

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## MEETING MINUTES

---

November 19, 2021 • 9 a.m. – 1 p.m. • GoToMeeting  
TVW Recording [FMSIB 11-19-21](#)

---

### In Attendance

---

#### BOARD MEMBERS

Dan Gatchet, Chair	Roger Millar	<i>Not Present:</i>
Peter Bennett	Ben Wick	Johan Hellman
Matt Ewers	<i>Virtual:</i>	Ex officio Aaron Hunt
Temple Lentz	Leonard Barnes	
John McCarthy	Erik Hansen	
Anne McEnery-Ogle	Art Swannack	

#### FMSIB STAFF

Brian Ziegler, Director  
Gena Workman, Executive Assistant

#### GUEST PRESENTERS

Kjristine Lund, Lund Consulting	Megan Hoyt, City of Seattle	Wenjuan Zhao, WSDOT
---------------------------------	-----------------------------	---------------------

### Meeting Convenes

---

Chair Dan Gatchet convened the meeting at 9 a.m. and stated this is an open public meeting and all provisions of the Open Public Meetings Act (OPMA) apply, as amended by recent orders of the Governor. The meeting is also being held in accordance with state and local health guidelines regarding public meetings and COVID-19 concerns.

The meeting is also being conducted and recorded via Zoom teleconferencing so the public and some participants may choose to participate virtually. TVW is live-streaming the meeting and will provide archives of the broadcast.

Chair Gatchet conducted roll call, introduced new Board member Peter Bennett, and recognized prior Board member Councilmember Pat Hulcey for his service to the freight community and his service on FMSIB from 2012 to 2020.

### Approval of Meeting Minutes

---

**Board Action Item:** Adoption of the September 17, 2021, Board Meeting Minutes.

#### **MOTION:**

Chair Gatchet entertained a motion to adopt the September 17, 2021, meeting minutes as presented.

Matt Ewers so moved to adopt the minutes as presented. Leonard Barnes seconded.

***MOTION CARRIED***

### FMSIB Budgets

---

Director Ziegler reviewed the Operating and Capital Budgets.

***Operating Budget:***

The Operating Budget is on schedule with nothing unusual to report.

***Capital Budget:***

2021-23 Sorted by Biennium Chart– Effective Nov. 19, 2021

This chart lists all active projects. Blue highlight indicates authorization for construction. Green, yellow, and red highlights indicate likelihood to expend in the current biennium.

*Board Discussion*

Mr. Ewers asked why for some projects the allocated award amount is different from the total award. Director Ziegler explained that the initial award is noted in the first column and the total award amount in the last column includes any increases or decreases FMSIB granted.

Mayor Wick asked if there is no money noted in the 21-23 column, does that mean it was expended in prior biennium. Director Ziegler confirmed that is correct.

Commissioner Swannack suggested changing the award column header to, “Current Award” amount and remove the original award amount from the chart. Mr. Erik Hansen agreed that the initial award amount should be removed from this chart as long as Director Ziegler has record of the original award amount elsewhere. The chart should indicate: (1) date of original award, (2) current FMSIB award authorization, and (3) what biennium it is to be spent. Mr. Barnes agreed.

**Staff Action/Recommendation Item:** Director Ziegler will change the format of the active projects chart by removing original award amount and change “FMSIB Award” column to “Current FMSIB Authorization.”

Active Projects Chart – Sorted by Biennium – Effective Nov. 19, 2021

Director Ziegler reviewed project progress for spending. There is a good balance of first/last dollars being expended.

