



# **FMSIB Freight Policy Advisory Committee (FPAC)**

**October 25, 2021**

*Mayor Ben Wick, FPAC Chair*

*Brian J. Ziegler, FMSIB Director*

# Agenda



- FMSIB Policy for Donor/Recipient Projects
- City of Fife, I-5 Port of Tacoma – Phase 2
- Investment Categories Matrix
  - Category text and Outcome text
  - Investment Category investment percentages
  - Investment Category policy percentages
- Next Steps ... and a parting question

# FMSIB Draft Policy for Donor/Recipient Projects



- Donor:
  - Not in construction
  - Construction not anticipated in the current biennium
  - Removal of FMSIB funds does not materially delay the project
  - Sponsor notified and response received
- Recipient:
  - Not in construction
  - Freight benefit can justify additional FMSIB funding
  - Other non-FMSIB funds are not supplanted, either local or state/federal grants
  - Sponsor notified and response received

# Freight Mobility Strategic Investment Board 2021 – 2023 Capital Budget Review



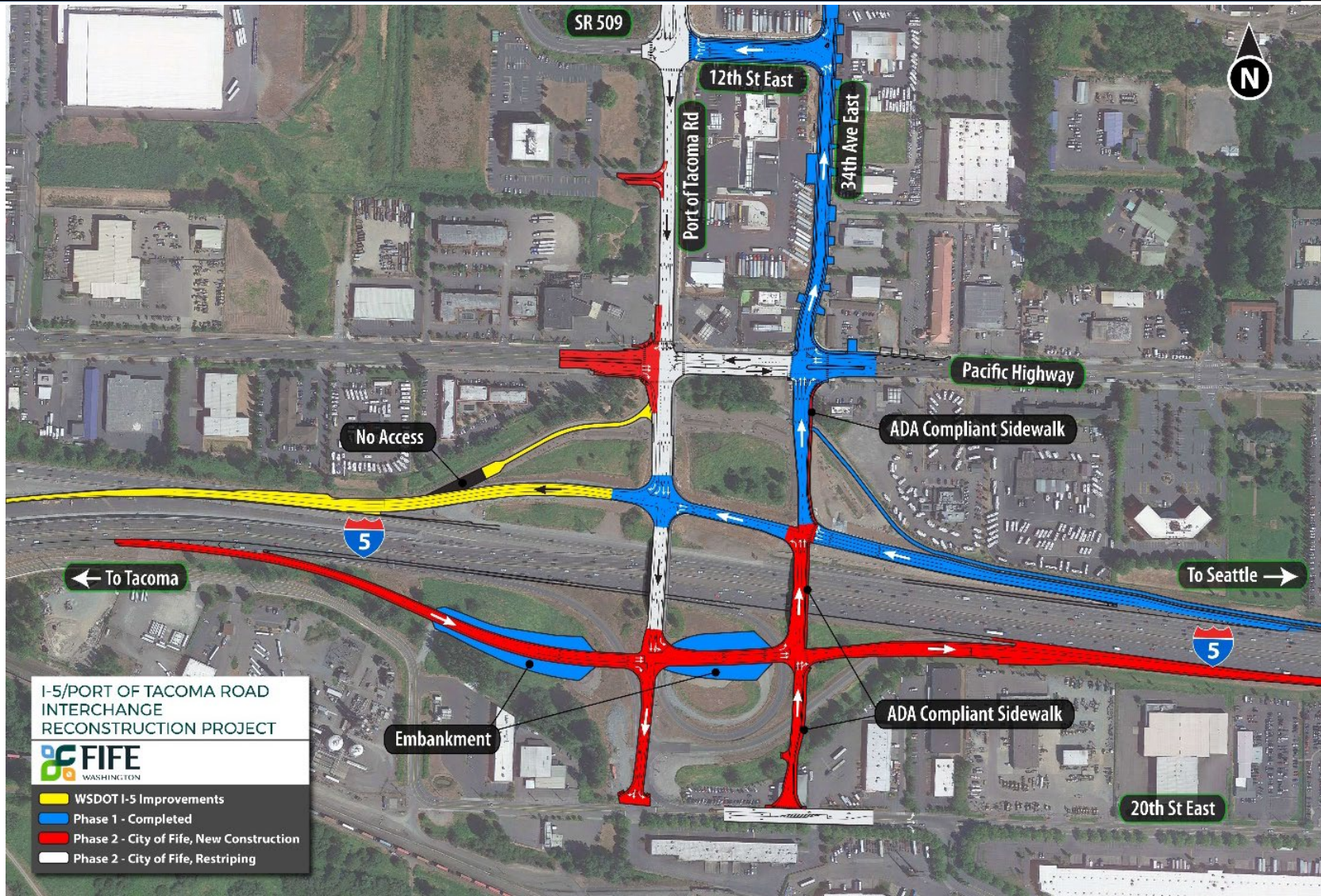
(Dollars in thousands)										
<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</u>	<u>17 - 19</u>	<u>19 - 21 (Plan)</u>	<u>21 - 23 (Plan)</u>	<u>23 - 25</u>	<u>25 - 27</u>	<u>Total</u>	
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	3,811	2,189	1,876	0	0	6,000
		<b>Subtotal</b>			16,891	19,630	1,876			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	3,000	0	0	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	2,500	2,500	0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	2,100	0	0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400	0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	1,000	5,835	0	0	6,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	2,500	0	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	2,500	1,000	0	0	3,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	1,100	5,000	0	0	6,100
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	1,680	692	0	0	2,372
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	1,134	1,136	0	0	2,270
	Statewide	Future Awards			0	0	0	22,000	28,500	50,500
		<b>Past and Current Biennial Subtotals</b>			16,891	37,144	18,563			
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	6,333	1,200	0	7,533
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	3,000	3,100	0	6,100
24	Sumner	Stewart Road	2018	3,000	0	0	2,000	1,700	0	3,700
		<b>Future Total</b>					31,772	28,000	28,500	
		<b>Program Total</b>		<b>109,933</b>	<b>16,891</b>	<b>37,144</b>	<b>48,459</b>	<b>28,000</b>	<b>28,500</b>	<b>142,577</b>

