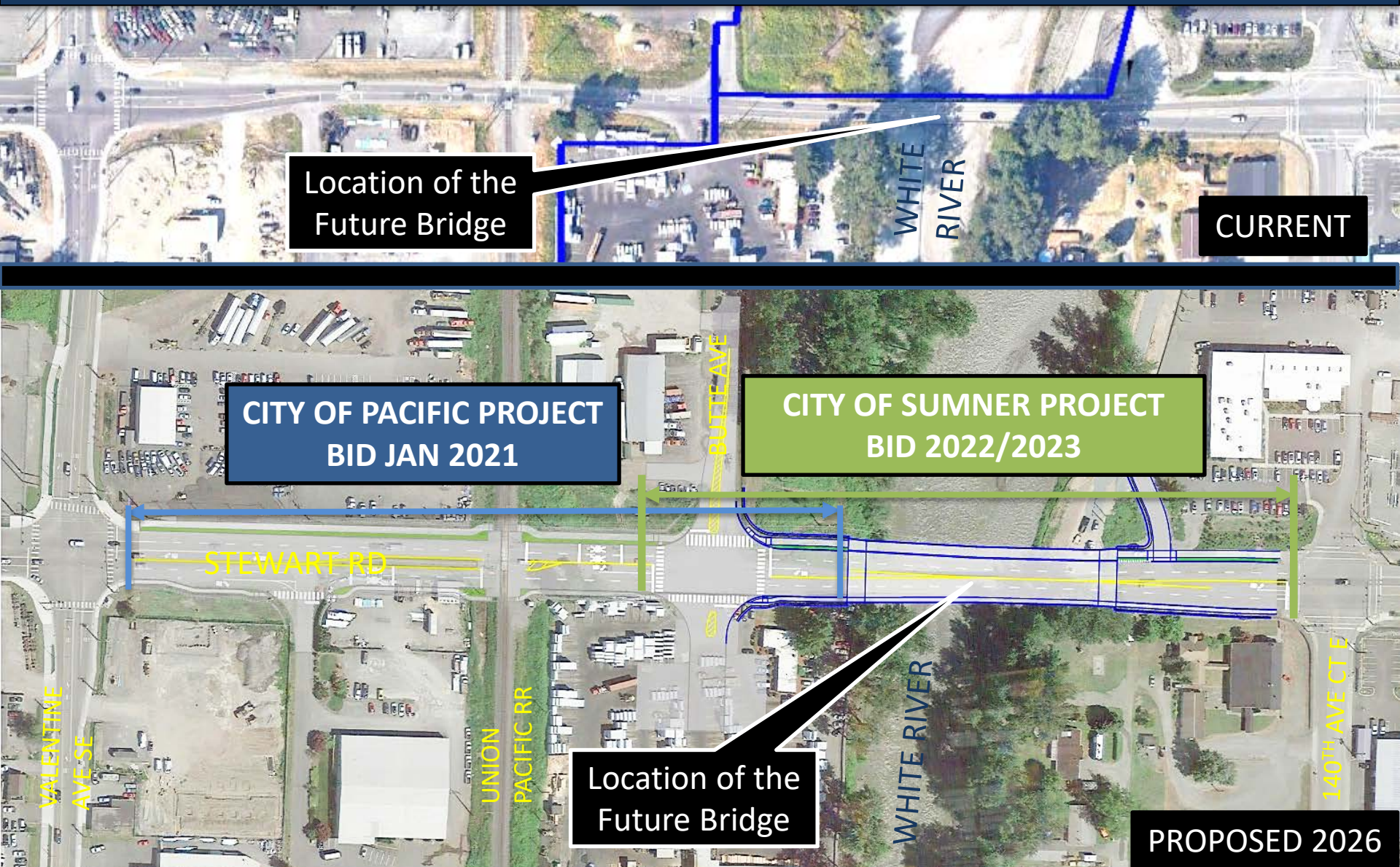
Pacific Project Objectives

- Widen Stewart Road
 - 5-lane section between Valentine and Butte
- Lengthen the UPRR Railroad Crossing
- Signalize Butte Avenue Intersection



Fun Fact: Pacific originally awarded \$5.6 Million from FMSIB to construct project as undercrossing

Project Overview



Location of the
Future Bridge

WHITE
RIVER

CURRENT

CITY OF PACIFIC PROJECT
BID JAN 2021

CITY OF SUMNER PROJECT
BID 2022/2023

STEWART RD

BUTTE AVE

VALENTINE
AVE SE

UNION
PACIFIC RR

Location of the
Future Bridge

WHITE
RIVER

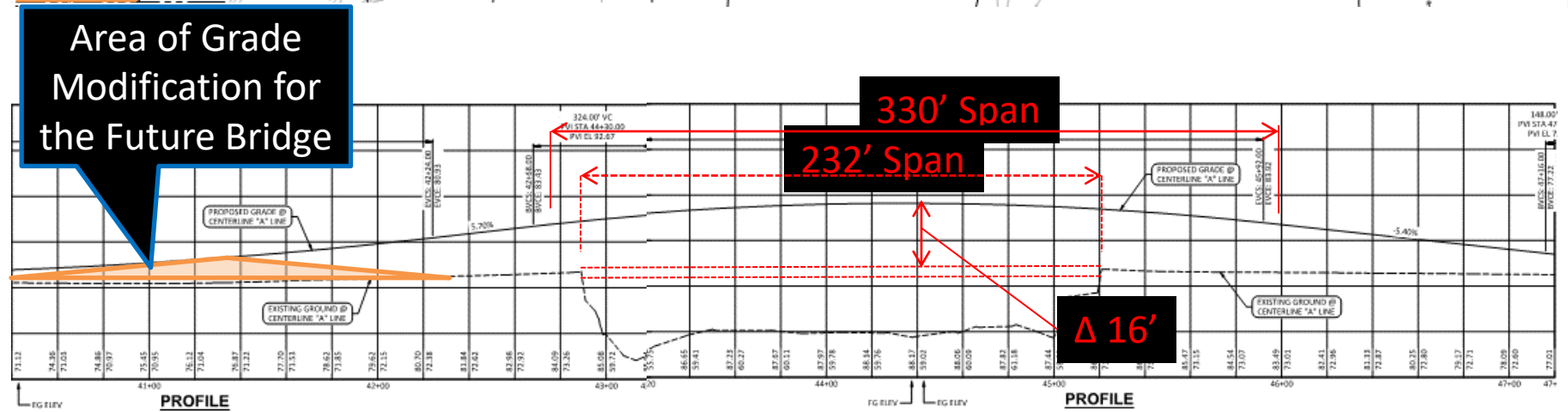
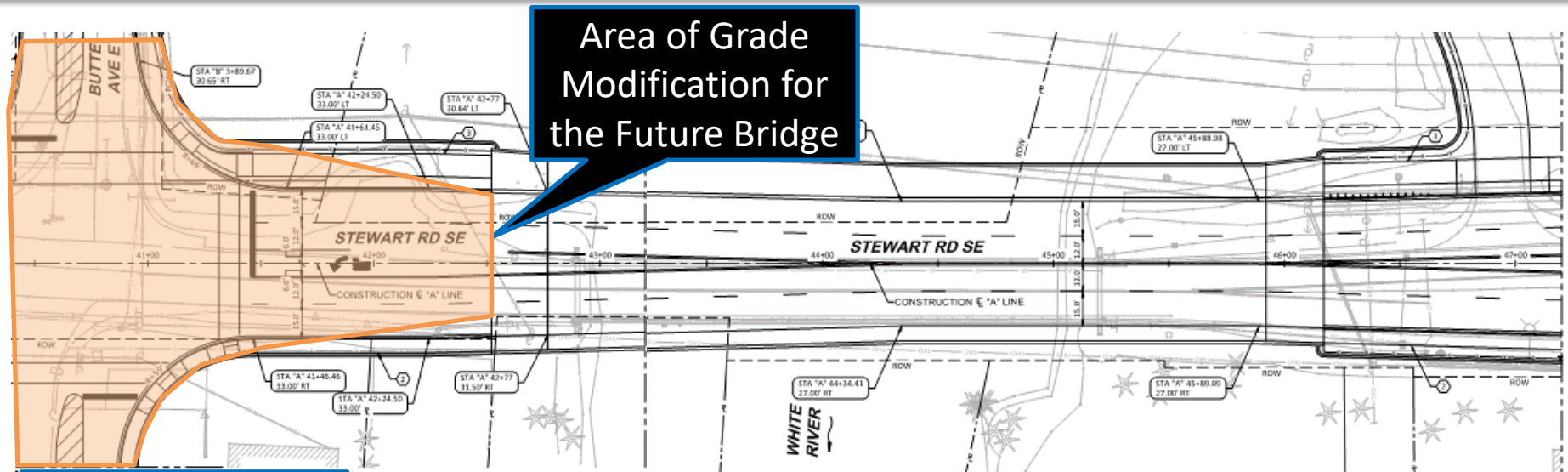
140TH AVE CT E

