

# Freight Mobility Strategic Investment Board

*June 4, 2021*

*9:00 AM to 11:25 AM*

## *Zoom Meeting Agenda*

*(Please contact FMSIB at [workmag@fmsib.wa.gov](mailto:workmag@fmsib.wa.gov) for meeting link)*

*Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?eventID=2021061057>*

*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 (Mar. 26, 2021)	Dan Gatchet	Action
9:10 AM	3. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
9:35 AM	4. Board Member Reports	Board Members	Informational
9:40 AM	5. Legislative Recap	Brian Ziegler	Informational
9:55 AM	6. Freight Policy and Project Advisory Committee (FPPAC) - Progress Report	Ben Wick	Informational
10:55 AM	7. Annual Report	Kjris Lund	Informational
11:05 AM	8. September Board Workshop Planning	Dan Gatchet	Action
11:20 AM	9. Future 2021 Meetings: - Sept. 16-17 - Walla Walla (Workshop/Meeting) - Nov. 19 - Tacoma - Fabulich Center	Dan Gatchet	Action
11:25 AM	10. Adjourn		Action



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## MEETING MINUTES

March 26, 2021 • 9 a.m. – 11:25 a.m. • GoToMeeting  
TVW Recording [FMSIB 032621](#)

### In Attendance

#### BOARD MEMBERS

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

Anne McEnery-Ogle  
Roger Millar  
Art Swannack  
Bob Watters  
Ben Wick

Not Present:  
Erik Hansen  
Ex officio Aaron Hunt

#### FMSIB STAFF

Brian Ziegler, Director  
Gena Workman, Executive Assistant

### 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 January 15, 2021, Board Meeting Minutes

#### MOTION:

Chair Gatchet entertained a motion to adopt the January 15, 2021, meeting minutes as presented. Ms. Anne McEnery-Ogle so moved to adopt the minutes as presented. Mr. Leonard Barnes seconded.

**MOTION CARRIED**

### FMSIB Budgets

Director Ziegler reviewed the FMSIB Operating and Capital Budgets.

#### Operating Budget

FMSIB is tracking well and anticipates maintaining expenditure at 95 percent of allotments through the end of the biennium.

#### Capital Budget

Director Ziegler reviewed the project expenditure chart sorted by biennium and likelihood to expend this biennium. Most projects are in construction with an estimated \$24.4 M expended by the end of the biennium. We are 83 percent through the biennium, and FMSIB has expended approximately 60 percent of construction dollars authorized. Project sponsors have been notified that they have three

months left to request reimbursement. Director Zeigler is projecting close to 70 - 80 percent of biennial appropriation will be spent by end of the biennium.

The Project Status Chart shows most FMSIB projects are in construction or open to traffic. There are only a few changes since the last meeting as the project quarterly reports are not due until the end of March. About half of FMSIB projects are “first dollars in” (less than four years from award to construction) and the other half are “last dollars in” (four years or more from award to construction).

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## **Director’s Report**

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Please see the Board meeting packet for the complete report on Director Ziegler’s activities since the January 15, 2021, Board meeting. A few highlights are as follows:

### **FMSIB 2021-23 Biennial Budget**

On January 18 and 19, FMSIB staff provided a 15-minute overview of the agency’s 2021 priorities to the House and Senate Transportation Committees. The presentation included the new 60-second video, the new slide show, and the 2020 Annual Report.

### **2020 Annual Report**

The 2020 Annual Report was distributed in February 2021. The distribution was primarily electronic (750) with a few printed copies (20).

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## **Legislative Update-Transportation Revenue Proposals**

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*New Law Proposals* - Director Ziegler reviewed the Preliminary Comparison Transportation Investment Proposals Chart which summarizes a detailed comparison of the four new law transportation revenue proposals in both Transportation Committees. Senator Hobbs’ proposal is the only one that includes new money for FMSIB (\$50 M). FMSIB staff provided testimony in support of Sen. Hobbs’ proposal and an appreciation email to Senator King after the release of his proposal.

Representative Fey acknowledged that his proposal provided maintenance and preservation funding for WSDOT, TIB, and CRAB but not FMSIB. Chair Fey acknowledged this was an oversight and requested FMSIB submit written supplemental materials (included in meeting packet). Additional details provided under agenda topic FMSIB Preservation Projects.

*Current Law Proposals* - Director Ziegler a comparison chart of the two current law budget proposals. Current law is required to be adopted within current law revenues. The Governor, House, and Senate Budget proposals fully fund FMSIB for the next two years. The House Budget still includes the prohibition for a Call for Projects and removes \$7.5 M in Future Projects. The Governor and Senate Budgets allow FMSIB to conduct a Call for Projects starting July 1 and the Senate Budget also includes a \$7.5M line item for future projects. House and Senate Budgets require a LEAP List with new language included to simplify the change process.

### *Board Discussion*

Mr. Barnes stated that he is having a difficult time with FMSIB being denied a Call for Projects and funding for a future call. He expressed concern that this should not be a guessing game and that FMSIB, cities, counties, ports should understand the legislative vision so we can be a team player.

After all this time, he still does not understand the legislative plan or when it will be available so FMSIB can participate.

Chair Gatchet agreed with and appreciated Mr. Barnes comments and stated he also doesn't understand why FMSIB continues to be denied doing its core business. When Chair Gatchet initially met with Chair Fey, Chair Fey expressed concerns about lack of diversity on the Board, that the Board scope is narrow, that the way the original FMSIB director appointment occurred sounded fishy, and that FMSIB is not spending the money quick enough. Chair Gatchet tried to explain at that time that FMSIB is willing to be the first money into projects which can cause a delay in money being spent. FMSIB has since made an effort to track spending differently and tried to spend money quicker; however, it appears that it has not been to Chair Fey's satisfaction.

Mr. McCarthy shared Mr. Barnes frustrations with FMSIB being prohibited from doing a Call for Projects. Mr. McCarthy had an earlier conversation with Representative Fey for more insight. Mr. McCarthy's impression was that Representative Fey is overwhelmed by all the projects coming at him that need to be completed and his hesitancy to add new projects. They had a brief conversation about the makeup of the Board and Representative Fey indicated he would take another look at things. Mr. McCarthy also asked Representative Fey about how the allocations for TIB and CRAB seem to be at a different level than FMSIB. Mr. McCarthy understood Representative Fey to say that he sees the difference between those organizations and FMSIB is that their projects have already started. (Note: Due to connection issues, much of Mr. McCarthy's comments were inaudible).

Chair Gatchet expressed his appreciation to Mr. McCarthy for reaching out to Representative Fey and expressed an interest in meeting with Representative Fey, Mr. Millar, and Mr. McCarthy to try and figure out a path forward. It seems counter-intuitive to get funding but not be able to spend it on good projects.

Mr. Millar summarized that these are current law budget proposals and not new revenue. There is a shortfall in current law revenue, and we have a fish passage obligation and Connecting Washington projects slipping. Even though there is federal money coming, the Legislature does not know yet if they can spend it in the Transportation Budget. FMSIB may be treading water if there is not a new revenue package. When there is a new revenue package, FMSIB needs to address Representative Fey's concerns and how FMSIB will show it's a team player in making Washington's economy move forward. FMSIB needs to communicate effectively to the Legislature how well we do our role as a granting agency and how it is an important element in the overall scheme along with TIB, CRAB, and local governments. Mr. Millar stated everybody wants something from legislators and when there are no new revenues, it's hard to say we should do a Call for Projects.

