

Freight Mobility Strategic Investment Board

March 18, 2022

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

Hilton Vancouver Washington • Pine/Spruce Conference Rm • 301 West 6th Street, Vancouver

Meeting will be webcast live on TVW: <https://tvw.org/video/freight-mobility-strategic-investment-board-2022031200/?eventID=2022031200>

(For Zoom meeting option, please contact 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 Review of Board Tours	All	Informational
9:20 AM	3 Meeting Minutes (January 14, 2022)	Dan Gatchet	Action
9:25 AM	4 FMSIB Budgets and Director's Report	Brian Ziegler	Informational
9:55 AM	5 Board Member Reports	Board Members	Informational
10:05 AM	6 Phase 2 Proviso Report - Update	Ben Wick	Informational / Action
11:05 AM	7 Legislative and Budget Update	Brian Ziegler	Informational / Action
11:35 AM	8 WSDOT Freight Plan Update	Jason Beloso	Informational
11:50 AM	9 June Workshop Agenda	Dan Gatchet	Informational
12:05 PM	10 Working Lunch		Informational
12:10 PM	11 FMSIB Funding History	Brian Ziegler	Informational
12:55 PM	12 Next Meeting: June 2-3, Workshop and Meeting Stevenson, WA	Dan Gatchet	Action
1:00 PM	13 Adjourn	Dan Gatchet	Action



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

January 14, 2022

• 9 a.m. – 1 p.m.

• Olympia

TVW Recording [FMSIB 01-14-22](#)

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair
Peter Bennett
Matt Ewers
Erik Hansen
Johan Hellman
Anne McEnerny-Ogle

Roger Millar
Art Swannack
Virtual:
Leonard Barnes
Temple Lentz
Ben Wick

Not Present:
John McCarthy
Ex officio Aaron Hunt

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Kjristine Lund, Lund Consulting
Jason Beloso, WSDOT

Rep. Jake Fey, HTC
Rep. Andrew Barkis, HTC

Sen. Marko Liias, STC
Sen. Curtis King, STC

Meeting Convenes

Chair Dan Gatchet convened the meeting at 9 a.m. and stated because of COVID-19 concerns, this board meeting is being conducted in accordance with state and local health guidelines regarding public meetings. Some members of the public and some participants may choose not to participate in person, so FMSIB is also conducting this meeting through Zoom teleconferencing software.

The meeting is also live-streamed on TVW, and archives of the broadcast will be available shortly after today's meeting.

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.

Approval of Meeting Minutes

Board Action Item: Adoption of the November 19, 2021, Board Meeting Minutes.

MOTION:

Chair Gatchet entertained a motion to adopt the November 19, 2021, meeting minutes as presented.

Mayor Anne McEnerny-Ogle so moved. Mr. Peter Bennett seconded.

MOTION CARRIED

Director Ziegler noted that there is a correction being offered and presented the recommended changes on page seven to the Board. The draft minutes noted one motion with an amendment; however, a more accurate recording is that two motions were approved with no amendment.

AMENDED MOTION: Commissioner Swannack moved to revise the minutes as proposed. Mayor McEnerny-Ogle seconded the amendment.

Commissioner Swannack clarified that the amendment on the floor he proposed needed to be passed first and then the Board can pass the amended motion.

Chair Gatchet took a Board vote to adopt the amended motion as articulated by Commissioner Swannack.

MOTION CARRIED

Chair Gatchet took a Board vote to adopt the revised November 19, 2021, minutes.

MOTION CARRIED

FMSIB Budgets

Director Ziegler reviewed the Operating and Capital Budgets.

Operating Budget: FMSIB is tracking very well six months into the biennium. Travel expenditures have increased with conducting in-person meetings again.

Capital Budget:

2021-23 Capital Budget Chart - Director Ziegler presented the new version of the 2021-23 Capital Budget Chart as requested by the Board in November. Changes were noted in yellow highlight. All projects are in construction and under agreement, except for the Port of Kalama project. The Board approved a funding increase for this project in November; however, the chart indicates the current award amount of \$2.4 million which will increase to \$3.9 million if the Legislature approves FMSIB's proposed increase. Another change is to the City of Sumner project where FMSIB authorized an increase of \$700,000. Director Ziegler also noted the three projects (Port of Kalama Rail, Seattle EMW, and Fife POT Rd I/C) that the Freight Policy Advisory Committee (FPAC) recommended to reallocate and/or increase expenditures this biennium. FMSIB is at about a 5 percent expenditure rate one-quarter through the biennium.

Board Discussion

Chair Gatchet expressed that he is hopeful FMSIB will be able to conduct a Call for Projects in the future as this project list is diminishing. Commissioner Swannack recommended to flag projects with a pending request to increase or decrease funding and to include a note on the pending request. Mayor McEnerny-Ogle agreed that this would be helpful. Director Ziegler clarified the Board recommendation is to leave the "Current FMSIB Authorization" column title the same but add an asterisk next to dollar amount with a note about the dollar amount pending legislative approval.

Project Status Chart – There were two milestone changes since the November report: (1) Fife's Port of Tacoma Rd I/C Phase 2 project did not receive the RAISE Grant, and (2) City of Seattle's East Marginal Way Heavy Haul Corridor project did receive the RAISE Grant. The RAISE Grant status on both projects impacted the Board's recommendation on funding changes.

Governor's 2022 Supplemental Transportation Budget Proposal - Governor Inslee submitted his 2022 Supplemental Transportation Budget to the Legislature on December 16. FMSIB is included in the Governor's request along with the other state transportation agencies (i.e., WSDOT, TIB, CRAB, DOL, WSP, etc.). The Governor's proposal fully funds FMSIB's current project portfolio for the next six

years and fully expends the dedicated revenues in the Freight Mobility Investment Account (FMIA) and the Freight Mobility Multimodal Account (FMMA).

The Governor's proposal also includes the policy changes requested by the Board at their November 19 meeting and funding for "Future Awards." Fully expending the revenues in the FMIA and FMMA accounts will require the Legislature to lift the current prohibition on a FMSIB Call for Projects. The Governor's budget proposal is a first step, then the Legislature will present their proposals.

Director Ziegler provided the biennial breakdown of the Governor's proposed six-year financial plan for the FMIA, FMMA, and the Proposed FMSIB Project List. Of the \$14.5 million per biennium, \$6 million is from licensing fees and \$8.5 million from Connecting Washington. The green highlighted amounts on the Governor's Proposed FMSIB List indicates the following three projects the Board requested adjusted funding amounts for and that the Governor accepted: (1) Fife's Port of Tacoma Rd I/C appropriation was reduced by \$500,000 this biennium and increased next biennium, (2) City of Seattle's EMW Heavy Haul Corridor, the city committed to expend only \$2 million this biennium and the remainder has been moved to the next biennium, and (3) the Port of Kalama Industrial Rail Additions project award increased from \$2.4 million to \$3.9 million this biennium to expedite project delivery.

Board Discussion

In response to the Governor's Budget Proposal, Chair Gatchet asked for Secretary Millar's and Mr. Erik Hansen's guidance on conversations with Transportation Committee leaders. Secretary Millar suggested asking legislative leadership what they are thinking and how do they want to interact with FMSIB going forward based on the Governor's Proposed Budget. Mr. Hansen agreed it is important to find out what is on transportation leaderships' mind and where they see this organization going.

Staff Action/Recommendation Items:

1. 2021-23 Capital Budget Chart Change: leave the "Current FMSIB Authorization" column title the same but add an asterisk with note pending legislative approval for requested funding changes.
2. In response to the Governor's Budget Proposal, FMSIB should be asking transportation leaders what is on their mind, how do they want to interact with FMSIB, and where do they see the organization going.

Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the November 19, 2021, Board meeting. A few key points are as follows:

2022 Legislative Session

Chair Gatchet and FMSIB staff briefed Leonard Barnes, Chair of the FMSIB Legislative Committee on January 3. Due to limited access to legislative offices in the 2022 Session, FMSIB's historical January Day on the Hill has been canceled. However, the Board still desires to reach out to legislators and provide support for the Governor's proposed transportation budget.

Outreach to legislative members began at today's Board lunch meeting, which includes the Transportation Chairs and Ranking Minority Members. Other outreach options discussed at the meeting with Mr. Barnes included conducting virtual meetings with key transportation committee

members to discuss the Phase 1 Proviso Report and answer any questions. An additional outreach could target new transportation committee members and/or committee members with whom Board members desire to meet.

2021 Annual Report

The 2021 Annual Report is close to completion and will be presented to the Board at today's meeting. FMSIB plans to follow the same distribution as the 2020 Annual Report with 750 electronic copies emailed to recipients and 20 printed copies for distribution.

Board Member Reports

Mr. Matt Ewers: The recent mountain pass closures is the worst they have seen in a long time and caused retail problems in Spokane and Coeur d'Alene. This is not a one-time problem, and we need to start building more inventory in the queue, which is a big shipper issue not a carrier issue. Mr. Ewers raised the question about what society is doing for our truck drivers, such as access to restrooms, showers, etc. Mr. Ewers also pointed out how extremely important independent truck drivers have been to help fill in when there is supply chain problems.

Chair Gatchet noted how the supply chain disruptions highlight the importance of the trucking industry.

Mayor McEnerny-Ogle: She meets with the Port of Vancouver commissioners twice a month and their team once a month to discuss issues between the city and the port, but they mostly prepare for the monthly I-5 Bridge Project meetings. They have received 70 plus letters from businesses in Washington State and Oregon who use the bridge for their business. The letters will be delivered to D.C. next week. Senator Liias recently took a tour of the City of Vancouver and received an overview of how trucks and trains get in and out of the port.

Commissioner Swannack: He has been working on getting a bypass for the cities of Pullman and Moscow. Currently, all trucks from Idaho have to go through downtown Moscow and Pullman before reaching US 195. There are two county roads under consideration that could be turned into a bypass. Commissioner Swannack recently met with WSDOT Eastern Region, and their emphasis was practical and affordable solutions. They are hoping to conduct a study to validate an affordable solution. Director Ziegler noted this bypass could be a very competitive FMSIB project.

Secretary Millar: This winter has seen unprecedented storms causing the closure of four mountain passes. It was not safe for anyone to be on the passes until the storms stopped and avalanche specialists could assess. White Pass had a huge boulder hanging over the highway that had to be removed before safe passage. Regional administrators are short-staffed. All 36 DOTs across the nation that handle winter weather are having staffing issues; the problem is not unique to Washington State. WSDOT has done a great job communicating about what is going on with the pass closures. Ms. Sheri Call, President of Washington Trucking Associations, and Mr. Ewers acknowledged that they appreciated WSDOT's communication efforts during the pass closures. Mayor McEnerny-Ogle mentioned she heard about trucks being first priority when the passes opened. Secretary Millar clarified that WSDOT does not have the legal authority to have trucks be first priority, but they got the message to the public the importance letting trucks get through the passes first.

Mr. Peter Bennett & Chair Gatchet: Chair Gatchet, Mr. Bennett, and Director Ziegler will be attending an East Marginal Way Heavy Haul Corridor site tour on January 27. Chair Gatchet noted he would also like to see Terminal 5, if possible.

Phase 2 Proviso Report – 2022 Work Plan

Board Action Item: To adopt the Freight Policy Advisory Committee (FPAC) 2022 Work Plan for Phase 2 of the budget proviso.

Chair Gatchet acknowledged the time and work the FPAC members have put into this budget proviso.

FPAC Chair Wick provided an overview of the FPAC activities since last board meeting. The committee met on January 6 to approve a draft 2022 Work Plan, and he presented the draft plan to the Board for review and concurrence.

The work plan also includes WSDOT's National Freight Plan schedule to illustrate where WSDOT and FMSIB activities overlap, and they can work together.

MOTION: Chair Gatchet proposed to adopt FPAC's 2022 Work Plan as presented. Mr. Ewers so moved. Mayor McEnerny-Ogle seconded.

MOTION CARRIED

Port of Kalama – Industrial Rail Additions Project #96 – Award Letter Update

Board Action Item: To approve the revised language in the Port of Kalama's award letter.