---

**Director's Report**

---

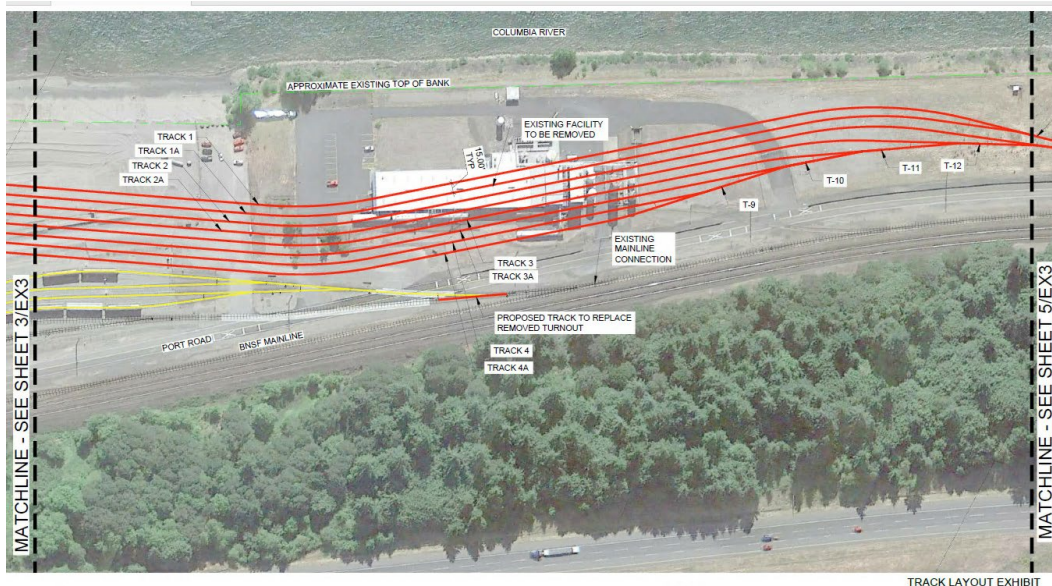
Please see the Board meeting packet for the complete report on Director Ziegler’s activities since the September 17, 2021, Board meeting. A few keys points are as follows.

**Project Status Updates – Port of Kalama, Industrial Rail Additions**

The Port applied for FMSIB funding in the 2018 Call for Projects and was awarded \$2.4 million. This FMSIB contribution leverages \$9.35 million in local and private funding. The project improves mainline rail flows adjacent to the Port of Kalama’s major grain terminal, TEMCO.

The current rail alignment at the TEMCO facility allows one unit train of grain (110 cars) to be stored off the mainline and on port property. However, this requires several rail moves in order for the unit train to be broken up into three parts and cleared of the mainline. The proposed \$11.75 million project will add several more lines of storage track on Port property, allowing a unit train to be positioned faster and in only two parts (See Figure 1).

Figure 1- Port of Kalama, Industrial Rail Addition, Portion of New Storage Track



In addition to mitigating congestion on the mainline rail system, the project also reduces closure time on the sole access road into an adjacent residential development. This improves emergency access into the neighborhood.

The project was funded by FMSIB and the Legislature in the 2019-21 Biennium. In 2020, the Legislature deferred the project into the 2021-23 Biennium. This delayed property acquisition and subsequent construction by two years; however, TEMCO and the Port are still committed to completing the project this biennium.

---

### Board Member Reports

---

*Matt Ewers:* Participating on the Joint Transportation Committee’s truck parking study. It is imperative FMSIB get involved. People don’t understand freight and trucking issues. The Committee has narrowed the study down to a few good ideas. Long-haul cannot run on electricity, but short-haul can. Need private/public to help implement truck parking stations.

*Commissioner McCarthy:* Washington and California released report regarding ports. Found that federal government infrastructure investments in Canada are double that of Washington and California.

---

### Adopt Legislative Proviso Report

---

**Board Action Item:** Adopt the draft legislative proviso report developed by the Freight Policy Advisory Committee (FPAC).

Chair Gatchet and Director Ziegler provided an overview of the budget proviso process to date. The budget proviso was included in FMSIB’s 2021 biennial budget and assigns some new tasks to FMSIB. By the end of November, FMSIB is to present to the Legislature and Governor a preliminary report outlining a process and methodology for identifying and prioritizing high priority freight investments

in Washington. Next year, the Board is asked to submit a prioritized list of those freight investments that are geographically balanced across the state and can proceed to construction in a timely manner.

In April, the Board appointed five Board members to the task of investigating options and preparing the draft proviso report. Mayor Wick agreed to chair the Freight Policy Advisory Committee (FPAC). Other members include Mayor McEnery-Ogle, Commissioner John McCarthy, Mr. Ewers, Councilor Lentz, and former Board member Bob Watters. FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

The FPAC 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), and recently began discussing potential freight project eligibility and prioritization criteria. FPAC provided an interim report to the Board in September and revised the report based on Board input and Representative Fey’s comments.

FPAC Chair Wick reviewed the changes made to the proviso report since September. Chair Wick summarized that Section 4 of the report includes a disclaimer that priorities change with a suggestion to review before each biennial budget request. Section 5 identifies alignment with state goals and suggests biennial feedback on those as well. Section 6 outlines the methodology for next year.