# Freight Mobility Strategic Investment Board 2021 – 2023 Capital Budget Review



	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<b>PROJECT STATUS</b>				
				<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>							
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010					
	<b><u>Started in 19-21 Biennium</u></b>							
1	Chelan Co	West Cashmere Bridge	2018				Nov. 2021	
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018					
10	Longview	SR 432/SR 411 Intersection Improvements	2016					
12	Port of Kalama	Industrial Rail Additions	2018			Deferred to 2021-23 by Legislature		
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013				March Virtual Groundbreaking	
23	Sumner	SR 410 Traffic Ave/E Main	2016					
26	Tacoma	Taylor Way Rehabilitation	2016				Nov. 2021	
11	Marysville/WSDOT	SR 529/I-5 Interchange Expansion	2014			DB RFP Issued June 24, 2021		
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018					Phase 2a open, 2b in design
19	Spokane Co	Bigelow Gulch Phase 3	2018				Notice to Proceed April 2021	
	<b><u>21-23 Biennium</u></b>							
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010		Unknown			
16	Seattle	East Marginal Way Heavy Haul Corridor	2018		Apr-21	Presentations 3/20/20, 7/30/20, discussion 9/18/20, presentation 1/15/21, discussion 3/26/21, update in Nov.		
24	Sumner	Stewart Road	2018		Dec-21	FMSIB presentation 9/18/20 and 1/15/21		

# City of Fife, I-5 Port of Tacoma – Phase 2



**I-5/PORT OF TACOMA ROAD INTERCHANGE RECONSTRUCTION PROJECT**

- WSDOT I-5 Improvements
- Phase 1 - Completed
- Phase 2 - City of Fife, New Construction
- Phase 2 - City of Fife, Restriping

# City of Fife, I-5 Port of Tacoma – Phase 2



- Current estimate: \$35,361,000. FMSIB Grant (2010): \$7,533,000 (21.3%)
- 2020 FMSIB presentation requested deferral of 54th Ave I/C - Phase 2 but retaining POT I/C - Phase 2.
- Three federal grant applications to date. Did not get BUILD, did not get INFRA, but on the INFRA Extra list ("*We like your project, and we'd like to offer you a low interest loan*").
- Design is at 50%. ROW progressing well, currently own I-5 Motors.
- RAISE application is pending and announcements are expected Nov. Grant request is \$25m, and it is 100% of all project elements (excluding 20th Ave. Improvements). "Equity" points for reconnecting communities, investing in low-income housing, adding ADA access across the freeway.

# City of Fife, I-5 Port of Tacoma – Phase 2



- What would FPAC like to recommendation to the November Board meeting?
  - Can Fife advance design with FMSIB funding?
  - Provisional Recommendation: If Fife doesn't get RAISE grant, funding should move?
  - To Marysville: if you get additional funding, can you spend this this biennium
  - To Seattle: Can you go to construction faster with additional funding?
  - Provide Director's opinion of funding



# Investment Category Review (Three Components)



- Category text and Outcome text
- Investment Category investment percentages
- Investment Category policy percentages

# Category text and Outcome text



ID	Freight Category	Desired Freight Outcome (Oct. 11)	DRAFT PROPOSAL for 10/25 FPAC
1	Bridge Maintenance / Preservation	Maintain the current system to maximise previous investments while eliminating or preventing weight restrictions	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.

# Investment Category investment percentages



ID	Freight Category	Desired Freight Outcome	Investment Need %
1	Bridge Maintenance / Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	18%

# Investment Category policy percentages



Summary of member responses / Percentages are average of four responses

ID	Freight Category	Desired Freight Outcome	State Transportation Goals						Sum of Goals
			Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment	
1	Bridge Maintenance / Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	68%	10%	4%	9%	6%	4%	100%

# Transportation System Goals

RCW [47.04.280](#)



## Transportation system policy goals.

(1) It is the intent of the legislature to establish policy goals for the planning, operation, performance of, and investment in, the state's transportation system. Public investments in transportation should support achievement of these policy goals:

- (a) **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system;
- (b) **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- (c) **Stewardship:** To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system;
- (d) **Mobility:** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- (e) **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy; and
- (f) **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

(2) The powers, duties, and functions of state transportation agencies must be performed in a manner consistent with the policy goals set forth in subsection (1) of this section with preservation and safety being priorities.

(3) These policy goals are intended to be the basis for establishing detailed and measurable objectives and related performance measures.

# Notes on Matrix



- Ben: Used four groups to clarify priorities
- Temple's priorities: Bridge Maintenance, Road Maintenance, Truck Parking. Everything else was great, but not the highest priorities
- John: Matrix identifies relative value of things rather than relative costs
- BJZ: Reorder per four groups
- Ben and Temple: Discuss draft language
- BJZ: Send to Ben the Notes, the Consensus percentages, and the abbreviated process

# Next Steps ... and a parting question



- To Do:
  - Write DRAFT FPAC Report (Outline?)
  - Review DRAFT Report at last FPAC meeting Nov. 8
  - Present to Board Nov. 19
- The Question:
  - How do we get from:
    - “*process and methodology for identifying and prioritizing investments*” (due end of 2021)
    - to
    - “*a prioritized list of freight investments*” (due end of 2022)?