In November, the Board approved funding changes to the following three projects: City of Seattle EMW, City of Fife POT I/C, and Port of Kalama Industrial Rail Additions. FMSIB staff revised the award letters and sent them to the cities of Seattle and Fife project sponsors in December. The Port of Kalama award letter provided in the Board meeting packet is an example of the letters sent to the cities of Seattle and Fife.

Before sending the Port of Kalama revised award letter, Director Ziegler requested the Board review the letter for any changes. The revised letter reflects the Board's decision to increase the award amount from \$2.4 million to \$3.9 million. The revision also identifies when the monies will be available and the underlined paragraph states that authorization to expend money on engineering and right-of-way acquisition is for this project only and that the port is subject to repayment to FMSIB if the project is not completed. The port has committed to spending the \$3.9 million award this biennium. The letter is a condition of the agreement, and WSDOT Local Programs will create an agreement with all the legal requirements for repayment if the project is not completed.

Director Ziegler also provided additional background on this project. Originally, the port agreed to purchase the property and Tempco was to build the rail lines. Now that the port and Tempco have reached an agreement on funding share and on who will be responsible for cleaning the contaminated properties, the port is very close to signing the purchase and sale agreement.

Board Discussion

Mr. Bennett asked how it will work if FMSIB starts to fund less secure preconstruction projects compared to the typical construction-only funding and should FMSIB be reaching out to other project sponsors as we monitor their progress. Chair Gatchet stated that Director Ziegler is checking in with all project sponsors. Chair Gatchet also noted that funding preconstruction is part of the response to the Legislature wanting FMSIB to spend funds more quickly and one way to do that is to spend on preconstruction versus traditional first money in for construction only.

MOTION: Mayor McEnerny-Ogle moved to approve the Port of Kalama letter as presented. Mr. Ewers seconded.

MOTION CARRIED

Staff Action/Recommendation Item: FMSIB staff will send the revised letter to the Port of Kalama.

2021 Annual Report Review

This annual report development process began in July with stakeholder and Board interviews. Ms. Kjris Lund, Lund Consulting, shared the final version of the 2021 Annual Report and asked for Board input on any significant changes before the report is distributed.

Board Discussion

Mr. Ewers said it is a great report and suggested including an airplane icon on the cover.

Mr. Bennett stated that the report reads well on screen and suggested using more current train and port photos in next year's report.

Staff Action/Recommendation Item:

1. Add airplane icon on the cover of the 2021 Annual Report.
2. Include current train and port photos for FMSIB's 2022 Annual Report.

Board Reappointments

Board members are appointed by the Governor to no more than two consecutive, four-year terms (some members have filled unexpired terms and exceeded the eight-year normal duration).

Director Ziegler noted the Board members whose terms expire on June 30 and explained the reappointment application process (a link to apply for reappointment was provided in the Board packet).

Director Ziegler also explained that members are retained on the Board until the Governor appoints a replacement. Director Ziegler asked for advanced notice if any members do not plan to apply for reappointment.

Board Discussion

Commissioner Swannack shared how the county appointment process works with commissioners first submitting names to the Association of Counties which then submit four names to the Governor. Mr. Hansen suggested Director Ziegler share the Board Member Term Chart with the Governor's Transportation Policy staff, so they are aware of these upcoming changes.

Staff Action/Recommendation Item: Director Ziegler will share the Board Member Term Chart with the Governor's Transportation Policy staff.

FMSIB Invoice Review Process Changes

Board Action Item: Board to adopt FMSIB's proposed new invoice review process.

Director Ziegler shared a briefing paper with the Board that describes the recommended changes to the current FMSIB invoice review process. The changes address the Board's concerns expressed at the November 19, 2021, meeting.

The FMSIB Administrative Committee has been involved in helping develop the revised invoice review process. The new procedure requires project sponsors to submit dual invoices, one to FMSIB and one to Local Programs. Local Programs is not to pay invoices until the FMSIB director has reviewed and approved the invoices. Upon receiving the invoice, the FMSIB director has five days to submit authorization to Local Programs. A slight variation of the process will be needed for WSDOT-funded projects. Director Ziegler will work directly with WSDOT program managers to ensure they are aware of this new process.

Board Discussion

Commissioner Swannack asked if the invoice review process change is administrative or if the Board needs to take action as a policy change.

Upon further discussion, it was determined the Board should take action on this agenda item.

MOTION: Commissioner Swannack moved to amend Agenda Item #9 by adding an action to formally approve the new invoice review process. Mayor McEnerny-Ogle seconded.

MOTION CARRIED

MOTION: Commissioner Swannack moved to formally approve the new invoice review process as presented. Mayor McEnerny-Ogle seconded.

MOTION CARRIED

Since it was too late for OFM to adjust the Fife project biennial over expenditure, Director Ziegler will continue to work with OFM and legislative staff to ensure the Governor's Supplemental Budget FMSIB Project List is amended to reflect the actual expenditures. He will provide an update at the March Board meeting.

Future Agenda Item: Director Ziegler to provide an update on the FMSIB Budget at the March meeting.

State Freight Plan and Investment Plan Update

The 2021 Legislature provided proviso direction to FMSIB and WSDOT regarding the collaboration of their respective freight planning efforts.

WSDOT staff (Ron Pate and Jason Beloso) have been participating biweekly in the FMSIB FPAC meetings since April 2021.

Mr. Jason Beloso, WSDOT Strategic Planning Manager, provided an update to the Board on WSDOT's efforts to develop a State Freight Plan and to allocate the federal freight formula funding.

Mr. Beloso shared a PowerPoint presentation that included the freight investment plan tasks, NHFP overview and changes, Washington's National Highway Freight Network, regional coordination process, draft selection and project scoring criteria, outreach and engagement and milestones. There will be approximately \$50 million total funding available for local projects in FFY 22-25. WSDOT has started their outreach to subject matter experts. Project scoring criteria will use weighted categories. The 2022 plan includes bonus scoring criteria for improved truck parking, improved freight system resiliency, and reduction of GHG emissions. The 2022 Freight Plan update will be submitted for federal review no later than October.

Board Discussion

Director Ziegler noted that of all the NHFP parameters noted on Slide 10, only two directly impact FMSIB freight list projects: freight benefits and project readiness. All other check marks are for federal funding only. Director Ziegler also pointed out that FPAC's outreach will be to many of the same stakeholders, though not as extensive as WSDOT's. FMSIB needs to be clear with stakeholders about the distinction between WSDOT and FMSIB outreach. WSDOT's Freight Plan and FMSIB's Phase 1 Budget Proviso Report are going to hit some of the same policy goals and measures, but FMSIB's will not be at the same level of detail. WSDOT is looking at only a handful of projects that get funded, while FMSIB's process will have to look at hundreds of projects at a lower level of detail.

Mr. Barnes asked Mr. Beloso who participates on the WSDOT working group and selection group. Mr. Beloso stated that the working group is made up of MPO's and RTPO's. The Selection Committee will likely include MPO, RTPO's, cities, counties, and ports.

Mr. Bennett asked if the plan is submitted in October is informational or requesting approval. Mr. Beloso said FHWA is engaged in the process from start to finish. After WSDOT submits the plan to FHWA in October, it will be reviewed by other federal agencies who will provide comments. WSDOT will then submit in December for final approval. Mr. Bennett further asked if the money is guaranteed even if they only approve a portion of the recommendations. Mr. Beloso stated that the monies are guaranteed as formula funds, but there have been situations in the past with the amount has changed.

Mr. Beloso shared that there will be an informational webinar on January 19. Director Ziegler will send the webinar link to the Board after the meeting.

Staff Action/Recommendation Item: Director Ziegler will send WSDOT's Freight Plan informational webinar link to Board members.

FMSIB Funding History

Several Board members are new to FMSIB and are less familiar with the agency's origins and funding. Director Ziegler began a presentation on FMSIB's funding history and current fiscal status. Due to time constraints, Director Ziegler stopped his presentation at Slide 20 and will complete the presentation at the March meeting.

Board Discussion

Secretary Millar questioned if the state statute directs TIB, CRAB, and WSDOT to provide support to FMSIB. He believes the current statute states that only WSDOT is to provide staff support to assist FMSIB. Director Ziegler will send the related RCW to the Board after the meeting.

Staff Action/Recommendation Item: Director Ziegler will send the Board a copy of the state statute that states who provides staff support to FMSIB.

Legislative Panel/Review Budget Proviso

Every January, FMSIB meets in Olympia for a “Day on the Hill,” which allows Board members to visit in-person with state legislators. COVID-19 prevented these in-person meetings last year and again this year. The annual “Day on the Hill” also includes inviting Chairs and Ranking Minority Members of the House and Senate Transportation Committees to our Board meeting lunch. Representatives Jake Fey and Andrew Barkis attended in person and Senators Marko Liias and Curtis King joined virtually.

FPAC Chair Ben Wick shared a brief presentation describing the Phase 1 Budget Proviso report that was submitted to the Governor and Legislature on December 1. He welcomed any feedback or thoughts from the legislators on the first phase of the budget proviso.

Discussion on the Phase 1 Budget Proviso Report

Rep. Jake Fey is very happy with the change of course FMSIB has taken and appreciates the willingness to work with the intent of this proviso. He also appreciates being invited to attend FMSIB meetings. This is a strategic agency, and he wants FMSIB’s work to be strategic. The Board members are experts in freight issues and can help legislators make the best investments in the state. Rep. Fey is interested in getting strategic investments identified. It is more about identifying the most important investments and not as much detail on how much money goes into each project. Chair Gatchet asked if Rep. Fey sees a dual role for FMSIB. Rep. Fey stated those discussions will have to wait until after Phase 2 of the proviso is completed. He further stated that we must put dollars to work now which means some strategic investments projects may have to wait. It will be helpful to know which projects and timing of those projects as revenues start to come in.

Rep. Andrew Barkis thinks FMSIB is capturing the correct criteria for the legislative intent of this proviso and appreciates the work FMSIB has done. FMSIB’s expertise could help guide them during very difficult budget cycles. In the future, FMSIB input will be very beneficial as we start to see monies available.

Sen. Curtis King was pleased to work with Chairman Fey to develop this proviso and thinks the Board has done a great job to capture what they want. FMSIB appears to be going in the right direction. Sen. King said that strategic planning will lead to strategic projects which will lead to providing money for some of those investment. He sees FMSIB playing role in how those investments are distributed.

Discussion on the 2022 Session

Sen. Marko Liias stated that because of the Infrastructure Investment and Jobs Act and the Climate Committee Act, there is a unique opportunity to have substantial investments coming into the Transportation Budget. He believes there is some real opportunities to invest in freight mobility, multimodal solutions, and to finish existing projects which all help the people of Washington. *Sen. Liias* considers the I-5 bridge to be one of the most important freight mobility connections in the state and is hopeful for a solution.

Rep. Andrew Barkis stated this is a short session, and it has been tough even after one week. From his perspective, the days of a transportation package is behind us; it is time to look differently on how to sustain the transportation funding now and for the future. This is a unique opportunity with the Operating Budget revenue coming in and proposes shifting sales tax into Transportation Budget. It is important to finish what we started with Connecting Washington projects. Project costs are increasing the longer the projects delay. It boils down to priority projects; however, we must look at entire state. The key to accomplishing anything in the Legislature is by relationships.

Sen. Curtis King is looking forward to working with the others to develop the Supplemental Budget and find solutions as we move forward in the state of Washington. *Sen. King* stated that we need to make investments strategically and solve some of the bigger problems while looking at things as wholistically as possible and address problems everywhere. Some of the bigger issues that need to be addressed are the US 2 trestle, Highways 18 & 12, Hood River Bridge, and I-5 Bridge.

Rep. Jake Fey agrees with *Rep. Barkis* that relationships are key to getting things done in the Legislature and how you communicate with each other. *Rep. Fey* said things seem to be getting worse with the transportation deficit. He had no idea the depth of the 520 Bridge project shortfall. It is imperative to keep the 2015 Connecting Washington commitments and find creative ways to get those projects done. It is important to understand what differences the House and Senate have on issues, so he worked with *Sen. Hobbs* on ways to improve communication between the House and Senate. He thinks that has been accomplished and expects it to continue. *Rep. Fey* shared that it is unwise to do business being locked into a 15-year plan when the rest of the Legislature works at a 4 to 6-year basis. We need to be doing this in transportation and have the resources to do the work on a 4 to 6-year basis.

