

Freight Mobility Strategic Investment Board

March 26, 2021

9:00 AM to 11:25 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/?eventID=2021031371>

Note: The Chair may adjust agenda topics and timing

9:00 AM	1. Welcome and Roll Call	Dan Gatchet	
9:05 AM	2. Meeting Minutes (Jan. 15, 2020)	Dan Gatchet	Action
9:10 AM	3. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
9:40 AM	4. Legislative Update - Transportation Revenue Proposals	Brian Ziegler	Informational
10:00 AM	5. FMSIB Preservation Projects	Brian Ziegler	Informational
10:10 AM	6. Board Member Reports	Board Members	Informational
10:20 AM	7. Spokane Valley, Barker Rd. Corridor - Update	Brian Ziegler	Informational
10:30 AM	8. City of Seattle, East Marginal Way, Phase 1 - Update	Brian Ziegler	Informational
10:45 AM	9. Call for Projects Planning	Brian Ziegler	Informational
11:00 AM	10. Authorize Call for Projects - Contingent on Legislative Action	Dan Gatchet	Action
11:05 AM	11. Appointments to Board Project Selection Committee	Dan Gatchet	Action
11:10 AM	12. June Board Workshop Planning	Dan Gatchet	Action
11:25 AM	13. Adjourn	Dan Gatchet	Action

Next Meeting: June 3 and 4, 2021 - Virtual



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

January 15, 2021 • 9 a.m. – 11:15 a.m. • GoToMeeting
TVW Recording [FMSIB 01-15-21](#)

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair
Leonard Barnes
Matt Ewers
Erik Hansen
Johan Hellman
Temple Lentz
John McCarthy

Anne McEnerny-Ogle
Roger Millar
Art Swannack
Bob Watters
Ben Wick
Ex officio Aaron Hunt

Not Present:

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Lorelei Williams, City of Seattle
Michael Kosa, City of Sumner
Jim Morgan, City of Pacific

Meeting Convenes

Chair Dan Gatchet convened the GoToMeeting at 9 a.m. and introduced FMSIB's new Board member, Mayor Anne McEnerny-Ogle. Virtual meeting protocols were reviewed. Ms. Workman conducted roll call.

Approval of Meeting Minutes

Board Action Item: Adoption of November 20, 2020, Board Meeting Minutes.

MOTION:

Chair Gatchet entertained a motion to adopt the November 20, 2020, meeting minutes as presented.

Mr. Bob Watters so moved to adopt the minutes as presented. Mr. Leonard Barnes seconded. Ms. Anne McEnerny-Ogle abstained from voting.

MOTION CARRIED

FMSIB Budgets

FMSIB's Operating and Capital Budgets - Current Status

Operating Budget: FMSIB is currently running a little ahead for this biennium and will end the biennium at about 95 percent of expenditure, which is typical expenditure pattern. The reduced Board travel and staff furloughs have helped to absorb the unanticipated website migration costs.

Capital Budget: Director Ziegler presented the Expenditure and the Status Reports. Mr. Swannack pointed out that the Port of Kalama project is fully funded, but the Legislature moved it to a later biennium. Mayor McEnerny-Ogle asked about the older projects, such as the Kent project that was awarded in 2004. Director Ziegler explained FMSIB's strategic nature and willingness to be "first money in" and patient with complicated projects; however, FMSIB does review and take action to retain, defer, or cancel projects if necessary. The Kent 228th Street project is expected to be completed in April 2021, which is the last phase of a large multiphase project. Over the last few years, FMSIB's project portfolio has been reduced from an average eight years down to four years from time of award to construction.

Governor's Proposed Budget – FMSIB Fully Funded

Background: Several months ago, the Governor requested agencies submit budget proposals with 10 percent cuts in capital and operating expenditures. For FMSIB, that would have meant a capital reduction of \$3.6 million 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.

Operating Budget: Despite a 5 percent reduction proposed in the Governor's Budget, FMSIB operations would still be fully funded for the next biennium due to reduced travel costs and 24 unpaid furlough days proposed for both staff members.

Capital Budget: FMSIB would be fully funded for the 2021-23 Biennium at \$36.1 million which covers current FMSIB award commitments and includes some for future awards. If the Legislature does not reinstate the prohibition for a call for projects, then FMSIB could potentially conduct a \$15 million call beginning this July. FMSIB will discuss a possible call at the March meeting.

Future Agenda Item: FMSIB to discuss possible 2021 Call for Projects at the March 26 Board meeting.

Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the November 20, 2020, Board meeting.

Day on the Hill

Due to the pandemic, legislators will not be conducting in-person meetings this session. In response, Chair Gatchet and FMSIB Legislative Committee Chair Barnes have concurred in a different approach for FMSIB "Day on the Hill" this year only.

On January 18 and 19th, FMSIB staff will present a slide presentation and video to the House and Senate Transportation Committees, providing an overview of the agency and priorities for 2021.

Given this briefing to the Transportation Committees, committee members are not expected to accept a second offer from FMSIB to meet. Instead, FMSIB will email transportation committee members (after the January 18 and 19 presentations) an Annual Report and invite them to contact FMSIB if they have further questions.

2020 Annual Report

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: <https://youtu.be/EP2awgv7Fms>

Legislative Guests

As is customary for the January Board meeting, FMSIB invited Senators Hobbs and King and Representatives Fey and Barkis to our meeting. Senator King joined the meeting and provided an overview of this session's legislative priorities and thoughts on the future of FMSIB. Senator King shared that this session is focused on being balanced through end of 2019-21 Biennium. The 2021-23 Biennium will also be challenging to balance, but they will hopefully come up with ways to do so with minimal angst. It may involve moving some projects out a bit. Senator Hobbs has put forth a 16-year proposal package. Representative Fey has his package ready to roll out. Senator King is working on his proposal but plans to wait until Senator Hobbs and Representative Fey present theirs. The Legislature is challenged to meet all the needs from the pandemic and transportation needs with no money in transportation budget. The focus must be on maintenance and preservation. Failing structures, roads, culvert issue and costs just keeps rising. Culverts need to be addressed and need to get done. Next year is an election year and raising taxes during that time is not easy. As far as FMSIB is concerned, there are people concerned about what FMSIB does and how they do it. Senator King thinks FMSIB has value, and we need to share that value and be more effective than what some people perceive it to be. Senator King offered to work with FMSIB in that regard. He also stated that he would love to hear the Board's thoughts, concerns, support, etc., as the packages come out.

