

# Freight Mobility Strategic Investment Board

*September 17, 2021*

*9:00 a.m. to 1:00 p.m.*

***Marcus Whitman Hotel · Renaissance Meeting Room · Walla Walla, WA***

***Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?eventID=2021091076>***

***(For Zoom meeting option, please contact [workmag@fmsib.wa.gov](mailto:workmag@fmsib.wa.gov) for meeting link)***

***Note: Chair may adjust agenda topics and timing***

## AGENDA

9:00 AM	1 Welcome/Introductions	Dan Gatchet	Informational
9:10 AM	2 Meeting Minutes (June 4, 2021)	Dan Gatchet	Action
9:20 AM	3 FMSIB Budgets	Brian Ziegler	Informational
10:05 AM	4 Director's Report	Brian Ziegler	Informational
10:25 AM	5 Board Member Reports	Board Members	Informational
10:40 AM	6 Adopt Draft Legislative Proviso Report	Dan Gatchet	Action
11:10 AM	7 2021 Annual Report Update	Kjris Lund	Informational
11:40 AM	8 Director's Salary Adjustment	Brian Ziegler	Action
11:55 AM	9 Working Lunch		
12:25 PM	10 FMSIB 2022 Committee Appointments	All	Action
12:40 PM	11 FMSIB 2022 Meeting Schedule	All	Action
12:55 PM	12 Next Meeting: November 19, 2021 - Tacoma	Dan Gatchet	Action
1:00 PM	13 Adjourn	Dan Gatchet	Action



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## MEETING MINUTES

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June 4, 2021 • 9 a.m. – 11:25 a.m. • Zoom Meeting  
TVW Recording [FMSIB 06-04-21](#)

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### In Attendance

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#### BOARD MEMBERS

Dan Gatchet, Chair	Anne McEnerny-Ogle	Not Present: None
Leonard Barnes	Roger Millar	
Matt Ewers	Art Swannack	
Erik Hansen	Bob Watters	
Johan Hellman	Ben Wick	
Temple Lentz	Ex officio Aaron Hunt	
John McCarthy		

#### FMSIB STAFF

Brian Ziegler, Director  
Gena Workman, Executive Assistant

#### GUEST PRESENTERS

Kjristine Lund, Lund Consulting, Inc

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### Meeting Convenes

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

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### Approval of Meeting Minutes

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**Board Action Item:** Adoption of March 26, 2021, Board Meeting Minutes.

**MOTION:**

Chair Gatchet entertained a motion to adopt the March 26, 2021, meeting minutes as presented.

Mayor McEnerny-Ogle so moved to adopt the minutes as presented. Commissioner Swannack seconded.

Mr. Ewers asked Commissioner McCarthy if the minutes accurately reflected his comments since Commissioner McCarthy was having audio difficulty at the March meeting. Commissioner McCarthy confirmed the minutes accurately reflected his comments.

***MOTION CARRIED***

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## **FMSIB Budgets**

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Director Ziegler reviewed the Operating and Capital Budgets.

### **Current Operating Budget**

Operating budget is on schedule to deliver at about 95 percent. Much of the savings is due to limited Board member travel.

### **Current Capital Budget**

The 2019-21 Capital Budget chart shows the financial status through the end of April. Most projects are under construction and are expending funds. Of the \$36,144,000 approved expenditure for this biennium, we have expended \$24,855,000 or approximately 69 percent with two months remaining. The Legislature did not make any adjustments for the first supplemental budget. For the second supplemental, the Legislature reduced FMSIB's approved expenditures from \$36,144,000 to \$28,194,000. Director Ziegler reviewed project updates noted on the Project Milestone chart. See Director's Report for further details.

### *Board Discussion*

Mr. Ewers asked how it works if FMSIB has only \$3.5 million to spend with \$12 million outstanding obligations. Director Ziegler explained that much of FMSIB's reduction in appropriations were moved to the next biennium, and he does not foresee there being an issue.

Secretary Millar mentioned that SR 529/I-5 Interchange Expansion experienced some issues and expenditures will be delayed until the 2021-23 Biennium.

Mayor Wick pointed out that Spokane Valley's Barker Rd/BNSF Grade Separation project recently had its groundbreaking event and is in construction, so the chart needs to reflect that change. Director Ziegler acknowledged that change will be made.

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

FMSIB received \$756,000 appropriation in the Operating Budget for the 2021-23 Biennium.

The new Transportation Budget included good news, bad news, and new news for FMSIB:

1. FMSIB's Operating and Capital Programs are fully funded for 2021-23.
2. No revenues for "Future Projects" are provided in the 2021-23 Biennium, representing a redirection of approximately \$7,500,000.
3. 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 provisos:

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 December 1, 2021 and a final project list by December 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.”

For further details, please see agenda item titled, “Legislative Recap” and in the slide presentation titled “Freight Policy and Project Advisory Committee (FPPAC) - Progress Report.”

**Staff Action Item:** Director Ziegler will update the Project Milestone chart to reflect Spokane Valley’s Barker Rd/BNSF Grade Separation project is under 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 March 26 Board meeting. A few highlights are as follows:

### **Project Status Updates**

***City of Fife, 70th Ave. E. Undercrossing (“Last Dollars”)*** - Fife 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. 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 \$130 million in local funds to match the state contributions. In 2018, Fife applied for and received a \$5 million FMSIB award for the 70th 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.

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

***City of Kent, South 228th Street Overcrossing - UPRR (“First Dollars”)*** – FMSIB first awarded funding to this major east-west corridor in 2004. The project scope involved two railroad 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 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 railroad 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 on April 15, 2021.

***Other Project Updates*** - FMSIB was “last dollars” into Chelan County’s West Cashmere Bridge project that will be completed in November 2021. The City of Longview’s SR 432/411 Intersection

Improvements project was completed in May 2021. The City of Sumner's SR 410 Traffic Ave/E Main is open to traffic. The City of Tacoma's Taylor Way Rehabilitation project should be completed this fall. FMSIB awarded money to Spokane County's Bigelow Gulch Phase 3 in February 2021 which is the last of 6 phases. The City of Seattle will provide an update on EMW Heavy Haul project at the September Board meeting.

**Future Agenda Item:** City of Seattle will provide an update on EMW Heavy Haul project at the September Board meeting.

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## **Board Member Reports**

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*Chair Gatchet:* Attended the ribbon cutting for Kent's S. 228<sup>th</sup> St. Overcrossing project and was amazed at how much industry growth has occurred in the Kent Valley over last 15 years. This was a much-needed project that would be difficult to adopt in today's environment since there is a desire to get projects shovel-ready sooner.