Board Questions/Comments

Commissioner Swannack asked how bad the transportation deficit is. *Rep. Barkis* stated that there is currently a \$1.4 billion deficit, and he is shocked at the significant cost increases in such a short timeframe. Many factors contributed to the increase, such as workforce, COVID, and supply chain issues. *Rep. Fey* stated that he had no idea it was going to take over \$600 million more to finish the 520 Bridge project, which was partially due to the community delayed the project a lot over a grocery store. They are currently working on getting a list of all the shortfalls. The Gateway Project now has over a \$400 million shortfall. *Rep. Fey* is dropping a bill today to defer sales tax on the 520 Bridge project out 25 years. *Rep. Barkis* has no qualms using General Fund money for transportation since transportation projects have a direct benefit to entities doing business and those entities generate sales tax. One of his bills proposes to have a budget cabinet between the Operating and Capital budgets, so they can work together and have a better understanding of each other's perspective. The surplus the Legislature is talking about today is non-appropriated, and the Legislature should look at transportation as a top priority to put those funds towards.

In response to Chair Gatchet's question about where the resistance is coming from, Rep. Fey stated some of the pushback comes from other pressing needs (e.g., homelessness and education) and that everyone has their idea of top priority. Rep. Fey also noted when there is a shortage of funds, people are more willing to acknowledge it and work together; however, when there is a surplus, everyone wants their piece.

Mr. Ewers asked if the product shortages in grocery stores is helping their case as it illustrates an out-of-balance supply chain. Rep. Barkis noted the state just had one of the most visible examples of how quickly the supply chain breaks down with the closure of all the passes. He sent a letter to the Governor and the Secretary stating we need to do better. One of the highly visible tax people pay is at the fuel pump and there is talk of increasing that even more. It seems people often wait until something is completely broken before someone says we should have fixed that years ago. We are now at a time where we need to start looking at the next 10 years and if something isn't done now, other leadership will be looking at the same problems.

Rep. Barkis commented on Matt's point about the supply chain, and he appreciates the work this group does to keep things moving for our state. An illustration of the volume of freight moving on our state corridor is when traffic is stopped for an accident, a person will see miles of nothing but trucks.

Next Meeting

Board Action Item: Adopt the March 18, 2022, Board meeting in Vancouver, WA.

The next board meeting is scheduled to be in person on March 18, 2022, in Vancouver, WA. Mayor McEnerny-Ogle helped to coordinate an I-5 Bridge Tour which will be held on March 17, 2022. At today's meeting, Mayor McEnerny-Ogle offered to help coordinate a tour of the Port of Vancouver on March 17 if the Board was interested. The Board was interested and appreciated the offer.

MOTION: Chair Gatchet entertained a motion to hold the next Board meeting on March 18, 2022, in Vancouver, WA. Mr. Bennett so moved. Mr. Ewers seconded.

MOTION CARRIED

Staff Action/Recommendation Item: FMSIB staff will work with Port of Vancouver personnel to schedule a port tour on March 17.

Meeting Adjourned

Chair Gatchet adjourned the meeting at 1 p.m.

Summary of Board Motions:

- 1) Adoption of November 19, 2021, Board Meeting Minutes. *Motion Carried (page 1)*
- 2) Adoption of amended motion to revise the minutes. *Motion Carried (page 2)*
- 3) Adoption of the revised November 19, 2021, Board Meeting Minutes. *Motion Carried (page 2)*
- 4) Adoption of FPAC's 2022 Work Plan. *Motion Carried (page 5)*
- 5) Approval of Port of Kalama's revised award letter. *Motion Carried (page 6)*
- 6) Approval to amend Agenda Item #9 by adding an action to formally approve the new invoice process. *Motion Carried (page 7)*
- 7) Approval of the new FMSIB invoice review process. *Motion Carried (page 7)*
- 8) Adoption to hold the next Board meeting on March 18, 2022, in Vancouver, WA. *Motion Carried (page 11)*

Summary of Staff Action/Recommendations Items:

- 1) 2021-23 Capital Budget Chart Change: leave the "Current FMSIB Authorization" column title the same but add an asterisk with note pending legislative approval for requested funding changes. (page 3)
- 2) In response to the Governor's Budget Proposal, FMSIB should be asking transportation leaders what is on their mind, how do they want to interact with FMSIB, and where do they see the organization going. (page 3)
- 3) FMSIB staff will send the revised Port of Kalama award letter. (page 6)
- 4) Add airplane icon on the cover of the 2021 Annual Report. (page 6)
- 5) Use current train and port photos for FMSIB's 2022 Annual Report. (page 6)
- 6) Director Ziegler will share the Board Member Term chart with the Governor's Transportation Policy staff. (page 7)
- 7) Director Ziegler will send WSDOT's Freight Plan informational webinar link to Board members. (page 8)
- 8) Director Ziegler will send the Board a copy of the state statute that states who provides staff support to FMSIB. (page 9)
- 9) FMSIB staff will work with Port of Vancouver personnel to schedule a port tour on March 17. (page 11)

Summary of Future Agenda Items:

Director Ziegler to provide an update on the FMSIB Budget at the March meeting. (page 7)

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 21-23 Budget \$ 831,000

Expenditure Detail through: Feb 28, 2022

FMSIB Budget	Biennium Appropriation July 1, 2021 - June 30, 2023	Biennium Allotments thru Feb 28, 2022	Actual Expenditures thru Feb 28, 2022	Biennium To Date Dollar Variance
Salary	576,000	192,000	177,127	14,873
Travel	57,000	19,000	11,978	7,022
Goods & Services	148,000	49,333	33,154	16,179
Personal Service Contracts	50,000	16,250	25,000	0
Total Thru Feb 28, 2022	\$ 831,000	276,583	247,260	38,074

Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Budgeted Expenditures thru Feb 28, 2022	Actual Expenditures thru Feb 28, 2022	Biennium To Date Dollar Variance
Salaries:				
Staff Salary	576,000	192,000	177,127	14,873
Total Salary	\$ 576,000	192,000	177,127	14,873
Travel:				
Staff Travel	22,000	7,333	4,536	2,798
Board Travel	35,000	11,667	7,443	4,224
Total Travel	\$ 57,000	19,000	11,978	7,022
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	30,000	10,000	3,475	6,525
WS DES Services	38,000	12,667	9,942	2,725
WS TIB - Office Rent & Utilities	42,000	14,000	10,329	3,671
WS Attorney General	2,000	667	0	667
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	36,000	12,000	9,408	2,592
Total Goods & Services	\$ 148,000	49,333	33,154	16,179
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY22 - 2021 Annual Report (Lund)	25,000	25,000	25,000	0
FY23 - 2022 Annual Report (Lund)	25,000	-		0
Total Personal Service Contracts	\$ 50,000	25,000	25,000	0
Total Thru Feb 28, 2022	\$ 831,000	285,333	247,260	38,074

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium - Effective March 18, 2022

Likelihood to expend 21-23 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

	Agency	Project Title	Yr. Selected	Current FMSIB Auth	19 - 21 (Plan)	21 - 23 (Plan)	21-23 Expenditure	23 - 25	25 - 27
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	2,189	1,876	0	0	0
		Subtotal			2,189	1,876	-		
1	Chelan Co	West Cashmere Bridge	2018	3,000	3,000	0		0	0
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	2,500	2,500	364	0	0
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	2,100	0	17	0	0
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	2,400		0	0
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	6,000	1,000	5,835	7	0	0
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	2,500	0		0	0
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500	1,000	879	0	0
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	1,100	5,000		0	0
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	1,680	692	8	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	1,134	1,136	280	0	0
	Statewide	Future Awards			0	0		22,000	28,500
		Past and Current Biennial Subtotals			19,703	18,563	1,555		
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	6,333		1,200	0
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	3,000		3,100	0
24	Sumner	Stewart Road	2018	3,700	0	2,000		1,700	0
		Future Total				31,772		28,000	28,500
		Program Total		55,783	19,703		1,555	28,000	28,500
	- Board approved increase to \$3.9 m pending legislative approval				Biennial Time Expended:		38%	5%	

Revenue					
	Beginning Balance	23,189	12,175	2,067	2,276
	Freight Mobility Investment Account - 09E	13,298	11,171	13,698	14,511
	Freight Mobility Multimodal Account - 11E	-1,296	10,493	14,511	14,511
	Motor Vehicle Funds	4,907	0	0	0
	Total Revenue	40,098	33,839	30,276	31,298
Expenditures					
	Freight Mobility Investment Account - 09E	17,345	16,577	1,103	13,351
	Freight Mobility Multimodal Account - 11E	5,704	15,195	452	14,571
	Highway Safety Account	81			
	Motor Vehicle Funds (Federal)	5,064			
	Total Expenditures	28,194	31,772	1,555	28,000
Reappropriation					
		11,904	2,067	2,276	2,798

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective March 18, 2022

Likelihood to expend 2021-23 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

	- FMSIB Award to Const. is less than 2 years
	- FMSIB Award to Const. is between 2 and 4 years
	- FMSIB Award to Const. is more than 4 years

No. of Projects

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6
3
13

- Changes from Jan. 2022 report

		PROJECT STATUS				
Agency	Project Title	Selected	FMSIB Award	Fully Funded	Under Const.	Open to Traffic Fully Reimb.
17-19 Biennium						
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010			Awarded, Spring 2022 construction start
Started in 19-21 Biennium						
1	Chelan Co	West Cashmere Bridge	2018			Jun-22
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			Could go to construction Spring 2022
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013			On Winter suspension
23	Sumner	SR 410 Traffic Ave/E Main	2016			
26	Tacoma	Taylor Way Rehabilitation	2016			
11	Marysville/WSDOT	SR 529/I-5 Interchange Expansion	2014			Award scheduled Jan. 2022
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018			Phases 1, 2a and 3 open, 2b in design (WUTC hearing in January)
19	Spokane Co	Bigelow Gulch Phase 3	2018			
21-23 Biennium						
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010			Did not receive RAISE grant Nov. 2021, Board authorized FMSIB funding for PE/ROW, possibly receiving funding in 2022 transportation package?
16	Seattle	East Marginal Way Heavy Haul Corridor	2018		Rec'd RAISE grant Nov. 2021	Presentations 3/20/20, 7/30/20, discussion 9/18/20, presentation 1/15/21, discussion 3/26/21, updated Nov. 2021, site visit 1/27/22, Fall 2022 advertisement
24	Sumner	Stewart Road	2018		Dec-22	FMSIB presentation 9/18/20 and 1/15/21
		Total				

FMSIB Director's Report

March 18, 2022

(Last Report: January 14, 2022)

Freight Policy Advisory Committee (FPAC)

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 Temple Lentz (replacing Bob Watters). FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

The FPAC met every two weeks between April 26 and September 7. 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.

At the September 16 Board workshop, members heard Rep. Fey's views on the proviso. The next day, the Board discussed several new ideas and asked the FPAC to continue working and report to the Board on their progress. The FPAC met four more times. The last meeting was held on November 8.

At the November 19 meeting, the Board adopted a draft report, which was finalized by FPAC members in the ensuing days and approved by FPAC on November 29. The final Phase 1 Report to the Legislature and Governor was submitted November 30.

FMSIB staff prepared a work plan for Phase 2 and presented it to Chair Gatchet and FPAC Chair Wick on December 15. They both approved the direction of the work plan and requested an additional FPAC meeting before the January 14 Board meeting. The FPAC and WSDOT staff met on January 6. Revisions were made to the draft Workplan, which was approved and the January 14 Board meeting.

FPAC met February 14 to discuss important elements of the Phase 2 work in preparation for a February 22 presentation to the MPO/RTPO Coordinating Committee meeting. The Coordinating Committee met to review FPAC's recommendations to date and to offer suggested improvements. Those organizations present agreed to assist FMSIB in developing freight project investment ideas based on their adopted regional transportation plans. After the meeting, the Coordinating Committee developed a point of contact list for each of the 18 organizations and shared it with FMSIB staff.

FPAC met February 28 to review the feedback from the Coordinating Committee and made edits to the important elements of the Phase 2 work. That February 28 FPAC work product is included in the Board packet mailed with the agenda. The FPAC meets one more time (March 14) before the Board meeting and will present an updated work product.