PROPOSED 2026

Sumner – Pacific MIC Bottleneck



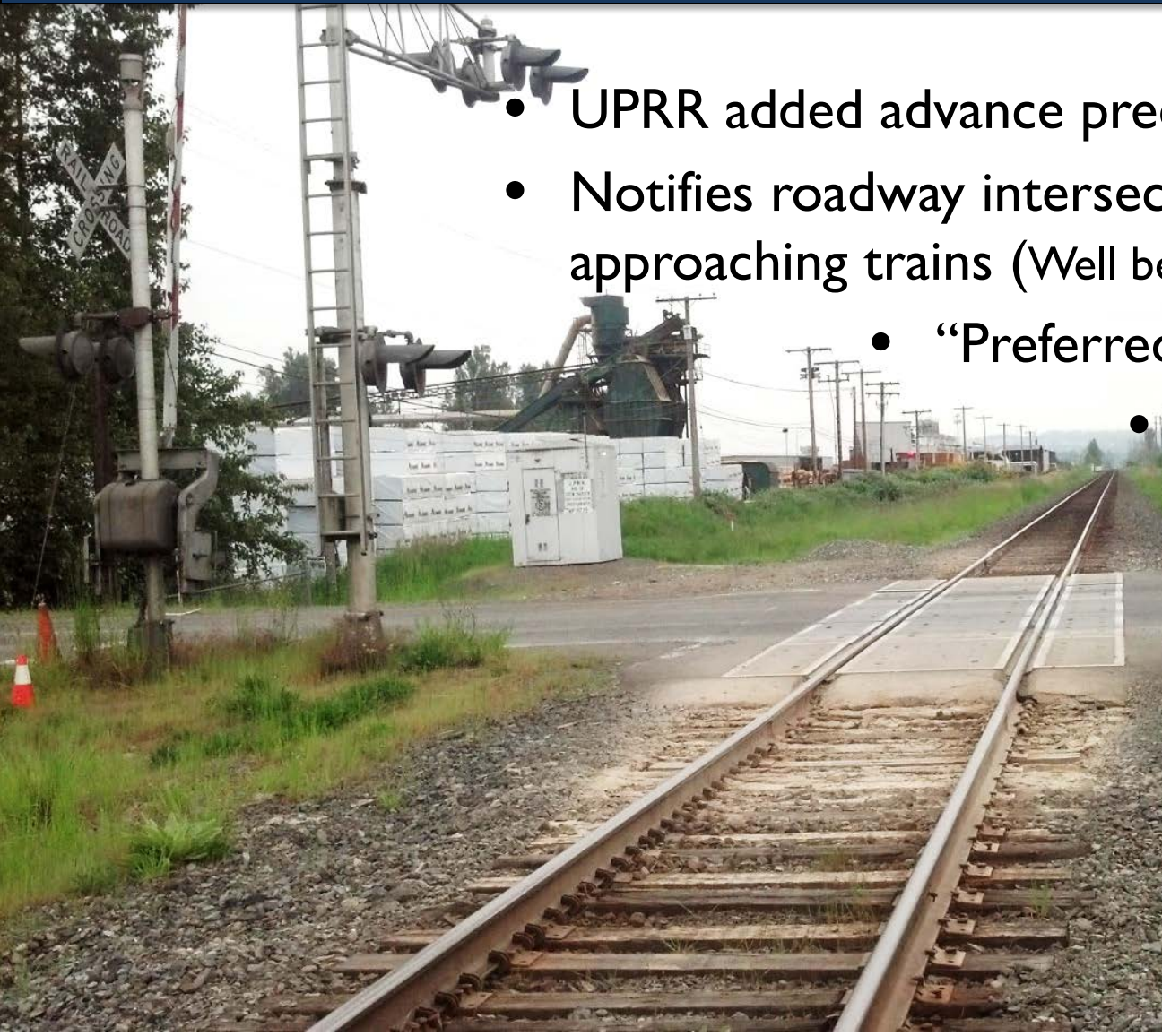
Benefit from Raising the Bridge



Sumner Elements in Pacific's Project

Description	Added Cost
Raising Butte Avenue Intersection for Bridge Compatibility (fill and adjacent retaining walls)	\$360,000
Traffic Signal Installation at Butte Avenue	\$280,000
Manke ROW Acquisition and Approach Reconfiguration	\$239,000
Final Paving between RR crossing and Butte Avenue	\$260,000
TOTAL Benefit to Sumner Project	\$1,139,000

11th Hour: Advance Preemption



- UPRR added advance preemption at 90% Design
- Notifies roadway intersection signals of approaching trains (Well before “arms come down”)
 - “Preferred” became “Required”
- Lays the groundwork for future ITS upgrades in corridor

Pacific Project Schedule

- Design 100% percent complete
- Environmental/Permitting Complete
- ROW Complete
- Advertisement January 2021
**** NOW! ****
- Contractor starting Spring/Summer 2021
- Construction Complete by end of 2022



Pacific Construction Funding

Construction Cost Estimate	\$6,100,000
TIB Grant	\$4,800,000
Pacific Commitment	\$500,000
Other Partners Commitment	\$100,000
REQUESTED SUMNER INCREASE: Predicted Shortfall (to be borne by Pacific)	\$700,000

Original Stewart Rd Award:	\$3,000,000
Requested Revised Stewart Rd Award:	\$3,700,000

Sumner Construction Funding

- Design, Right-of-Way Funded
- Construction – 51% Funded, \$12.2 Million Gap
 - FMSIB Contribution 18.2%...\$3 Million based on \$16.5 Million construction cost
 - Current cost estimate \$25.3 Million

Funding Source	Amount	Status
STP (Federal)	\$ 4,920,000	Secured
FMSIB (State)	\$ 3,000,000	Secured
Pierce County (Local)	\$ 4,260,000	Secured!!
Sumner Utility (Local)	\$ 669,000	Secured
City of Auburn (Local)	\$ 150,000	Secured
<i>Other Grants or Sumner City Funds</i>	<i>\$ 12,265,000</i>	<i>Reasonably Expected</i>
Total	\$25,264,000	100% Funds

Stewart Road Corridor Completion: Funding Request



- Supports Active Freight Corridor/Project already awarded FMSIB funds
- Actively spends FMSIB funds in 2021
- Efficient road-rail freight crossing upgrade
- Supports Sumner-Pacific MIC

The background of the slide features a photograph of a port area. In the foreground, there are numerous stacked shipping containers in shades of red and blue. In the upper right, a large orange port crane is visible. The image is partially obscured by a white diagonal shape on the right side and a dark blue diagonal shape at the bottom left.

ANNUAL REPORT 2020

FMSIB

**FREIGHT MOBILITY STRATEGIC
INVESTMENT BOARD**

DEAR FRIENDS OF FREIGHT MOBILITY IN WASHINGTON STATE,

The words “Supply Chain” have taken on new relevance and meaning in 2020 as consumers and businesses have grappled with delays in receiving necessary goods for their lives and livelihoods with disruptions in the supply chain due to COVID-19. FMSIB has been working on behalf of the people of Washington to improve freight mobility and the efficiency of the supply chain for over 20 years. Working collaboratively with our project partners, we have completed 81 projects across the state of Washington. During 2020, we successfully completed five projects in the cities of Fife, Seattle, Spokane Valley, and Tacoma.

FMSIB is responsible for identifying and ranking construction projects designed to improve freight mobility by reducing traffic conflicts. We focus our efforts on the first and last mile. Projects we select for funding remove freight bottlenecks and integrate access across multiple modes – ships, trucks, rail, and barge – and among jurisdictions – ports, state, counties, and cities.

We leverage money provided by the Legislature to attract funding partners and get projects built. Between 1998 and 2020, FMSIB invested \$331 million of state funds and leveraged \$2.1 billion in asset value. Each dollar FMSIB invests leverages another \$6.40 in additional port, federal, state, county, city, and private sector funding.

Our project prioritization process is transparent and open. Project applicants know in advance the criteria that will be used to score and rank projects. Application forms are available whenever there is a call for projects. A project selection committee scores projects and the highest scoring applicants can be interviewed about their projects. Following the project selection committee recommendations, the Board reviews the potential projects, develops consensus, and approves a project list that is submitted to the Governor and Legislature for approval.