FMSIB LEAP List Process - Update

The 2019 Legislature required FMSIB to comply with a new requirement, contained in LEAP List document 2019-3. Chair Gatchet asked if the new LEAP list requirement will continue. Director Ziegler said it will most likely continue and provided the briefing report from the Board's November meeting. During session, the LEAP list revision process is straight forward, it's part of legislative negotiations. However, once the LEAP list is adopted, a process for revision is needed to accommodate projects that delay or accelerate. A draft FMSIB LEAP List Revision process has been developed, and all parties (i.e., the Governor's Office, House and Senate Transportation Committee staff, LEAP Committee staff, and WSDOT) have agreed to the draft bill language. The Governor's Budget proposal did not include the draft language; however, the Governor supports the language. FMSIB staff is working with legislative staff to encourage the below language be included in legislative proposals:

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 Member Reports

No Board Member reports noted.

City of Seattle – East Marginal Way Heavy Haul Corridor Improvement, Phase 1 - Update

Board Action Item: The City of Seattle is requesting approval for applying \$3.34 million of the total \$6.1 million grant to Phase 1 of this multiphase project.

Ms. Lorelei Williams, P.E., City of Seattle City of Seattle Deputy Director for Capital Project Delivery and Ms. Megan Hoyt, P.E., provided an update on FMSIB Project #100 East Marginal Way Heavy Haul Corridor Improvement, Phase 1 (S Atlantic St to S Spokane St). In 2018 the Board awarded \$6.1 million to this project to be spread over the 2021-23 and 2023-25 Biennia. In July 2020, the Board approved the city's request to apply \$1 million of the \$6.1 million FMSIB grant to Phase 1 if the city was not successful with their 2020 BUILD grant application and the project had to be phased. The Board asked the city to provide an update in 2021.

Since the city did not receive the 2020 INFRA or BUILD grant, they are proceeding with a modified Phase 1 and plan for construction to start in 2021. The city will continue to seek funding for Phase 2 (S Massachusetts St to S Hanford St).

East Marginal Way serves several terminals, is a regular arterial for the city, and it is even more critical route now with closing of the West Seattle Bridge. In addition to freight mobility improvement, this project also addresses a safety issue by separating walking/biking lanes.

Project Updates-Cost Increases Since July 2020

Ms. Hoyt shared that since the city's report in July, they have learned a lot about more about how complicated the track relocation portion will be. It was confirmed that UP owns this joint-use track, and the city needs to continue the process started with BN and is still working on those submittals. The franchise agreements need clarity and are slowing the process. The city is hoping this will be resolved in the fall, which means a revised ad date to January 2022.

Phase 1 is short \$2.34 million due to additional railroad submittals, increased design period, and higher construction contingency. FMSIB grant funds are currently planned to apply to Phase 1 & 2 and the city is asking for an additional \$2.34 million be moved into Phase to cover the railroad track relocation. If the city applies for and is successful for 2021 INFRA or BUILD grants, it will eliminate the Phase 1 shortfall and FMSIB funds would be applied to combined project (Phase 1 & 2).

Discussion

Mr. Swannack asked how likely it is to complete the right-of-way issues within timeframe presented and when does the city need a decision from FMSIB. Ms. Hoyt noted that it appears revised agreements with the railroad and an approved franchise agreement are not needed to go to ad. The money is not needed now, but it helps them to plan as they move forward.

Mr. McCarthy asked if the railroads have any money invested in this project and if the city has gone to any other sponsors for an increase in contributions. Ms. Hoyt responded that the railroads have not invested. The city has not gone to TIB or others because it would be a cost increase in those cases, whereas with FMSIB, it is a request to move already committed funds. Mr. McCarthy supports this project but would like to see equitable increase from other partners.

Mayor McEnerny-Ogle stated she is reluctant to approve the request because how long it takes for BN and UP with agreements to be completed. Mayor Wick asked how this would impact Phase 2. Ms. Hoyt said the movement of money would help get Phase 1 built but would not impact Phase 2.

Mr. Barnes, Mr. McCarthy, and Mr. Swannack agreed to wait on making this decision until the next meeting.

Director Ziegler pointed out that this is not a request for cost increase to the FMSIB award, but a request to shift already awarded funds. There is also a project delivery benefit worth considering (\$6.1 million split between the next two biennium).

Mr. Millar thinks whether we approve today or not, the city has the same problems, and he doesn't think we should take action today. Mr. Millar pointed out that this project is not a mainline track and shouldn't be a big deal. He also noted that this is a good project that benefits everyone and asked for UP and BN input.

Mr. Hellman stated has not been involved in these conversations but is willing to talk with his UP colleagues. Mr. Hunt shared that despite it not being a mainline track, it is a very busy one. A lot of questions have developed regarding ownership, which is very complex. He will also discuss this project with his colleagues to see where UP is at and to hopefully have a conclusion as quickly as possible.

Director Ziegler summarized that Board will not decide today and invited Ms. Hoyt to provide an update at the March 26 Board meeting.

Ms. Lorelei Williams announced she has accepted another job opportunity, and Ms. Megan Hoyt will continue to manage this project

MOTION: No Board motion taken.

Future Agenda Item:

1. The Board requested The City of Seattle provide an update on the East Marginal Way project at the March 26 Board meeting.
2. Mr. Hellman and Mr. Hunt will report any progress in railroad negotiations at the at the March 26 Board meeting

City of Sumner – Stewart Road Bridge Replacement- Update

Board Action Item: The City of Sumner requests additional \$700,000 FMSIB funding.