#### *Board Discussion*

Secretary Millar commented that the Committee has made great progress since the last report and suggested the following changes: (1) “Maintenance and Preservation” to “Asset Prevention,” (2) add “Safety” to “Expanding the Existing System,” and (3) add “Equity” checkmark to “Land Bank” outcome.

Peter Bennett asked how FPAC arrived at the percentages. Chair Wick stated the percentages were based on Committee members’ recommendations, and they will go into more detail in next report. Secretary Millar stated it is important the Committee document how the percentages were achieved.

Mr. Barnes was impressed with FPAC’s work and suggested the following changes: (1) include examples of some the Connecting Washington projects in Section 2, (2) Board consider how to communicate our message to the people that need to hear, (3) expand equity in Section 3, and (4) include local governments to the list in the last paragraph.

Commissioner McCarthy agreed that at some point we need to acknowledge the Connecting Washington projects, possibly at the end. Chair Wick suggested including funding of Connecting Washington projects first. Councilor Lentz clarified that we need to talk to partners next year to see how the projects are progressing. Secretary Millar thinks that the language in the proviso about prioritizing Connecting Washington projects is not FMSIB’s charge but was intended for WSDOT to do in their freight plan update because that is where the federal freight money is being allocated. FMSIB needs to just think about its budget and how to engage in the freight plan. Representative Fey confirmed that Connecting Washington projects need to be finished before new any new projects are funded. Director Ziegler stated that FPAC did not discuss budget but focused on identifying highest priorities.

Peter Bennett commented that there is a huge gap in Intelligent Transportation and questioned how FMSIB could help by using existing systems to make it better. He would like to see FMSIB’s energy going into areas that are underserved.

Mayor McEnery-Ogle stated the Board should move forward with adopting the report with the recommended changes. Councilor Lentz asked for clarity on which direction to take regarding Connecting Washington projects and suggested possibly including language about FMSIB participating in the freight plan and remove the 3<sup>rd</sup> and 4<sup>th</sup> lines. There were no objections to making the changes and identifying example freight projects funded under Connecting Washington in Section 2. Next Steps to include identifying and prioritizing Connecting Washington projects.

Commissioner Swannack pointed out that this is the preliminary report, and the second report is to submit a list of priorities which could include the Connecting Washington projects. Mr. Barnes asked if the Board could review the final product before submitting to Legislature. Mr. Ewers recommended letting FPAC make enhancements based on the Board discussion and move forward with submitting.

Chair Gatchet asked for Representative Fey's input. Representative Fey suggested the application process should be simple initially and revisit those projects deemed worthy of additional detail. Although there is likely to be money for freight someday, don't limit the list to a specific amount. Start with a short application and produce a short list, then contact sponsors for more detail if needed. It helps the Legislature to have FMSIB's expertise provide a list of prioritized projects but don't think there is a lot of money coming from federal government in the first round. The reason for this proviso is to identify strategic investments in Washington to facilitate freight movement. Representative Fey does not like to see groups spend a lot of time on details and wants FMSIB's report to stand out as well-developed and well thought out.

Secretary Millar pointed out that MPOs/RTPOs already have plans with freight projects and rather than have a project call, obtain their list of vetted projects that FMSIB then prioritizes. Director Ziegler noted that he has already briefed MPOs/RTPOs on FMSIB's proviso report and process.

Commissioner Swannack suggested rewording "Next Steps in April" to include, "in addition to working with MPOs/RTPOs to identify freight projects from regional plans." Councilor Lentz stated she has what she needs if there is consensus on Commissioner Swannack's suggestion.

Mr. Sean Eagan, NWSA, offered to provide appropriate staff support to assist the Board.

Director Ziegler asked Representative Fey if a list by tiers based on readiness to construction would address the proviso's criteria for "timely construction." Representative Fey stated this approach would work with less emphasis on projects that have a long way to go.

**Staff Action/Recommendation Items:** The Board proposed the following edits to the draft report:

- Change "Maintenance and Preservation" to "Asset Prevention"
- Add "Safety" to "Expanding the Existing System"
- Add "Equity" checkmark to "Land Bank" outcome
- Document how the "Relative Investment Amount" percentages were achieved
- Identify example freight projects funded in CWA (Section 2)
- Add local governments to the list in the last paragraph
- Include identification and prioritization of Connecting Washington projects in "Next Steps"
- Work with MPOs/RTPOs to identify freight projects from regional plans

**MOTION:** Chair Wick made a motion for the Board to adopt the draft proviso report as presented and delegate FPAC to finalize the draft report with the above edits proposed by the Board today. Commissioner Swannack seconded.