In addition to selecting freight projects for state funding, from time to time the Legislature asks FMSIB to lead freight-related studies and to participate in committees tasked with making recommendations about federal freight funding. In 2020, FMSIB members participated in a Freight Stakeholder Group process convened by WSDOT at the direction of the Legislature to develop a recommendation about forming a new State Freight Advisory Committee as encouraged but not required by the federal FAST Act of 2015.

FMSIB’s purpose and governance structure was established by the Legislature. Appointments to serve on FMSIB are made by the Governor. Appointed members are volunteers who contribute their time and expertise to fulfilling FMSIB’s mission. These volunteers collaborate to represent all modes and jurisdictions of freight transportation and thereby provide voice to the freight needs of all Washingtonians.

As this report is being written, logistics experts across the globe are planning the most effective way to ship lifesaving vaccines and to meet the need of distributing personal protective gear.

Manufacturers and retailers are experiencing unprecedented demand for online purchases and home deliveries, while grocers continue to work around the clock to keep store shelves stocked. Meanwhile, some of the state’s growers are facing reduced demand due to restaurants operating at lower capacity and for these growers, getting their crops to market at the lowest cost is critical to survival. These forces illustrate the importance of moving freight efficiently. FMSIB has the focus and the expertise to guide the state’s investment in the highest value freight mobility projects with very low overhead and administrative costs.

We are committed to continuing our service on behalf of the people of Washington so that our freight system functions in an equitable and sustainable way.

Dan Gatchet

Chair
Freight Mobility Strategic Investment Board

In 1998 the Washington State Legislature created the first program in the country to tackle freight mobility issues. The Legislature also established the Washington State Freight Mobility Strategic Investment Board (FMSIB) to oversee the program.

WHO WE ARE

FMSIB members are volunteers with expertise in freight transportation and community needs. The members include representatives from ports, railroads, the marine sector, trucking, cities, counties, the state, and a citizen-at-large. This representation is key to FMSIB's success in facilitating partnerships to fund and build complex projects.

WHAT IS THE STATE'S INTEREST IN FREIGHT MOBILITY?

Just about every product purchased by someone reaches its final destination by a combination of truck, plane, train, barge, and ship. According to the Washington Council on International Trade (May 2020), Washington State is the most trade-dependent state in the nation. Approximately 40 percent of all jobs in Washington are tied to freight-related activity.

WHAT WE DO

The Board identifies and ranks construction projects designed to improve freight movement by reducing traffic conflicts and reducing impacts on communities. FMSIB keeps projects moving through oversight, brokering agreements, and assisting in securing partnership funding. It uses money provided by the Legislature to attract funding partners and bring those projects to fruition.

HOW WE DO IT

FMSIB undertakes a broad statewide call for projects and solicits written applications. A committee of freight experts evaluate those applications using published criteria. The criteria include freight mobility benefits, safety, freight and economic value, general mobility and environmental benefits, consistency with state and local plans, cost effectiveness, least cost alternatives, and partnership matching funds. The Board interviews project sponsors and approves a list of projects at a public meeting.

WHAT ARE THE ENVIRONMENTAL BENEFITS OF FREIGHT MOBILITY PROJECTS?

FMSIB projects contribute to environmental benefits by reducing congestion and related air quality emissions, restoring habitat, providing stormwater management, remediating contamination, providing sidewalks and trails, and encouraging alternative energy sources. Through the U.S. Environmental Protection Agency (EPA) SmartWay Transport partnership, the trucking industry is working with government and business to quantify greenhouse gas emissions and take steps to reduce them. FMSIB partners, such as the Northwest Seaport Alliance (NWSA), participated in the Northwest Ports Clean Air Strategy, met diesel reduction goals, and exceeded the carbon reduction goals.

The NWSA is also participating in Green Marine, a voluntary marine industry initiative with the goal of achieving levels of environmental performance that exceed regulatory requirements. There are currently more than 100 ship owners, port authorities, terminals and shipyards from coast to coast, in Canada and the United States, participating in the program. State of Washington, House Bill 1512, provides an opportunity for freight related projects, such as funding shore power infrastructure improvements at NWSA, North Harbor, Terminal 5.

FMSIB BY THE NUMBERS

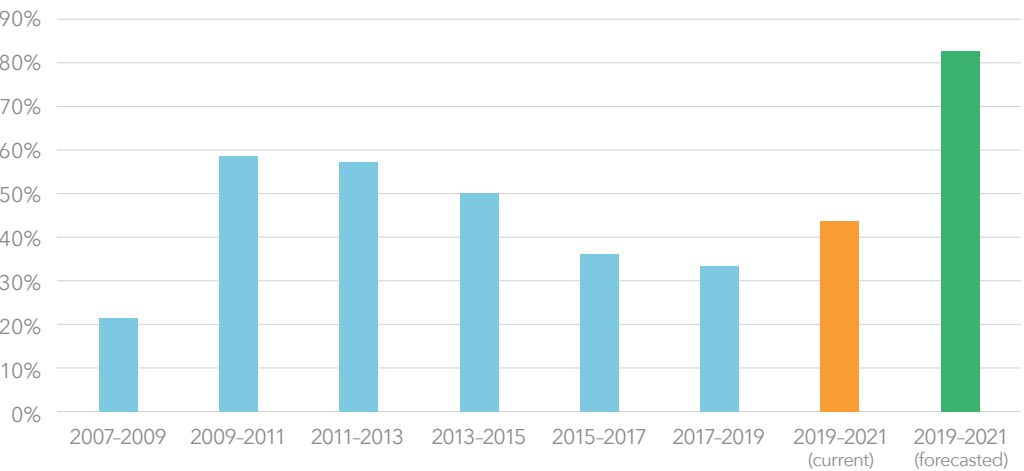
Why Freight Mobility Matters

FMSIB GETS THE JOB DONE

Between 1998 and 2020, FMSIB invested \$331 million of state funds and leveraged \$2.1 billion in asset value. Each dollar FMSIB invests leverages another \$6.40 in additional port, federal, state, county, city, and private sector funding.

Working with our project partners, we have completed 81 projects (some of which have multiple phases) statewide. Projects typically involved multiple stakeholders joining to achieve complex intermodal and interjurisdictional projects. (See project map.) Projects often include private sector interests and require right-of-way acquisition, environmental permits, and complicated traffic routings during construction. Below is a table showing how FMSIB has successfully managed its fund balance to leverage projects and to achieve this successful record.

FMSIB BIENNIAL EXPENDITURES (as a percentage of appropriation)



\$1 = \$6.40

Each dollar FMSIB invests leverages another \$6.40 in additional port, federal, state, county, city & private sector funding.

\$60.0 billion

exported from the state of Washington in 2019

\$52.8 billion

imported to the state of Washington in 2019

940,000 jobs are supported by international trade

Washington is home to 12,000 exporters 90% have fewer than 500 employees

75 ports in the state of Washington

16,670 trucking companies primarily small, locally owned in the state

(sources: Washington Council on International Trade, U.S. Census Bureau, Business Roundtable, Trade Partnership Worldwide 2020)

GLOBAL IMPACT OF WASHINGTON AGRICULTURE

Washington exported **\$7.1 billion** of Washington-grown or processed food in 2019 plus **\$8.3 billion** of food and agricultural products from other states passing through our ports

Top agricultural exports are fish and seafood, frozen french fries, apples, wheat, hay, dairy, cherries, and hops

70% of the potato crop is exported overseas

(sources: Washington Farm Bureau, U.S. Trade Representative, Potato Commission)

RAILROADS IN WASHINGTON STATE

2,911 railroad line miles in Washington State move freight

Freight rail contributes at least **\$28.5 billion** to the Washington State economy

(sources: WSDOT, Burlington Northern Santa Fe [BNSF], Union Pacific [UP])

TRUCKING IN WASHINGTON STATE

139,450 jobs (1 in 20 jobs in the state)

Trucks move an estimated **\$42 million** of freight every hour of every day in Washington State

64.3% of freight in Washington State is moved by truck

(sources: WSDOT, Washington Trucking Associations, Bureau of Transportation Statistics)

MARITIME IN WASHINGTON STATE

\$21.4 billion in gross business income in 2017

\$30 billion in economic activity

69,500 direct jobs

(sources: Washington Maritime Federation Economic Impact Study, Department of Commerce)

HIGH-TONNAGE STATE FREIGHT HIGHWAYS, ROADS, AND STREETS

793.36 miles designated National Highway Freight Network Routes

23.21 miles of intermodal freight connectors

38.54 miles of critical urban freight corridors within PSRC urban areas

43.10 miles of critical urban freight corridors outside PSRC urban areas

163.24 miles of critical rural freight corridors

2,357 miles designated state highway high tonnage (T-1 and T-2) truck corridors

395 total miles on city streets handling high-tonnage (T-1 and T-2) freight

192 total county road miles carrying over four million tons of freight per year

(sources: Washington State Department of Transportation[WSDOT] 2017 Freight Plan, U.S. Department of Transportation)