2022 Legislative Session

FMSIB staff has been busy tracking various versions of the agency's budget and meeting with stakeholders to discuss developments. Today's meeting agenda will include a detailed report of the legislative budget proposals and subsequent amendments. The final budget may not be adopted prior to the mailing of this report (March 9) so an updated report will be presented at the March 18 meeting.

2021 Annual Report

An annual report is required by statute and was completed in January. The Final report was mailed to the following:

Electronic Copies

RECIPIENT	NUMBER of Copies
Board Members & Assistants	36
Interested Individuals	19
House and Senate Transportation Committee Members & Legislative Assistants	92
Congressional Members & Transportation Advisors	24
Cities	281
Ports	58
County Commissioners	139
County Public Works Directors	58
Project Leads	19
Miscellaneous	28
WA State Library	1
TOTAL	755

Printed Copies

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

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, FMSIB staff attended and/or facilitated the following meetings, conferences, and events:

- Note: Not listed in this summary are the numerous legislative hearings and stakeholder coordination meetings attended from January 10 through March 9.
- Jan. 18 – Attended the final meeting of the WUTC Rail Safety Plan Steering Committee, approving the Final Report.

- Jan. 20 – Along with TIB, CRAB, and WSDOT, FMSIB staff presented to the Washington State Transportation Commission an overview of legislative issues for the 2022 session.
- Jan. 27 – Chair Gatchet, Board member Bennett, and FMSIB staff attended a site visit of Seattle’s East Marginal Way (EMW) Heavy Haul Corridor project. Project Manager Megan Hoyt conducted the tour, which included a visit to the adjacent EMW improvement project south of Spokane Street.
- Jan. 31 – First FPAC meeting of 2022.
- Feb. 2 – Attended SR-167 Master Plan Policy Advisory Committee meeting #2.
- Feb. 8 – Attended SR-167 Master Plan Freight Advisory Committee meeting.
- Feb. 10 – Attended third meeting of the Legislative Supply Chain Caucus.
- Feb 14 – Second 2022 FPAC meeting to prepare presentation for MPO/RTPO Coordinating Committee.
- Feb. 17 – Attended the monthly meeting of the Pacific Northwest Waterways Assn.
- Feb. 22 – Presented FMSIB Phase 1 work and Phase 2 request to the MPO/RTPO Coordinating Committee.
- Feb. 28 – Third 2022 FPAC meeting to review comments from MPO/RTPO Coordinating Committee meeting and prepare presentation for Mar. 18 Board meeting mailing packet.
- Feb. 28 – Reviewed Draft March Board agenda with Chair Gatchet.
- Mar. 3 – Attended fourth meeting of the Legislative Supply Chain Caucus.
- Mar. 14 – Fourth 2022 FPAC meeting to finalize report to March Board meeting.

Freight Mobility Strategic Investment Board ~ Board Terms

APPOINTMENT TYPE NAME	ORIGINAL APPOINTMENT DATE	ORIGINAL TERM EXPIRES	REAPPOINTMENT DATE (S)	CURRENT TERM EXPIRES	ELIGIBLE for REAPPOINT- MENT
CITIZEN					
Dan Gatchet, Quilcene FMSIB Chair, Citizen Appt.	01/27/2012	06/30/2014	07/11/2014, 05/22/20	06/30/2022	No
CITIES					
Anne McEnerny-Ogle, Vancouver City of Vancouver, Mayor	11/24/2020	06/30/2024		06/30/2024	Yes
Ben Wick, Spokane Valley City of Spokane Valley Mayor	10/22/2018	06/30/2022		06/30/2022	Yes
COUNTIES					
Arthur Swannack, Colfax Whitman County Commissioner	03/10/2017	06/30/2020	05/2020	06/30/2024	Yes
Temple Lentz, Vancouver Clark County Counselor	10/01/2019	06/30/2022		06/30/2022	Yes
GOVERNOR'S OFFICE					
Erik Hansen, Olympia Sr. Transportation Budget Analyst	10/21/2015	06/30/2016	07/01/2016, 10/01/2020	06/30/2024	Yes
PORTS DISTRICTS					
Leonard Barnes, Aberdeen Port of Grays Harbor Deputy Executive Director	03/31/2017	06/30/2018	11/01/2018	06/30/2022	Yes
John McCarthy, Tacoma Port of Tacoma Commissioner	10/22/2018	06/30/2020	07/01/2020	06/30/2024	Yes
RAILROAD					
Johan Hellman, Olympia BNSF Railway	09/09/2014	06/30/2018	10/19/2018	06/30/2022	No
SECRETARY OF TRANSPORTATION					
Roger Millar, Olympia Secretary of WSDOT			07/01/2016, 10/01/2020	09/30/2024	Yes
STEAMSHIP					
Peter Bennett, Tacoma	07/16/2021	06/30/2024		06/30/2024	Yes
TRUCKING					
Matt Ewers, Spokane IEDS Vice President	03/01/2017	06/30/2020	11/24/2020	06/30/2024	Yes
EX-OFFICIO					
Aaron Hunt, Union Pacific Railroad Director of Public Affairs					

Term Length: 4 Years Reappointment Eligibility: 2 Terms

*Term Expires Within One Year: Apply for Reappointment (if eligible). Appointment/Reappointment Application Link: [Gubernatorial Appointment to a Board](#)

FMSIB 2022 Statewide Freight Project Identification Process

Rev. 2/28/22

Areas of MPO/RTPO discussion (2/22/22)

Areas to be developed further prior to March 18 Board meeting

Element	Status
Authority	2021 Legislative budget proviso
Customer	Governor / Legislature (MPO's/RTPO's)
Product	"... prioritized list of freight investments ..." (see Element "Number of Lists" below)
Fiscal Constraint	<ul style="list-style-type: none"> - None specified in proviso (other than "Funding Horizon" element). - Does FMSIB want to establish any kind of fiscal constraint? (Discussed 2/14)
Match	Yes, but level of match will increase priority of investments.
Funding Horizon	"... can proceed to construction in a timely manner." (Four to six years being considered)
Completion Timeline	Dec. 1, 2022
State Role	Develop prioritized list and deliver to Gov/Leg.
MPO/RTPO Role	Proposed: <ul style="list-style-type: none"> - Provide input on Eligibility and Prioritization Criteria (Initial input 2/22/22) - Assemble (prioritized) regional list - Provide input on final statewide list
Important Schedule Milestones	<ul style="list-style-type: none"> - Collect MPO/RTPO input (2/22/22) - Board approves Outreach Plan and Eligibility/Prioritization Criteria (March 18) - Legislature / Governor approves (tacitly?) Phase 1 Report (April 15) - Board launches Outreach Plan and solicits investment ideas (April 15) - Project lists due from regions Aug 1. They appreciated having over 3 months - Review prioritized lists with the regions (Oct and Nov?)
Agency Resources Provided	No new
Eligibility Criteria	FGTS+ (tentative) Under construction in four to six years MPO/RTPO Comments: <ul style="list-style-type: none"> - Is the Legislature providing funding for this list? No, but FMSIB has unallocated funds - Will the list include widening of routes? Yes, described in the Phase 1 chart - Priority is finishing what's started and T1/T2 is too limiting - Will leveraging increase a project's priority? Yes. - FGTS+ is what? Allow "off-system" projects if system benefits. (Accepted 2/28) - Strategic Freight Initiatives: Like what is defined in Phase 1 ("Achieving the Freight System of the Future"). Board open to "better and more interesting ideas"
Prioritization Criteria	FGTS Classification (tentative) Geographic distribution Local match Others TBD: <ul style="list-style-type: none"> - Freight Tonnage (Use FGTS, not tonnage).

	<ul style="list-style-type: none"> - Freight Volume / Value (Allow it, probably an exception) - Safety: One of the ten categories, need to decide how to prioritize within safety - Benefit / Cost (Outside FMSIB's current resources. Remember to keep it simple.) - - Make sure regions know the criteria clearly and can respond with data that is relevant, consistent, and responsive.
Number of Lists	<p>One or many? "Many lists" could be:</p> <ul style="list-style-type: none"> 1 – Regional (MPO and RTPO) 2 – Modal (Road, Rail, Waterway, Air, Multimodal) 3 – Project / Programmatic 4 – Freight Category Target Area (Phase 1, Four Categories – Ten Target Areas) 5 – High Volume / Low Volume 6 – Mobility / Mitigation <p>(Discussed 2/14)</p> <p>Final goal should be one list? Leg wants more help, not less. Multiple lists may help in our process, but final product should be one list.</p> <p>Leg doesn't have time to do all the work,</p> <p>Master list goes to Leg, but behind the scenes FMSIB can provide background data to sponsors</p> <p>"List should be big picture"</p>
Who ranks the lists?	<ul style="list-style-type: none"> 1 – FMSIB 2 – MPO/RTPO 3 – Combination
Project required to be in an approved regional plan?	<ul style="list-style-type: none"> 1 – Yes 2 – No

New Law Revenue Budget Status – FMSIB Related Issues

March 9, 2022

This summary report addresses the 16-year new law revenue and budget proposals (and amendments) that affect FMSIB.

HOUSE

1 - 2119-S (Passed by House Committee, no new funding for FMSIB, no amendments affecting FMSIB) – Not attached

SENATE

1 - 5974 (Introduced in the Senate Committee, no new resources for FMSIB) – Not attached

2 - 5974 AMS TRAN SIMP 481 (Padden Committee Amendment - FAILED)

3 - 5974-S AMS PADD S4688.1 (Padden Floor Amendment - ADOPTED)

HOUSE

4 - 5974-S.E AMH FEYJ H2869.1 (Fey House Floor Striker - Effects page - ADOPTED)

5 - 5974-S.E AMH FEYJ H2915.2 (Fey Floor Amendment to Replace Export Fuel Tax with PWAA - ADOPTED)

6 - 5974-S.E AMH SUTH H2892.1 (Sutherland House Floor Amendment adding FMSIB rail crossing grant program - NOT ADOPTED)

7 - 5974-S.E AMH VOLZ MUNN 796 (Volz House Floor Amendment adding \$960 m preservation for FMSIB, CRAB, and TIB - NOT ADOPTED)

ESSB 5974 was passed by the House and sent over to the Senate for concurrence. The Senate refused to concur, so a Conference Committee was appointed. As of the date of the mailing of the Board's agenda packet (March 9), the Conference Committee report has not been published.

Offered by Senator Padden

SB 5974 - S COMM AMD

By Committee on Transportation

1 On page 119, after line 39, insert the following:

2

3 "NEW SECTION. Sec. 431. A new section is added to chapter 47.06A
4 RCW to read as follows:

5 (1) The freight mobility strategic investment board shall establish
6 a railroad crossing grant program. The board shall develop a
7 prioritization process to make awards to cities, counties, and public
8 and private entities providing rail passenger and freight transportation
9 services. Local match must be one factor to be considered as part of
10 the prioritization process, but the primary criteria must center on
11 improving safety and expediting the movement of vehicles by eliminating
12 highway-rail crossing at grade with a grade separation.

13 (2) The board shall make \$10 million in railroad crossing grant
14 program awards each year. The request for the grant program funding
15 must be made as part of the board's budget submittal each biennium."

16

17 On page 121, line 3, after "426 through" strike "430" and insert
18 "431"

19

20 Renumber the remaining sections consecutively and correct any
21 internal references accordingly.

22

23 Correct the title

24

EFFECT: Creates a new railroad crossing grant program to be
administered by Freight Mobility Strategic Investment Board.

Fiscal Impact: \$160 million over the 16-Years

--- END ---

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SSB 5974 - S AMD 1181

By Senator Padden

ADOPTED 02/15/2022

On page 120, after line 31, insert the following:

"NEW SECTION. Sec. 433. A new section is added to chapter 47.06A RCW to read as follows:

The freight mobility strategic investment board shall establish a railroad crossing grant program. The board shall develop a prioritization process to make awards to cities and counties with projects that eliminate at grade highway-rail crossings. Application to federal grant programs to secure matching funds must be one factor to be considered as part of the prioritization process, but the primary criteria must center on improving safety and expediting the movement of vehicles by eliminating highway-rail crossing at grade with a grade separation."