Mr. Hellman agreed that this is a time to step very carefully to reduce the risk of the budget getting swept.

Mr. Watters expressed that it does not make sense that FMSIB is being funded while being restricted from having a Call for Projects and then being criticized for not spending the money fast enough.

Mr. Wick stated that at least our current projects will be funded and maybe we need to keep our eye on how we can be a partner in the future. We should look at our policies and how to get the money out faster.

Mr. Barnes reiterated that waiting and sitting in the sidelines, in the dark, in a public arena is not a good outcome. Communication, respect, and listening are all keys to determine a way forward and it is important for us to engage.

Chair Gatchet agreed with Mr. Barnes and prefers engagement; however, it appears some Board members feel FMSIB should remain quiet for a while.

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## **FMSIB Preservation Projects**

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At Representative Fey's request, Director Ziegler provided a letter with an analysis (included in meeting packet) of FMSIB preservation projects. From 2010 to 2018, about 70 percent of FMSIB revenues were awarded to preservation projects and projects with preservation and maintenance components. Director Ziegler provided a list of those projects to the Board. He also provided a summary of preservation revenue proposed for WSDOT, TIB, and CRAB. Based on those amounts, Director Ziegler believes it would be fair for FMSIB to receive \$160M over 16 years.

The analysis also shows that 95 percent of FMSIB's project sponsor requests come from ports, cities, or counties with 72 percent of those project funding improvements on either a state route or major connector to a state route. Almost half of the projects match a federal fund source. Director Ziegler stated it is important FMSIB be player and conducting Calls for Projects so local governments can continue to be competitive in the federal programs.

### *Board Discussion*

In reference to the letter provided to Representative Fey, Mr. Millar asked how the "state route and/or state route connector" projects are divided. Director Ziegler clarified about half are on state routes and half are connectors to state routes. Mr. Millar surmised about 35 percent is on state routes and questioned of those, how many are legacy highways. He feels it's important we be consistent with communication on this. Mr. Millar has been bringing up the need to invest in preservation since 2016 and has consistently received opposition from FMSIB. He pointed out that as a Board, we have been focused on enhancing port facilities, not preservation.

Mr. Swannack stated that the definition of preservation is a key issue in this conversation. He used to think preservation was simply paving over an existing road. Mr. Millar acknowledged there is a lot of confusion about the definitions of preservation and maintenance. Preservation is work designed to extend the life of the facility, not patching potholes or replacing guardrails. WSDOT provides those definitions via website and work sessions.

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## **Board Member Reports**

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*Roger Millar:* WSDOT is submitting an INFRA application for the Salmon Bay Bridge Project in partnership with BNSF. WSDOT is coordinating with NWSA, WSU, and Mark Anderson (hay and grain shipper) to conduct research on a potential intermodal facility in Ellensburg. WSDOT is one of many agencies working on the Governor's response to Idaho's Representative Simpson's proposal for the Snake River dams. WSDOT is working on updating the Freight and Goods Transportation System & Strategic Freight Corridor designation and will be presenting that to the Board in November. WSDOT is responding to requests from Legislature and scoping a strategic plan update for the PCC Rail network.

*Johan Hellman:* The Salmon Bay area is next to the Ballard Locks and is an important corridor for passenger and freight and serves the northwestern ports. The project also removes a lot of trucks off the road which is important in Seattle. The Salmon Bay Bridge is 100 years old and if it were to get stuck it would have a huge impact on passenger and freight rail and maritime traffic.

*Chair Gatchet:* Offered letters of support from FMSIB if it would be helpful for the Salmon Bay Project.

*Art Swannack:* Most of Southeast Washington has written in opposition to Senator Simpson's proposal to remove the Snake River dams. It would have severe impacts to freight in terms of grain moving downstream and fertilizer and supplies going upstream.

*Bob Watters:* SDOT is considering eliminating a lane along the West Marginal Way Heavy Haul Corridor to make a two-way bicycle lane. There are so few heavy haul corridors as it is, and letters have been submitted asking SDOT to at least wait until the high-level bridge issue is resolved. Mr. Watters suggested the Board discuss this issue with SDOT about when they present on the East Marginal Way Corridor.

*John McCarthy:* Comments were inaudible due to poor audio connection.

**Future Agenda Item:** Ask SDOT about their plans to add bicycle lanes to West Marginal Way Heavyweight corridor at a future meeting.

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### City of Spokane - Valley Barker Road Corridor - Update

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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. 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>

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### City of Seattle - East Marginal Way Phase 1 - Update

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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.

City staff originally planned to return to the March 26 Board meeting and answer the two questions for the Board; however, the necessary railroad meeting is not scheduled until March 29. The city requested postponement of this Board discussion until the June 4, 2021, Board meeting.

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

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

- 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).

Director Zeigler noted that the city is working diligently with both railroads and they have concurrence on ownership and scope. They still need to conduct an on-site investigation with the railroads to get agreement and that is scheduled for next week. The city plans to update the Board at the June meeting.

**Future Agenda Item:** City staff will provide an update at the June 4, 2021, Board meeting.

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## **Call for Project Planning**

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FMSIB was created in 1998 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. Over the last 22 years, Board members, staff, and technical support volunteers have participated in 13 Calls for Projects, conducting about one Call 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 in October. For planning purposes, Director Ziegler shared a *draft* schedule of important tasks and milestones for Board consideration if FMSIB is going to present a plan for the 2022 Legislature. These are preliminary steps FMSIB could do to be prepared just in case the Legislature authorizes a Call.

#### *Board Discussion*

Chair Gatchet noted that based on earlier comments by several Board members, our approach may be to hold off on any planning and remove specific dates on the draft schedule for now since there's a high probability FMSIB won't be able to conduct a Call.

Mr. Swannack suggested FMSIB wait until the June Board meeting for further planning or Board action.

Mr. Wick noted the Board has discussed the possibility of developing a new approach for FMSIB Calls and this may be a good time to convene the Project Selection Committee. He suggested the Project Selection Committee could develop some proposals for the Board to consider regarding advancing projects quicker and consider allocating a portion of our projects' focus on preservation and maintenance since these issues have come up a lot. The next Call may look different than it has in the past.

Mr. McCarthy wanted to be clear that FMSIB would like the support to do a Call. He fully supports taking preliminary steps to prepare for a Call, as long as no action is taken that could be perceived as a challenge to authorities. Further comments by Mr. McCarthy were inaudible due to poor audio connection.

Director Ziegler noted that this is a draft plan and acknowledged Chair Gatchet's comments that the dates be removed, and he will schedule a Project Selection Committee meeting between now and Sine Die on April 25.

**Recommendation:** The Project Selection Committee convene to review FMSIB's Calls for Projects process.

**Staff Action Item:** Director Ziegler to convene a Project Selection Committee meeting to review scope of FMSIB Calls for Projects and a new Call schedule. Current draft planning dates will be removed.

**Future Agenda Item:** Project Selection Committee bring proposals to the Board.

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### **Authorized Call for Projects – Contingent on Legislative Action**

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**Board Action Item:** FMSIB staff continue developing a July 1 Call for Projects plan, unless the 2021 Legislature does not authorize a Call for Projects.