COVID-19 TRADE IMPACTS

Exports globally are expected to decline by **13% - 32%**

Reduced cargo shipments resulted in blank sailings affecting ports, longshoremen, truck drivers, warehousing, and intermodal operations

Roughly **\$1B** in economic losses from potato production and processing is expected due to COVID-19 shutdowns

(sources: World Health Organization, Washington Council on International Trade)

2020 COMPLETED PROJECTS

CITY OF FIFE, PORT OF TACOMA ROAD INTERCHANGE PROJECT, PHASE 1

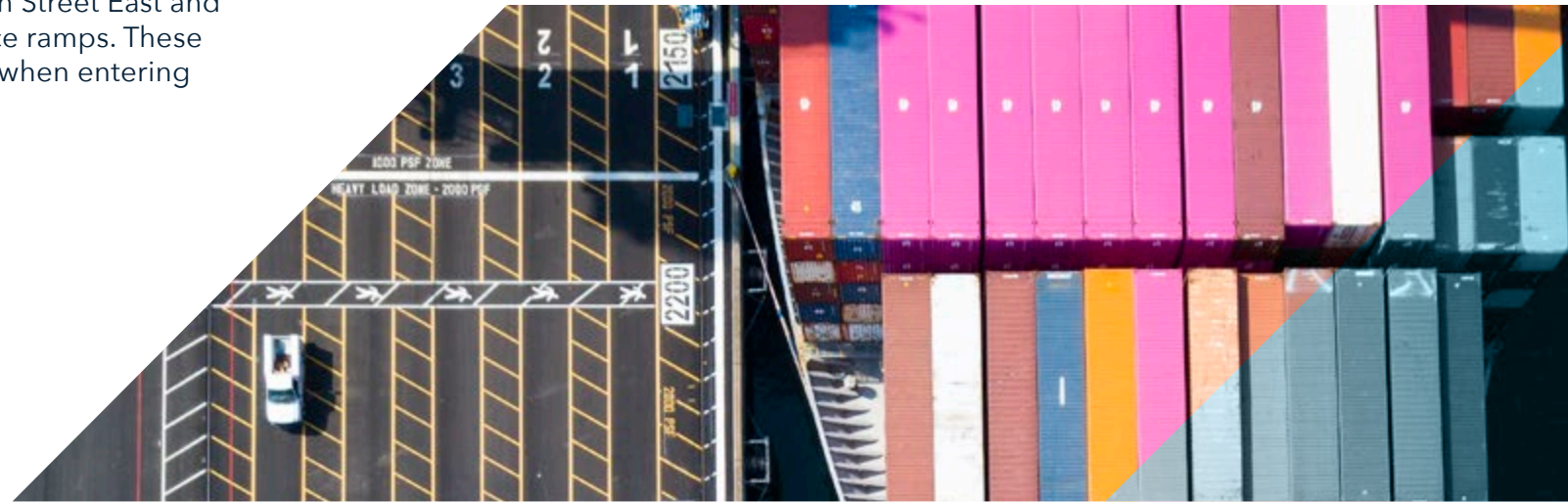
Total Project Cost \$27.1M - FMSIB Share \$6.7M

Project funding partners include FMSIB, City of Fife, U.S. Department of Transportation, and State Legislature

This project is Phase 1 of what was originally a three phase project to improve truck access to the Port of Tacoma. The previous Phase 1 and 2 have been combined into what is now Phase 1. Phase 1 provides a new I-5 southbound exit ramp connecting at a new signalized intersection of Pacific Highway and 34th Avenue East, just east of Port of Tacoma Road. The project includes reconstruction of 34th Avenue and the I-5 southbound entrance ramp. Phase 1 got underway during the summer of 2018. Phase 2 is also FMSIB-funded and will connect 34th Avenue East to 20th Street East by providing a new bridge for 34th Avenue over I-5, reconstructing 20th Street East and the I-5 northbound exit and entrance ramps. These projects will reduce freight queues when entering and leaving Port of Tacoma Road.

This project is part of a series of FMSIB-funded projects that support the Puget Sound Gateway Program. The Puget Sound Gateway Program ("Gateway Program") will complete SR 167 in Pierce County and SR 509 in King County. The Gateway Program will connect the Northwest Seaport Alliance facilities, including Seattle and Tacoma marine terminals and air cargo, with the West Coast's second largest distribution center spanning King and Pierce counties. This Program is key to enhancing the state's economic competitiveness, both nationally and globally. The Gateway Program also includes environmental projects that will improve water quality and wildlife habitat by completing environmental improvements in advance of both projects.

The Gateway-vicinity projects include the Port of Tacoma Road Interchange, Puyallup River Bridge Replacement, East D Street Grade Separation, Lincoln Avenue Grade Separation, and the I-5/54th Avenue East Interchange. Two FMSIB-funded projects, the 70th Avenue East Freight Bottleneck Relief project in Fife and the Connecting 28th/24th Avenue South project in SeaTac, were the first two construction projects of the Gateway Program. The program was originally funded over a 16-year timeline with targeted completion in 2031. The new schedule, which is a result of the Legislature advancing funding, anticipates project completion in 2028.



CITY OF FIFE, I-5/54TH AVENUE EAST INTERSECTION IMPROVEMENT, PHASE 1A

Total Project Cost \$3.0M - FMSIB Share \$.5M
Funding partners include FMSIB and City of Fife

The I-5/54th Avenue East interchange is a primary access to the Port of Tacoma and the surrounding shipping and warehousing businesses. This project phase addressed improvements to the north half of the interchange. This first phase addresses the most important operations and safety issues and works well as a stand-alone project. The project provides a second access point for vehicles exiting southbound I-5 at Pacific Highway East/51st Avenue East, and relocates the southbound I-5 on-ramp to 51st Avenue East. The Phase 1A project improves freight mobility by adding turn lanes to address the southbound I-5 off-ramp queues that extend to the I-5 mainline each weekday and negatively affect the operations of the mainline.



CITY OF SEATTLE, DUWAMISH TRUCK MOBILITY IMPROVEMENTS (FINAL PHASE)

Total Project Cost \$300K - FMSIB Share \$117K
Project funding partners include FMSIB and City of Seattle

The South Spokane Street Railroad Crossing Rehabilitation is one of five small-scale improvements to the City of Seattle's street system to improve connections between the port, railroad intermodal yards, industrial businesses, and the regional highway system. This phase was the fifth and final project in the Duwamish Manufacturing and Industrial Center, or MIC.

CITY OF SEATTLE, SOUTH LANDER STREET GRADE SEPARATION

Total Project Cost \$140M - FMSIB Share \$5.7M

Project funding partners include FMSIB, City of Seattle, U.S. Department of Transportation, the state of Washington, Port of Seattle, and BNSF Railway

The area south of Seattle's sports stadiums is commonly referred to as SODO. It is also called the Duwamish Manufacturing and Industrial Center (MIC) and covers 4,928 acres of marine and industrial lands. It functions as a focal point for international industrial activity and includes the Port of Seattle's marine shipping deep-water berths, piers, shipyards, drydocks, container terminal cranes, on-dock rail, container support yards, cargo distribution and warehousing, oil and petroleum storage facilities, and major railroad yards. The area also includes the King County International Airport (Boeing Field) which has 17 acres devoted to air cargo and warehousing. The area serves as the connector between marine terminals, two intermodal rail terminals for Burlington Northern Santa Fe Railway (BNSF) and Union Pacific Railroad (UP), and access to I-5. Numerous streets in the Duwamish MIC carry more than 1,500 trucks a day, which is considered a very high volume within the city, including: East Marginal Way South, Spokane Street, 4th Avenue South, 1st Avenue South and West Marginal Way SW.

Completed in 2020, South Lander Street is an essential east-west connection in Seattle's SODO neighborhood. The South Lander Street Grade Separation crosses over BNSF mainline tracks between 1st Avenue South and 4th Avenue South. This project removes significant conflicts between freight rail and freight roadway activity in the heart of the Duwamish MIC. The area includes Port of Seattle facilities, BNSF Seattle International Gateway Yards, UP Argo Yard, and associated businesses. The new grade separation provides access between regional transit hubs and employment centers.

Every day, the street serves 13,000 vehicles, 1,400 pedestrians, and 100 bicycles. This project eliminated the 4.5-hour daily delay caused by 100 trains crossing. The Federal Rail Administration ranked this crossing in the top 0.5 percent nationwide for highest risk at-grade crossings. There have been three pedestrian fatalities since 2011 at this location resulting from train impacts. The project increased safety by separating trains from people driving, walking and riding bikes and creates an unimpeded access point for emergency responders. In addition to safety improvements, this project reduces carbon emissions by reducing traffic idling during delays.