Mr. Michael Kosa, P.E., City of Sumner and Mr. James Morgan, P.E., City of Pacific provided an update to FMSIB Project #101 Stewart Road Bridge Replacement. FMSIB awarded \$3 million to this project in 2018. This bridge connects the City of Sumner to the City of Pacific, and as a result, the Sumner project has impacted the City of Pacific with additional UP railroad crossing costs.

The City of Sumner is entering final design and will be shovel-ready summer 2022. The City of Pacific has been conducting a project with overlapping footprint and was originally told by UP that advance preemption would not be required; however, that changed in the later part of 2020. The City of Pacific is ready to advertise, but now has a shortfall due to cost increase from UP. Mr. Kosa would like to act as a grantee and reimburse the \$700,000 impacts to Pacific. The two cities have overlapping goals for this freight project and the money can be spent now.

Discussion

Director Ziegler pointed out that the fund increase would be granted to Sumner and then Sumner would act as financial provider to Pacific since Sumner's project is causing these impacts of additional expenses to Pacific.

Mayor McEnerny-Ogle was very pleased to see this type of partnership among the cities and would support a motion.

Mr. McCarthy pointed out that the Port of Tacoma is very supportive of this project and appreciates the diligence Sumner has shown in moving forward. He would support this request.

Mr. Swannack asked if awarded, then does FMSIB have to go to the Legislature for approval. Director Ziegler indicated that would be the case.

Mayor Wick asked which biennium the \$700,000 increase would be added to. After further discussion, it was determined the \$700,000 increase authority should come from Future Awards money and would be dedicated in the 2023-25 Biennium.

MOTION: Director Ziegler proposed the Board authorize a Stewart Road Bridge Replacement project grant increase from \$3 million to \$3.7 million contingent on the following:

1. City of Sumner enters an interlocal agreement with City of Pacific, ensuring the additional funds are dedicated to FMSIB-eligible elements of the City of Pacific's adjacent project, and
2. Legislative approval of the project cost increase.

Mayor McEnerny-Ogle so moved, and Mr. McCarthy seconded.

Mayor Wick asked if motion should include the agreed upon biennium for the funds. Director Ziegler stated he can amend the motion to include the funds be dedicated to the 2023-25 Biennium with Mayor McEnerny-Ogle and Mr. McCarthy approval.

AMENDED MOTION:

Mayor McEnerny-Ogle and Mr. McCarthy approved amending no. 2 of the above motion to:

2. Legislative approval of the project cost increase *in the 2023-25 Biennium*.

MOTION CARRIED

Staff Action Item: Follow-up with City of Sumner for a copy of the interlocal agreement.

2021 Legislative "Visits"

Director Ziegler will forward a copy of the slides, 2020 Annual Report, and introduction video to Board. This is the same information that Director Ziegler will present to the House and Senate Transportation Committees and to the Washington State Transportation Committee.

Staff Action Item: Email the slide presentation, 2020 Annual Report, and video to the Board.

Next Meeting

March 26, 2021 - Virtual

Meeting Adjourned

Chair Gatchet lost his internet connection to the meeting. Director Ziegler adjourned the meeting at 11:40 a.m.

Summary of Board Motions & Recommendations:

- 1) Adoption of November 20, 2020, Board Meeting Minutes. ***Motion Carried*** (page 2)
- 2) Approval to award \$700,000 grant increase to the City of Sumner Stewart Road Bridge, contingent upon (a) City of Sumner enters an interlocal agreement with City of Pacific, ensuring the additional funds are dedicated to FMSIB-eligible elements of the City of Pacific's adjacent project, and (b) Legislative approval of the project cost increase in the 2023-25 Biennium. ***Motion Carried*** (page 7)

Summary of Staff Action/Direction Items:

- 1) Follow-up with City of Sumner for a copy of the interlocal agreement. (page 7)
- 2) Email the slide presentation, 2020 Annual Report, and video to the Board. (page 7)

Summary of Future Agenda Items:

- 1) FMSIB to discuss possible 2021 Call for Projects at the March 26 Board meeting. (page 2)
- 2) City of Seattle East Marginal Way Project: The city to provide an update at the March 26 meeting. (page 6)
- 3) City of Seattle East Marginal Way Project: Mr. Hellman and Mr. Hunt will report any progress in railroad negotiations at the March 26 meeting. (page 6)

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FMSIB Director's Report

March 26, 2021

(Last Report: Jan. 15, 2021)

Project Status Updates

The City of Seattle's East Marginal Way Heavy Haul Corridor project is advancing on schedule. At the January 2021 meeting, the City requested advancement of funding from Phase 2 to Phase 1. In response, the Board raised two questions:

1. What is the status of the railroad agreements necessary to implement the preferred project design?
2. When does the City need a Board decision on the request to advance FMSIB funds?

City staff originally planned to return to the March 26 Board meeting to answer these questions. However, the necessary railroad meeting is not scheduled until March 29. Therefore, the City requested postponement of this Board discussion until the next Board meeting, currently scheduled for June 4.

In other good news, the City of Spokane Valley opened bids on the Barker Road Grade Separation Project and construction began March 8. Chair Gatchet participated in the City's "Virtual Groundbreaking" ceremony by providing video comments on behalf of FMSIB congratulating the City on their achievement. The City has published a short video describing the benefits of this project and other Barker Road Corridor Improvements. FMSIB provided "early funding" (2010) for this project, and for several of the other investments described here: <https://www.spokanevalley.org/BarkerBNSF>

FMSIB 2021-23 Biennial Budget - Status in the Legislature

On January 18 and 19, FMSIB staff provided a report to the House and Senate Transportation Committees. This 15-minute opportunity allowed FMSIB (and other transportation agencies) to provide an overview of the agency and priorities for 2021. FMSIB staff shared the new 60-second video, the new slide show, and the Annual Report.