On page 122, line 1, after "430," insert "433,"

SSB 5974 - S AMD 1181

By Senator Padden

ADOPTED 02/15/2022

On page 1, line 15 of the title, after "47.56 RCW;" insert "adding a new section to chapter 47.06A RCW;"

EFFECT: Creates a new railroad crossing grant program to be administered by Freight Mobility Strategic Investment Board.

FISCAL IMPACT: The amount of the grant awards each year is indeterminate.

--- END ---

1 NEW SECTION. **Sec. 512.** Sections 101 through 106, 208 through
2 211, 218, 301 through 311, 401 through 403, 405 through 407, 415
3 through 420, 422, 423, 425 through 430, and 505 of this act take
4 effect July 1, 2022."

5 Correct the title.

EFFECT: Strikes the entirety of the underlying bill and makes the following changes:

(1) Removes the intent to provide \$500,000,000 to enhance stormwater runoff treatment.

(2) Removes references to various LEAP Transportation Documents developed February 14, 2022, and replaces them with a reference to LEAP Transportation Document 2022-A, as developed February 8, 2022.

(3) Defines biofuel as fuel that is derived from biomass that has at least 40 percent lower GHG emissions based on a full life-cycle analysis when compared to petroleum fuel for which biofuel is capable of serving as a substitute, and is exempted from the MVFT on exported fuel.

(4) Reduces the original license plate fee for used cars from \$50 to \$40.

(5) Removes the ability of cities and towns to increase utility taxes up to two percent for transportation.

(6) Expands the responsibilities assigned to the Electric Vehicle Coordinating Council to include the development of a public and private outreach plan, creation of an industry electric vehicle advisory committee, and ensuring that activities related to transportation electrification benefit vulnerable and overburdened communities.

(7) Adds the Climate Transit Programs Account and the Climate Active Transportation Account, which are created in the bill, to the list of accounts for which the Legislature has previously established its intent to achieve certain investment outcomes relative to vulnerable populations and Indian tribes.

(8) Removes the requirement for the Freight Mobility Strategic Investment Board to create a railroad crossing grant program.

(9) Makes other technical changes regarding deposits of funds and effective dates.

--- END ---

ESSB 5974 - H AMD TO H AMD (H-2869.1/22) **1231**
By Representative Fey

ADOPTED 03/01/2022

On page 5, at the beginning of line 35, strike "**Exported Fuel Tax,**"

On page 6, beginning on line 1, strike all of sections 201 through 207

Renumber the remaining sections consecutively and correct any internal references accordingly.

On page 42, after line 27, insert the following:

"Sec. 302. RCW 43.155.050 and 2021 c 334 s 979 and 2021 c 332 s 7031 are each reenacted and amended to read as follows:

(1) The public works assistance account is hereby established in the state treasury. Money may be placed in the public works assistance account from the proceeds of bonds when authorized by the legislature or from any other lawful source. Money in the public works assistance account shall be used to make loans and grants and to give financial guarantees to local governments for public works projects. Moneys in the account may also be appropriated or transferred to the water pollution control revolving fund and the drinking water assistance account to provide for state match requirements under federal law. Moneys in the account may be transferred to the move ahead WA account to provide support of public works projects funded in the move ahead WA program. Not more than ~~((twenty))~~ 20 percent of the biennial capital budget appropriation to the public works board from this account may be expended or obligated for preconstruction loans and grants, emergency loans and grants, or loans and grants for capital facility planning under this chapter. Not more than ~~((ten))~~ 10 percent of the biennial capital budget appropriation to the public works board from this account may be expended or obligated as grants for preconstruction, emergency, capital facility planning, and construction projects. During the 2017-2019 and 2019-2021 fiscal biennia, the legislature may

1 appropriate moneys from the account for activities related to rural
2 economic development, the growth management act, the aviation
3 revitalization loan program, the community economic revitalization
4 board broadband program, and the voluntary stewardship program.
5 During the 2021-2023 biennium, the legislature may appropriate moneys
6 from the account for activities related to the aviation
7 revitalization board. During the 2019-2021 fiscal biennia, the
8 legislature may direct the state treasurer to make transfers of
9 moneys in the public works assistance account to the education legacy
10 trust account. During the 2019-2021 and 2021-2023 fiscal biennia, the
11 legislature may direct the state treasurer to make transfers of
12 moneys in the public works assistance account to the statewide
13 broadband account. During the 2021-2023 fiscal biennium, the
14 legislature may appropriate moneys from the public works assistance
15 account for activities related to the voluntary stewardship program,
16 rural economic development, and the growth management act.

17 (2) For fiscal year 2024 through fiscal year 2038, the state
18 treasurer must transfer from the public works assistance account to
19 the move ahead WA account created in section 401 of this act
20 \$100,000,000 each fiscal year in four equal quarterly transfers."

21 Renumber the remaining section consecutively and correct any
22 internal references accordingly.

23 On page 125, beginning on line 28, strike all of section 511

24 Renumber the remaining section consecutively and correct any
25 internal references accordingly.

26 Correct the title.

EFFECT: (1) Reinstates the motor vehicle fuel tax exemption as it
applies to fuel produced in Washington and exported to other states
within the United States.

(2) Amends the Public Works Assistance Account to allow for
transfers to the Move Ahead WA for public works funded in the Move
Ahead WA program. Makes transfers of \$100 million per fiscal year for
15 years from Fiscal Year 2024 to Fiscal Year 2038.

FISCAL IMPACT: (1) Reduces revenues by \$2.053 billion over 15
years to the Move Ahead WA Account.

(2) Shifts \$1.5 billion in revenues from the Public Works Assistance Account to the Move Ahead WA Account over 15 years.

--- END ---

ESSB 5974 - H AMD TO H AMD (H-2869.1/22) **1259**
By Representative Sutherland

NOT ADOPTED 03/01/2022

On page 124, after line 37, insert the following:

"NEW SECTION. **Sec. 435.** A new section is added to chapter 47.06A RCW to read as follows:

The freight mobility strategic investment board shall establish a railroad crossing grant program. The board shall develop a prioritization process to make awards to cities and counties with projects that eliminate at grade highway-rail crossings. Application to federal grant programs to secure matching funds must be one factor to be considered as part of the prioritization process, but the primary criteria must center on improving safety and expediting the movement of vehicles by eliminating highway-rail crossing at grade with a grade separation."

On page 126, line 3, after "430," insert "435,"

Correct the title.

EFFECT: Creates a new railroad crossing grant program to be administered by Freight Mobility Strategic Investment Board.

FISCAL IMPACT: The amount of the grant awards each year is indeterminate.

--- END ---

ESSB 5974 - H AMD TO H AMD (H-2869.1/22) **1245**

By Representative Volz

NOT ADOPTED 03/01/2022

1 On page 2, line 3 of the striking amendment, after "Ferries;"
2 strike "and"

3
4 On page 2, line 4 of the striking amendment, after "Rail" insert
5 "; and

6 (f) Preservation and improvements for roads that electric and
7 hybrid vehicles and electric buses can travel upon, including funding
8 for TIB, CRAB, and FMSIB"

9
10 On page 2, line 5 of the striking amendment, after "**Sec. 102.**"
11 insert "(1)"

12
13 On page 2, after line 9 of the striking amendment, insert the
14 following:

15 "(2) \$960,000,000 of the funding identified for transit support
16 grants in LEAP Transportation Document 2022-A, as developed February
17 8, 2022, is redesignated and provided for the county road
18 administration board, the transportation improvement board, and the
19 freight mobility strategic investment board, which must each receive
20 \$20,000,000 in funding per year for 16 years to be used for
21 preservation and improvements for roads that electric and hybrid
22 vehicles and electric buses can travel upon."

23
24

EFFECT: Redesignates \$960,000,000 of the funding identified for
transit support grants in LEAP Transportation Document 2022-A, as

developed February 8, 2022, in equal amounts over 16 years to the County Road Administration Board, the Transportation Improvement Board, and the Freight Mobility Strategic Investment Board, to be used for preservation and improvements for roads that electric and hybrid vehicles and electric buses can travel upon.

Fiscal Impact: No net change over 16 years.

--- END ---

Current Law Revenue Budget Status – FMSIB Related Issues

March 9, 2022

This summary report addresses the current law (2022 Supplemental) revenue and budget proposals (and amendments) that affect FMSIB.

Note: Both the House and Senate versions fully-fund FMSIB's Operating and Capital expenses through the remainder of the biennium (i.e., make no reductions in the biennial budget).

HOUSE

1 - 1786-PS AMH TR THOC 117 (Fey Committee Amendment for CRAB and TIB Preservation - ADOPTED)

SENATE

1- 5689-PS 244493 – (Portion of Lias Committee Striker Amendment adding HEAL Act requirement requested by Saldana - ADOPTED)

2 - 5689-PS AMS TRAN MOOB 021 (Padden Committee Amendment adding \$5 m for FMSIB railroad crossing grant program - ADOPTED)

3 - 5689-PS AMS TRAN MOOB 022 (Lovelett Committee Amendment adding preservation funding for FMSIB_CRAB_TIB - WITHDRAWN)

4 - 5689-PS AMS TRAN MASD 187 (Lovelett Committee Amendment directing preservation of City Streets as State Highways - ADOPTED)

5 - 5689-S AMS CONW S4935.1 (Conway Senate Floor Amendment to fund \$50 m on Canyon Road - NOT ADOPTED)

6 - 5689-S.E AMH FEYJ H2872.2 (Fey Striker Amendment removes FMSIB Grade Crossing Program appropriation, eliminates HEAL Act for FMSIB, CRAB, and TIB - ADOPTED) – Not attached

ESSB 5689 was passed by the House and sent over to the Senate for concurrence. The Senate refused to concur, so a Conference Committee was appointed. As of the date of the mailing of the Board's agenda packet (March 9), the Conference Committee report has not been published.

1786-PS AMH TR THOC 117

By Representative Fey

PSHB 1786 - H COMM AMD (TO H-2774.3/22)

By Committee on Transportation

1 On page 9, line 35 of the proposed substitute, increase the
2 motor vehicle account-state appropriation by \$12,500,000

3
4 On page 10, line 2 of the proposed substitute, correct the total.

5
6 On page 10, line 4 of the proposed substitute, after
7 "limitations:" insert the following:

8 "(1)"

9
10 On page 10, after line 6 of the proposed substitute, insert the
11 following:

12 "(2) \$12,500,000 of the motor vehicle account-state
13 appropriation is provided solely for preservation purposes."

14
15 On page 10, after line 12 of the proposed substitute, insert the
16 following:

17 "Motor Vehicle Account-State Appropriation. . . \$6,250,000
18 Climate Emissions Reduction Account-State Appropriation. . \$3,000,000
19 TOTAL APPROPRIATION. . . \$13,814,000

20
21 The appropriations in this section are subject to the following
22 conditions and limitations:

23 (1) The motor vehicle account-state appropriation is provided
24 solely for preservation purposes.

25 (2) The entire climate emissions reduction account-state
26 appropriation is provided solely for newly selected complete streets
27 grants."

EFFECT: Provides additional funding to the County Road Administration Board and the Transportation Improvement Board for preservation purposes and Complete Streets grants.

FISCAL IMPACT:

Increases Motor Vehicle Acct - State by \$18,750,000.
Increases Climate Emissions Reduction Account - State by \$3,000,000.

--- END ---

department of transportation and the department of social and health services. The study shall include, but not be limited to, the following activities:

(i) Developing an implementation plan and timeline for the pilot program, including identifying next steps following this study, for launching the pilot program that would be of limited duration, and establishing approaches to evaluating the pilot program's performance;

(ii) Convening an advisory committee comprising individuals representing the interests of low-income drivers of the express toll lanes, to guide the development of concepts and the implementation plan for the pilot program;

(iii) Developing an estimate of the costs related to implementing a pilot program and the expected revenue impacts of the pilot program on the express toll lanes during the proposed pilot program period.

(b) In addition, the study may include the following activities:

(i) Designing a concept of operations for a low-income toll discount pilot program that would offer up to three concepts for increasing access and offering toll discounts and/or exemptions to qualified low-income drivers using the express toll lanes;

(ii) Assessing applicability of discounts to other toll facilities.

(c) The transportation commission shall provide a report of findings and recommendations to the transportation committees of the legislature by no later than December 31, 2023.