The South Lander Grade Separation integrates with previously completed FMSIB projects: East Marginal Way and the Argo Yard Truck Roadway Access.



CITY OF SPOKANE VALLEY, BARKER ROAD CORRIDOR WIDENING SPOKANE RIVER TO SR 290, PHASE 1

Total Project Cost \$9.0M - FMSIB Share \$1.68M

Project funding partners include FMSIB, City of Spokane Valley, and adjacent property owners

The Barker Corridor project provides an important upgrade to a connecting route between two of the region's most important T-1 and T-2 freight routes, I-90 and SR 290. Further, the project meets the demand placed on the existing roadway by its heavy freight traffic and builds capacity to receive the anticipated industrial growth along the corridor. The pending construction of the Barker/BNSF grade separation project will unlock this corridor to industrial development and is expected to increase its freight traffic. The project will improve safety by providing a two-way left turn lane along its full length, a right turn pocket for northbound traffic turning east on Euclid, providing curb and gutter to prevent vehicle run-offs, and by separating pedestrian/bicycle traffic from the traveled way via a separated, 10-foot wide shared use pathway.

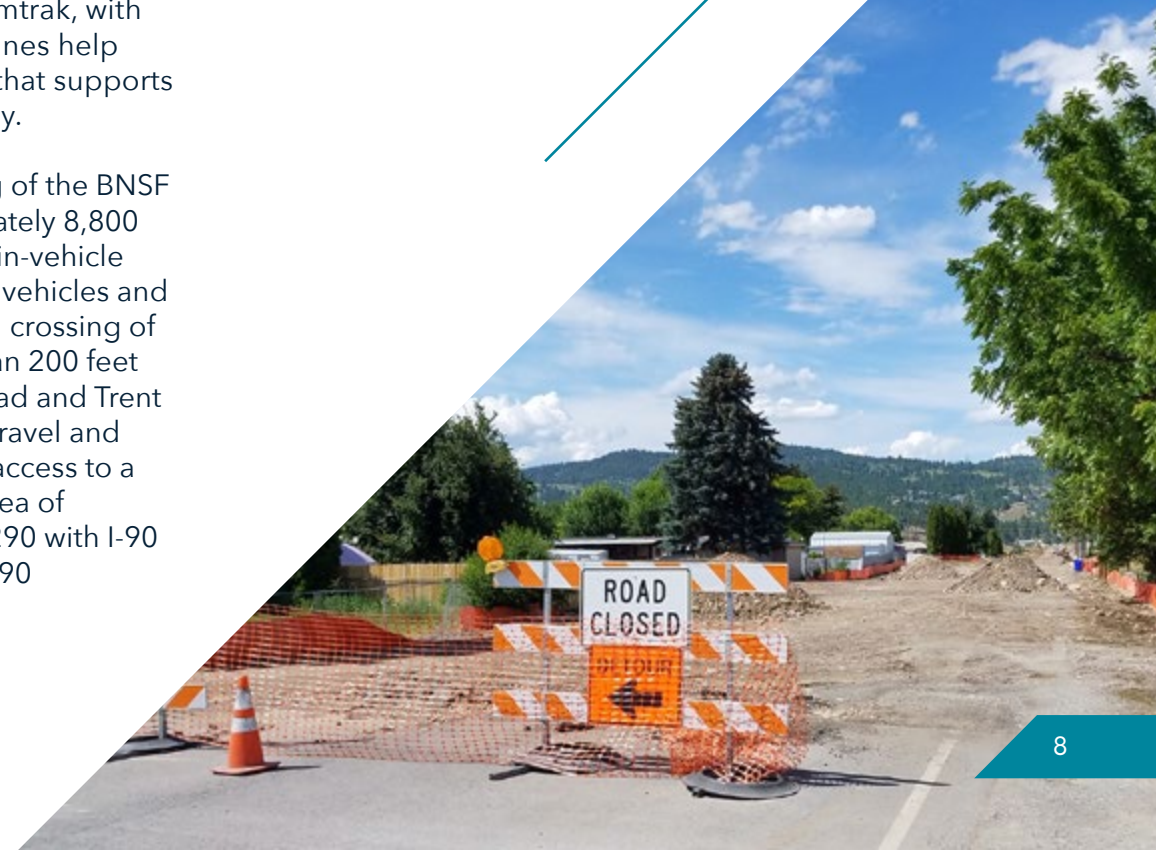
Phase 1 of the Barker Road Corridor Widening Project from East Euclid Avenue to Garland Avenue was completed in 2020. The total project has three phases: Phase 2 will be from the Spokane River to East Euclid Avenue, and Phase 3 will be from Garland Avenue to BNSF. This type of project phasing is necessary to make progress on complex projects that require a patchwork of funding. FMSIB has committed funding toward the future Barker Road BNSF Grade Separation.

This project is part of the Bridging the Valley (BTV) program to improve safety at railroad crossings by separating vehicle traffic from train traffic in the 42-mile corridor between Spokane, Washington, and Athol, Idaho. This route has 75 railroad and roadway crossings. BTV is a long-term vision which the City of Spokane Valley is implementing mile by mile within the city limits. FMSIB funding is providing needed early dollars leading to construction activity.

The BNSF and UP operate the primary rail lines within the Cities of Spokane and Spokane Valley. Both companies have connections to the Washington-Idaho border while BNSF's route represents the company's main transcontinental line, connecting the West Coast to Chicago and the Midwest. The BNSF corridor also hosts Amtrak, with two passenger trains per day. These rail lines help form the industrial corridor north of I-90 that supports many jobs in Spokane and Spokane Valley.

In 2016 the Barker Road at-grade crossing of the BNSF railroad tracks was the cause of approximately 8,800 vehicle hours of delay and at least one train-vehicle collision. The crossing currently has 5,800 vehicles and 58 trains using it per day. The Barker Road crossing of the BNSF railroad tracks is located less than 200 feet south of Trent Avenue (SR 290). Barker Road and Trent Avenue are significant corridors for local travel and freight movement. Barker Road provides access to a growing industrial area in the northeast area of Spokane Valley and directly connects SR 290 with I-90 to the south, a preferred freight route to I-90 between North Idaho and Canada.

The project will also improve access to the industrial area and enhance the ability to develop almost 600 acres of industrial property to attract new businesses and jobs.



CITY OF TACOMA, SR 99 PUYALLUP RIVER BRIDGE REPLACEMENT

Total Project Cost \$38.8M - FMSIB Share \$5M

Project funding partners include FMSIB, City of Tacoma, State Department of Commerce, Puget Sound Regional Council, Federal Bridge Replacement Advisory Committee (BRAC), and U.S. Department of Transportation Surface Transportation Program

This project replaced deteriorated bridge sections spanning the BNSF and UP main lines through Tacoma and replaced those sections with a concrete girder bridge. BNSF and UP currently operate on lines underneath the bridge. The Puyallup River Bridge is an important commercial arterial linking the City of Fife to Tacoma's industrial area and the facilities of the Port of Tacoma. The Tacoma City Council renamed the Puyallup River Bridge to the Fishing Wars Memorial Bridge in a collaborative effort between the Puyallup Tribe of Indians and City of Tacoma. The original bridge opened in 1927 as one of Washington's last segments of the famous Pacific Highway, also known as SR 1 and in later years, Highway 99.

The new project is a paraboloid structure with 17 naturally weathered steel ribs and a railroad safety fence spanning the length of the bridge over the railroad mainline. The Puyallup River Bridge is on an arterial consisting of four travel lanes with three lanes carried over the bridge. The project ensures that existing BNSF and UP rail lines have expansion capacity.



PROJECTS UNDERWAY 2020

CITY OF FIFE, 70TH AVENUE EAST FREIGHT BOTTLENECK RELIEF

Total Project Cost \$41.4M - FMSIB Share \$5.0M

Funding partners include FMSIB, City of Fife, State Legislature, and Port of Tacoma

70th Avenue East is a highly congested T-1 truck route and principal arterial. The existing two-lane bridge is a freight access bottleneck to the Port of Tacoma Manufacturing Industrial Center (MIC) and freight-related businesses. The project relocates and widens the 70th Avenue East bridge over I-5 to four lanes with a protected shared-use non-motorized trail on the east side. This is the final segment of major widening from Valley Avenue to Pacific Highway East (SR 99) and the first segment of the SR 167 Puget Sound Gateway Corridor completion project.