New transportation revenue proposals have been proposed in both Transportation Committees. A detailed comparison of the four proposals is included in the agenda packet, and the Board will be briefed on a summary of those proposals.

Rep. Fey released his budget proposal January 21. During the ensuing discussion, FMSIB staff offered comments regarding the preservation component of his package. Chair Fey acknowledged there was an oversight and encouraged FMSIB to submit written supplemental materials. Those materials are included in the meeting packet for today and will be discussed by the Board. Also, FMSIB staff provided a short email appreciation to Sen. King on Feb. 24 after the release of his proposal.

At the time of this writing, the Legislature is scheduled to receive the transportation revenue forecast, which is due March 17. It is further expected that budget writers will finalize and issue their draft budget proposals, including bill language, within a week or two of the transportation

revenue forecast. Further, we believe that the budget language may be delayed pending legislative leadership discussion and resolution of the imminent federal stimulus funding.

FMSIB staff continues to monitor this develop and will provide details, if available, at the March 26 Board meeting.

2020 Annual Report

After the Board approved the 2020 Annual Report, a small number of paper copies were printed, however, far fewer than in years past. Here is how paper and electronic versions of the report were distributed:

Electronic Copies

RECIPIENT	NUMBER of Copies Sent 2020
Board Members & Assistants, Interested Individuals	53
House and Senate Transportation Committee Members & Legislative Assistants	88
Congressional Members & Transportation Advisors	24
Cities	281
Ports	58
County Commissioners	139
County Public Works Directors	55
Project Leads	33
Miscellaneous	26
WA State Library	1
TOTAL	758

Printed Copies

RECIPIENT	NUMBER of Copies Sent 2020
Consultant Team	2
WA State Library	2
TOTAL	4

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:

- Jan. 18 – Presented FMSIB’s Annual Report video and slide presentation to the Senate Transportation Committee.

- Jan. 19 – Attended “Media Opportunity” presentation of House Transportation Committee’s revenue proposal.
- Jan. 19 – Presented FMSIB’s Annual Report video and slide presentation to the House Transportation Committee.
- Jan. 20 - Presented FMSIB’s Annual Report video and slide presentation to the Washington Transportation Commission.
- Jan. 21 – “Attended” confirmation hearing for USDOT Secretary- Designee.
- Jan. 21 – Participated in House Transportation Committee Stakeholder briefing on Committee’s New Transportation Revenue proposal and commented on the proposal’s impacts to FMSIB.
- Jan. 21 – Attended PNWA’s monthly membership meeting.
- Jan. 28 – Joined Chair Gatchet in welcoming returning Rep. Eric Robertson to the House Transportation Committee.
- Jan. 29 – Met with Michael Davisson of the U.S. Senate Commerce Committee at his request to discuss a potential federal program addressing railroad grade crossings.
- Feb. 2 – Presented to the Spokane Good Roads and Transportation Association at their request on FMSIB and Preservation issues.
- Feb. 8 – Met with House and Senate Transportation Committee staff to discuss FMSIB’s capital budget request.
- Feb. 10 – Attended first meeting of newly formed PSRC Freight Advisory Committee. FMSIB is a current and founding member of the Committee.
- Feb. 18 – Attended PNWA’s monthly membership meeting
- Feb. 19 – Met with Alicia Bissonnette of US Rep. Kim Schrier’s Office (D - WA 8th) to discuss FMSIB and freight issues.
- Feb. 25 – Participated in Washington Emergency Alert System test of Earthquake Advance Warning (EAW) system
- Mar. 2 – Participated in WSDOT webinar with MPO’s and RTPO’s describing the update process for the 2021 Freight and Goods Transportation System (FGTS). It is expected the FMSIB Board will adopt this Update later in 2021.
- Mar. 9 – Met with City of Seattle to discuss status of the East Marginal Way Heavy Haul Corridor Improvement project.
- Mar. 16 – Met with Ron Pate and Jason Beloso, WSDOT Rail Freight and Ports Division, to discuss FMSIB’s Call for Projects plan for 2021
- In addition to the above, I participate in twice-weekly conference calls with the Governor’s Office to discuss pending legislative issues.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 756,000

Expenditure Detail through: Feb 28, 2021

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Feb 28, 2021	Actual Expenditures thru Feb 28, 2021	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	560,000	466,667	455,155	11,512
Travel	29,000	24,167	15,921	8,245
Goods & Services	122,000	101,667	90,486	11,181
Personal Service Contracts	45,000	38,000	45,500	0
Total Thru Feb 28, 2021	\$ 756,000	630,500	607,062	30,938
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Feb 28, 2021	Actual Expenditures thru Feb 28, 2021	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	560,000	466,667	455,155	11,512
Total Salary	\$ 560,000	466,667	455,155	11,512
Travel:				
Staff Travel	13,000	10,833	6,223	4,611
Board Travel	16,000	13,333	9,699	3,635
Total Travel	\$ 29,000	24,167	15,921	8,245
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	30,000	25,000	18,083	6,917
WS DES Services	29,000	24,167	23,510	657
WS TIB - Office Rent & Utilities	35,000	29,167	29,265	-98
WS Attorney General	2,000	1,667	0	1,667
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	21,667	19,628	2,039
Total Goods & Services	\$ 122,000	101,667	90,486	11,181
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	25,000	0
Total Personal Service Contracts	\$ 45,000	38,000	45,500	0
Total Thru Feb 28, 2021	\$ 756,000	630,500	607,062	30,938

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium - Effective Mar. 26, 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	1,231	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	13,827			
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	843	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	2,203	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500	809	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	717	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	21,399			

	<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	21,399	37,769	27,300	148,033

Biennial Time Expended: 83% 59% 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	11,782	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	21,399	37,769
Reappropriation		23,189	3,954	(5,606)	(4,697)