*Mr. Watters:* T-5 Developments - biggest news in June is the port now has four Super Post Panamax cranes. All complimentary equipment should be here in January 2022. Ships are waiting at anchor because T-18 is completely full. Part of that problem is due to rail congestion. This long wait at anchor is occurring up and down the West Coast. COVID depleted inventories and businesses are now trying to ramp up inventory. There are negotiations taking place for T-5 tenants.

*Mr. Ewers:* Attended the FHWA & WSDOT first of a four-part series on truck parking. Commissioner Swannack, Mayor McEnerny-Ogle, and Ms. Shari Call also attending the workshop. Mr. Ewers is glad to see this longtime and very important freight industry issue in Washington get some attention.

*Mayor McEnerny-Ogle:* Attended truck parking workshop. The City of Vancouver had about 50 individuals from trucking and marine freight participate in a listening session on the I-5 bridge. Many talked about congestion and the negative impacts, including attracting and retaining employees.

*Mr. Hellman:* Mr. Hellman noted that the BNSF has deployed all locomotives they had in storage to help with the supply chain issue. They are seeing their velocity improve and are getting closer to getting a high velocity network. We tend to see this kind of activity when there is a major supply change shift, and it can be disruptive for a time.

*Commissioner McCarthy:* Expressed appreciation for FMSIB's letter of support for the Port of Tacoma's INFRA grant application for a container yard project on Thorne Road.

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## **Legislative Recap**

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Director Ziegler shared the final version of FMSIB's 2021-23 Budget and Comparison to Gov/House/Senate Budget Proposals chart. (Please see Board packet for details.)

FMSIB's Operating Budget is fully funded with enough to resume travel and possibly consulting work.

FMSIB's Capital Budget fully funds the current LEAP List.

### *Board Discussion:*

Secretary Millar commented that the final transportation budget language was silent on the Freight Advisory Committee. WSDOT is not prohibited from creating an advisory committee but does not think it's advisable. WSDOT is required to update their freight plan and will reach out to stakeholders individually and to FMSIB.

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## **Freight Policy & Project Advisory Committee (FPPAC) – Progress Report**

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### **FPPAC and Legislative Direction**

In response to the FMSIB's new budget proviso, FMSIB's Project Selection Committee became the FPPAC and Mayor Wick volunteered to be the Chair. Mayor Wick provided an overview of committee activities to date. FPPAC has met three times and is working with WSDOT on the provisos. Please see the meeting packet for detailed PowerPoint slides.

Mayor Wick expressed appreciation to the committee members who signed up for project selection but now have a new role as FPPAC. He believes it's a good step and is looking forward to working with WSDOT's Mr. Pate and Mr. Beloso.

Director Ziegler noted that FMSIB will not be conducting traditional call for projects, but the Legislature has directed FMSIB to complete the following tasks:

- 1) "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."
- 2) "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."
  - a. "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."

SSB 5165, Sec. 301(3), directs FMSIB to complete the above tasks, "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." SSB 5165, Sec. 311(7) directs WSDOT to, "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."

FPPAC will be doing a lot of work this summer so this topic can be discussed at the September workshop and the proviso's preliminary report adopted at the November meeting.

### *Board Discussion*

Secretary Millar commented that everything in FMSIB's provisos relates to state freight investments except for the language about state portion of the National Highway Federal Program (NHFP) fund shortfalls (see 2a above). The 2021 Legislature directed half of the NHFP funds to WSDOT for preservation and the other half to WSDOT Local Programs for developing a program for local governments that WSDOT is to administer. WSDOT is not sure why this language is in FMSIB's proviso as well, so Secretary Millar said he would not put a lot of emphasis on the word "project" as

it relates to everything else the Legislature has directed FMSIB to do. Director Ziegler noted that the language mentioned by the Secretary about NHFP funding was in WSDOT's biennial budget while the NHFP funds and freight plan update are likely to be a five- or six-year planning horizon he asked Secretary Millar if he thought it FMSIB might have a role in advising WSDOT on the remaining three to four years of the NHFP funding. Secretary Millar thinks the legislative direction is really an opportunity for FMSIB to reinvent itself. He suggested FMSIB not get out in front of the Governor or Legislature and not to assume the appropriation of the remaining money is something FMSIB should be talking about.

Chair Gatchet commented that traditionally FMSIB's scope is narrow, but the budget provisos make it clear that the Legislature wants something different from FMSIB. He suggested maybe FMSIB should meet with Representative Fey or his staff to get a better understanding, so FMSIB is not heading down the wrong path.

Secretary Millar agrees clarity is important, and although FMSIB is proud of its project selection process, we are hearing from Representative Fey that there is an opportunity to reinvent ourselves. Secretary Millar believes the sweet spot for FMSIB has always been first/last mile connection and at-grade crossings. It gets mixed up if FMSIB gets involved with where the resources should go. Those conversations can bring conflict. An excellent grade crossing study already exists with projects that are prioritized and need to get done. We know there are truck parking issues, port access issues, and there is a desire for intermodal facilities on eastside to make us more compete in global market. FMSIB needs a niche that doesn't compete with TIB, CRAB, or WSDOT. Secretary Millar would not put a lot of energy into a call, methodology, or ranking system but into identifying strategic investments in the first report with suggestions. Once the Legislature tells us how much money to appropriate, then we can develop a list of projects. We should be talking with the legislative members soon to see if we are going the right direction.

Commissioner Swannack stated that he thinks the Legislature is looking for some methodology on what to spend money on and that they are looking to FMSIB to use its expertise to help them figure out priorities. He also believes the Legislature may be worried about the Connecting Washington projects getting done and a prioritized freight project list would help to focus spending. Commissioner Swannack encourages FMSIB to keep looking at those projects with a longer time horizon and not just the ones that take a couple years. Major projects take can easily take four to eight years, so he doesn't want to see FMSIB change to do only short-term projects. If we are going to do strategic projects, it will take time.

Secretary Millar suggested FMSIB rethink the "first money in" approach and consider making recommendations to the Legislature on strategic projects to fund and provide a list in priority order, then the Legislature would draw the line.

Mayor Wick pointed out that although FMSIB has always funded construction only, there are other options to consider for contributing to earlier funding which could help strategic projects get to the next phase.