***MOTION CARRIED***

---

## **2021 Annual Report Update**

---

Kjristine Lund presented a draft outline of the 2021 Annual Report and asked for Board input in the below areas:

**Letter from Chair**-Key points would you like chair to highlight. Commissioner McCarthy suggested including the expansion of FMSIBs role in Washington freight.

**Board Member Quotes**-will be sent to Board for concurrence before publishing.

**HEAL Act**-include information regarding 85-90 percent of FMSIB projects are in disadvantaged areas.

**Budget Proviso**-a section will be included in the report on the proviso response.

**FMSIB by the Numbers**-has been popular in past, but due to COVID-19 the numbers are not up-to-date, and Ms. Lund recommends focusing more on project delivery.

**Project Map**-will have list of completed and underway projects. Mr. Ewers noted how important this is since every time FMSIB meets with legislators, they always look for their project.

The final report will be published in December.

**Future Agenda Item:** The final 2021 Annual Report will be presented to the Board in January.

---

## **City of Seattle – East Marginal Way Update**

---

**Board Action Item:** Possible Board action for changing fund appropriation.

Megan Hoyt, City of Seattle, provided an East Marginal Way Project update since her last presentation in January 2021. Since there were some audio issues during Ms. Hoyt's presentation, Director Ziegler helped to summarize for the Board. Prior to the city receiving the RAISE Grant, \$3 million wasn't enough and the city requested an additional \$1 million be moved up a biennium to get the project moving. Now that the RAISE Grant has been awarded, the city is rethinking how quickly they can expend in Phase 1 & 2. According to Ms. Hoyt, the city does not need more money for Phase 1. Since the city will not spend whole \$3 million, the Board may choose to reallocate funds. When moving appropriation authority, the assumption is that whatever is moved will be restored to the project during the next biennium. If FMSIB does not restore the funds, then it takes money away from the project. As of today, the city estimates they will need \$1.5 to \$2.5 million of the \$3 million awarded. Ms. Hoyt expects to have a more accurate answer for Board by the end of the year.

**Future Agenda Item:** The City of Seattle will provide an updated expenditure request to the Board by the end of the year.

**MOTION:** None presented.

---

## City of Fife POT Rd I/C-Ph 2-Allocations to Other Projects

---

**Board Action Item:** Possible Board action to allocate funds to other projects.

Chair Gatchet noted that after the September workshop, FPAC was given a second assignment to review FMSIB's project portfolio to see if any projects delayed in delivery this biennium could become "donors" to other projects that could spend FMSIB funding this biennium. Director Ziegler identified projects for FPAC to consider. FPAC's report is included in the meeting packet.

FPAC Chair Wick reviewed the background work in the report and presented the four options for the Board to consider. The Committee provided scenarios for projects that could use money this biennium: this is not removing money but shifting to projects ready to go. Port of Kalama could use \$1.5 million additional funds to expend this biennium. City of Seattle cannot spend the full \$3 million this biennium. The City of Fife POT Rd I/C Phase 2 could expend \$5.5 million of their \$6.33 million this biennium on right-of-way and design, leaving \$830,000 available this biennium to transfer to another project. There are no statutory restraints on FMSIB allowing funding of right-of-way and design. Several years ago, the Board decided to not write a policy and instead accept each request on an ad hoc basis.

### *Board Discussion*

Mayor McEnerny-Ogle asked about what happens if the Fife project does not move forward. Director Ziegler stated that FMSIB will receive money back from projects that don't move forward. Mayor McEnerny-Ogle thinks any changes in allowing Fife this flexibility needs to be in writing with a short deadline to keep things moving. Commissioner Swannack likes the idea of being nimble, but not sure if he agrees with funding the Fife project since they did not receive a RAISE Grant and we awarded the project in 2010.

Commissioner McCarthy noted that POT Rd I/C Phase 2 is an important project to the Port of Tacoma and asked if there has been any recent contact with them regarding property acquisition.

Commissioner McCarthy prefers to keep funds where originally designated and thinks it might be a good opportunity to purchase property at a good price. Director Ziegler mentioned that the federal government offered a loan to Fife since they were so close to qualifying for a grant. Fife declined the loan because they hope to obtain state funds or future RAISE money.