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Mar. 26, 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					Forecasted Apr. 2021
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					Deferred to 2021 by Legislature
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000					March Virtual Groundbreaking
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500					
26	Tacoma	Taylor Way Rehabilitation	2016	2,500					Fall 2021
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000					DB RFP Scheduled Jan. 2021
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680					Phase 2a under const.
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000					Board canceled Nov. 2020
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270					On ad
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000					Deferred by FMSIB (1/20)
Future Biennia									
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533					Unknown
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500					Deferred by FMSIB (1/20)
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100					Apr-21 Presentations 3/20/20, 7/30/20, discussion 9/18/20, presentation 1/15/21, discussion 3/26/21, present June?
20	Spokane Co	Park Road BNSF Grade Separation	2010	100					Deferred - 2022 removal eligibility
24	Sumner	Stewart Road	2018	3,000					Dec-21 FMSIB presentation 9/18/20 and 1/15/21
		Total		104,983					

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
Revenue				
Gas Tax	18 cents & Indexed on CPI—Additional 3 cents on diesel	6 cent increase	Rate not specified, but generates \$2.8 billion.	3 cent increase.
Differential Rate on Exported Fuel	N/A	N/A	3 cent differential rate	N/A
Carbon Fee	\$15 per ton on the transportation sector. \$20 per ton in 23-25 & \$25 per ton in 25-27	\$20 per ton on the transportation sector	Rate not specified, but generates \$5 billion.	N/A
Cap and Invest	None	As an alternative to the carbon fee, assumes 50% of cap and invest revenue under SB 5126		N/A
Revenue Source for Culverts	Funded from the gas tax	Separate legislation assumed with cap and invest approach. Under carbon tax approach, assume some portion will go to culverts.	Parcel Tax that generates \$2 billion	Does not specify.
Statewide Transportation Benefit Assessment	N/A	Assessment on New Construction: \$2 per \$1000 AAV on residential; \$1 per \$1000 AAV on Manufacturing; and \$4 per AAV for Commercial	None	Assessment on New Construction: \$1 per \$1000 AAV on residential; \$1 per \$1000 AAV on Manufacturing; and \$2 per AAV for Commercial
Air Quality Surcharge Fee	N/A	One-time fee on the sale of new vehicles & those being retitled in	Vehicle emissions fee that generates \$3.3 billion.	N/A

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
		WA for the first time. Fee varies based on fuel efficiency of vehicle with a statewide average of \$276 per vehicle.		
Apply State Sales Tax to Fuel	N/A	N/A	Generates \$2.4 billion	N/A
Truck License Fee by Weight	\$10 increase	\$10 increase	N/A	N/A
Plate Fees	50% increase	N/A	N/A	N/A
Personal Trailer Fees	\$5 increase	N/A	N/A	N/A
Intermittent-Use Trailer Fees	\$13 increase	N/A	N/A	N/A
Trip Permit Fees	\$5 increase	\$20 increase	\$20 increase	N/A
Quick Titles	16% increase	N/A	N/A	N/A
IFTA Decals	\$25 increase	\$22.50 increase	N/A	N/A
Title Fees	13% increase	None	N/A	N/A
Passenger Vehicle Fees	\$10 increase on 7/1/29	\$10 increase planned under Connecting Washington moved up by one year	N/a	\$10 increase planned under Connecting Washington moved up by one year
Motor Home Vehicle Weight Fee	\$20 increase	\$20 increase	Rate not specified but generates \$29 million	\$10 increase
Rental Car Tax	1% increase	1% increase	N/A	2% increase
Aircraft Fuel Taxes	4 cent increase	N/A	N/A	N/A
Standard Driver's License and IDs	\$6 increase	N/A	N/A	N/A
Enhance Driver's Licenses and IDs	\$18 increase	\$24 increase	N/A	\$18 increase

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
License Plate Tech Fee to Trucks	75 cent increase	N/A	N/A	N/A
Driver's License Photo Only Fee	\$10 (new fee)	N/A	N/A	N/A
Original Motorcycle Endorsement	\$18 increase	N/A	N/A	N/A
Bulk Data, Per Record Increase	8 cent increase	N/A	N/A	N/A
Driver Record Monitoring Fee	4 cent increase	N/A	N/A	N/A
Vehicle Look Up Fee	\$3 increase	N/A	N/A	N/A
TNC and For-Hire Vehicle Fee	N/A	50 cents per trip	N/A	50 cents per trip
Automobile Parts Sales and Use Tax	N/A	1% increase	N/A	N/A
Freight Project Fee	N/A	10% increase	N/A	N/A
Capital Vessel Surcharge	N/A	25 cent increase	N/A	25 cent increase
Bicycle Sales & Use Tax	N/A	1% increase	N/A	2% increase
Drone Registration Fee	N/A	\$15 registration fee for commercial drones	\$15 registration fee for commercial drones	N/A
Luxury Yacht Tax	N/A	N/A	Rate not specified, but generates \$801 million	N/A
Transit and Light Rail Surcharge	N/A	N/A	N/A	20 cents per ride
Require buses to pay tolls on Tacoma Narrows and SR 520	N/A	N/A	N/A	Yes

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
Shift sales tax on motor vehicles from general fund	No	No	No	Yes, provides \$8.2 billion over 8 years.
Total Revenue Generated	\$26.7 billion	Between \$15.7 and \$15.9 billion	\$17.8 billion	\$10.1 billion
Investments				
Maintenance & Preservation	\$4.6 billion	\$2.6 billion	\$3 billion (including \$100 million for local preservation)	\$5.1 billion
Culverts	\$3.5 billion	\$3.5 billion	\$3.5 billion	\$2.2 billion for state culverts and \$125 million for locals
Storm Water Improvements	None	\$500 million	\$500 million	None
Facilities	None	\$20 million	None	None
Traffic Operations	None	\$50 million	None	None
State & Local Projects	\$6.7 billion (Includes Replacement of Interstate Bridge over the Columbia River)	\$5.3 billion (Project List Provided)	<ul style="list-style-type: none"> • \$1 billion for emerging projects and local bridges. • \$1.2 billion for replacement of the Interstate Bridge over the Columbia River • \$830 million for the US 2 Trestle 	\$1.7 billion (Project list Provided)
Ferries Capital	\$800 million	\$1 billion	\$1.5 billion for hybrid electric vessels	\$300 million