Director Ziegler noted it is a FMSIB policy to expend only construction money, so the Board can change that at any time.



Secretary Millar stated the proviso language says, “investments” not projects which means multimodal state funds can be spent on things other than capital projects, such as, truck parking reservation systems, IT systems, safety systems, fueling systems, etc.

Commissioner McCarthy said he is not opposed to reinventing FMSIB; however, the Board must recognize whatever we do might change again in a few years depending on leadership. He asked if we don’t have a call for projects process to determine the needs, how do we get information for potential investments. Secretary Millar said that before you start prioritizing projects, you can look at buckets, such as grade crossings or intermodal facilities. Those buckets can be provided to the Legislature, then if they choose to fund, we can request a call for that bucket.

Commissioner Swannack encouraged the Board to not confuse FMSIB’s long-term role with this new task. FMSIB typically looks at projects that anyone can submit. This new approach requires more consultation with local and state government to determine the needs. He would recommend keeping FMSIB’s traditional role separate from this new task. The new role is going to require providing a list of strategic investments and not just for roads.

Mr. Ewers commented that FMSIB is here to compliment WSDOT in a strategic manner, and we should keep that in mind while moving forward.

Mayor Wick appreciated the comments about existing studies for the FPPAC to consider.

**WSDOT Freight Plan** - Mr. Ron Pate and Mr. Jason Beloso provided an update on the 2022 State Freight Plan (see meeting packet for PowerPoint slides). Outreach to community, industry, and government stakeholders is critical as they develop this freight plan update. WSDOT is also reviewing guidelines for the new state HEAL Act as well as other federal changes.

#### *Board Discussion*

Commissioner Swannack asked that if the designation population for MPOs is changed due to the census, will that affect this freight plan. Mr. Beloso said that it might, but they don’t know at this point. Secretary Millar noted that the Heal Act impacts FMSIB. This act addresses equity and environmental justice issues related to projects and programs of state government, so everything we do will be viewed through an environmental justice screen. WSDOT would be happy to provide a HEAL Act briefing to FMSIB.

Commissioner McCarthy stated the importance of FPPAC collaborating with WSDOT during the outreach process to private business and stakeholders. Mr. Beloso confirmed that there appeared to be consensus at the last FPPAC to conduct a joint stakeholder outreach.

**FPPAC Framework** - Director Ziegler reviewed the draft framework for Freight Investment Identification and Prioritization that the FPPAC has considered to date. Commissioner Swannack noted that based on the HEAL Act, FMSIB will need to include a community interaction component as part of the outreach process. Secretary Millar advised that we need to take a step back from a call for projects process and instead look at strategic needs.

**FPPAC Work Plan** - FPPAC plans to meet every two weeks with the goal of presenting several draft outlines of the report to the Board for discussion at the September workshop. Based on Board input, FPPAC will then prepare the final report for adoption at the November Board meeting.



**FPPAC Next Steps** - (1) Revisions to the framework, such as HEAL Act. (2) Staff create comparison chart of FMSIB and WSDOT provisos, timelines, and other constraints. (3) Develop preliminary freight investment and prioritization criteria.

Chair Gatchet wants to make sure the next FPACC meeting addresses the different strategic buckets.

**Staff Action Item:** Include strategic investment buckets and HEAL Act discussion to FPACC agenda.

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## 2021 Annual Report

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Ms. Lund shared that much has shifted since last year, including the lens through which we need to be communicating with elected officials and the public. Part of the approach for this year's annual report may serve as somewhat of a strategic plan and how freight fits in with these changes, opportunities, and threats, as well as how to compile this information for best communication. Strategy will be the theme and looking at how the world has shifted and how FMSIB is relevant during these changes. Ms. Lund and Director Ziegler will develop the interview questions and schedule meetings during July and August with Board members.

Ms. Lund briefly shared two other key questions for the 2021 Annual Report:

- 1) What are the opportunities and threats?
- 2) How can FMSIB best communicate with its stakeholders and media?

**Staff Action Item:** Schedule Annual Report interviews with Board members in July and August.

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## September Board Workshop Planning

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**Board Action Item:** Board to vote on September Workshop/Board meeting topics.

Based on March Board meeting discussion, Director Ziegler recommended the following September 2021 Workshop/Board meeting topics:

- 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

- 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)

#### *Board Discussion*

Director Ziegler will remove Transportation Commission from the workshop topics since the commission will not be meeting in-person.

Chair Gatchet requested a discussion about the future of FMSIB be added under 2022 Legislative Strategy at the workshop.

Commissioner McCarthy suggested the FPPAC disseminate several draft reports to Board members prior to the September workshop, so the Board can be better prepared for discussion and decisions.

**MOTION:** None noted.

**Staff Action Item:** Remove Transportation Commission from workshop topic. Add Future of FMSIB under 2022 Legislative Strategy workshop topic. Disseminate several FPPAC draft report options prior to workshop.

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### **Future 2021 Meetings**

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**Board Action Item:** Board to adopt whether September and November Board meetings will be in-person or virtual. Determine January 2022 Day on the Hill and Board Meeting dates. The staff proposed:

- September 16-17 Workshop/Board Meeting held in Walla Walla.
- November 19 – Tacoma – Fabulich Center
- January 13-14, 20-21, 27-28 Day on the Hill/Board Meeting – Olympia

Chair Gatchet asked if the Board had any concerns meeting in-person for the September Workshop/Board meeting in Walla Walla or for the November meeting in Tacoma. No concerns noted.

**MOTION:** Chair Gatchet entertained a motion to establish our next two meetings in-person (September 16-17 Workshop/Board Meeting in Walla Walla and November 19 in Tacoma). Mr. Ewers so moved. Deputy Executive Director Barnes seconded.

#### ***MOTION CARRIED***

Director Ziegler discussed plans to resume in-person (if allowed) Day on the Hill and Board meeting in January 2022 in Olympia and asked for Board member input on meeting dates. Mayor McEnerny-Ogle suggested the 13-14 since 2022 will be a short session. Commissioner Swannack is not available on January 27. Based on no objections to the date, Director Ziegler we will schedule FMSIB 2022 Day on the Hill and Board meeting for January 13-14.

**Staff Action:** Plan for in-person meeting arrangements for September 16-17 (Walla Walla), November 19 (Tacoma), and January 13-14 (Olympia).

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## Meeting Adjourned

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Chair Gatchet adjourned the meeting at 11:33 a.m.