CITY OF KENT, SOUTH 228TH STREET GRADE SEPARATION, PHASE 3

Total Project Cost \$25M - FMSIB Share \$4.5M

Funding partners include FMSIB, City of Kent, Transportation Improvement Board (TIB), Puget Sound Regional Council, UP, WSDOT Connecting Washington, and Port of Seattle

This project will complete the corridor connecting the Kent Green River Valley with I-5 and the future SR 509. Phase 3 constructs a road-rail grade separation at the Union Pacific Railroad on South 228th Street. Phase 1 of this project, completed in 2006, extended South 228th Street up the west hill of Kent from 64th Avenue South to Military Road. Phase 2, completed in 2009, constructed a road-rail grade separation at the BNSF rail lines on South 228th Street.



CHELAN COUNTY, WEST CASHMERE BRIDGE

Total project cost: \$23.5M - FMSIB Share \$3.0M

Funding partners include FMSIB, Chelan County, State Legislature, WSDOT, CRAB, Chelan-Douglas Transportation Council, and Crunch-Pak Fruit Company

The West Cashmere Bridge built in 1929, originally served to connect orchardists on the north bank of the agricultural community to the small town of Cashmere on the south bank of the Wenatchee River. The bridge, commonly called the Goodwin Bridge by locals, was an important channel for goods being shipped out of Cashmere via the railroad line or Sunset Highway, one of the original primary automobile roads in Washington. Chelan County determined the 91-year-old structure was a fracture-critical bridge that was functionally obsolete and structurally deficient. It was posted for both weight and height restrictions, restricting most freight haulers, school buses, local transit buses and some emergency vehicles from using it. The new structure is being built in approximately the same location as the existing bridge. The new bridge will be 44 feet wide and 1,000 feet long. Construction began in April 2020.

CITY OF LONGVIEW, SR 432/SR 411 INTERSECTION IMPROVEMENTS

Total Cost \$4.2M - FMSIB Share \$2.1M

Funding partners include FMSIB and City of Longview

This project addresses safety, mobility, capacity and congestion relief concerns related to the Columbia River Channel deepening and continued growth of BNSF rail traffic in Cowlitz County. The project was identified in the 2014 SR 432 Highway Improvement and Rail Realignment Study. This intersection is the first bottleneck between I-5 and the Port of Longview. Truck and commuter traffic regularly backs-up on the off-ramp and blocks through lanes on SR 432. The scope of this project is to increase capacity by constructing a double left-turn lane from the westbound SR 432 off-ramp to 3rd Avenue and reconstructing the eastbound on-ramp to SR 432 to reduce truck rollover collisions. The SR 432/411 Intersection Improvement project is expected to reduce barriers to freight movement by reducing delay and improving travel time. The project will help mitigate the impacts to the community from increased freight movement by reducing congestion which has a direct benefit to the employees that commute to the Port of Longview. The project will also help reduce the number of trucks that bypass the freight routes and use city streets to find more reliable routes to the Port of Longview.

CITY OF MARYSVILLE, SR 529/I-5 INTERCHANGE EXPANSION

Total Cost \$54.0M - FMSIB Share \$5.0M

Funding partners include FMSIB and WSDOT

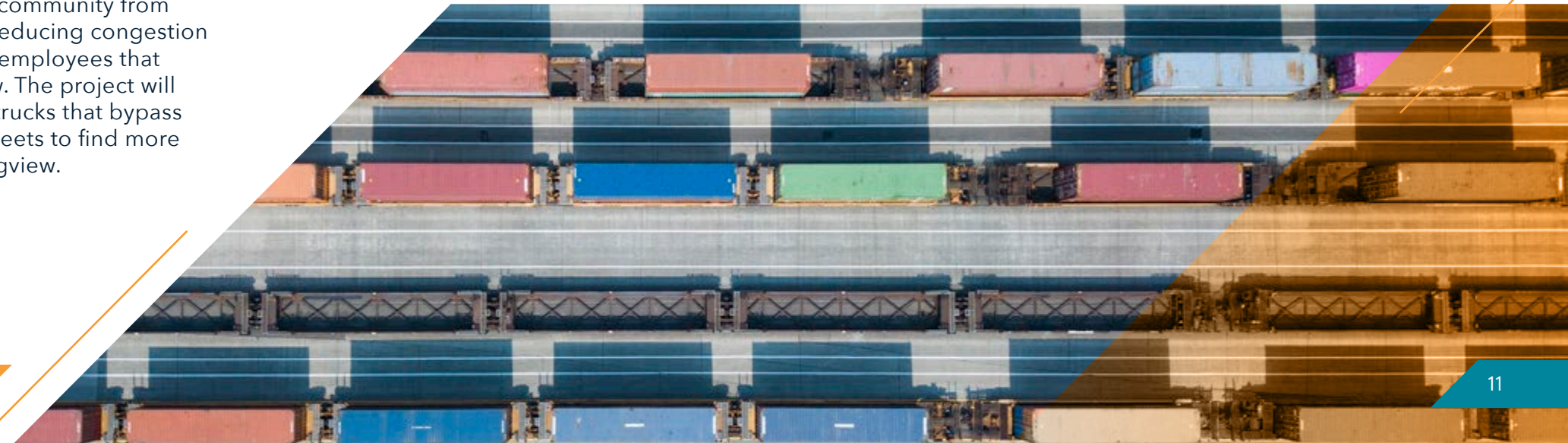
This project will complete the existing half-interchange at the junction of I-5 and SR 529 by constructing new ramps to and from the south. The project will yield a northbound ramp from I-5 to SR 529 and a ramp from SR 529 to southbound I-5 and will alleviate traffic congestion and operational issues on I-5 and on SR 528, directly to the north. Among its various anticipated benefits, the project will provide a direct link into and through Marysville's central business district which allows motorists to avoid congested at-grade rail crossings, thereby improving overall throughput and connectivity between I-5 and SR 9 to the east.

CITY OF SUMNER, SR 410 TRAFFIC AVENUE/ EAST MAIN

Total Project Cost \$18.5M - FMSIB Share \$2.5M

Funding partners include FMSIB, City of Sumner, WSDOT, Puget Sound Regional Council, Sound Transit, Port of Tacoma, and Schnitzer Steel

This project increases freight mobility by reconfiguring two intersections and adding travel lanes and multimodal access across SR 410. Puyallup's East Main/Sumner's Traffic Avenue overpass was originally built in 1967. Since then, Sumner's population has doubled, Puyallup's has gone up 162 percent, and Bonney Lake's up 613 percent. These intersections and the overpass benefit the Sumner-Pacific Manufacturing Industrial Center and the freight being moved by 3,000+ trucks daily trying to deliver goods to and from the ports.



SPOKANE COUNTY, BIGELOW GULCH - FORKER ROAD REALIGNMENT

Total Project Cost \$45.4M - FMSIB Share \$6.0M

Funding partners include FMSIB and Spokane County

This project is part of a multiphase project to reconstruct and add capacity to the Bigelow Gulch-Forker Road corridor from Bigelow Gulch Road to East Wellesley Avenue. This corridor ties the Spokane Industrial Park in the Spokane Valley to the northern part of the county and Canada. A travel time and delay study indicated that upon completion this project will result in a time savings of 9.5 minutes (40 percent) for the corridor over other existing routes. This is a significant time savings for truck traffic accessing industrial areas in the Cities of Spokane and Spokane Valley. Construction included a structure at the Bigelow Gulch-Forker Road Intersection which allows Bigelow Gulch traffic to pass over Forker Road and eliminate left-turning traffic on to Bigelow Gulch. Future segments will improve the alignment of Forker Road and provide a more direct connection to Sullivan Road.