Councilor Lentz supports reallocating money, but the goal should be about advancing the project in a meaningful way. Mr. Bennett suggested asking for feedback from Fife to illustrate how these changes worked for them.

### **Staff Action/Recommendation Items:**

- 1) Director Ziegler to contact Erik Hansen, OFM, immediately regarding the Board's motions.
- 2) Director Ziegler to follow up with the City of Fife to see what effect policy change has on project delivery.

**MOTION:** Mayor Wick moved to authorize the City of Fife POT I/C-Phase 2 to expend the FMSIB appropriation on right-of-way acquisition and design, subject to repayment if construction is not started within four years. Mr. Bennett seconded.

***MOTION CARRIED***

**MOTION:** Mr. Ewers moved to authorize \$1.5 million in new funding to Port of Kalama Industrial Rail Additions project (from unused \$1 million East Marginal Way appropriation authority and \$0.5 million from Fife POT Rd I/C) and to restore appropriation authority to East Marginal Way and POT Rd I/C projects in the 2023-25 Biennium. Commissioner Swannack seconded.

**MOTION CARRIED**

---

### **Follow-up on City of Fife 70<sup>th</sup> Ave E Freight Bottleneck Project Over-Expenditure**

---

At the September Board meeting, the Board asked Director Ziegler to research the City of Fife's 70<sup>th</sup> Ave E Freight Bottleneck project over-expenditure and convene the Administrative Committee to develop recommendations for the Board. Chair Gatchet reviewed the Committee briefing included in the Board meeting packet. The Committee recommended the following steps be taken to correct the situation:

1. Work with WSDOT Local Programs to reduce the 19-21 charges to Fife's 70th Ave. E. project and to limit that biennial reimbursement to the 19-21 LEAP list authorized amount of \$2.5 million.
2. Work with WSDOT Local Programs to modify the local agency agreements (LAA) process to reflect FMSIB's expectations, of both the project sponsors and WSDOT, that the LEAP list authorization for each project and biennium will be followed.
3. Work with WSDOT Local Programs to identify at least two ways that additional controls can be implemented to catch future over-expenditures.

In response to the Committee recommendations, WSDOT Local Programs agreed to the following:

1. WSDOT Local Programs is coordinating with WSDOT Olympic Region to process the charge reversal.
2. Annually, FMSIB will provide a supplemental funding letter to each project sponsor to reflect FMSIB's expectations, defining the limitation of the LEAP list authorization for each project and biennium to be followed.
3. WSDOT Local Programs will install additional fiscal controls, in addition to their normal accounting processes, to ensure future reimbursement requests that exceed LEAP list biennial project authorizations will be flagged and not paid.

Two options for increasing fiscal controls on project reimbursements were presented to the Board:

#### **OPTION 1: FMSIB Invoice Review**

FMSIB would review all project invoices before they are submitted to Local Programs. FMSIB would be required to complete reviews in a timely manner. WSDOT Local Programs would have less time to conduct their own review and process invoices (State law requires no more than 30 days between receipt and payment of reimbursement requests). Local Programs would process FMSIB invoices separate from WSDOT invoices and both agencies would have resulting resource impacts. WSDOT currently has one invoice payment process and if FMSIB invoices are processed differently, they would go in a queue, which could result in not meeting the state requirement.



## **OPTION 2: FMSIB Invoice Summary Review**

Local Programs would process FMSIB invoices as currently processed but also implement the additional fiscal controls in (c) above. Additionally, Local Programs would send a monthly report of reimbursements to FMSIB. This option has no resource impacts.

### *Board Discussion*

Mr. Hansen agreed with the Administrative Committee's solutions and would like to implement, "Option 1-FMSIB Invoice Summary Review" so bills are not paid by Local Programs until Director Ziegler reviews invoices, spending patterns, and any other information that may warrant the director to contact project sponsors. Commissioner Swannack, Mr. Barnes, and Mr. Ewers also supported Option 1. Secretary Millar stated FMSIB needs to be clear on the 30-days for payment requirement. Commissioner McCarthy asked if the Board needs a motion. Chair Gatchet recommended he and Director Ziegler work on the steps in this new process, present those to the Administration Committee, then take Board action at the January meeting. Commissioner Swannack suggested the director work with Mr. Hansen on the 30-day requirement.

### **Staff Action/Recommendation Items:**

- 1) Chair Gatchet and Director Ziegler to develop new procedure for FMSIB's review of project invoices and present those to the Administration Committee for review.
- 2) Director Ziegler to consult Erik Hansen regarding the 30-day payment requirement.