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

- 1) Adoption of March 26, 2021, Board Meeting Minutes. *Motion Carried* (page 1)
- 2) Adoption to establish in-person Board meetings for September 16-17 Workshop/Board Meeting (Walla Walla) and November 19 (Tacoma). *Motion Carried* (page 9)

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

- 1) Update the Project Milestone chart to reflect Spokane Valley's Barker Rd/BNSF Grade Separation project is under construction. (page 3)
- 2) Include strategic investment buckets and HEAL Act discussion to FPACC agenda. (page 8)
- 3) Schedule Annual Report interviews in July and August. (page 8)
- 4) Workshop Topics:
  - a. Remove Transportation Commission from workshop topic.
  - b. Add Future of FMSIB under 2022 Legislative Strategy workshop topic.
  - c. Disseminate several FPPAC draft report options prior to workshop. (page 9)
- 5) Plan for in-person meeting arrangements for September 16-17 (Walla Walla), November 19 (Tacoma), and January 13-14 (Olympia). (page 9)

### *Summary of Future Agenda Item:*

- 1) City of Seattle will provide an update on EMW Heavy Haul project at the September Board meeting. (page 4)

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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: June 30, 2021

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru June 30, 2021	Actual Expenditures thru June 30, 2021	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	560,000	560,000	547,863	12,137
Travel	29,000	29,000	16,854	12,146
Goods & Services	122,000	122,000	114,018	7,982
Personal Service Contracts	45,000	45,000	45,500	0
<b>Total Thru June 30, 2021</b>	<b>\$ 756,000</b>	<b>756,000</b>	<b>724,234</b>	<b>32,266</b>
Expenditure Detail	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru June 30, 2021	Actual Expenditures thru June 30, 2021	Biennium To Date Dollar Variance
<b>Salaries:</b>				
Staff Salary	560,000	560,000	547,863	12,137
<b>Total Salary</b>	<b>\$ 560,000</b>	<b>560,000</b>	<b>547,863</b>	<b>12,137</b>
<b>Travel:</b>				
Staff Travel	13,000	13,000	6,656	6,344
Board Travel	16,000	16,000	10,198	5,802
<b>Total Travel</b>	<b>\$ 29,000</b>	<b>29,000</b>	<b>16,854</b>	<b>12,146</b>
<b>Goods &amp; Services:</b>				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	30,000	30,000	21,545	8,455
WS DES Services	29,000	29,000	31,600	-2,600
WS TIB - Office Rent & Utilities	35,000	35,000	35,155	-155
WS Attorney General	2,000	2,000	0	2,000
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	26,000	26,000	25,717	283
<b>Total Goods &amp; Services</b>	<b>\$ 122,000</b>	<b>122,000</b>	<b>114,018</b>	<b>7,982</b>
<b>Personal Service Contracts:</b>				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund)	22,500	22,500	20,500	0
FY21 - 2020 Annual Report (Lund)	22,500	22,500	25,000	0
<b>Total Personal Service Contracts</b>	<b>\$ 45,000</b>	<b>45,000</b>	<b>45,500</b>	<b>0</b>
<b>Total Thru June 30, 2021</b>	<b>\$ 756,000</b>	<b>756,000</b>	<b>724,234</b>	<b>32,266</b>

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

**CURRENT BIENNIUM 21-23 Budget \$ 831,000**

**Expenditure Detail through: Aug 31, 2021**

<b>FMSIB Budget</b>	<b>Biennium Appropriation July 1, 2021 - June 30, 2023</b>	<b>Biennium Allotments thru Aug 31, 2021</b>	<b>Actual Expenditures thru Aug 31, 2021</b>	<b>Biennium To Date Dollar Variance</b>
Salary	576,000	48,000	44,290	3,710
Travel	57,000	4,750	0	4,750
Goods & Services	148,000	12,333	7,283	5,050
Personal Service Contracts	50,000	11,250	11,250	0
<b>Total Thru Aug 31, 2021</b>	<b>\$ 831,000</b>	<b>76,333</b>	<b>62,823</b>	<b>13,511</b>
<b>Expenditure Detail</b>	<b>Budgeted Expenditures July 1, 2021 - June 30, 2023</b>	<b>Budgeted Expenditures thru Aug 31, 2021</b>	<b>Actual Expenditures thru Aug 31, 2021</b>	<b>Biennium To Date Dollar Variance</b>
<b>Salaries:</b>				
Staff Salary	576,000	48,000	44,290	3,710
<b>Total Salary</b>	<b>\$ 576,000</b>	<b>48,000</b>	<b>44,290</b>	<b>3,710</b>
<b>Travel:</b>				
Staff Travel	22,000	1,833	0	1,833
Board Travel	35,000	2,917	0	2,917
<b>Total Travel</b>	<b>\$ 57,000</b>	<b>4,750</b>	<b>0</b>	<b>4,750</b>
<b>Goods &amp; Services:</b>				
<b>Other State Agency Services</b>				
WSDOT Labor & Svcs/TIB Svcs	30,000	2,500	992	1,508
WS DES Services	38,000	3,167	2,496	670
WS TIB - Office Rent & Utilities	42,000	3,500	2,699	802
WS Attorney General	2,000	167	0	167
<b>Misc. Operating Expenses</b>				
Misc. Office, Mtg, Equipment Costs	36,000	3,000	1,096	1,904
<b>Total Goods &amp; Services</b>	<b>\$ 148,000</b>	<b>12,333</b>	<b>7,283</b>	<b>5,050</b>
<b>Personal Service Contracts:</b>				
<b>Consultant Expenses</b>				
FY21 - 2022 Annual Report (Lund)	25,000	11,250	11,250	0
FY22 - 2023 Annual Report (Lund)	25,000	-	0	0
<b>Total Personal Service Contracts</b>	<b>\$ 50,000</b>	<b>11,250</b>	<b>11,250</b>	<b>0</b>
<b>Total Thru Aug 31, 2021</b>	<b>\$ 831,000</b>	<b>76,333</b>	<b>62,823</b>	<b>13,511</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## 19-21 Capital Budget - Sorted by Biennium - Effective Sep. 17, 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>25 - 27</u>	<u>Total</u>
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		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	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	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0	3,750	0		0	0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231	92	0	0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	1,231	0	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	834	0	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	0	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		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	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	1,876	0	0	7,876
		<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	0	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	1,500	4,636	2,500	0	0	4,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100	1,844	0	0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	0		2,400	0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	1,000		5,835	0	0	6,835
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500	2,210	0	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500	1,621	1,000	0	0	3,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	1,100		5,000	0	0	6,100
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680	967	692	0	0	2,372
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000	0	0	0		0	0	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134	87	1,136	0	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	0
	Statewide	Future Awards			0	0	0		0	22,000	28,500	50,500
		<b>Past and Current Biennial Subtotals</b>			6,429	16,891	36,144	28,193				