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
Ferries Operating Support	\$200 million	\$200 million	None	None
TIB	\$828 million (specific to preservation)	\$100 million (not specific to preservation)	\$100 million split between TIB & CRAB	None
CRAB	\$582 million (specific to preservation)	\$80 million (not specific to preservation)	\$100 million split between TIB & CRAB	None
WSDOT & OMWBE Equity	\$64 million	None	None	None
Vessel Electrification	\$209 million	\$280 million	\$216 million	None
Other Ferry System Electrification	\$360 million	None	\$280 million	None
Carbon Reduction/Green Investments	\$2.5 billion	\$900 million	\$181 million for sale and use tax exemptions	\$300 million for hydrogen incentives
Freight Rail	\$201 million (PCC Rehab)	\$213 million (Both PCC and Chelatchie Prairie)	\$50 million	None
Locomotive Modernization	\$33 million	None	None	None
Amtrak Cascades Operating Costs	\$721 million	None	\$100 million for passenger rail	None
Amtrak Cascades Capital	\$143 million	None	None	None
Special Needs Transit Grants	\$960 million	\$500 million	\$960 million	\$110 million
Rural Mobility Transit Grants	\$240 million	\$200 million	\$240 million	\$60 million
Regional Mobility Transit Grants	\$250 million	None	\$240 million	None
Tribal Transit Mobility Grants	\$80 million	None	\$80 million	None

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
Bus & Bus Facility Grants	\$800 million	\$300 million	\$500 million	\$86 million
Vanpool Grants	\$80 million	\$30 million	\$80 million	\$20 million
Transit Projects	\$333 million	None	None	None
Green Transportation Grants	\$200 million	None	\$172 million	See Hydrogen investment above
Transit Access Fare Grants	\$160 million	None	\$160 million	None
Transit Coordination Grants	None	\$33 million	None	None
Bike/Ped Grants	\$318 million	\$200 million	\$240 million	\$40 million
Bike/Ped Projects	\$267 million	None	None	None
Safe Routes to Schools Grants	\$290 million	\$100 million	\$240 million	\$32 million
Complete Streets Grants	\$59 million	\$100 million	None	\$30 million
Connecting Communities Grants	\$50 million	None	None	None
Bike/Ped State Route	None	None	\$200 million	None
Pedestrian Access Grant Program	None	None	\$100 million	None
Port District Grants	None	\$100 million	None	None
FMSIB	None	\$50 million	None	None
Cities & Counties Direct Distribution	None	\$375 million	None	None
High Speed Rail	None	None	\$500 million	None
Tacoma Narrows Bridge Transfers	None	\$146 million	None	None

PRELIMINARY COMPARISON TRANSPORTATION INVESTMENT PROPOSALS

	Fey (16 years)	Hobbs (16 years)	Saldana (16 years)	King (8 years)
Debt Service Payments	None, no bonding assumed.	Between \$990 million and \$1.8 billion	\$1 billion	None, no bonding assumed.
Connecting Washington COVID Backfill	Not specified	Not specified	\$1 billion	Not specified
Contingency	None	Between \$385 million and \$456 million	None	None
Total Spending	\$25.8 billion	Between \$17.8 and \$18.7 billion	\$17 billion	\$10.1 billion

Preliminary Comparison Transportation Revenue Proposals – 2021 Legislature

Revised 3/4/21

Sponsor	Spending	Timeframe	Bonding	Carbon	M&P	FMSIB
Saldana	\$17.8 b	16 years	\$1.0 b	Yes	\$3 b + \$100 m Local	None
Fey	\$25.8 b	16 years	No	Yes	\$4.6 b	None
Hobbs	\$18 b - \$19 b	16 years	\$2.5 b - \$3.5 b	Yes	\$2.6 b	\$50 m
King	\$10.1 b	8 years	No	No (\$300 m Hydrogen Incentives)	\$5.1 b	None



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

Dan Gatchet,
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Website
www.fmsib.wa.gov

January 26, 2021

The Honorable Jake Fey
House of Representatives
P.O. Box 40600
Olympia, WA 98504-0600

Dear Representative Fey:

Thank you again for reaching out and listening to stakeholders as you develop a new revenue transportation proposal. In my January 21 presentation to your Stakeholder Briefing, I stated that FMSIB supports the commitment your proposal makes to roadway preservation through increased investments for WSDOT, TIB, and CRAB. As I also noted, a segment of the state's freight network (i.e., port, city and county T-1 and T-2 routes, the portion routinely funded by FMSIB), was overlooked. Thank you for acknowledging that oversight and for requesting additional information.

Like CRAB and TIB, FMSIB prioritizes funding requests from counties and cities according to criteria established by each agency (FMSIB also receives funding requests from ports). A large percentage of FMSIB's funded portfolio includes preservation activities on priority T-1 and T-2 freight routes. In some cases, preservation of a pavement or bridge asset is the entire purpose of the FMSIB-funded local agency project.

Local agency preservation on freight routes has been an increasing share of FMSIB's awards. We expect that trend to continue. While preservation is an important and growing need, it competes with, and therefore reduces funding for, other primary purposes of FMSIB, i.e., improving freight mobility and mitigating the negative impacts of freight on communities. An increase in preservation funding for FMSIB (maybe in a separate program?) would ensure the state's freight mobility and mitigation goals can continue to be achieved as well.

Here are some pertinent facts about FMSIB's historical project portfolio:

1. 95% of project applications come from ports, cities, or counties.
2. 72% of those projects fund improvements on a state route or a major connector to a state route.
3. 54% of the projects match federal fund sources.
4. Over the last eight years of project awards, **Preservation needs have consumed approximately 70% of FMSIB's available revenues.**

The table at the end of this letter identifies recent FMSIB projects that are principally Preservation projects.