Director Ziegler reviewed a document listing reasons why FMSIB should conduct a Call for Projects. A Call for Projects is a planning function to identify needs and present those needs to the Governor and Legislature who then decides to fund or not. A Call does cost FMSIB anything, but it does cost



project sponsors time and effort. Since FMSIB has not been allowed to do a call since 2018, the portfolio numbers are getting low and there is a concern freight needs aren't being met.

Based on Board discussion during previous agenda item "Call for Projects Planning," Director Ziegler noted the Board will delay any action to plan for a potential Call until the Legislature is done (Sine Die April 25) or June Board meeting. In the interim, the FMSIB Project Selection Committee should convene to review scope of FMSIB Calls for Projects.

**MOTION:** None noted.

**Recommendation:** Delay Board action until Sine Die, April 25.

**Future Agenda Item:** Revisit action item if Legislature allows a Call.

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## **Appointments to Board Project Selection Committee**

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**Board Action Item:** Appoint Project Selection Committee members.

Director Ziegler shared that Project Selection Committee participation involves two meetings and some homework. As noted under agenda item "Call for Projects Planning," the Committee will convene its first meeting after Sine Die (April 25).

### *Board Discussion*

Chair Gatchet opened the floor for any volunteers to serve on the FMSIB 2020-21 Project Selection Committee. Mr. McCarthy commented that there should not be a limit for the number of volunteers, and Director Ziegler clarified there is not a limit. The final 2020-21 FMSIB Project Selection Committee members are as follows:

Ben Wick, Chair  
Matt Ewers  
Anne McEnery-Ogle  
John McCarthy  
Bob Watters

Director Ziegler stated that a motion is not required.

**MOTION:** None noted.

**Staff Action Item:** Update the 2020-21 Project Selection Committee document.

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## **June Board Workshop Planning**

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**Board Action Item:** Adopt 2021 workshop topics.

Director Ziegler reminded the Board when the 2021 Meeting Schedule was adopted, we were unsure which meetings could be held in-person or virtual. Since the June Workshop & Board meeting will need to be virtual, the Board can take action if they prefer a one or two-day meeting.

Director Ziegler also shared past workshop topics, typical topics, and some new ideas topics.

Mr. McCarthy asked if it was possible to schedule the workshop later in the year so FMSIB could hold an in-person meeting. Chair Gatchet solicited Board input. Ms. Lentz noted that waiting until fall would probably work and that we may have more strategic planning in place. Mr. Ewers and Mr.

Barnes agreed. Chair Gatchet stated there appears to be consensus to move the workshop to September 16 (the day before the already scheduled September 17 Board meeting). Chair Gatchet suggested some possible September 16-17 Workshop/Board meeting locations be Walla Walla, Stevenson, and Suquamish. He also stated that FMSIB tries to have meetings where we have projects, but that is not a driving criteria. Mr. Swannack suggested anywhere we could get a good deal but still an area where freight projects are occurring. Chair Gatchet requested FMSIB Staff research possible in-person meeting locations for a September 16-17 Workshop/Board and then we'll send out a notice.

Based on Board discussion, workshop topics will be postponed until the June 4 Board meeting.

**Recommendation:** Cancel June 3 Workshop and postpone adopting Workshop topics until next meeting.

**Staff Action Item:** FMSIB staff will research in-person meeting location for September 16 workshop meeting location and report back to the Chair.

**Future Agenda Item:** Adopt topics for Workshop at the June 4 Board meeting.

**MOTION:** None noted.

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## **Next Meeting**

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**Board Action Item:** Adopt next meeting date.

### *Board Discussion*

Director Ziegler suggested the Board consider an early May Board meeting and not wait until June given the uncertainty surrounding a Call for Projects. Mr. Swannack noted that based on the time it takes to sort out what really happened in Session, he is fine keeping our current meeting date on June 4. Director Ziegler stated that if a Call for Projects is authorized, the Board could convene a special meeting (with 48-hour notice) in May for Board action to conduct a Call for Projects.

Based on Board discussion under agenda topic, "June Board Workshop Planning," the Board will cancel the original June 3 Workshop date and move the Workshop date to September 16 if an in-person meeting location is available.

The June 4 Board meeting will be held virtually as planned.

The Board may convene a special meeting in May to adopt a Call for Projects if the Legislature approves.

**Future Agenda Item:** Adopt September 16-17 Workshop/Board Meeting dates.

**MOTION:** Chair Gatchet entertained a motion to cancel the June 3 Workshop Meeting. Mr. Millar so moved, and Mr. Barnes seconded.

***MOTION CARRIED***

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## **Meeting Adjourned**

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Chair Gatchet adjourned the meeting at 11:30 a.m.

### **Summary of Board Motions & Recommendations:**

- 1) Adoption of January 15, 2021, Board Meeting Minutes. **Motion Carried** (page 1)
- 2) Call for Projects Planning: Project Selection Committee convene meeting. **No Motion** (page 7)
- 3) Authorize 2021 Call for Projects-Contingent: Delay Board action until after Sine Die, April 25. Revisit at June 4 Board meeting or hold special meeting in May. **No Motion** (page 8)
- 4) Project Selection Committee Appointments: Ben Wick-Chair, Matt Ewers, Anne McEnerny-Ogle, John McCarthy, and Bob Watters. **No Motion** (page 8)
- 5) June Board Workshop Planning: Workshop moved to September 16 in-person meeting, plan for September workshop at June Board meeting. **No Motion** (page 9)
- 6) Next Meeting: June 3 Workshop canceled. **Motion Carried** (page 9)  
June 4 meeting - virtual. Possible special meeting in May.

### **Summary of Staff Action/Direction Items:**

- 1) Call for Projects Planning: FMSIB Staff to convene Project Selection Committee meeting after April 25. (page 7)
- 2) Project Selection Committee Appointments: Staff to update FMSIB Project Selection Committee documents. (page 8)
- 3) June Board Workshop Planning: Staff to research and plan for in-person workshop/board meeting locations for September 16-17, 2021. (page 9)

### **Summary of Future Agenda Item:**

- 1) Ask City of Seattle about bikelane plans on West Marginal Way Heavy Haul Corridor at a future Board meeting. (page 5)
- 2) City of Seattle will provide an East Marginal Way Phase 1 update at the June 4, 2021, Board meeting. (page 6)
- 3) Call for Projects Planning: Revisit possible planning for a FMSIB Call for Projects at the June 4, 2021, Board meeting. (page 7)
- 4) Authorize 2021 Call for Projects-Contingent: Pending Legislation, revisit authorization for a Call at June 4 meeting or conduct special meeting in May. (page 8)
- 5) Project Selection Committee: bring Call for Projects proposal to the Board. (page 8)
- 6) Workshop Planning: Adopt September workshop topics at June 4 Board meeting. (page 9)

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Dan Gatchet  
Chair

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Attest: Brian Ziegler  
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 756,000