**Future Agenda Item:** Board review and take action at the January Board meeting on the new process for FMSIB to review project invoices.

---

## **FMSIB Funding History**

Due to time constraints, Director Ziegler did not present on FMSIB's funding history. This topic will be deferred to the January meeting.

**Future Agenda Item:** Present FMSIB funding history at the January meeting.

---

## **Adoption of T1/T2 Freight and Goods Transportation System (FGTS)**

**Board Action Item:** Adopt 2021 FGTS Strategic Freight Corridors.

Every two years, state law requires FMSIB to review freight travel trends and to update the state's Freight and Goods Transportation System (FGTS). This system assists public and private sector agencies with freight data and classification information and is also used in FMSIB's project selection process.

Wenjuan Zhao, WSDOT, provided the 2021 FGTS T1/T2 system update, described how the traffic results are impacted by COVID, and shared next steps.

### *Board Discussion*

Mr. Bennett asked how the corridors are defined. Ms. Zhao stated it is based on what is currently being moved on the corridor and any changes will be captured in the next two years. Mr. Bennett then asked if that leaves a gap in our investing, but Director Ziegler clarified that connectors to the T1/T2 routes are eligible.

**MOTION:** Chair Gatchet entertained a motion to adopt the T1/T2 Strategic Freight Corridors portion of the FGTS as presented. Mayor Wick so moved. Mr. Bennett seconded.

**MOTION CARRIED**

---

## **FMSIB Projects and Environmental Health Disparities (EHD)**

---

Over the last couple years, the Legislature has passed bills to provide more focus on environmental health and disparities that exist in Washington. Recently, the HEAL Act (Health Equity for All) required seven state agencies to take specific actions regarding environmental health disparities. Though FMSIB was not one of the agencies, the Board has discussed this issue at previous meetings. FMSIB and other transportation granting agencies can review current agency policies and evaluate ways each granting agency can reduce environmental health disparities (EHD).

FMSIB staff conducted an analysis of FMSIB projects to identify possible connections with the current mapping of Environmental Health Disparities (EHD) in Washington and shared the results with the Board. The results indicate how well FMSIB's process works. FMSIB provides a free service with low overhead costs. Local governments account for 95 percent of FMSIB applicants, two-thirds of those projects are on state routes. Of the 100 projects, 56 are in the worst zones in the state.

### *Board Discussion*

Mayor Wick acknowledged the huge and positive impact grade separations have had in Spokane Valley. Commissioner McCarthy pointed out that grade separations create equity for communities. Councilor Lentz cautioned about reading too much into the results. This is a great opportunity for FMSIB to be creative moving forward but can't prove a direct correlation. Mr. Bennett pointed out that freight generates income. People who live in those areas want to work in those areas.

---

## **Completed Projects**

---

**Board Action Item:** Move completed projects from the Active Project List to the Completed Project List.

Every November, FMSIB identifies projects completed during the calendar year. The Board takes a formal motion to move these projects from the Active Project List to the Completed Project List. Director Ziegler shared the updated FMSIB Project Review chart which indicated the below projects are complete:

No.	Owner	Name	Date	Total	FMSIB
99-3	Spokane Valley	Barker Road Corridor Widening-Phase 3	Oct. 2020	\$ 2,183,000	\$ 407,493
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	Feb. 2021	\$ 18,540,000	\$ 2,500,000
35-0	Kent	S. 228th St UP Grade Separation	Apr. 2021	\$ 25,000,000	\$ 4,500,000
90-0	Longview	SR 432-SR 411 Intersection Improvements	May 2021	\$ 4,200,000	\$ 2,100,000
94-0	Tacoma	Taylor Way Rehabilitation Project	Nov. 2021	\$ 27,401,000	\$ 2,500,000
98-0	Chelan County	West Cashmere Bridge	Nov. 2021	\$ 23,500,000	\$ 3,000,000
97-0	Spokane County	Bigelow Gulch - Phase 3	Nov. 2021	\$ 6,925,710	\$ 2,270,000
95-0	Fife	70th Ave. East Freight Bottleneck Relief	Dec. 2021	\$ 41,371,624	\$ 5,000,000
				<u>\$ 149,121,334</u>	<u>\$ 22,277,493</u>

**MOTION:** Mr. Ewers so moved to adopt the above list of completed projects. Mr. Barnes seconded.

**MOTION CARRIED**

---

### **Next Meeting**

---

**Board Action Item:** Adopt January 13-14, meeting in Olympia, Washington.

This two-day meeting in Olympia usually includes a “Day on the Hill” opportunity for Board members to brief legislators on FMSIB’s activities. The Day on the Hill is tentatively scheduled for January 13 and the in-person Board meeting is scheduled for January 14. Since face-to-face legislative meetings were not possible last year and may be very limited this year, staff will continue to monitor the situation and advise members.