	<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>25 - 27</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	0	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		0	0	0	0
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	0	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	0	0	0
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	0	3,000
		<b>Future Total</b>							<b>31,772</b>	<b>27,300</b>	<b>28,500</b>	
		<b>Program Total</b>		<b>109,933</b>	<b>6,429</b>	<b>16,891</b>	<b>36,144</b>	<b>28,193</b>	<b>29,896</b>	<b>27,300</b>	<b>28,500</b>	<b>147,036</b>

Biennial Time Expended: **100%** **78%** of 19-21 biennial approp.

2021 Supplemental Budget: **28,194** **100%** of 2021 supplemental approp.

<b>Revenue</b>												
		<b>Beginning Balance</b>	<b>25,571</b>	<b>23,189</b>		<b>12,175</b>	<b>2,067</b>					
	Freight Mobility Investment Account - 09E		7,255	13,298		11,171	13,698		14,511			
	Freight Mobility Multimodal Account - 11E		7,255	-1,296		10,493	14,511		14,511			
	Motor Vehicle Funds		0	4,907		0	0		0			
	<b>Total Revenue</b>		<b>40,081</b>	<b>40,098</b>		<b>33,839</b>	<b>30,276</b>		<b>29,022</b>			
<b>Expenditures</b>												
	Freight Mobility Investment Account - 09E		6,363	17,345		17,344	16,577		13,351			
	Freight Mobility Multimodal Account - 11E		7,258	5,704		5,704	15,195		14,571			
	Highway Safety Account		1,919	81		81						
	Motor Vehicle Funds (Federal)		1,351	5,064		5,064						
	<b>Total Expenditures</b>		<b>16,892</b>	<b>28,194</b>		<b>28,193</b>	<b>31,772</b>		<b>27,300</b>			
<b>Reappropriation</b>			<b>23,189</b>	<b>11,904</b>			<b>2,067</b>		<b>2,976</b>			



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Sept. 17, 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 June 2021 report

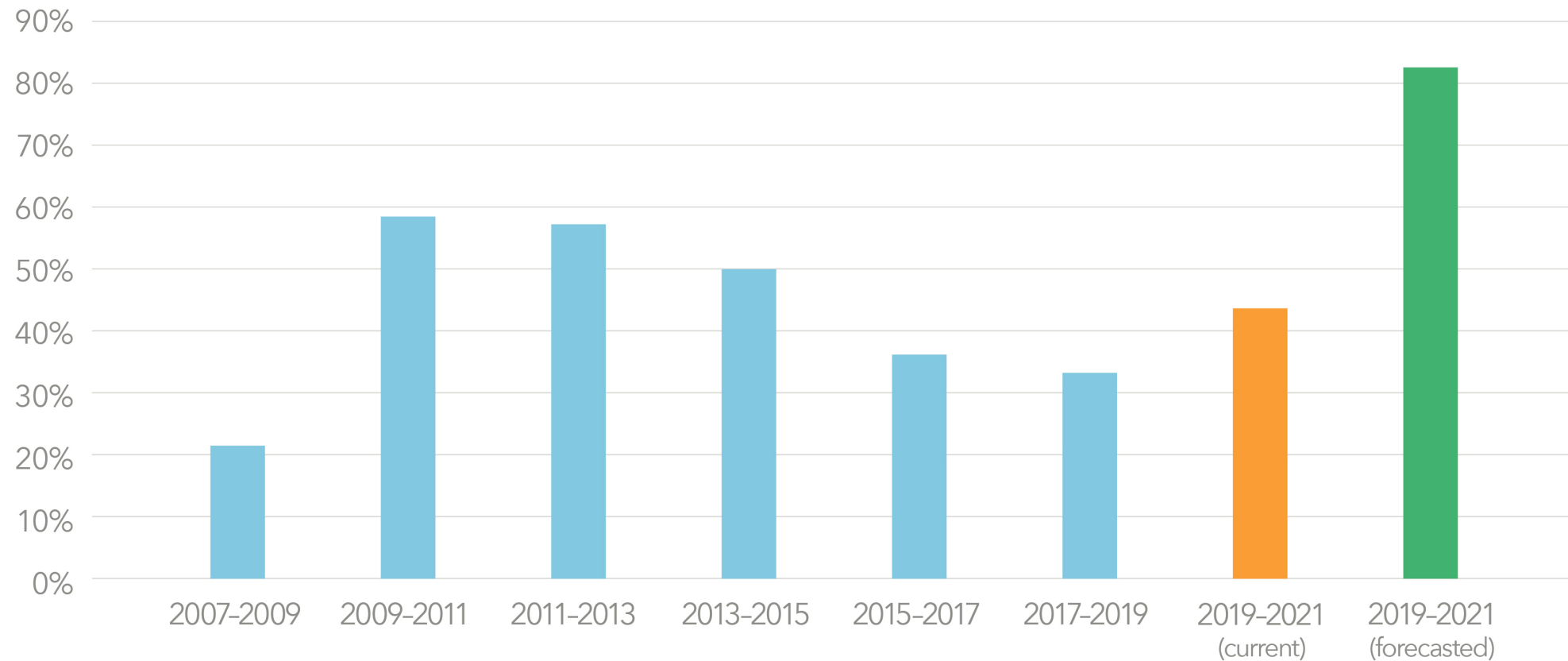
## No. of Projects

6
7
13
26

				PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.
<b>17-19 Biennium</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					
18 Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000					
<b>19-21 Biennium</b>								
1 Chelan Co	West Cashmere Bridge	2018	3,000				Nov. 2021	
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 2021-23 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 Issed June 24, 2021		
21 Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680					Phase 2a open, 2b in design
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				Notice to Proceed April 2021	
27 Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000		Deferred by FMSIB (1/20)			
<b>Future Biennia</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 Nov.		
20 Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility			
24 Sumner	Stewart Road	2018	3,700		Dec-21	FMSIB presentation 9/18/20 and 1/15/21		
		<b>Total</b>	<b>105,683</b>					