Expenditure Detail through: Apr 30, 2021

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Apr 30, 2021	Actual Expenditures thru Apr 30, 2021	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	560,000	513,333	501,542	11,791
Travel	29,000	26,583	16,009	10,574
Goods & Services	122,000	111,833	101,683	10,151
Personal Service Contracts	45,000	38,000	45,500	0
<b>Total Thru Apr 30, 2021</b>	<b>\$ 756,000</b>	<b>689,750</b>	<b>664,734</b>	<b>32,516</b>
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Apr 30, 2021	Actual Expenditures thru Apr 30, 2021	Biennium To Date Dollar Variance
<b>Expenditure Detail</b>				
<b>Salaries:</b>				
Staff Salary	560,000	513,333	501,542	11,791
<b>Total Salary</b>	<b>\$ 560,000</b>	<b>513,333</b>	<b>501,542</b>	<b>11,791</b>
<b>Travel:</b>				
Staff Travel	13,000	11,917	6,223	5,694
Board Travel	16,000	14,667	9,787	4,880
<b>Total Travel</b>	<b>\$ 29,000</b>	<b>26,583</b>	<b>16,009</b>	<b>10,574</b>
<b>Goods &amp; Services:</b>				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	30,000	27,500	20,556	6,944
WS DES Services	29,000	26,583	25,064	1,520
WS TIB - Office Rent & Utilities	35,000	32,083	32,225	-142
WS Attorney General	2,000	1,833	0	1,833
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	23,833	23,837	-4
<b>Total Goods &amp; Services</b>	<b>\$ 122,000</b>	<b>111,833</b>	<b>101,683</b>	<b>10,151</b>
<b>Personal Service Contracts:</b>				
<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
<b>Total Personal Service Contracts</b>	<b>\$ 45,000</b>	<b>38,000</b>	<b>45,500</b>	<b>0</b>
<b>Total Thru Apr 30, 2021</b>	<b>\$ 756,000</b>	<b>689,750</b>	<b>664,734</b>	<b>32,516</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## 19-21 Capital Budget - Sorted by Biennium - Effective June 4, 2021

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

Agency	Project Title	Yr. Selected	FMSIB Award	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
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	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	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	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	1,231	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	834	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	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	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	0	6,000
		<b>Subtotal</b>			6,429	16,891	19,630	13,828		
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	3,000	3,000	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	1,500	2,500	3,500	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100	1,420	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	0	0	2,400	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	1,000	0	8,000	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500	2,210	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500	1,020	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	1,100	0	3,900	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680	874	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	3	1,136	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	0	5,000	22,000
		<b>Past and Current Biennial Subtotals</b>			6,429	16,891	36,144	24,855		50,500

Agency	Project Title	Yr. Selected	FMSIB Award	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total	
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	
<b>Future Total</b>								<b>37,769</b>	<b>27,300</b>		
<b>Program Total</b>				<b>109,933</b>	<b>6,429</b>	<b>16,891</b>	<b>36,144</b>	<b>24,855</b>	<b>37,769</b>	<b>27,300</b>	<b>148,033</b>

Biennial Time Expended: 92% 69% of 19-21 biennial approp.  
28,194 88% of 2021 supplemental approp.

Revenue					
	<b>Beginning Balance</b>		<b>25,571</b>	<b>23,189</b>	<b>3,954 (5,606)</b>
	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
	<b>Total Revenue</b>		<b>40,081</b>	<b>40,098</b>	<b>32,163 22,603</b>
Expenditures					
	Freight Mobility Investment Account - 09E		6,363	24,265	15,128 13,351 13,351
	Freight Mobility Multimodal Account - 11E		7,258	4,992	2,840 24,418 14,571
	Highway Safety Account		1,919	81	81
	Motor Vehicle Funds (Federal)		1,351	6,806	6,806
	<b>Total Expenditures</b>		<b>16,892</b>	<b>36,144</b>	<b>24,855 37,769 27,300</b>
<b>Reappropriation</b>			<b>23,189</b>	<b>3,954</b>	<b>(5,606) (4,697)</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## Active Projects - Sorted by biennium - Status Effective June 4, 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
- Changes from last report

**No. of Projects**

- 6
- 7
- 13
- 26

		<b>PROJECT STATUS</b>							
<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>FMSIB Award</u>	<u>Fully Funded</u>	<u>Under Const.</u>	<u>Open to Traffic</u>	<u>Fully Reimb.</u>	
<b><u>17-19 Biennium</u></b>									
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				April 15 ribbon cutting	
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000					
<b><u>19-21 Biennium</u></b>									
1	Chelan Co	West Cashmere Bridge	2018	3,000				Nov. 2021	
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000				June Ribbon Cutting	
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100				May. 2021	
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				Nov. 2021	
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000				DB RFP Scheduled Apr. 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				Awarded Feb. 2021	
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000				Deferred by FMSIB (1/20)	
<b><u>Future Biennia</u></b>									
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, update in Sept.	
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	
			<b>Total</b>	<b>104,983</b>					

## FMSIB Director's Report

June 4, 2021

(Last Report: March 26, 2021)

### Project Status Updates

**City of Fife, 70<sup>th</sup> Ave. E. Undercrossing (“Last Dollars”)** - The “*Little City That Could*” is an example of local governments being closely attuned to the freight mobility needs of their communities and seeking grant support for projects from a variety of sources. Being on the doorstep of the Port of Tacoma and with I-5 splitting the city, Fife is uniquely positioned to understand the congestion and safety problems urban communities face where high volumes of international freight are being moved through the city.

When the Legislature funded the Connecting Washington Transportation Package in 2015, jurisdictions who were adjacent to the Puget Sound Gateway Corridor (SR-167 and SR-509) were expected to come up with \$130m in local funds to match the state contributions. In 2018, Fife applied for and received a \$5m FMSIB award for the 70<sup>th</sup> Ave. E. Undercrossing, fully funding that phase of the Puget Sound Gateway Corridor. Since FMSIB’s funding was “last dollars” into the project, final design was quickly completed, and construction began in the Fall of 2019.

Fast-forward two years, and the project is nearly complete. During the first two weeks of June, the City will be taking onsite ribbon cutting photos on an individual basis. The project should be opening to traffic soon after that. The City has renamed the roadway Wapato Way East.

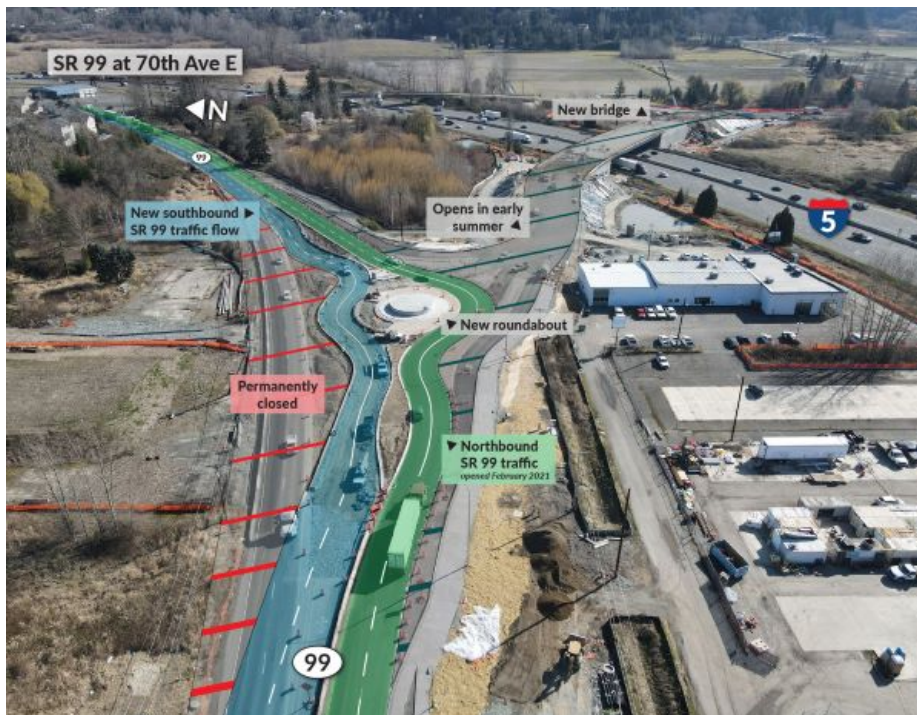


Figure 1- Aerial view of new SR-99 roundabout (looking east)