Commissioner Swannack commented that it sounds like the legislative meetings will primarily be held virtually or via hybrid sessions. Mr. Ewers said he heard there will not be in-office meetings but that legislators may meet at non-state locations.

**Staff Action/Recommendation Items:** Director Ziegler will evaluate offsite meeting options with key legislators.

**MOTION:** Chair Gatchet entertained a motion to hold the January 14 Board meeting in Olympia and, if possible, conduct the FMSIB Day on the Hill on January 13. Councilor Lentz so moved. Mayor Wick seconded.

**MOTION CARRIED**

---

## Meeting Adjourned

---

Chair Gatchet adjourned the meeting at 1:05 p.m.

### *Summary of Board Motions:*

1. Adopt September 17, 2021, Board Meeting Minutes. *Motion Carried (page 1)*
2. Authorize the City of Fife POT I/C-Phase 2 to expend the FMSIB appropriation on right-of-way acquisition and design, subject to repayment if construction not started within four years. *Motion Carried (page 7)*
3. Authorize \$1.5 million in new funding to Port of Kalama Industrial Rail Additions project (from unused \$1 million East Marginal Way appropriation authority and \$0.5 million from Fife POT Rd I/C). Restore appropriation authority to East Marginal Way and POT Rd I/C projects in the 2023-25 Biennium. *Motion Carried (page 8)*
4. Adopt the T1/T2 Strategic Freight Corridors portion of the FGTS presented today. *Motion Carried (page 9)*
5. Adopt the updated Completed Projects List. *Motion Carried (page 11)*
6. Hold the January 14 Board meeting in Olympia and, if possible, conduct the FMSIB Day on the Hill on January 13. *Motion Carried (page 11)*

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

1. Director Ziegler will change format of the 2021-23 Sorted by Biennium chart by removing the original award amount and changing the "FMSIB Award" column to "Current FMSIB Authorization." (page 2)
2. The Board proposed the following edits to the draft proviso report:
  - Change "Maintenance and Preservation" to "Asset Prevention"
  - Add "Safety" to "Expanding the Existing System"
  - Add "Equity" checkmark to "Land Bank" outcome
  - Document how the "Relative Investment Amount" percentages were achieved
  - Identify example freight projects funded in CWA (Section 2)
  - Add local governments to the list in the last paragraph
  - Include identification and prioritization of Connecting Washington projects in "Next Steps"
  - Work with MPOs/RTPOs to identify freight projects from regional plans (pages 5-6)
3. City of Fife POT Rd I/C-Ph 2-Allocations to Other Projects:
  - Director Ziegler to contact Erik Hansen, OFM, immediately regarding the Board's motions. (page 7)
  - Director Ziegler to follow up with the City of Fife to see what effect policy change has on project delivery. (page 7)

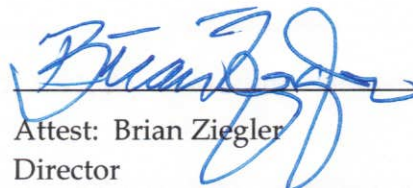
4. City of Fife 70th Ave E Freight Bottleneck Project Over-Expenditure:
  - Chair Gatchet and Director Ziegler develop new procedure for FMSIB's review of project invoices and present those to the Administration Committee for review. (page 9)
  - Director Ziegler consult Erik Hansen regarding the 30-day payment requirement. (page 9)
5. Next Meeting/FMSIB Day on the Hill: Director Ziegler will evaluate offsite meeting options with key legislators. (page 11)

**Summary of Future Agenda Items:**

1. The final 2021 Annual Report will be presented to the Board in January. (page 6)
2. The City of Seattle will provide an updated expenditure request to the Board by the end of the year. (page 7)
3. The Board will review and take action at the January Board meeting on the new process for FMSIB to review project invoices. (page 9)
4. Present FMSIB funding history at the January meeting. (page 9)



Dan Gatchet  
Chair



Attest: Brian Ziegler  
Director