Sec. 206. 2021 c 333 s 206 (uncodified) is amended to read as follows:

FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Freight Mobility Investment Account—State

Appropriation.	(\$831,000))
	\$841,000

The appropriations in this section are subject to the following conditions and limitations: Within appropriated funds, the freight mobility strategic investment board may opt in as provided under RCW 70A.02.030 to assume all of the substantive and procedural requirements of covered agencies under chapter 70A.02 RCW. The board shall include in its 2022 annual report to the legislature a progress report on opting into the healthy environment for all act and a

status report on diversity, equity, and inclusion within the board's jurisdiction.

Sec. 207. 2021 c 333 s 207 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL

State Patrol Highway Account—State Appropriation.	((\$517,391,000))
	<u>\$520,630,000</u>
State Patrol Highway Account—Federal Appropriation.	((\$15,838,000))
	<u>\$16,145,000</u>
State Patrol Highway Account—Private/Local	
Appropriation.	((\$4,267,000))
	<u>\$4,320,000</u>
Highway Safety Account—State Appropriation.	((\$1,214,000))
	<u>\$1,287,000</u>
Ignition Interlock Device Revolving Account—State	
Appropriation.	((\$5,053,000))
	<u>\$2,270,000</u>
Multimodal Transportation Account—State	
Appropriation.	((\$288,000))
	<u>\$293,000</u>
State Route Number 520 Corridor Account—State	
Appropriation.	\$433,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$77,000
I-405 and SR 167 Express Toll Lanes Account—State	
Appropriation.	\$1,348,000
TOTAL APPROPRIATION.	((\$545,909,000))
	<u>\$546,803,000</u>

The appropriations in this section are subject to the following conditions and limitations:

(1) Washington state patrol officers engaged in off-duty uniformed employment providing traffic control services to the department of transportation or other state agencies may use state patrol vehicles for the purpose of that employment, subject to guidelines adopted by the chief of the Washington state patrol. The Washington state patrol must be reimbursed for the use of the vehicle at the prevailing state employee rate for mileage and hours of usage,

Offered by Senator Padden

PSSB 5689 - S COMM AMD TO S-4752.1

By Committee on Transportation

On page 78, after line 10, insert the following:

"Multimodal Transportation Account-State Appropriation. . . \$5,000,000"

On page 78, line 12, strike "\$31,773,000" and insert "\$36,773,000"

On page 79, after line 40, insert the following:

"(5) \$5,000,000 of the multimodal transportation account-state appropriation is provided solely for the freight mobility strategic investment board to make railroad crossing grant program awards in the 2021-23 biennium. The board must develop a prioritization process to make awards to cities and counties with projects that eliminate at grade highway-rail crossings."

EFFECT: Provides \$5 million in Multimodal Transportation Account funding for the Freight Mobility Strategic Investment Board to make railroad crossing grant program awards in the 2021-23 biennium prioritized on at grade highway-rail crossings.

Fiscal Effect: \$5 million in Multimodal Transportation Account spending.

--- END ---

Offered by Senator Lovelett

PSSB 5689 - S COMM AMD TO S-4752.1

By Committee on Transportation

On page 78, after line 10, insert the following:

"Move Ahead WA Account-State Appropriation. \$6,250,000"

On page 78, line 12, strike "\$31,773,000" and insert "\$38,023,000"

On page 79, after line 40, insert the following:

"(5) \$6,250,000 of the move ahead WA account-state appropriation is provided solely for preservation allocations through the freight mobility strategic investment board. It is the intent of the legislature that \$100,000,000 will be provided to the board as part of the move ahead WA investment package over the 16-year time period."

On page 80, after line 35, insert the following:

"Move Ahead WA Account-State Appropriation. \$6,250,000"

On page 80, line 37, strike "\$101,137,000" and insert "\$107,387,000"

On page 80, after line 37, insert the following:

"The appropriations in this section are subject to the following conditions and limitations: \$6,250,000 of the move ahead WA account-state appropriation is provided solely for preservation allocations through the county road administration board. It is the intent of the legislature that \$100,000,000 will be provided to the board as part of the move ahead WA investment package over the 16-year time period."

On page 80, after line 37, insert the following:

"Sec. 304. 2021 c 333 s 304 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Small City Pavement and Sidewalk Account—State

Appropriation\$4,100,000

Transportation Improvement Account—State

Appropriation\$201,000,000

Complete Streets Grant Program Account—State

Appropriation\$14,670,000

Move Ahead WA Account—State Appropriation.....\$6,250,000

TOTAL APPROPRIATION.....((\$219,770,000))
\$226,020,000

The appropriations in this section are subject to the following conditions and limitations:

(1) \$2,500,000 of the transportation improvement account—state appropriation is provided solely for the Relight Washington Program. The transportation improvement board shall conduct a comparative analysis of expanding the Relight Washington Program to all cities that are not currently eligible compared to utilizing the same funding amount for other preservation programs administered by the transportation improvement board. If needed to perform this analysis, the transportation improvement board shall gather additional information on the demand and return on investment from a follow up survey to cities currently ineligible for the Relight Washington Program. The transportation improvement board shall report the results of the analysis to the governor and the transportation committees of the legislature by January 1, 2022.

(2) \$6,250,000 of the move ahead WA account—state appropriation is provided solely for preservation allocations through the transportation improvement board. It is the intent of the legislature that \$100,000,000 will be provided to the board as part of the move ahead WA investment package over the 16-year time period."

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Renumber the remaining sections consecutively and correct any internal references accordingly.

Correct the title.

- EFFECT:
- (1) Provides \$6.250 million in additional supplemental preservation allocations to the County Road Administration Board, the Freight Mobility Strategic Investment Board, and the Transportation Improvement Board.
 - (2) Expresses legislative intent that each of the boards will receive \$100 million as part of the Move Ahead WA 16-year plan.

FISCAL EFFECT: (1) \$18.750 million in Move Ahead WA Account funding in the 2021-2023 biennium.
(2) \$300 million in Move Ahead WA Account funding over 16 years.

--- END ---

Offered by Senator Lovelett

PSSB 5689 - S COMM AMD TO S-4752.1

By Committee on Transportation

1 On page 96, line 5, after "streets.", insert the following:

2 "Main streets preservation funding is intended to be a minimum
3 investment for state highways within city limits. As part of the
4 department's preservation program, the department must preserve and
5 maintain all state highways, regardless of speed limit. The department
6 must provide an annual report to the legislature on current preservation
7 investments. The report must include a continuous six-year plan on state
8 highway preservation investments within city limits."

^ EFFECT: Requires that WSDOT's preservation program must
preserve and maintain all state highways, regardless of speed limit.
Requires WSDOT to report to the legislature annually with current
preservation investments and a continuous six-year plan on state
highway preservation investments within city limits.

FISCAL EFFECT: No change to overall preservation funding. Fiscal
impact of reporting requirements is unknown.

--- END ---

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SSB 5689 - S AMD 1199

By Senator Conway

NOT ADOPTED 02/25/2022

1 On page 105, line 29, strike "\$96,225,000" and insert
2 "\$146,225,000"

3 On page 105, line 32, strike "\$514,912,000" and insert
4 "\$564,912,000"

5 On page 109, after line 12, insert the following:

6 "(14) \$50,000,000 of the multimodal transportation account—state
7 appropriation is provided solely for the Canyon Road Regional
8 Connection Project."

EFFECT: Provides funding for the Canyon Road Regional Connection project.

FISCAL EFFECT: \$50,000,000 of state multimodal transportation funds.

--- END ---

FMSIB ANNUAL WORKSHOP TOPICS

Summary of Past Topics and Potential 2022 Topics

Past Workshop Topics (2021 topics highlighted in yellow)

FMSIB History & Overview

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

History of Freight in Washington

FMSIB Framework (Related to Delegation of Authority)

- State Law
- WAC
- Bylaws

Options for Reducing Reappropriations

Active Projects That Could Be Deferred

FMSIB Legislative Update: Budget & Policy Bills

FAST Act Reauthorization

FMSIB Subcommittee Membership Appointments

- Legislative
- Project Selection
- Administrative
- Freight Project Advisory Committee (FPAC)

Establish Future Meeting Schedule

- Dates
- Locations

Trucking, Rail, Waterways, and Port Priorities

Potential 2022 Topics (Draft Ideas) Typical Workshop Topics

- 2021 FMSIB Proviso, Freight Investments List – First cut?
- The Future of FMSIB
- Other Board Issues: _____
- Recap of 2022 Legislative Session
- Trucking, Rail, Waterway, and Port Priorities
- 2022 Legislative Strategy
- Meeting Schedule
- Committee Assignments



History of FMSIB Funding

March 18, 2022

Brian Ziegler, Director

Agenda



- Pre-FMSIB
- The Early Days (1998-2005)
- The Hedy Days (2006 – 2019)
- The Dog Days (2019 to Present)
- Some Historical Financial Data
 - Expenditures
 - Fund Balances
 - CWA Plan
- Future Days



Pre-FMSIB

“The 1990’s”

1990's (cont.)



State ports continue raising concerns about Washington State's trade dependency and competition:

- Southern California Ports: Alameda Corridor
- British Columbia: Delta Port
- Post-Panamax ships

1996



WHEREAS, recent interagency efforts have identified the elements of a strategic freight corridor through the Green River Valley and connecting the Ports of Seattle and Tacoma, known as ***the Freight Action Strategy for the Seattle-to-Tacoma (FAST) Corridor***, and

WHEREAS, the FAST Corridor work has involved the Ports of Seattle, Tacoma, and Everett; the cities of Seattle, Tacoma, Everett, Auburn, Kent, Tukwila, Puyallup, Sumner, Renton, Pacific, and Algona; the Burlington Northern & Santa Fe and Union Pacific Railways; the Puget Sound Regional Council; the WSDOT Office of Urban Mobility; and the counties of Pierce, Snohomish, and King, which are the parties to the memorandum, and ...

1996 (cont.)



- Legislative Transportation Committee:
 - Convened private sector freight representatives: Freight Mobility Advisory Committee (FMAC)
 - Hired a consultant to analyze freight needs, make recommendations
 - Recommendations were the formula for creation of FMSIB

1997



- FMAC recommendations:
 - Adopt a state freight mobility policy
 - Establish a process for determining strategic freight investments (including eligibility and selection criteria)
 - Establish a dedicated funding source to support:
 - 1) A new freight mobility program; and
 - 2) Strategic freight mobility investments
 - Fund special studies to ensure freight mobility needs are well-defined
 - Address non-physical barriers (i.e. regulations, permits, technology, safety, speed)

1997



- FMAC project criteria recommendations:
 - Make the program modally and jurisdictionally neutral
 - Focus on freight transportation
 - Take a long-term perspective: current project needs should not “unduly influence” long-term objectives of program

Other:

“No common measure or set of measures has emerged for comparing freight mobility improvements across different modes at the state level or across regions.”