**City of Kent, South 228<sup>th</sup> Street Overcrossing - UPRR (“First Dollars”)** – FMSIB first awarded funding to this major east-west corridor in 2004. The project scope involved two RR crossings and a new route connecting the Kent Valley warehousing/distribution district to I-5. This three-phase project is now completed with the recent grade separation at the UPRR



*Figure 2 - City of Kent, South 228th Grade Separation (UPRR), looking southeast*

Phase I of the project extended S. 228th Street up the west hill of Kent from 64th Avenue. S. to Military Road and connected the valley with I-5 and the future I-509. This phase included a new bridge across the Green River and a new bridge crossing the corridor at Riverview Boulevard. Phase I was completed in Fall of 2006. Phase II constructed a railroad grade separation at the Burlington Northern Santa Fe rail lines on S. 228th Street and was completed in November 2009. And this last project, Phase III, constructed the RR grade separation at the UPRR on S. 228th Street. This completes the corridor and connects the valley warehousing/distribution district with I-5 and the future SR 509.

Chair Gatchet attended the ribbon cutting of this project on April 15, 2021.



*Figure 3 - FMSIB Chair Dan Gatchet speaking at ribbon cutting for City of Kent South 228th St. project*

## **FMSIB 2021-23 Biennial Budget**

On April 25, the 2021 Legislature completed their work on a Transportation Budget for the 2021-23 Biennium. The final FMSIB budget included good news, bad news, and new news:

1. FMSIB's Operating and Capital Programs are fully funded for 2021-23.
2. No revenues for "Future Projects" are provided in the 21-23 Biennium, representing a re-direction of approx. \$7,500,000.
3. However, the LEAP List continues to identify \$22,000,000 for "Future Awards" in the 23-25 Biennium and \$28,500,000 in the 25-27 Biennium.
4. A Call for Projects is not authorized in 2021-23.

The final budget also included some new twists:

1. FMSIB is directed to "*in **coordination** with WSDOT as it updates its federally-compliant freight plan, ... identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state.*" FMSIB must deliver a status report by Dec. 1, 2021 and a final project list by Dec. 1, 2022.
2. No authority is provided for WSDOT convene a Freight Advisory Committee.
3. WSDOT is directed to "consult" with FMSIB in WSDOT's development of the federally compliant "*freight plan update and on the investment plan component that describes how the estimated funding allocation for the national highway freight program for federal fiscal years 2022-2025 will be invested and matched.*"

More details are provided in the meeting agenda packet document titled "*Legislative Recap*" and in the slide presentation titled "*Freight Policy and Project Advisory Committee (FPPAC) - Progress Report.*"

Quoting Chair Dan Gatchet's April 23 email to the Board and Friends of Freight:

*"While I am disappointed FMSIB will not be authorized to conduct a traditional call for projects, I am excited to begin this new strategic freight planning work requested by the Legislature. I welcome the opportunity to coordinate with our friends at WSDOT and in the broader freight community to implement important freight policy and project prioritization on behalf of Washington's trade-dependent economy."*

## **2021 Annual Report**

FMSIB staff distributed over 750 electronic copies of the 2020 Annual Report to legislators, members of Congress, and other interested agencies. We received a handful of follow-up requests and met individually with those legislators.

An annual report is required by statute and it's already time to begin developing the Board's 2021 Annual Report, which will be published in December. Kjris Lund will join the meeting discussion to describe the next steps.

## **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:

- Mar. 29 - Met with Gov. Office and other transportation agencies to discuss legislative actions.

- Mar. 29 - Responded to consultant inquiries regarding FMSIB's Road/Rail Conflicts Study – Phase 2.
- Mar. 31 - Participated in Value Engineering Study for FMSIB-funded project, i.e., the City of Sumner's White River Bridge Replacement project.
- Apr. 1 – Provided testimony to the House Transportation Committee hearing on FMSIB's Supplemental Budget (HB 1564).
- Apr. 2 – Participated in PSRC's Freight Advisory Committee (FAC) meeting of the Maintenance and Preservation Committee.
- Apr. 5 – Briefed Sheri Call, WTA, and FMSIB Board member Matt Ewers on the status of FMSIB's budget.
- Apr. 6 – Provided comments to the Senate Transportation Committee hearing on Sen. Hobbs' new revenue transportation proposal.
- Apr. 6 – Attended CAGTC's 2021 Annual Meeting.
- Apr. 7 – Met with Chair Gatchet and Commissioner McCarthy to discuss recent conversations with Chair Fey.
- Apr. 12 – Provided testimony to the Senate Transportation Committee hearing on Sen. Hobbs' package of three new revenue transportation bills.
- Apr. 15 – Wrote remarks for Chair Gatchet's presentation at City of Kent ribbon cutting ceremony for the South 228<sup>th</sup> Grade Separation Project (UPRR).
- Apr. 15 – Participated in monthly membership call for the Pacific Northwest Waterways Association (PNWA).
- Apr. 20 – Attended WPPA briefing with Auditor Pat McCarthy.
- Apr. 20/21 – Attended portions of Transportation Commission meeting.
- Apr. 22 – Attended APWA's Spring Conference session on legislative activities.
- Apr. 23 – Attended Transportation Conference Committee session adopting the Conference Report on the 2021-23 Transportation Budget. Prepared budget summary email to FMSIB Board.
- Apr. 25 – Provided staff support for FMSIB's Project Selection Committee meeting.
- Apr. 29 – Attended Washington Good Roads and Transportation Association (WSGRTA) spring meeting.
- May 10 – Provided staff support to FMSIB's Freight Policy and Project Advisory Committee, FPPAC (formerly FMSIB's Project Selection Committee).
- May 11 – Participated in quarterly MPO/RTPO Coordinating Committee meeting. Provided brief update on freight provisos in FMSIB's budget.
- May 11 – Met with WSDOT (Ron Pate and Jason Beloso) to discuss follow-up activities from FMSIB's FPPAC meeting.
- May 24 – Provided staff support to FMSIB's FPPAC meeting No. 3.
- May 25 – Reviewed FMSIB's June 4 meeting agenda with Chair Gatchet.
- June 4 – City of Pasco celebrates completion of the Lewis Street Grade Separation project, one which FMSIB reviewed, prioritized, and awarded funding. The Legislature chose to fund the project in other programs.