## PROJECT DELIVERY 2007–2020

**FMSIB BIENNIAL EXPENDITURES (AS A PERCENTAGE OF APPROPRIATION)**



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium - Effective Nov. 19, 2021

Likelihood to expend 21-23 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Yr. Selected	FMSIB Award	Prior	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Total
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	1,876	0	0	7,876
		Subtotal			6,429	16,891	19,630	1,876			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	3,000	0	0	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	1,500	2,500	0	0	4,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100	0	0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	0	2,400	0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	1,000	5,835	0	0	6,835
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500	0	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500	1,000	0	0	3,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	1,100	5,000	0	0	6,100
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680	692	0	0	2,372
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000	0	0	0	0	0	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134	1,136	0	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	0
	Statewide	Future Awards			0	0	0	0	22,000	28,500	50,500
		Past and Current Biennial Subtotals			6,429	16,891	36,144				

<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>21 - 23</u>	<u>23 - 25</u>	<u>25 - 27</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	0	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0	0	0	0	0
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0	3,000	3,100	0	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0	0	0	0	0
24	Sumner	Stewart Road	2018	3,000	0	0	0	2,000	1,000	0	3,000
		Future Total						33,648	27,300	28,500	
		Program Total		109,933	6,429	16,891	36,144	29,896	27,300	28,500	147,036

Biennial Time Expended: 100% of 19-21 biennial approp.

2021 Supplemental Budget: 28,194 of 2021 supplemental approp.

<b>Revenue</b>									
<b>Beginning Balance</b>					<b>25,571</b>	<b>23,189</b>	<b>12,175</b>	<b>2,067</b>	
Freight Mobility Investment Account - 09E					7,255	13,298	11,171	13,698	14,511
Freight Mobility Multimodal Account - 11E					7,255	-1,296	10,493	14,511	14,511
Motor Vehicle Funds					0	4,907	0	0	0
<b>Total Revenue</b>					<b>40,081</b>	<b>40,098</b>	<b>33,839</b>	<b>30,276</b>	<b>29,022</b>
<b>Expenditures</b>									
Freight Mobility Investment Account - 09E					6,363	17,345	16,577	13,351	
Freight Mobility Multimodal Account - 11E					7,258	5,704	15,195	14,571	
Highway Safety Account					1,919	81			
Motor Vehicle Funds (Federal)					1,351	5,064			
<b>Total Expenditures</b>					<b>16,892</b>	<b>28,194</b>	<b>31,772</b>	<b>27,300</b>	
<b>Reappropriation</b>					<b>23,189</b>	<b>11,904</b>	<b>2,067</b>	<b>2,976</b>	

## FMSIB Director's Report

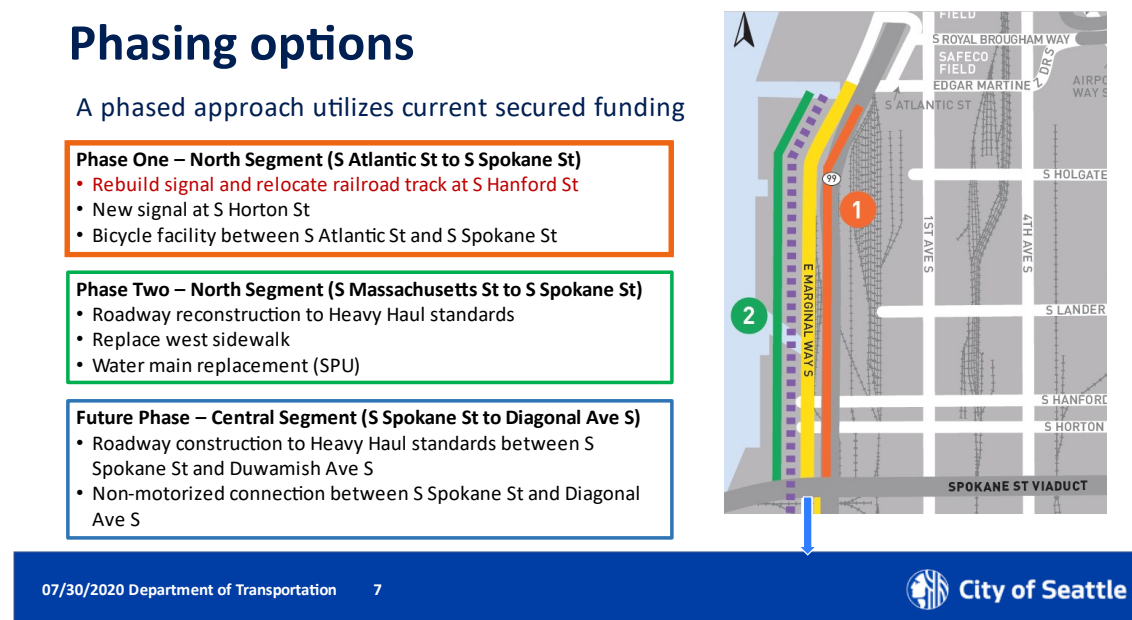
September 17, 2021

(Last Report : June 4, 2021)

### **Project Status Updates – East Marginal Way Heavy Haul Corridor Improvements**

The FMSIB Board awarded \$6.1 m to this project during the 2018 Call for Projects. As part of the Board's review of project progress, the city of Seattle presented a project update on March 20, 2020, showing substantial design progress had been accomplished. By July 30, 2020, the city saw several upcoming funding opportunities and they recommended phasing of the project as shown in Figure 1.

Figure 1- Project Phasing Plan (from 7/30/20 presentation)



At the same Board meeting, the city also requested to use \$1 m of FMSIB funding in Phase 1 (not a cost increase, only advancement of funding). The Board approved this request by motion, and during follow-up discussions, suggested that the city might need to use more FMSIB funding in Phase 1 and that the Board would be open to such a subsequent request.

On January 15, 2021, the city briefed the Board on the project again. Since the city did not receive the 2020 INFRA or BUILD grants they applied for, the city asked to increase the amount for Phase 1 from the approved \$1 m to \$3.34 m. After significant discussion, the Board decided not to grant the request immediately, pending another update from the city on the negotiations between the two Class 1 railroads. The city provided a written update on the status of these negotiations to the Board on March 26, 2021.