1998



- FMSIB created:
 - 12-member board. Chair: Dan O’Neal
 - Independent board was *critical* part of authorization-would not have passed if part of another agency or jurisdiction
 - Initial staffing by WSDOT (two executive directors), assistance by Transportation Improvement Board and County Road Administration Board
 - **\$100M/biennium budget.** Proposed funding source: Referendum 49 (passed in November 1998)
 - 33 projects of \$341.91M selected as part of first 6-year plan (based on FMAC recommendation)
 - Included “FAST” Corridor projects



The Early Days

1998-2005

1998-99



- 1998: Referendum 49 was on the ballot and passed by citizens.
 - Lowered vehicle excise taxes
 - Provided \$1.9 billion in bonds for highway projects.
- 1999: Initiative 695 on the ballot, also passed by the citizens.
 - Lowered vehicle license fees to \$30
 - Eliminated the source of funds for FMSIB projects.
- Initiative 695 declared unconstitutional, but



ESHB 1858

07May04D_4570

2000



- Supplemental budget salvaged 12 FMSIB projects
- Puget Sound Regional Council funded 2 more
- FMSIB does first call for projects
 - 18 selected
 - Added to first 33 active projects

2002



- Referendum 51: Nine-cent gas tax on ballot
 - Included funding for FMSIB projects
 - Voters reject referendum
- FMSIB conducts call for projects

2003 - Legislature Enacts Nickel Package



- 15% surcharge on truck weight fees
- Washington Trucking Associations (WTA) agreed to support if funds were dedicated to freight
- Nearly the total amount was dedicated to WSDOT projects
- Two FMSIB projects included

2004



- Legislature included 10 more FMSIB projects in supplemental budget
- A call for projects was issued to keep an active list of projects advancing



The Hedy Days

2006 - 2019

2005



- Legislature passed 9.5 cent gas tax (phased)
- For first time, FMSIB received \$12 million per biennium of dedicated funding:
 - \$6 million is 18th Amendment restricted (roads only) – Freight Mobility Investment Account (FMIA)
 - \$6 million is multimodal (roads or non-roads) – Freight Mobility Multimodal Account (FMMA)
 - FMSIB revenue “tied” to weight fee increase on trucking industry

FMSIB Funding Codified - 2006



- RCW 46.68.295 - Transfers \$3 million from the Transportation Partnership Account (gas tax) to the Freight Mobility Investment Account (FMIA) created in RCW 46.68.300. (\$6 million on 7/1/06 and \$3 million annually afterward).
- RCW 46.68.415 - Assigns \$3 million of motor vehicle weight fee and motor home vehicle weight fee to the Freight Mobility Multimodal Account (FMMA) created in RCW 46.68.310 (\$3 million annually starting 7/1/10)

FMSIB Accomplishments Through 2015



- 84 projects
- Leveraging \$1,775,353,885 in total project costs
- Using \$293,268,370 of FMSIB funding (approx. 16% FMSIB match)
- 42 unique sponsors, some receiving more than one grant

Connecting Washington Act – 2015 Plan



FMSIB New Law Appropriation Calculations 16-year Plan for \$123 million

Note: Identical fiscal plan allocations of \$61.5 m were made to both the FMIA and FMMA accounts

Note: OFM Plan provided by Erik Hansen, OFM 12/11/17

			CWA Plan - Cumulative		
Biennium	Amount	Comment	FMIA	FMMA	Total
15-17	\$ 1,922,000	Revenue startup - Partial biennium	\$ 1,922,000	\$ 1,922,000	\$ 3,844,000
17-19	\$ 8,511,000	OFM Plan	\$ 10,433,000	\$ 10,433,000	\$ 20,866,000
19-21	\$ 8,511,000	" "	\$ 18,944,000	\$ 18,944,000	\$ 37,888,000
21-23	\$ 8,511,000	" "	\$ 27,455,000	\$ 27,455,000	\$ 54,910,000
23-25	\$ 8,511,000	" "	\$ 35,966,000	\$ 35,966,000	\$ 71,932,000
25-27	\$ 8,511,000	" "	\$ 44,477,000	\$ 44,477,000	\$ 88,954,000
27-29	\$ 8,511,000	" "	\$ 52,988,000	\$ 52,988,000	\$ 105,976,000
29-31	\$ 8,511,000	" "	\$ 61,499,000	\$ 61,499,000	\$ 122,998,000
31-33	\$ 1,000	Balance of \$61,500,000	\$ 61,500,000	\$ 61,500,000	\$ 123,000,000
Total	\$ 61,500,000				

Dedicated FMSIB Funding – 2015 Connecting Washington Act (CWA)



- Connecting WA Act Funding (not codified):
 - Partial transfer starting 2015-17: \$1.922 m from CWA to FMIA
 - Partial year transfer starting 2015-17: \$1.922 m from CWA to FMMA
- ESHB 5096 (2017-19 Transportation Budget):
 - Biennial transfer starting 2017-19: \$8.511 m from CWA to FMIA
 - Biennial transfer starting 2017-19: \$8.511 m from CWA to FMMA
- ESSB 6106 (2018 Supplemental)
 - Retains \$8.511 m in FMIA and FMMA

FMSIB Accomplishments 2015 - 2019



- FMSIB revenues more than doubled, from \$12 million per biennium to \$29 million
- The Board conducted the two largest “Calls for Projects” in its history, one in 2016 and one in 2018.
- 17 projects
- Leveraging \$391,588,367 in total project costs.
- Using \$42,074,728 of FMSIB funding (approx. 11% FMSIB match)



The Dog Days

2019 to Present

Reduced FMSIB Funding and Prohibition on Call for Projects (2019)



- ESHB 1160 (19-21 Transportation Budget and 2019 Supplemental)
 - Reduces 2017-19 FMIA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Reduces 2017-19 FMMA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Retains 2019-21 FMIA and FMMA at CWA level of \$8.511 m
 - Funds FMSIB Operating Budget from the FMIA (Approx. \$800 k reduction)

- 2019 Budget Proviso:

TRANSPORTATION AGENCIES—CAPITAL

NEW SECTION. Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

(2) Until directed by the legislature, the board may not initiate a new call for projects. By January 1, 2020, the board must report to the legislature on alternative proposals to revise its project award and obligation process, which result in lower reappropriations.

Reduced FMSIB Funding (2020)



- ESHB 1160 (19-21 Transportation Budget and 2019 Supplemental)
 - Reduces 2017-19 FMIA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Reduces 2017-19 FMMA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Retains 2019-21 FMIA and FMMA at CWA level of \$8.511 m
 - Funds FMSIB Operating Budget from the FMIA (Approx. \$800 k reduction)
- ESHB 2322 (2020 Supplemental)
 - Reduced CWA transfer to FMIA from \$8.511 m to \$8.070 m (\$441 k reduction)
 - Reduced CWA transfer to FMMA from \$8.511 m to zero (\$8.511 m reduction)
 - Transferred \$7.296 m from FMMA to MMA (\$7.296 m reduction). Offset by addition of \$4.907 m MVA appropriation authority.

Reduced FMSIB Funding (2021)



- SSB 5165 (21-23 Transportation Budget and 2021 Supplemental)
 - Reduced \$8.511 m transfer from CWA to FMIA \$5.511 m (\$3 m held in suspense over I-976 adjudication)
 - Reduced \$8.511 m transfer from CWA to FMMA to \$4.011 m (reduction of \$4.5 m)
 - Continues funding FMSIB Operating from the FMIA (another reduction of approx. \$800 k)

TOTAL REDUCTION (2019-21): \$34.951 m

Connecting Washington Act – Plan



FMSIB New Law Appropriation Calculations 16-year Plan for \$123 million

Note: Identical fiscal plan allocations of \$61.5 m were made to both the FMIA and FMMA accounts

Note: OFM Plan provided by Erik Hansen, OFM 12/11/17

			CWA Plan - Cumulative		
Biennium	Amount	Comment	FMIA	FMMA	Total
15-17	\$ 1,922,000	Revenue startup - Partial biennium	\$ 1,922,000	\$ 1,922,000	\$ 3,844,000
17-19	\$ 8,511,000	OFM Plan	\$ 10,433,000	\$ 10,433,000	\$ 20,866,000
19-21	\$ 8,511,000	" "	\$ 18,944,000	\$ 18,944,000	\$ 37,888,000
21-23	\$ 8,511,000	" "	\$ 27,455,000	\$ 27,455,000	\$ 54,910,000
23-25	\$ 8,511,000	" "	\$ 35,966,000	\$ 35,966,000	\$ 71,932,000
25-27	\$ 8,511,000	" "	\$ 44,477,000	\$ 44,477,000	\$ 88,954,000
27-29	\$ 8,511,000	" "	\$ 52,988,000	\$ 52,988,000	\$ 105,976,000
29-31	\$ 8,511,000	" "	\$ 61,499,000	\$ 61,499,000	\$ 122,998,000
31-33	\$ 1,000	Balance of \$61,500,000	\$ 61,500,000	\$ 61,500,000	\$ 123,000,000
Total	\$ 61,500,000				

Connecting Washington Act – Actual

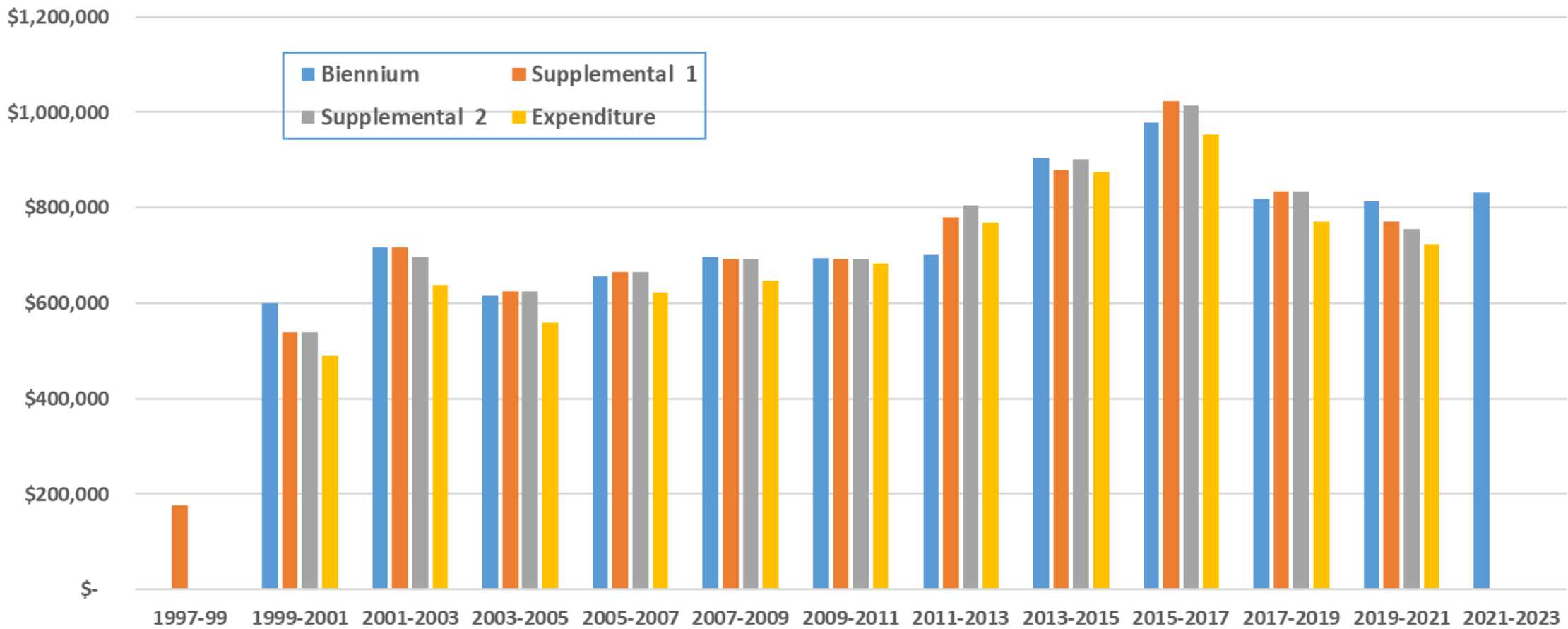


Biennium	BIENNIAL					CUMULATIVE				
	Actual Revenues			Actual vs. Plan	% Plan	Actual Revenues			Actual vs. Plan	% Plan
	FMIA	FMMA	Total			FMIA	FMMA	Total		
15-17	\$ 1,968,629	\$ 1,965,430	\$ 3,934,058	\$ 90,058	102%	\$ 1,968,629	\$ 1,965,430	\$ 3,934,058	\$ 90,058	102%
17-19	\$ 1,248,366	\$ 1,276,516	\$ 2,524,882	\$ (14,497,118)	15%	\$ 3,216,995	\$ 3,241,945	\$ 6,458,940	\$ (14,407,060)	31%
19-21	\$ 8,177,038	\$ (8,268,548)	\$ (91,510)	\$ (17,113,510)	-1%	\$ 11,394,033	\$ (5,026,602)	\$ 6,367,430	\$ (31,520,570)	17%
21-23										
23-25										
25-27										
27-29										
29-31										
31-33										