**FMSIB 2021-23 Budget and Comparison to Gov/House/Senate Budget Proposals**

6/4/21

Item	Gov Budget	House (PSHB 1135)	Senate (SSB 5165)	FMSIB 20221-23 Budget	Comments
<b>Operating</b>	\$776,000	\$831,000	\$830,000	\$831,000	
<b>Capital (Total)</b>	\$36,148,000	\$31,772,000	\$39,272,000	\$31,772,000 (see LEAP List)	Senate includes \$7,500,000 for Future Projects
<b>FMIA</b>	\$17,190,000	\$16,577,000	\$19,577,000	\$16,577,000	
<b>FMMA</b>	\$18,958,000	\$15,195,000	\$19,695,000	\$15,195,000	
<b>Call for Projects</b>	Allowed	Prohibited unless authorized by the Legislature	Allowed	Prohibited unless authorized by the Legislature	House still prohibiting Calls for Projects
<b>Legislative intent statement supporting FMSIB</b>	N/A	Deleted	Included	Included, and amended to expand FMSIB role (see Note 1 below)	Note 3 below provides some clarification on legislative intent
<b>LEAP List</b>	Proposed	Required	Required	Required	
<b>LEAP Language allowing project changes</b>	Not included	Provided	Provided	Provided	House added "applicable to FY 23 only"
<b>WAFAC</b>	Directs WSDOT to convene. WSDOT to provide project list by 2022.	Directs WSDOT <b>not to</b> convene. WSDOT to provide project list by 2022.	Directs WSDOT to convene. WSDOT to update Leg on progress in 2022.	No WAFAC is authorized. WSDOT to consult with FMSIB (see Note 2 below)	Note 3 below provides some clarification on legislative intent
<b>Truck Parking</b>		\$200,000 for JTC to develop a Truck Parking Action Plan	None	\$200,000 for JTC to develop a Truck Parking Action Plan	

**Notes:**

1. *SSB 5165, Sec. 301: (3) It is the intent of the legislature to continue to make strategic investments in a statewide freight mobility transportation system with the help of the freight mobility strategic investment board, including projects that mitigate the impact of freight movement on local communities. To that end, and in **coordination** with WSDOT as it updates its federally-compliant freight plan, the board is directed to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state. By December 1, 2021, the board must submit a preliminary report providing a status update on the process and methodology for identifying and prioritizing investments. By December 1, 2022, the board must submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner. The prioritized freight project list for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects.*
2. *SSB 5165, Sec. 311: (7) When the department updates its federally-compliant freight plan, it shall **consult** the freight mobility strategic investment board on the freight plan update and on the investment plan component that describes how the estimated funding allocation for the national highway freight program for federal fiscal years 2022-2025 will be invested and matched. The investment plan component for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects. The department shall complete the freight plan update in compliance with federal requirements and deadlines and shall provide an update on the development of the freight plan, including the investment plan component, when submitting its 2022 supplemental appropriations request.*
3. *There are two tasks here: FMSIB is being directed to identify a high-level, strategic list of the most important freight projects (across modes) for the state and WSDOT's task for the NHFP will be to identify a shorter-term list of immediate investments in highway freight routes. The general idea is that FMSIB and WSDOT should not do these in isolation but should be cognizant of what the other is doing, so that there is consistency. As for the specific word choices, since the budget does not direct the convening of a FAC, WSDOT is directed to consult with FMSIB on its task of NHFP project identification. As for FMSIB being told to "coordinate" with WSDOT, I think it is really to ensure that the strategic look at freight needs is consistent with not only the NHFP project identification, but also the update of the freight plan.*

**LEAP Transportation Document 2021-2 ALL PROJECTS as developed April 23, 2021**  
**2021-23 Biennium**  
**Freight Mobility Strategic Investment Board (FMSIB)**  
(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source				2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	2033-35	Future	Total (incl Prior)	
				TPA	Nic	CW	Oth											
<b>Freight Mobility Strategic Investment Board (FMSIB)</b>								<b>28,193</b>	<b>31,772</b>	<b>28,000</b>	<b>28,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134,335</b>
<b>FMSIB Projects</b>								<b>28,193</b>	<b>31,772</b>	<b>28,000</b>	<b>28,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134,335</b>
000	1LP912F	Duwamish Truck Mobility Improvement Project	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	92	0	0	0	0	0	0	0	0	2,244	
000	6LP131F	Barker Rd / BNSF Grade Separation	04	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	165	5,835	0	0	0	0	0	0	0	6,000	
000	6LP132F	Bigelow Gulch / Forker Rd Realignment	04	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	313	1,876	0	0	0	0	0	0	0	6,000	
000	L1000205	Steward Rd	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	2,000	1,700	0	0	0	0	0	0	3,700	
000	L1000206	East Marginal Way Heavy Haul Corridor Improvements	11, 37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	3,000	3,100	0	0	0	0	0	0	6,100	
000	L1000207	Barker Rd Corridor Widening - Spokane River to SR-290	04	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	988	692	0	0	0	0	0	0	0	1,680	
000	L1000208	West Cashmere Bridge	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3,000	0	0	0	0	0	0	0	0	3,000	
000	L1000209	Bigelow Gulch - Phase 3	04	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,134	1,136	0	0	0	0	0	0	0	2,270	
000	L1000210	SR 529/I-5 Interchange Expansion	98	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	5,000	0	0	0	0	0	0	0	5,000	
000	L1000211	Industrial Rail Additions	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	2,400	0	0	0	0	0	0	0	2,400	
000	L1000212	70th Ave. E - Freight Bottleneck Relief	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,500	2,500	0	0	0	0	0	0	0	5,000	

**LEAP Transportation Document 2021-2 ALL PROJECTS as developed April 23, 2021**  
**2021-23 Biennium**  
**Freight Mobility Strategic Investment Board (FMSIB)**  
(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source				2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	2033-35	Future	Total (incl Prior)
				TPA	Nic	CW	Oth										
000	L1000217	Burlington Northern Overpass Replacement	40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	833	0	0	0	0	0	0	0	0	1,612
000	L1000218	S Lander St Grade Separation	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,510	0	0	0	0	0	0	0	0	2,779
000	L1000289	Future Awards	99	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	22,000	28,500	0	0	0	0	0	50,500
000	L1000292	S 228th Street Extension & Grade Separation	31, 33, 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3,149	0	0	0	0	0	0	0	0	9,750
005	3LP138F	Port of Tacoma Rd Interchange Phase 3	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0	6,333	1,200	0	0	0	0	0	0	7,533
005	3LP139F	Port of Tacoma Rd Interchange Phase 2	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4,333	0	0	0	0	0	0	0	0	4,333
005	9LP999B	Port of Tacoma Rd- Interchange improvements	27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,334	0	0	0	0	0	0	0	0	2,334
099	3LP101F	SR 99 Puyallup River Bridge	02	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,742	0	0	0	0	0	0	0	0	5,000
410	L1000219	SR 410 Traffic Ave/E Main	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,500	0	0	0	0	0	0	0	0	2,500
432	L1000216	SR 432/SR 411 Intersection Improvements	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,100	0	0	0	0	0	0	0	0	2,100
509	L1000214	Taylor Way Rehabilitation	25, 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,500	1,000	0	0	0	0	0	0	0	2,500



# **FMSIB Freight Policy and Project Advisory Committee (FPPAC)**

**Status Report to FMSIB Board**

**June 4, 2021**

*Mayor Ben Wick, FPPAC Chair*

*Brian J. Ziegler, FMSIB Director*





# Agenda

- Who is FMSIB FPPAC?
- Legislative Direction (Budget Proviso)
- Review of FPPAC Work
  - Statewide Project Selection Processes
  - Lessons Learned
  - Guiding Principles
- WSDOT Preliminary Approach for NHFP Freight Plan Update
- DRAFT FMSIB Framework for Freight Investment Identification and Prioritization
- FPPAC Work Plan
- Next Steps



# Who is FPPAC?

- A group of FMSIB members who were scheduled to meet in April as FMSIB's new Project Selection Committee (formed at the March FMSIB meeting).
- However, FMSIB's budget prohibits traditional "Call for Projects" and directs a broader assessment of freight needs.
- So, the Project Selection Committee took on this task - and renamed itself to the "*Freight Policy and Project Advisory Committee (FPPAC)*."
- Members:
  - Ben Wick, Chair
  - Dan Gatchet
  - Matt Ewers
  - Anne McEnery-Ogle
  - John McCarthy
  - Bob Watters



# Legislative Direction

## **SSB 5165, Sec. 301(3):**

- *“In **coordination** with WSDOT as it updates its federally-compliant freight plan, the board is directed to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state.”*
  - “Highest priority” over what planning horizon?
  - “Freight investments” vs. “Prioritized freight project list” (see below)
  - “Freight Modes” are State-Owned and State-Interest. Are private assets eligible?