The city continues making good progress with the railroads and is optimistic that federal funding is likely, either in proposed and approved earmarks or in the discretionary RAISE program. Here is an update email from Project Manager Megan Hoyt:

*“Hi Brian – You are correct that the timing of the RAISE grant means that there is likely no value in presenting to FMSIB in September. We will need to hear back about the RAISE grant and a few of our other extra funding options (including earmarks) before we know what exactly we’re putting into construction and whether, if it’s just Phase 1, we still have a shortfall. We expect to hear about RAISE by early November. When in November will the Board meet?”*

*I can give you a short update on progress with the railroads now as well. While we haven’t moved much on paper with the railroad approvals for the project, hopeful progress has occurred. UPRR approved our 10% design submittal in early May – however they changed their direction in what they would like to see designed. Instead of two tracks crossing S Hanford St, they directed us to show only one track crossing in our next (25%) submittal. They also directed us to show removal of the westmost track north of S Hanford St, which is owned solely by BNSF.*

*The complication, as you may imagine, is that BNSF needs both to approve of the new design and update their Joint Facilities Agreement with UPRR so that they can still access the Whatcom Yard. We have seen some promising steps in this direction. The most exciting part of this new development is that removing the west track north of S Hanford St would allow the project to build a standard protected bike lane in this area (not the constrained section we were forced to design) and also widen the travel lanes on EMW during Phase 1 (should we not get RAISE funds to build everything north of S Spokane St).*

The city will provide an in-person report at the Nov. 19 meeting, both with respect to design progress and the status of any federal funding they might be receiving.

### **Freight Policy and Projects Advisory Committee (FPPAC)**

This FMSIB Committee was formed to develop recommendations to the Board regarding the provisos in FMSIB’s 2021-23 Budget. The Committee members include Committee Chair Mayor Ben Wick, Commissioner John McCarthy, Matt Ewers, Mayor Anne-McEnerny-Ogle, and Bob Watters. FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

The FPPAC has met every two weeks since April 26, 2021. In those 10 meetings, the Committee has reviewed the proviso language, developed guiding principles, developed a framework for identifying and prioritizing freight investments, addressed specific proviso issues (like the definition of “freight,” what “geographic equity” means, and what level of project readiness the Legislature expects). The Committee also recently began discussing potential freight project eligibility and prioritization criteria.

A large portion of the September 16 Board workshop will be devoted to this topic.

## **HEAL Act**

A question was raised at the June 4 Board meeting about this Act and whether FMSIB was affected. The 2021 Legislature passed SB 5141, which would implement recommendations from the Environmental Justice Task Force – established by the Legislature last year – on how state agencies should incorporate environmental justice principles to reduce environmental health disparities when implementing policies and programs. Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.

The law covers seven state agencies: the Washington State Department of Health (DOH); the state departments of Agriculture, Commerce, Ecology, Natural Resources and Transportation; and Puget Sound Partnership. It allows other agencies to opt in.

While FMSIB is not mentioned as a covered agency, it and other transportation granting agencies can review current agency policies and evaluate ways each granting agency can reduce environmental health disparities. To that end, FMSIB staff has facilitated such discussions with the Transportation Improvement Board, the County Road Administration Board, and WSDOT's Local Programs Division. Conversations are continuing.

## **FMSIB Budget Status**

The 2019-21 Biennial Budget was closed out June 30, 2021. FMSIB's operating expenditures were \$724,234 compared to an appropriation of \$756,000, for a 96% delivery rate. FMSIB's capital expenditures were \$28,193,000 compared to an appropriation of \$36,144,000, for a 78% delivery rate. Both delivery rates represent historic highs for FMSIB.

The 2021 Legislature approved FMSIB's budget for the 2021-23 Biennium. Here is a quick summary:

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 provisos affecting FMSIB. The status of those provisos will be a major discussion topic at this month's Board workshop.

## **2021 Annual Report**

An annual report is required by statute and is currently being scoped. As part of that scoping process, Kjris Lund and FMSIB staff participated in interviews for nearly all FMSIB Board members, as well as other friends of freight. Interviewees included representatives from the Association of Washington Cities, Washington Association of Counties, the Washington Public Ports Association, and the Washington Trucking Associations.

The report will be published in December, and Kjris Lund will join us to provide an update on the interview results and share some possible themes for the report.



### **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:

- FMSIB provided staff support for the Board's 10 FPPAC meetings between April 23 and Sept. 7.
- FMSIB staff participated in 15 Annual Report interviews of FMSIB members and other friends of freight between June 22 and July 27.
- June 8-9: FMSIB staff attended the annual conference of the Washington State Association of County Engineers and presented a report on FMSIB, the Call for Projects, and the 2021-23 budget provisos.
- June 11: Attended PSRC's Freight Advisory Committee meeting of the Maintenance and Preservation subcommittee.
- June 17: Attended membership meeting of the Pacific Northwest Waterways Association (PNWA).
- June 22: Made a brief presentation about FMSIB to the PNWA Spring Conference.
- June 29: Attended Board meeting of the Washington Highway Users Federation (WHUF).
- July 8: Attended the Annual Meeting of the Washington Good Roads and Transportation Association (WSGRTA).
- July 15: Attended membership meeting of the Pacific Northwest Waterways Association (PNWA).
- July 28: Attended Steering Committee meeting of the Transportation Commission's Road Usage Charge (RUC) Study.
- August 10: Attended quarterly meeting of the MPO/RTPO Coordinating Committee. FMSIB will be briefing the Committee in November on the new budget provisos and the Committee's potential role in assisting FMSIB.
- August 11: Attended quarterly meeting of the PSRC Freight Advisory Committee (FAC). FMSIB is a voting member.
- August 17: Attended the WPPA Roundtable on state and federal grants.

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A large, irregular orange watercolor splash shape is centered on the page. It has a textured, painterly appearance with darker orange and yellow tones at the edges, creating a sense of movement and energy. The splash is set against a plain white background.