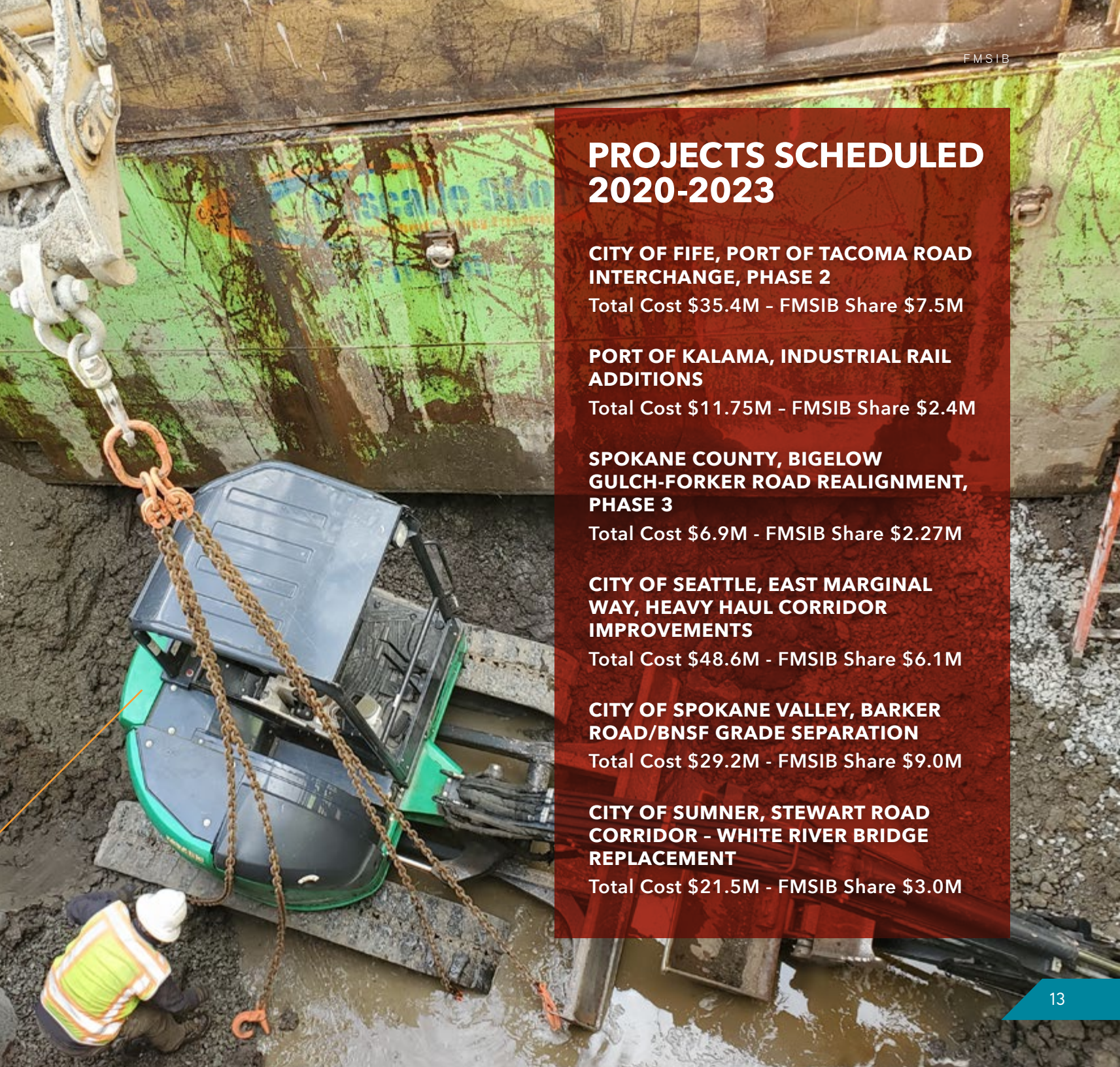


CITY OF TACOMA, TAYLOR WAY REHABILITATION

Total Project Cost \$18.6M - FMSIB Share \$2.5M
Funding partners include FMSIB, City of Tacoma, and Puget Sound Regional Council

The Taylor Way Rehabilitation Project will reduce barriers to freight movement and increase safety by addressing design deficiencies, improving the roadway driving surface, decreasing rail conflicts, and implementing intelligent transportation system (ITS) components. Proposed improvements include: replacing the failing asphalt pavement with concrete pavement designed to heavy haul corridor standards, widening and improving channelization on three of the four approaches to the SR 509/Taylor Way intersection, and upgrading all street lighting along Taylor Way.

Other improvements include upgrading and interconnecting traffic signals, installing a roadway traffic camera system to monitor freight flows, terminal queueing, rail conflicts, security, and emergency response, removing up to four rail crossings and upgrading the remaining seven crossings, improving channelization at East 11th Street/Alexander Avenue with designated turn lanes and an overflow lane, and improving sidewalks along Taylor Way.



PROJECTS SCHEDULED
2020-2023

CITY OF FIFE, PORT OF TACOMA ROAD INTERCHANGE, PHASE 2
Total Cost \$35.4M - FMSIB Share \$7.5M

PORT OF KALAMA, INDUSTRIAL RAIL ADDITIONS
Total Cost \$11.75M - FMSIB Share \$2.4M

SPOKANE COUNTY, BIGELOW GULCH-FORKER ROAD REALIGNMENT, PHASE 3
Total Cost \$6.9M - FMSIB Share \$2.27M

CITY OF SEATTLE, EAST MARGINAL WAY, HEAVY HAUL CORRIDOR IMPROVEMENTS
Total Cost \$48.6M - FMSIB Share \$6.1M

CITY OF SPOKANE VALLEY, BARKER ROAD/BNSF GRADE SEPARATION
Total Cost \$29.2M - FMSIB Share \$9.0M

CITY OF SUMNER, STEWART ROAD CORRIDOR - WHITE RIVER BRIDGE REPLACEMENT
Total Cost \$21.5M - FMSIB Share \$3.0M

PROJECTS SCHEDULED 2020-2023

- 1 City of Fife, Port of Tacoma Rd. Interchange, Phase 2
- 2 Port of Kalama, Industrial Rail Additions
- 3 Spokane County, Bigelow Gulch-Forker Rd. Realignment, Phase 3
- 4 City of Seattle, East Marginal Way, Heavy Haul Corridor Improvements
- 5 City of Spokane Valley, Barker Rd./ BNSF Grade Separation
- 6 City of Sumner, Stewart Rd. Corridor, White River Bridge Replacement

PROJECTS UNDERWAY 2020

- 7 Chelan County, West Cashmere Bridge
- 8 City of Fife, 70th Ave. East Freight Bottleneck Relief
- 9 City of Kent, S. 228th St. Grade Separation, Phase 3
- 10 City of Longview, SR 432 – SR 411 Intersection Improvements
- 11 City of Marysville, SR 529/I-5 Interchange Expansion
- 12 City of Sumner, SR 410 Traffic Ave./ E. Main
- 13 City of Tacoma, Taylor Way Rehabilitation
- 14 Spokane County, Bigelow Gulch/Forker Rd. Realignment

Click for Map of Projects

PROJECTS COMPLETED 1998-2020

PUGET SOUND REGION

- 15 City of Auburn, 3rd St. SW BNSF Crossing
- 16 City of Auburn, S. 277th St. Grade Separations
- 17 City of Auburn, M Street S. Grade Separation
- 18 City of Des Moines, S. 216th St. Segment 1-A
- 19 City of Everett, 1-5/41st St., Phase 1 Ramp
- 20 City of Everett, E. Marine View Dr. Widening
- 21 City of Everett, Port of Everett to I-5 Improvements
- 22 City of Everett, 41st St. Overcrossing/Riverfront Pkwy
- 23 Port of Everett, California St. Overcrossing to Port of Everett
- 24 City of Fife, Port of Tacoma Road Interchange, Phase 1
- 25 City of Fife, 70th Ave. and Valley Ave. Widening
- 26 City of Fife, Pacific Hwy E./ Port of Tacoma Rd. to Alexander Ave.
- 27 City of Fife, I-5/54th Avenue East Intersection Improvement, Phase 1A
- 28 City of Kent, S. 228th St. Grade Separation, Phase 1 and 2
- 29 City of Puyallup, Shaw Rd.
- 30 City of Renton, SW 27th/Strander Blvd. Connection
- 31 City of SeaTac, Connecting 28th and 24th Ave. S.
- 32 City of Seattle, Duwamish Intelligent Transportation System - Phase 1, 2 and 3

- 33 City of Seattle, S. Lander St. Grade Separation
- 34 City of Seattle, Duwamish Truck Mobility Improvements
- 35 Port of Seattle, E. Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 36 Port of Seattle, SR 518 at Airport Drive Eastbound Lane Addition
- 37 Port of Seattle, E. Marginal Way Truck Crossover
- 38 King County, South Park Bridge Replacement
- 39 City of Tacoma, SR 99 Puyallup River Bridge
- 40 City of Tacoma, D St. Grade Separation
- 41 Port of Tacoma, Lincoln Ave. Grade Separation

- 42 Pierce County, 8th St. E. Grade Separation
- 43 Pierce County, Cross Base Hwy, Phase 1
- 44 Snohomish County, Granite Falls Alternative Rt., Phase 1
- 45 City of Tukwila, 180th St. Grade Separation
- 46 City of Woodinville, SR 202 Corridor Improvement
- 47 WSDOT, SR 519 Intermodal Access Project
- 48 WSDOT, SR 509/Port of Tacoma Rd. Grade Separation
- 49 WSDOT, SR 18 Weyerhaeuser Way to SR 167 Truck Lane