# Legislative Direction (cont'd.)

- *“By December 1, 2021, the board must submit a **preliminary report** providing a status update on the process and methodology for identifying and prioritizing investments.”*
- *“Identifying investments”*
  - Is this just a different name for a “Call for Projects?”
  - Work through the MPO’s/RTPO’s, like Road-Rail Conflicts process?
  - Work through the Associations and project sponsors, like FMSIB’s Call for Projects?
- *“Prioritizing investments”*
  - Like FMSIB’s successful process, “prioritization” should be cross-modal, collaborative, transparent, consensus-based.
  - Eligibility: T1/T2, NMFN
  - Project Criteria: FMSIB or final WAFAC criteria?
  - Should criteria change if it’s federal or state funded?
  - Other?



# Legislative Direction (cont'd.)

- *“By December 1, 2022, the board must submit a **prioritized list** of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner.”*
  - *“Geographically balanced”*
    - East/West
    - FMSIB Statutes (PS, EW, WW)
  - *“Construction in a timely manner”*
    - “Last dollar” emphasis, but exclusively?
    - Does “timely” change with state or federal funding?
- *“The **prioritized freight project list** for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects.”*

# Legislative Direction (cont'd.)



## **SSB 5165, Sec. 311(7):**

- *“When the department updates its federally-compliant freight plan, it shall **consult** the freight mobility strategic investment board on the freight plan update and on the investment plan component that describes how the estimated funding allocation for the national highway freight program for federal fiscal years 2022-2025 will be invested and matched.”*
- *“The **investment plan component** for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects.”*
- *“The department shall complete the freight plan update in compliance with federal requirements and deadlines and shall provide an update on the development of the freight plan, including the investment plan component, when submitting its 2022 supplemental appropriations request.”*



# Legislative Direction (cont'd.)

## Legislative Staff Interpretation

- “There are two tasks here: (1) FMSIB is being directed to identify a high-level, strategic list of the most important freight projects (across modes) for the state and (2) WSDOT’s task for the NHFP will be to identify a shorter-term list of immediate investments in highway freight routes. The general idea is that FMSIB and WSDOT should not do these in isolation but should be cognizant of what the other is doing, so that there is consistency. As for the specific word choices, since the budget does not direct the convening of a FAC, WSDOT is directed to consult with FMSIB on its task of NHFP project identification. As for FMSIB being told to “coordinate” with WSDOT, I think it is really to ensure that the strategic look at freight needs is consistent with not only the NHFP project identification, but also the update of the freight plan.”



# Summary of the Tasks

- “Identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state.” (SSB 5165)
  - By Dec. 1, 2021: Submit a preliminary report providing a status update on the process and methodology for identifying and prioritizing investments.
  - By Dec. 1, 2022: Submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner.
  - “The ...
    - ... prioritized freight project list (FMSIB proviso)
    - ...investment plan component (WSDOT proviso)
    - ...for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects.”





Questions on the Legislative Direction?

# Statewide Project Selection Processes (General)



- Eligibility
  - Project Scope
  - Project Location (system)
- Prioritization
  - Criteria
  - Points
- Selection
  - Available Funding
  - Fund Timing
  - Other Policies
- Governance: Who makes the final decision?
  - Legislative vs. Executive
  - Committees vs. “Super” Committees (i.e., State Agencies)

# Statewide Project Selection Processes (FMSIB)



- Eligibility
  - On or Benefits FGTS T1/T2
  - Mitigate Negative Impacts of Freight
- Prioritization
  - Criteria (mobility, safety, environmental, match, etc.)
  - 198-point Scale
  - Interviews
- Selection
  - Appropriation Level
  - Timing of Requests
  - First Dollar vs. Last dollar
- Board Consensus
- Legislative Approval

# Statewide Project Selection Processes (Other)



- Four “freight-focused” Case Studies:
  - WAFAC 2016
  - WAFAC 2017
  - Road/Rail Conflicts Study
    - Phase 1 “Needs” (JTC 2016)
    - Phase 2 “Projects” (FMSIB 2018)

# Statewide Project Selection Processes

## Lessons Learned



- Creating project lists is not easy or cheap.
- Upfront agreement on the process, criteria, and desired results is essential.
- Prioritizing projects without knowing the scope/schedule/budget/benefits of those projects is challenging.
- Policy oversight of a technical process ensures collaboration, consensus, and a defensible list.

# Freight Investment Identification and Prioritization - Guiding Principles



- WSDOT and FMSIB should agree upfront on the intent of the budget provisos and on the freight investment identification and prioritization process, criteria (eligibility and prioritization), and desired results.
- The freight investment identification and prioritization process should be collaborative, transparent, understandable, and defensible.
- The freight investment identification and prioritization process should prioritize projects and needs.
- The technical process for freight investment identification and prioritization should have strong policy oversight.
- Other Guiding Principles?



Questions on the  
Lessons Learned  
or  
Guiding Principles?



# Presentation on WSDOT Preliminary Approach for NHFP Freight Plan Update

Ron Pate and Jason Beloso





# Questions on WSDOT's Preliminary Approach for NHFP Freight Plan Update?



# Presentation on DRAFT FMSIB Framework for Freight Investment Identification and Prioritization

Prepared by Brian Ziegler

# DRAFT FMSIB Process for Freight Investment Identification and Prioritization



- Develop freight investment eligibility and prioritization criteria.
- Develop and implement a joint stakeholder outreach plan with WSDOT that reaches out to and incorporates feedback and investment ideas from:
  - Industry organizations (WTA, BNSF, UPRR, PNWA, shippers, etc.)
  - Governmental organizations (WPPA, AWC, WSAC, etc.)
  - Regional planning organizations (MPO's, RTPO's, EDA's, etc.)

# DRAFT FMSIB Process for Freight Investment Identification and Prioritization (cont'd.)



- Along with WSDOT, conduct a joint solicitation of freight investment projects and needs from each of the stakeholders.
- Collaboratively review identified freight investment projects and needs and apply threshold and prioritization criteria.
- Evaluate National Highway Freight Program (NHFP) funded projects considering Connecting Washington Act shortfalls.

# DRAFT FMSIB Process for Freight Investment Identification and Prioritization (cont'd.)



- Present prioritization results to the stakeholder community for feedback.
- Present prioritization results to FMSIB and WSDOT for concurrence.
- Submit prioritization results to the Legislature.



Questions on the  
*“DRAFT FMSIB Process for  
Freight Investment Identification  
and Prioritization?”*

# FPPAC Work Plan



- Continue meeting over the summer with support from FMSIB and WSDOT staff.
- Meetings scheduled every two weeks or so:
  - June 14
  - June 28
- Prepare a draft legislative report for presentation at the Sept. 16 FMSIB workshop (Walla Walla).
- Incorporate Board input and prepare Final Report for presentation to the Board's Nov. 19 meeting in Tacoma (Fabulich Center).