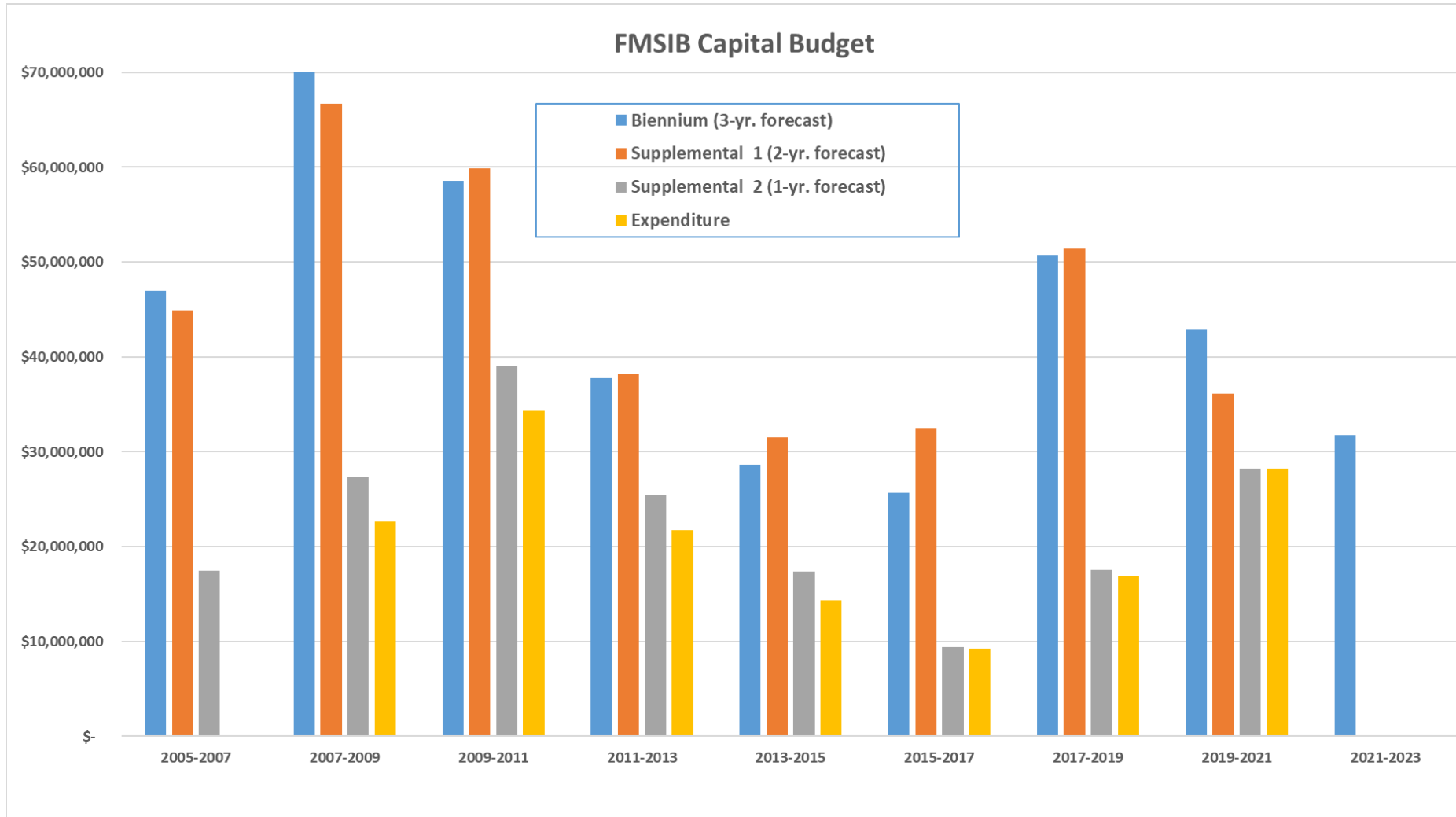
FMSIB Operating Budget History (Since the Beginning)



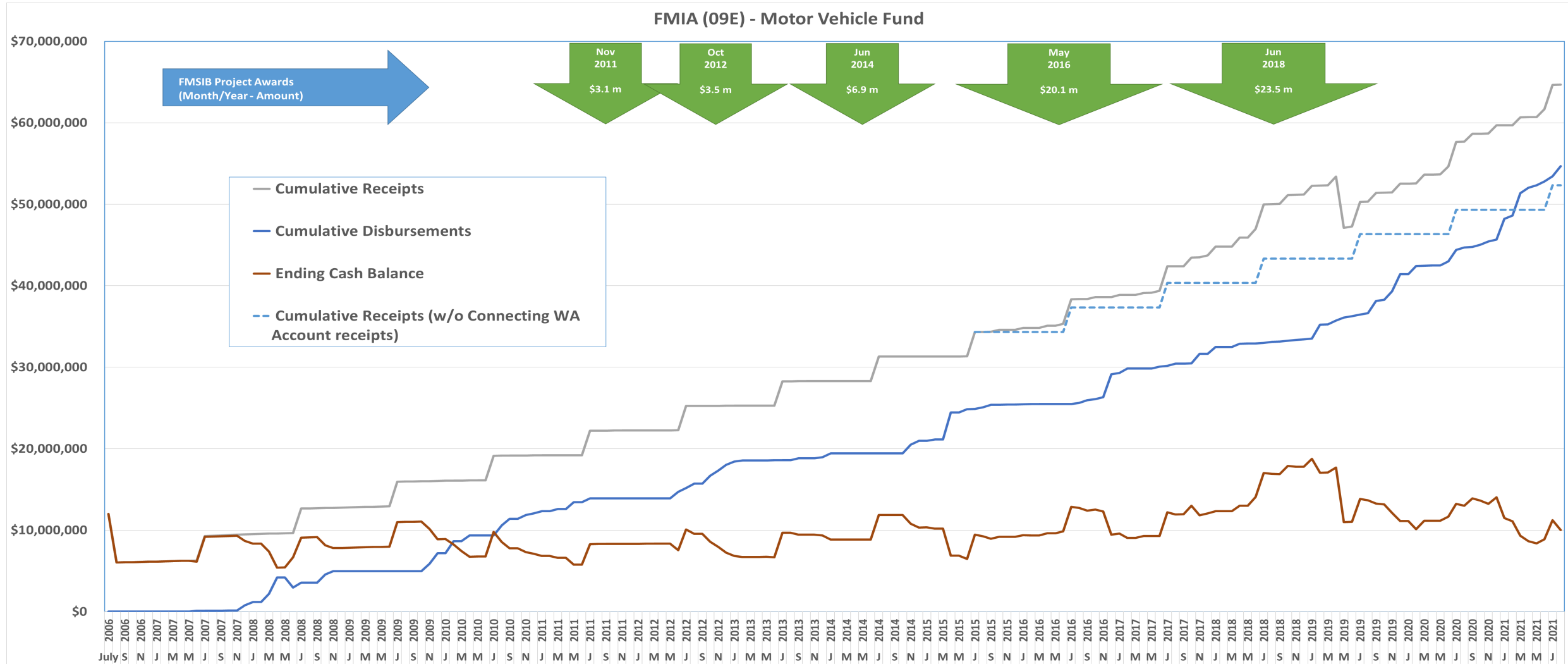
FMSIB Operating Budget



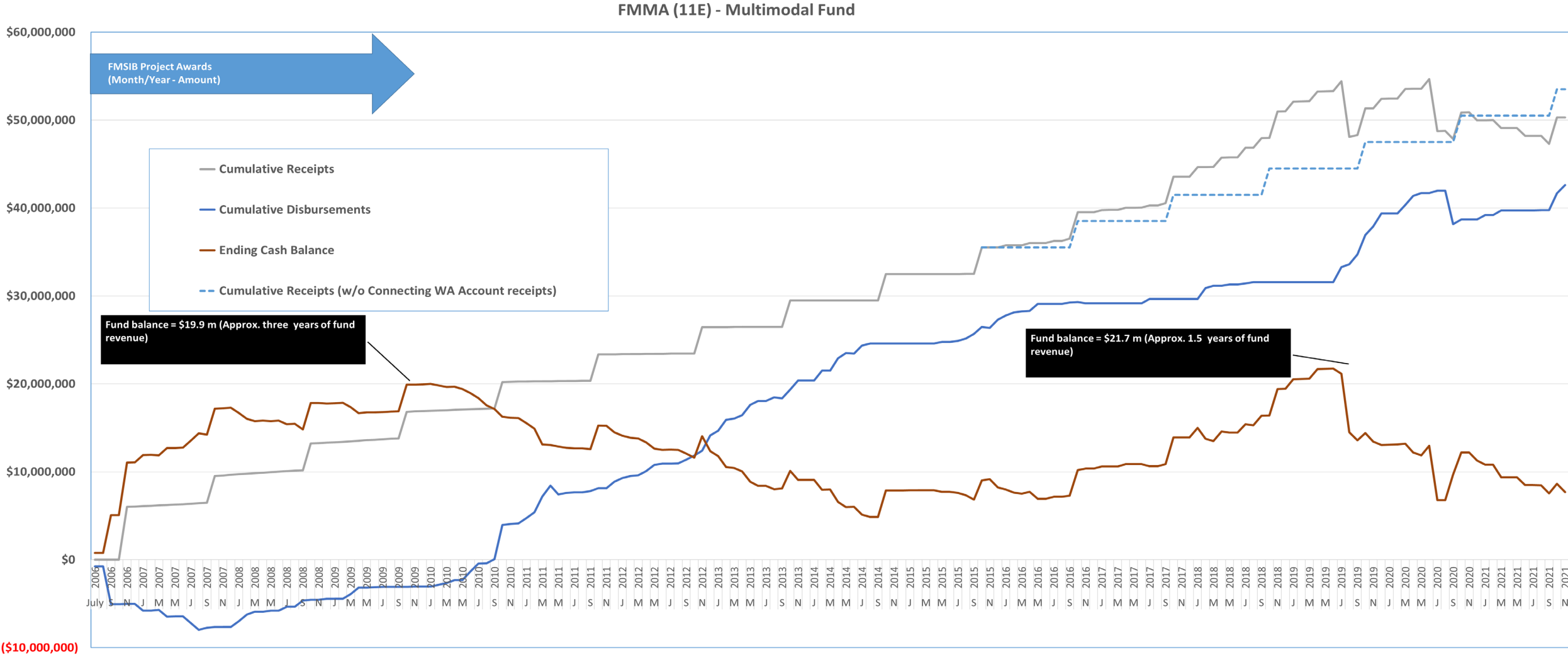
FMSIB Capital Budget (Since FMSIB Budget separated from WSDOT in 2005-07 biennium)



FMIA (2007 through August 2021)



FMMA (2007 through August 2021)



Fund Balance Charts - Observations



- While fund Receipts are consistent, Disbursements are quite irregular.
 - FMIA Disbursements come in large amounts (\$3 m to \$5 m at a time), with long periods (12 to 18 months) with less than \$1 m disbursed.
 - FMMA pattern similar though less pronounced
- From fund inception until 2016 (when the CWA Receipts began), FMIA Disbursements paralleled Receipts, leaving a consistent approx. \$10 m fund balance
- FMMA fund balance has exceeded \$20 m twice in the past, 2010 and early 2019
- Project awards have more than tripled since implementation of CWA.
- In 2019-21 biennium, FMIA and FMMA fund balances declined from over \$20 m to below \$10 m.



Future Days

2022 and beyond

Future Days (Fund Balance forecast through 2025)



<i>Biennium</i>	<i>Revenue (Actual/Forecasted)</i>		<i>Expenditure (Actual/Forecasted)</i>		<i>Ending Fund Balance (Actual/Forecasted)</i>	
	<i>FMIA</i>	<i>FMMA</i>	<i>FMIA</i>	<i>FMMA</i>	<i>FMIA</i>	<i>FMMA</i>
2017-19 (Actual)	\$ 7,901,819	\$ 7,749,457	\$ 6,180,637	\$ 5,054,566	\$ 11,019,552	\$ 13,209,665
2019-21 (Actual)	\$ 14,391,740	\$ (989,649)	\$ 16,530,522	\$ 5,045,585	\$ 8,880,770	\$ 7,541,695
2021-23 (Forecast)	\$ 14,500,000	\$ 14,500,000	\$ 17,190,000	\$ 18,958,000	\$ 6,190,770	\$ 3,083,695
2023-25 (Forecast)	\$ 14,500,000	\$ 14,500,000	\$ 13,600,000	\$ 14,400,000	\$ 7,090,770	\$ 3,183,695
Assumes "Future Awards" are allowed						

Observation: While total revenue more than doubled after CWA passed, current and future fund balances are decreasing



Questions?