EASTERN WASHINGTON REGION

- 50 City of Spokane Valley, Barker Rd. Corridor Widening, Spokane River to SR 290
- 51 Benton County, Piert Rd. Extension
- 52 City of Colville, Colville Alternate Truck Route
- 53 City of Kennewick, Columbia Center Boulevard Railroad Crossing
- 54 Port of Pasco, SR 397 Ainsworth Ave. Grade Crossing
- 55 WSDOT-City of Pasco, US 395 Hillsboro St. Interchange
- 56 City of Prosser, Wine Country Rd.
- 57 City of Spokane, Havana St./BNSF Grade Separation

- 58 City of Spokane, Freya Ave. Bridge
- 59 City of Spokane Valley, Sullivan Rd. West Bridge Replacement
- 60 City of Union Gap, Valley Mall Blvd. Extension
- 61 City of Walla Walla, Myra Road at the Dalles-Military Rd & US 12/SR 125 Interconnect

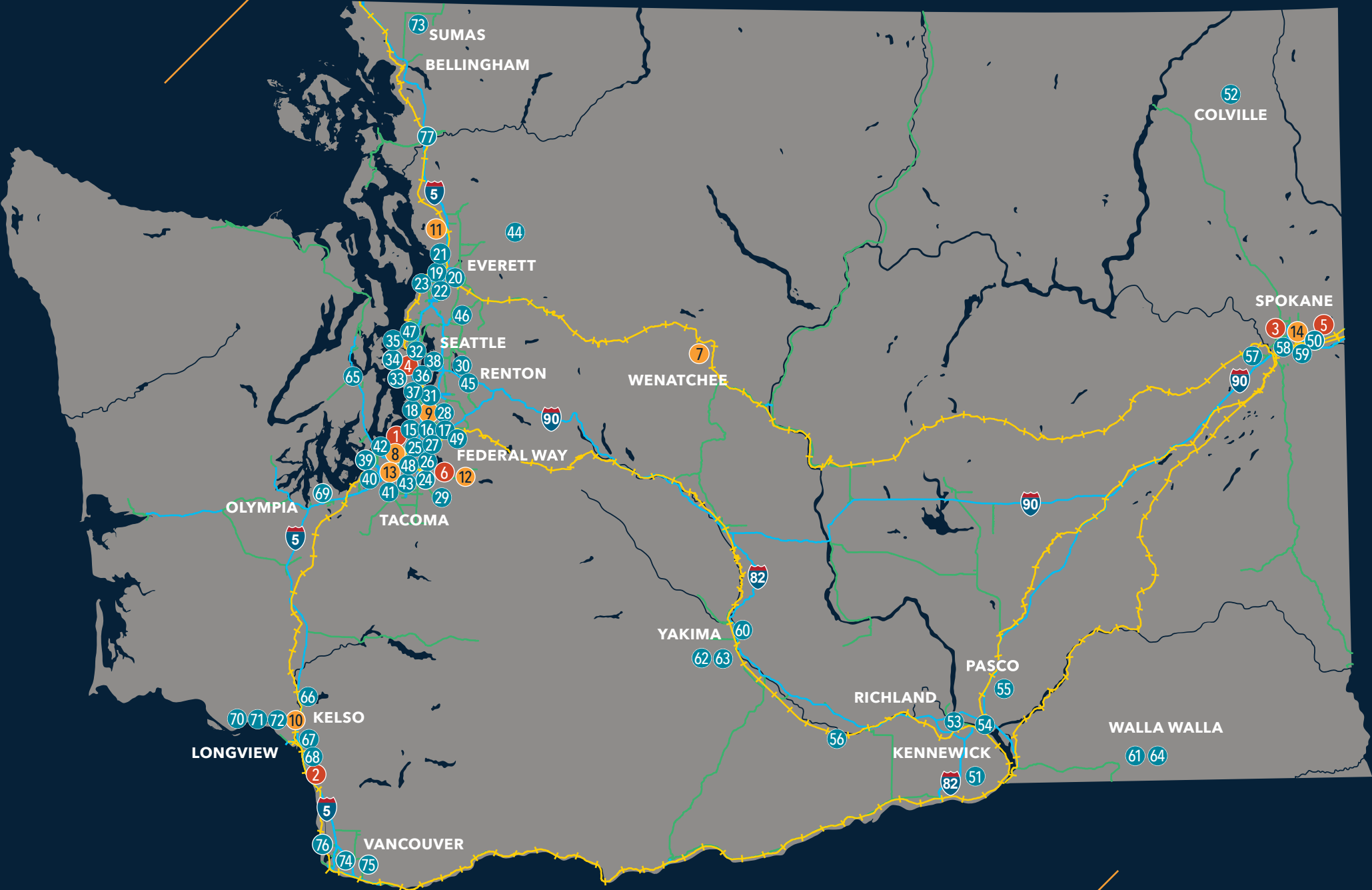
- 62 City of Yakima, River Road Improvements
- 63 City of Yakima, Lincoln Ave. and MLK/BNSF Grade Separation
- 64 WSDOT, US 12/124 to SR 730

WESTERN WASHINGTON REGION

- 65 City of Bremerton, SR 3/304 Transportation Improvement
- 66 City of Kelso, Allen St. Bridge Replacement
- 67 Port of Kalama, Industrial Park Bridge
- 68 Port of Kalama, Grain Terminal Track Improvements
- 69 City of Lacey, Hogum Bay Road
- 70 City of Longview, SR 432/SR 433 Turn Lane Improvements
- 71 City of Longview, SR 432 Improvements/3rd Ave. Off Ramp Widening
- 72 Port of Longview, Port Alternate Rail Corridor

- 73 WSDOT-City of Sumas, SR 9 - SR 546/ Nooksack Rd. Vicinity to SR 547/Cherry St.
- 74 Port of Vancouver USA, Port Rail Access, Phases 1 and 2
- 75 Port of Vancouver USA, Rail Tie-in to Mainline

- 76 Port of Vancouver USA, Bulk Facility Track Location
- 77 Skagit County, Burlington Northern Overpass Replacement



PROJECT MAP

FREIGHT CORRIDORS

R-1 corridors: carrying more than 5m tons per year

T-1 corridors: carrying more than 10m tons per year

T-2 corridors: carrying 4 to 10m tons per year

FMSIB balances project selection between Eastern Washington, Western Washington, and Puget Sound

[Click for List of Projects](#)

HOW ARE FMSIB PROJECTS SELECTED FOR FUNDING?

The FMSIB Projects Selection Process is Open and Transparent

- 1 Call for Projects is advertised with application process explained and 198-point scoring criteria are published
- 2 Project applicants prepare and submit applications
- 3 Staff review applications for eligibility and completeness
- 4 Project Selection Committee is formed and leads two concurrent committee reviews and scoring:
 - Technical Committee Scoring with representatives from Cities, Counties, Ports, Trucking, Rail, WSDOT
 - Five-member Board Committee Scoring
 - Scoring Reconciliation: The two committees compare scores and create a first-cut list and interview questions
- 5 Highest scoring project sponsors are interviewed by both scoring committees
- 6 Project Selection Committee makes recommendation to the Board
- 7 Board reviews, develops consensus and approves
- 8 FMSIB submits project list to Governor and Legislature



COVID-19 HEROES

WASHINGTONIANS RECOGNIZE THE HARD WORK OF THE PEOPLE KEEPING OUR STATE'S FOOD, SUPPLIES, AND GOODS MOVING AS SAFELY AND EFFICIENTLY AS POSSIBLE. HERE IS A SHOUT-OUT TO A FEW OF THOSE HEROES.

Freight and delivery personnel from truck and rail, barge and ships, dock workers, and all of the workers in the logistics chain for working around the clock doing critically important work and going to heroic lengths to ensure medical supplies are delivered to hospitals, consumer goods are stocked on shelves, and freight remains on the move to bolster our economy.

Custodian crews at WSDOT rest areas who are keeping these waystations open and safe with enhanced protocols for more frequent cleaning and disinfecting handrails, doors, and other high touch point areas.

Ports, cities, counties, and the state who are showing leadership with economic recovery strategies, technical assistance to small businesses, and commitment to constructing transportation projects.



IT teams everywhere for doing extra work during this time to set up organizations for telecommuting and using variable message signs to communicate public health messages.

Farmers who have kept food on our table and who have donated food to feed the hungry. Potato farmers donated over 1 million pounds of potatoes to those in need in 2020.

Employers throughout the freight network who are currently trying their best to keep their employees safe and healthy while also staying compliant with regulations and continuing to operate efficiently.



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD MEMBERS

Dan Gatchet, Chair

Past President
Washington Trucking Associations
Citizen Chair

Leonard Barnes

Deputy Executive Director
Port of Grays Harbor
Port Districts' Representative

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Senior Vice President
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Marine Industry Representative

Ben Wick

Mayor
City of Spokane Valley
Cities' Representative

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