# FMSIB Annual Report Themes

Kjristine Lund  
September 17, 2021



# Key Takeaways from Interviews

## *Economy, Equity, Safety, Climate Change*

- Impact of supply chain disruptions on economy and individuals
  - Larger issues of COVID and supply chain
  - Underscores removing any delays and barriers the state and locals can control
- Importance of community and the many ways FMSIB projects help
  - Mitigating freight impacts
  - Air quality, safety, noise
  - Local first and last mile
  - Access to goods and access to markets
  - Freight jobs and communities who are employed
- Strategic Investments contributing to the freight network statewide
  - Strategic locations of projects
  - FMSIB as project catalyst
  - Watch-dog for freight needs and funding



# Take-Aways about FMSIB from Interviews

- **FMSIB's Future**
  - Let FMSIB do more
  - Needs to be funded
  - Needs to assess freight projects
  - Present and discuss funding criteria
  - Oppty with more federal funding
- **Strategic Vision**
  - Identify gaps in the freight system and align partners
  - Improve connectivity and freight system
  - Eliminate bottlenecks
  - Reverse historical damage to communities by solving freight hub issues
- **Expertise**
  - Freight knowledge about how system works
  - Community and local government involved
  - Trade, markets, and the economy
  - Transportation planning
  - Ability to start-up and deliver projects for velocity and safety
  - Technical assistance

# Report Ideas

- Branding
  - Adaptive, responsive, open to new ideas, strategic freight project catalyst and delivery, building out the network, patient capital, effective, small and nimble, strike-team, stable, reliable, committed volunteers
- Quotes from Members
- Projects completed and underway
- Project selection criteria and why the criteria matter
- Photos
- Map and FMSIB by the Numbers

## **Cost of Living Adjustments (COLA) for FMSIB Staff**

*Sept. 17, 2021*

**Background:** The state Legislature approved the state Transportation Budget earlier this spring, which included FMSIB's 2021-23 operating and capital budgets. All state employee received salary and benefit adjustments too, but those were not included in the Transportation Budget since salary adjustments are made in the General Fund budget.

**Issue:** The FMSIB Director can approve, and has approved, the COLA adjustment for the Executive Assistant, which she received July 1, 2021:

- **COLA** Salary increase for general service, WMS, EMS and exempt positions:
  - 3% effective July 1, 2021
- **Monthly Medical Premiums** did not increase substantially this biennium.

**Action:** No Board action is required for the Executive Assistant's COLA. However, if the Board chooses to provide a COLA for the Director, a Board action is required (Motion and Approval). The Motion could take several forms:

1. Approve 2021 COLA only, starting Oct. 1 (the first pay cycle after Board action).
2. Approve 2021 COLA only, retroactive to July 1, 2021.
3. Approve 2021 and 2022 COLAs, effective Oct. 1 (the first pay cycle after Board action).
4. Approve 2021 and 2022 COLAs, retroactive to July 1, 2021. The Board chose this option in Sept. 2019 (see attached approval letter from the Chair).
5. Approve 2021 and 2022 COLAs, retroactive to July 1, 2021, and all future COLA's authorized by the Legislature.



STATE OF WASHINGTON

## FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

November 19, 2019

*Dan Gatchet,  
Chair*

*Brian Ziegler,  
Director*

### **Board Members**

Leonard Barnes

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Temple Lentz

John McCarthy

Roger Millar

Arthur Swannack

Bob Watters

Ben Wick

### **Website**

[www.fmsib.wa.gov](http://www.fmsib.wa.gov)

Ryanne Bonaudi  
Human Resource Consultant  
WSDOT - Office of Human Resources & Safety  
P.O. Box 47310, Olympia, Washington 98504

Dear Ryanne Bonaudi:

At the Board meeting on November 15, 2019, the Freight Mobility Strategic Investment Board approved all COLA increases approved by the Legislature for 2019 and 2020 for Director Brian Ziegler.

The effective date of this first COLA increase of 3 percent is retroactive to July 1, 2019. Subsequent 3 percent increase will occur on July 1, 2020. Please process the necessary paperwork to provide this benefit to Brian Ziegler.

Thank you for your assistance.

Cordially,

Dan Gatchet  
Chair

cc: Eileen Leingang  
Sally See



# 2020-21 FMSIB Committees

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## Board

*Chair ~ Dan Gatchet*  
Leonard Barnes  
**Peter Bennett** (appointed 07/2021)  
Matt Ewers  
Erik Hansen  
Johan Hellman  
Temple Lentz  
**Anne McEnerny-Ogle** (appointed 11/2020)  
John McCarthy  
Roger Millar  
Arthur Swannack  
**Bob Watters** (term exp. 06/2021)  
Ben Wick  
Aaron Hunt, Ex-Officio

## Legislative

*Chair ~ Leonard Barnes*  
Matt Ewers  
Dan Gatchet  
Johan Hellman  
Roger Millar  
**Bob Watters** (term exp. 06/2021)  
Ben Wick

## Project Selection

*Chair ~ Ben Wick*  
Matt Ewers  
Anne McEnerny-Ogle  
John McCarthy  
**Bob Watters** (term exp. 06/2021)

## Administrative

*Chair ~ Dan Gatchet*  
Leonard Barnes  
Art Swannack  
John McCarthy

## Outreach

*\*Chair ~ **Bob Watters** (term exp. 06/2021)*  
Leonard Barnes

## WA Freight Advisory Committee

*Convened 2013 through 2017.  
Currently inactive.*

*\*Vacant*

*Bob Watters term expired June 2021 and continued to serve in the Steamship Position until Peter Bennett was appointed July 2021.*

*Changes since 07/30/20 adoption noted in red.*

*Updated 08-17-21*

# Action Item: 2022 FMSIB Meeting Schedule

*FMSIB meetings are traditionally scheduled on the third Friday of every odd-numbered month.*

<b>2022 Meeting Options</b>	
January 13	<u>Olympia - Day on the Hill</u>
January 14	<u>Olympia</u>
March 18	_____
June 2-3	<u>Stevenson - 2-Day Workshop &amp; Meeting</u>
September 16	_____
November 18	_____

## Previous Board Meeting Locations

<b>2018 Board Meetings</b>	<b>2019 Board Meetings</b>	<b>2020 Board Meetings</b>	<b>2021 Board Meetings</b>
Olympia*	Olympia*	Olympia*	Virtual
SeaTac	Kalama*	Virtual	Virtual
Suquamish * Workshop	Stevenson* Workshop	Virtual	Virtual
Walla Walla	Wenatchee	Virtual	Walla Walla Workshop
Spokane Area	Fife*	Virtual	Tacoma

\*= No airport

## Active Project Locations

<b>Puget Sound</b>	<b>Western WA</b>	<b>Eastern WA</b>
Fife (2)	Longview	Chelan County
Kent	Port of Kalama	Spokane County (2)
Seattle		Spokane Valley (3)
Sumner		
Tacoma		
WSDOT NW Region		