The Honorable Jake Fey
January 26, 2021
Page 2

In summary of that table, Preservation needs on first and last mile freight connectors have consumed approximately 70 percent of FMSIB's available revenues, or about \$20 million per biennium since 2010. Though this is a small amount in the scheme of the \$10 billion state transportation budget, it represents an important early commitment to local governments from the state for these critical freight connectors. A small increase of \$20 million per biennium in the new revenue package would ensure continuation of FMSIB's preservation investments without unduly sacrificing freight mobility and freight impact mitigation funding. Put into context of the other Preservation investments in the new revenue package, the amount is relatively small:

House Democratic Caucus New Transportation Revenue Proposal (Preservation Elements)

WSDOT Maintenance and Preservation:	\$4,600 m
TIB Preservation:	\$828 m
CRAB Preservation:	\$582 m
Suggested FMSIB Preservation:	\$160 m

Given the reliance of this new revenue package on trucking weight fee and diesel fuel tax increases, we believe it is quite appropriate to dedicate some small portion of that new funding to relieve local agency Preservation needs on freight corridors and to ensure continued roadway port access.

Thank you for considering this request. We are available to answer any questions you or your staff might have.

Sincerely,



Brian Ziegler
Director

FMSIB Preservation Projects (Awarded 2010 - 2018)		
<i>Jan. 2021</i>		
	Preservation Investments (\$ Millions)	
Preservation Projects	Total	FMSIB
1 City of Tacoma, SR-99 Puyallup River Bridge Replacement	\$ 38.8	\$ 5.0
2 City of Sumner, Stewart Rd. -White River Bridge Replacement	\$ 21.5	\$ 3.0
3 Port of Tacoma, Taylor Way Rehabilitation	\$ 27.4	\$ 2.5
4 City of Yakima, River Road Rehabilitation	\$ 1.4	\$ 0.6
5 Chelan County, West Cashmere Bridge Replacement	\$ 23.5	\$ 3.0
6 Skagit County, Burlington Northern Overpass Replacement	\$ 19.0	\$ 2.0
7 City of Seattle, East Marginal Way Heavy Haul Freight Corridor	\$ 48.6	\$ 6.1
8 City of Spokane Valley, Sullivan Road Bridge Replacement	\$ 15.6	\$ 1.6
9 Port of Tacoma, Port of Tacoma Rd. Rehabilitation	\$ 10.6	\$ 1.0
10 King County, South Park Bridge Replacement	\$ 159.2	\$ 5.0
Projects with a Preservation Component		
1 City of Fife, Port of Tacoma Rd. Interchange	\$ 27.1	\$ 6.7
2 Port of Longview, SR-432/SR-411 Interchange Improvements	\$ 4.2	\$ 2.1
3 Spokane County, Bigelow Gulch / Forker Road Realignment	\$ 24.4	\$ 6.0
Total:	\$ 421.3	\$ 44.6
FMSIB Revenues (2010 - 2018)		
Four biennia total:		
- One biennium at \$29 m		
- Three biennia at \$12 m = \$36 m		
- Total over the four biennia = \$65 m		
Percentage of revenues awarded to Preservation projects =	44.6 / 65 =	69%
Biennial dollar amount likely to be awarded to Preservation projects =	\$ 19.9	m
Full "recovery" of that Preservation in the 16 year package =	\$ 159.19	m

City of Seattle, East Marginal Way Heavy Haul Corridor – March 2021 Status Update
Mar. 26, 2021

The City of Seattle's East Marginal Way Heavy Haul Corridor project is advancing on schedule. At the January 2021 meeting, the City requested advancement of funding from Phase 2 to Phase 1. In response, the Board raised two questions:

1. What is the status of the railroad agreements necessary to implement the preferred project design?
2. When does the City need a Board decision on the request to advance FMSIB funds?

City staff originally planned to return to the March 26 Board meeting to answer these questions. However, the necessary railroad meeting is not scheduled until March 29. Therefore, the City requested postponement of this Board discussion until the next Board meeting, currently scheduled for June 4.

In the interim, the City summarized the status of the two Board questions as follows:

1. RE: railroad agreement

- SDOT received feedback from UPRR in February about changes needed to our 10% plans before UPRR can approve them. Our design team is working through the final details of those changes now.
- Our diagnostic site visit with UPRR and BNSF is scheduled for 3/29 and 3/30 (immediately following the FMSIB meeting). This meeting will include visits to each intersection on the project corridor where a railroad track is also present and will inform whether any additional changes are needed at intersections that would impact scope or budget.
- The Real Estate departments of both railroads are still reviewing our questions about railroad franchise agreements.

With this recent progress, we expect to be well along the path to agreement with the railroads by the June FMSIB meeting.

2. RE: timing of when funding decision is needed

- Waiting until June to determine whether full funding is possible will not change the design progress currently underway since we will continue to focus on just the project elements that involve the railroads.
- SDOT plans to apply for BUILD funding again – the call for applications is expected in late March. June would be an ideal time to request using a portion of our programmed FMSIB funding to fill our Phase 1 shortfall. By that time, we should be able to verify the shortfall amount (given the current progress with the railroads). This would also be about the time when SDOT would hesitate to move forward in finalizing design without assurance that the project could be funded (by BUILD or by using some of our programmed FMSIB funds).

“Call for Projects” Briefing

March 26, 2021

In 1998, FMSIB was created to fund critical freight mobility projects in Washington State, whose economy is highly trade dependent. To fulfill this mission, the Board regularly issues a “Call for Projects” as a core business function for the agency. Over the last 22 years, Board members, staff, and technical support volunteers have participated in 13 Calls for Projects, so the Call has been issued approximately every other year. The last Call was in 2018 and the next likely Call would have been 2020, but for the legislative prohibition.

That legislative prohibition (if not extended in the current session) expires on June 30, 2021. It’s possible that any legislative action to continue or suspend that prohibition could occur mere weeks before the current prohibition expires. So, it is prudent for FMSIB Board members and staff to consider what the next Call for Projects will look like so that FMSIB will be prepared to implement the Legislature’s direction quickly and efficiently.