# Next Steps



- Staff revisions to the “*Draft FMSIB Process for Freight Investment Identification and Prioritization.*”
- Staff creation of chart comparing FMSIB and WSDOT provisos, timelines, and other constraints.
- Staff development of preliminary “freight investment eligibility and prioritization criteria.”
- Present above work products to June 14 FPPAC meeting.





Questions?

# State Freight Plan Approach

## Group Discussion

FMSIB Freight Policy and Project Advisory Committee (FPPAC) Meeting  
May 24, 2021

Jason Beloso and Ron Pate  
Washington State Department of Transportation  
Rail, Freight, and Ports Division

# 2016 Critical Urban and Rural Freight Corridor Designation

- Critical Urban and Rural Freight Corridors are part of the National Highway Freight Network established under **FAST Act**
- WSDOT worked with all MPOs and RTPOs between February and August 2016 to identify Critical Urban and Rural Freight Corridors for Washington state:
  - **PSRC** served as the lead for CUFC designation within its region per federal requirement
  - WSDOT served the lead for CUFC designations outside PSRC and CRFCs in **non-urbanized areas**
  - The statewide mileage must not exceed the **mileage cap** allowed for WA
- WSDOT and PSRC submitted the final designation to FHWA in August 2016 for certification
- Certified designation was used as a **network screening** for evaluating project eligibility in 2016 freight project list development

# 2016 Freight Project List Development

WSDOT collaborated with FMSIB in developing a freight project list for consideration for funding per state legislative requirement:

- Requested local, tribal, port and state freight projects in June-August 2016
  - **Coordination** with MPOs/RTPOs was required
- Reviewed project submissions for eligibility, accuracy, and completeness
- Sorted project list into three tiers based on **project readiness** for funding
- Submitted the list to OFM/Legislature on October 31, 2016

# 2017 Freight Project Validation and Prioritization

## Step 1: Project identification

- Sent a request for project information in Aug 2017 to project owners with unfunded freight projects on 2016 list

## Step 2: Project validation

- Validated project **eligibility** for NHFP funding
- Validated project's **readiness** for construction

## Step 3: Project prioritization

- Applied a freight system benefit **evaluation** framework to evaluate projects:
  - ✓ Developed based on 6 **transportation policy goals**
  - ✓ Utilized both quantitative and qualitative measures for project assessment
  - ✓ Weighted and ranked projects under various **scenarios** based on stakeholder feedback

# 2017 Project Evaluation Framework and Criteria

Goals	Measures Areas	Evaluation Criteria	Score Range	Weight
<b>Economic Vitality</b>	Local, regional, and state economy and employment	Support economy and promotes employment*	0-100	30%
		Project located on or providing connection to state freight economic corridors		
	Intermodal connectivity between different freight modes	Improve intermodal connectivity between different freight modes*		
		Provide connections to freight intermodal facilities		
<b>Preservation</b>	State of good repair of freight infrastructure	Improve the state of good repair of freight infrastructure*	0-100	15%
		Assessment of existing pavement, bridge, or infrastructure condition data of project locations		
<b>Safety</b>	Fatalities or serious injuries on the freight system	Prevent incidents, or reduces fatalities and serious injuries on a freight facility*	0-100	10%
	Truck parking	Hotspot analysis of projects on roadway segments with serious injuries/fatalities in the 5-year period		
	Conflict between freight modes or between truck traffic and other roadway users	Improve truck parking*		
	Freight system security	Reduce conflicts between freight modes, or between freight and passenger modes*		
		Located on federally designated Strategic Highway Network or Strategic Rail Corridor Network		
<b>Mobility</b>	Freight congestion and bottlenecks	Reduce congestion and alleviates reduce bottlenecks*	0-100	25%
		Identify whether a project is on a congested highway segment		
<b>Environment</b>	Diesel emissions from modal shift or improving traffic flow	Reduce diesel emissions*	0-100	10%
		Located in close proximity to communities identified as vulnerable		
	Climate Impacts Vulnerability Assessment	Reduce vulnerability of climate impacts*		
		Located on routes identified as vulnerable for climate change		
<b>Stewardship</b>	Freight system resiliency	Improve freight system resiliency*	0-100	10%
	Financial support by project owners	Percent of project cost with a funding match		
	Lowest cost/ lifecycle cost consideration	Focus on the specific project need and look for lowest cost solutions/lifecycle cost*		

Note: \* indicates qualitative criteria; rest are quantitative criteria.

# 2017 Freight Project Validation and Prioritization

## Step 4: Project Selection

Applied following guidelines to select projects for FFY 2019-2020 NHFP fund based on stakeholder feedback:

- ✓ Select in order of **highest rank** from recommended scenario
- ✓ Use 10% of the funding for **multimodal projects**
- ✓ Apply **geographic equity** across the state
- ✓ Select project owners not received previous funding in a region
- ✓ Fund **construction-ready** projects
- ✓ Fund **priority phases** and partially fund request if the funding request is large

# 2022 Freight Plan Update

## Highlights for the 5-year update:

- Tell the story of freight today and prepare for the next 20 years
- Assess freight system **condition** and **performance**
- Identify freight system **trends, issues, and needs** including:
  - » COVID-19 impacts, truck parking, specific modal and industry topics, environmental justice, CRSO, freight automation and electrification, e-commerce, and maintenance
- Outline potential **strategies** for planners and policy-makers to address issues identified in the plan
- **Coordinate** with regional, state, and federal plans
- Assess and comply with any **new federal requirements**

Due to FHWA by  
**OCT 1, 2022**





# 2022 Freight Plan Update

## Stakeholder engagement

- **Outreach** with community, industry, and government stakeholders
- Comply with the **HEAL Act** and other state/federal guidance
- Reevaluate *Critical Urban/Rural Freight Corridor* **designations** with regional partners

## Freight Investment Plan

- Description of how all NHFP funds would be **prioritized, invested and matched** in accordance with state and federal guidance

[Return to FPPAC Presentation](#)

## KEY POINTS FOR 2021 ANNUAL REPORT ON ACCOMPLISHMENTS

Can this year's report serve as somewhat of a strategic plan?

What are the opportunities and threats?

How can FMSIB best communicate with its stakeholders and media?

# **FMSIB ANNUAL WORKSHOP TOPICS (Discussed 3/26/21)**

## *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

# **FMSIB ANNUAL WORKSHOP TOPICS (for 6/4/21 meeting)**

*Staff Recommendation for 2021 Topics*

## **Workshop Discussions (Sept. 16, 2021)**

- Trucking, Rail, and Port Priorities
- Transportation Commission Presentation on Freight Elements of Washington's Transportation Plan (tentative)
- 2022 Legislative Strategy
  - Presentation of "Process and Methodology" (Proviso)
  - Funding of "Process and Methodology" (Budget request?)
  - Future of FMSIB "Calls for Projects"
- 2022 Meeting Schedule
- FMSIB Committee Assignments

## **Board Meeting Topics (Sept. 17, 2021)**

- 2022 Legislative Strategy
  - Adoption of DRAFT "Process and Methodology" (Proviso)
  - Direction to staff on Funding of "Process and Methodology" (Budget request?)
- 2022 Meeting Schedule (Action)
- FMSIB Committee Assignments (Action)