A typical Call involves the Board, the Board’s Project Selection Committee, and a Technical Scoring Committee composed of external partners (WSDOT, WPPA, AWC, WSAC, BNSF, etc.). Also, project sponsors, their project partners, and in many cases, hired consultants, will respond to the Call by preparing extensive documentation on their proposed project and submitting it to FMSIB for evaluation. The entire process, from the time of announcement to Board award is historically about six months.

This year, the historical six-month process will likely need to be compressed. Absent any legislative action to the contrary, the Board could issue a Call for Projects on July 1 (when the current prohibition expires). Ideally, the Board would approve the subsequent project awards in September 2021 so those projects could be included in FMSIB’s budget proposal to the Governor. With special approval from the Governor, that Board project award could be delayed to later in the year, but nonetheless, a project list will need to be presented to the 2022 Legislature for approval. But the Call for Projects process will need to be accelerated in any case.

A draft schedule of important tasks and milestones is attached for Board consideration.

FMSIB Call for Projects - 2021 Work Plan

Revised: 3/3/21

No.	Task	Who	Due	Started	Complete	Comments
1	Download Highway Capacity Manual (HCM)	Staff	2/4/21		x	2000 HCM updated to 2010 HCM
2	Create a work plan	Staff	3/15/21		x	Initiated 2/4/21
3	Locate new Figure Nos. in HCM	Staff	3/15/21		x	
4	Revise application	Staff	3/26/21		x	HCM Table references updated
5	Revise application guidelines	Staff	3/26/21	x		Final Guidelines dependent on Leg. approps.
6	Contact Technical Advisory Committee members and secure their commitments	Staff	3/26/21	x		All confirmed except BNSF
7	Obtain Board approval for Call	Board	3/26/21			On agenda for March 26 meeting
8	Board appoints Project Selection Committee	Board	3/26/21			Need Chair and one added member
9	Create Call Schedule: Initiated, deadline, preliminary selection, interviews, awards	Staff	3/27/21			
10	Update webpage (Application and Guidelines)	Staff	3/29/21	x		
11	Obtain Legislative approval for Call	Legislature	4/25/21			Sine die?
12	Launch webpage	Staff	4/26/21			
13	Advertise Call (Electronic brochure (incl. link to web), distribute to Associations.	Staff / Associations	4/26/21			
14	Conduct Briefing Meeting w/ Project Selection Committee members	Staff / Project Selection Committee	4/26/21			
15	Create Excel Sheets for Scoring, etc.	Staff	4/26/21			
16	Complete Meeting Authorization Form, if any project selection mtgs in-person	Staff	4/26/21			
17	Conduct informational webinar (advertise via FOF dist to assoc. & link to web)	Staff	5/3/21			
18	Update Board on schedule	Board	6/3/21			Board meeting
19	Applications due to FMSIB	Applicants	7/23/21			
20	FMSIB application threshold review and distribute to Committee(s) for scoring	Staff	7/30/21			
21	Scored applications due back to FMSIB	Project Selection Committee	8/20/21			
22	Summary of scores sent to Committee(s)	Staff	8/27/21			
23	Project Selection Committee(s) meet to interview project sponsors.	Project Selection Committee	9/3/21			
24	Project Selection Committee(s) meet to finalize Board recommendation	Project Selection Committee	9/3/21			
25	Board awards project funding	Board	9/17/21			Board meeting
26	Projects submitted to Governor in FMSIB 2022 Budget request	Staff	10/1/21			
27	Prepare Project Letters (Denied, selected, awarded)	Staff	10/1/21			
28	Adopt 2021 FGTS	WSDOT / FMSIB	11/1/21			

2020-21 FMSIB Committees

Board & Executive

Chair ~ Dan Gatchet
Leonard Barnes
Matt Ewers
Erik Hansen
Johan Hellman
Anne McEnerny-Ogle
Temple Lentz
John McCarthy
Roger Millar
Arthur Swannack
Bob Watters
Ben Wick
Aaron Hunt, Ex-Officio

Project Selection

**Chair*
Matt Ewers
Bob Watters
Ben Wick

Outreach

Chair ~ Bob Watters
Leonard Barnes

Legislative

Chair ~ Leonard Barnes
Matt Ewers
Dan Gatchet
Johan Hellman
Roger Millar
Bob Watters
Ben Wick

Administrative

Chair ~ Dan Gatchet
Leonard Barnes
Art Swannack
John McCarthy

WA Freight Advisory Committee

See attached document

**Vacant*

NOTE: [Bob Watters appointment expired June 2020](#)

Updated 12-10-20

[Return to Agenda](#)

FMSIB ANNUAL WORKSHOP TOPICS

Summary of Past Topics and Potential 2021 Topics

Past Workshop Topics (2020 topics highlighted in yellow)

FMSIB History & Overview

- Capital Priorities
- Project History & Data Analysis
- Budgets & Fund Balances
- FMSIB Successes and Opportunities
- WAFAC Successes and Opportunities

History of Freight in Washington

FMSIB Framework (Related to Delegation of Authority)

- State Law
- WAC
- Bylaws

Options for Reducing Reappropriations

Active Projects That Could Be Deferred

FMSIB Legislative Update: Budget & Policy Bills

FAST Act Reauthorization

FMSIB Subcommittee Membership Appointments

- Legislative
- Project Selection
- Administrative
- Outreach

Establish Future Meeting Schedule

- Dates
- Locations

Trucking, Rail, Waterways, and Port Priorities

Potential 2021 Topics (Draft Ideas) Typical Workshop Topics

- The FMSIB Creation Story
- FAST Act Reauthorization
- WAFAC Project Selection Process
- Other Board Issues: _____
- Recap of 2021 Legislative Session
- Trucking, Rail, Waterway, and Port Priorities
- 2022 Legislative Strategy
- Meeting Schedule
- Committee Assignments