

Freight Mobility Strategic Investment Board

September 16, 2022

8:00 a.m. to 1:00 p.m.

Oxford Suites, Town Meeting Room 1, 15015 E Indiana Ave, Spokane Valley

Meeting will be webcast live on TVW:

<https://twv.org/video/Freight-Mobility-Strategic-Investment-Board-2022091129/?eventID=2022091129>

(For Zoom meeting option, please contact sees@fmsib.wa.gov for meeting link)

Note: Chair may adjust agenda topics and timing

AGENDA

8:00 AM	1 Welcome/Introductions	Dan Gatchet	Informational
8:05 AM	2 PUBLIC COMMENT		Informational
8:10 AM	3 Status of Chair Replacement	Dan Gatchet	Informational
8:20 AM	4 Director Transition Plan	Dan Gatchet	Informational / Action
8:40 AM	5 Comments on Yesterday's Tour of Spokane Area Projects	All	Informational
8:50 AM	6 Meeting Minutes (June 3, 2022)	Dan Gatchet	Action
8:55 AM	7 FMSIB Budgets and Director's Report	Brian Ziegler	Informational
9:10 AM	8 Board Member Reports	Board Members	Informational
9:20 AM	9 Budget Decisions Today - Overview		
9:25 AM	10 Operating Budget Decision Packages	Brian Ziegler	Informational/Action
9:40 AM	11 Spokane County, Bigelow Gulch, Phase 3 to Phase 2 Transfer Request	Brandi Colyar, Spokane County	Informational/Action
10:10 AM	12 Spokane Valley, Pines Rd. Re-Activation	John Homan, City Mgr Adam Jackson, Sr. Engineer	Informational/Action
10:40 AM	13 WSDOT Truck Parking Report	Ron Pate	Informational
10:50 AM	14 Inland Intermodal Facilities Feasibility Study	Brian Ziegler	Informational
11:00 AM	15 Phase 2 Proviso Report - FPAC Report	Ben Wick / Temple Lentz	Informational/Action
11:40 AM	16 Working Lunch	All	
11:45 AM	15 Phase 2 Proviso Report - FPAC Report (con't.)	Ben Wick / Temple Lentz	Informational/Action
11:55 AM	17 Budget Decisions Today - Recap		
12:00 PM	18 Status report on SAO Audit	Sally See / Brian Ziegler	Informational
12:10 PM	19 Confirm "Day on the Hill" - Jan. 19, '23	Dan Gatchet	Informational/Action
12:25 PM	20 Next Meeting: November 18 - Tukwila/Southcenter	Dan Gatchet	Action
12:30 PM	21 Future of FMSIB	Rep. Jake Fey	Informational
1:00 PM	22 Adjourn	Dan Gatchet	Action



New Director Transition Plan – Dan Gatchet Draft

9/16/22

Background

In March 2022, Gena (FMSIB's Executive Assistant) gave notice and moved to the Transportation Improvement Board (TIB). My term as Chair was set to expire in June of 2022. Brian previously mentioned he would be retiring in the near future. Potentially, having three key members of FMSIB leaving at the same time was not a healthy situation for FMSIB.

Two events in my past as Chair shaped how I viewed this upcoming transition

1. When I first came on board with FMSIB in January of 2012, Karen Schmidt was the current Executive Director. She indicated she wanted to retire soon. We hired Ashley Probert as Assistant Director in November of 2012. Karen retired 19 months later in June 2014.
2. Ashley was offered the TIB position in February 2017. He started his new position 2 weeks later. Even though the resignation was very quick, he continued to help FMSIB and assist in the search for a new Director. Brian started in June 2017.

As I looked back on those two events, it was clear to me that I wanted a firm date for Brian's retirement, and I did not want Brian to abruptly depart FMSIB.

Brian's Retirement & Timeline

- After Gena's departure in March 2022, I realized I needed to put together a game plan for the Board to review.
- I asked Brian ideally when he would want to retire, and he said June of 2023.
- With a target date established, we worked backwards on a time frame. I presented that timeframe to the Board at the June Workshop.
- When Ashley resigned from FMSIB, the timeline was about four months until we hired Brian. (He was not working so could start immediately).

History

- FMSIB's first two Executive Directors (1998 to 1999) were WSDOT Assistant Secretaries.
- The Board hired an independent Executive Director (Karen Schmidt) in 1999. She was the former Chair of the House Transportation Committee.
- The Board has changed Executive Directors twice in the ensuing 22 years.
 - 2014, Ashley Probart
 - 2017, Brian Ziegler.

Both Ashley and Brian were familiar with the Board and the Executive Director duties and responsibilities.

- Ashley was appointed as the FMSIB Executive Director in 2014 after having been the Deputy Director for two years so he had the advantage of knowing how things worked at FMSIB.
- Brian was a former FMSIB Board member for ten years so had firsthand knowledge on how the Board functioned.
- While there was no formal overlap between Brian and Ashley, he was literally 50 feet from the FMSIB office and was available to assist Brian or the Board if needed.

- The next Director may or may not have the same advantages of knowing how FMSIB functions as Ashley and Brian had.
- Ideally, it would be advantageous to have the new Director overlap with the old Director.
- If we could hire a new Director by February 2023, there would be sufficient overlap (three months and two meetings) to ensure transfer of knowledge (both Board and staff knowledge) to the new Director.

My Goal

- ❖ Have an orderly, drama-free Director transition.
- ❖ Accommodate Brian's suggested separation date of June 2023.
- ❖ Recruit and hire a highly qualified Director.
- ❖ Keep FMSIB an independent Agency.

Schedule

<u>Date</u>	<u>Action</u>
Aug 10	FMSIB staff submit Draft Position Description to HR for review (done).
Sept 16	Board reviews Draft Position Description and suggests changes to FMSIB staff.
Oct.	FMSIB Staff revises Draft Position Description and works with HR to develop Recruitment Announcement.
Nov. 18	Board approves Position Description and Recruitment Announcement.
Nov/Dec	Recruitment period (One month duration).
Jan.	Initial screening and identification of interview candidates (HR, then Board)
Feb.	Interviews, reference checks, and appointment.
March 17	Board meeting, first for the new Director.
June 1, 2	Board Workshop/Meeting, last meeting of current Director.

Budget Implications

- Assuming new Director is employed by March 15 and current Director separates by June 15, the additional salary and benefit cost is \$35,000 (Three months at \$140,000 annual salary).
- Separation cost for current Director estimated at \$30,000 (\$22,000 Vacation and \$8,000 Sick).
- Total 21-23 budget increase, \$65,000.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

June 3, 2022 • 9 a.m. – 1 p.m. • Vancouver, WA

TVW Recording [FMSIB 06-03-22](#)

In Attendance

BOARD MEMBERS

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

FMSIB STAFF

Brian Ziegler, Director	Gena Workman, Immediate past
Sally See, Executive Assistant	Executive Assistant

GUEST PRESENTERS

Jason Beloso, WSDOT
Kjris Lund, Lund Consulting

Meeting Convenes

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

Board members introduced themselves, as did FMSIB Staff.

Public Comment

No one stepped forward.

Appreciation

Gena Workman was recognized for all her hard work as FMSIB Executive Assistant for the past ten years. She was presented with an inscribed clock and flowers.

Approval of Meeting Minutes

Board Action Item: Adoption of the March 18, 2022, Board Meeting Minutes.

MOTION: Chair Gatchet entertained a motion to adopt the March 18, 2022, meeting minutes as presented. Mayor McEnerny-Ogle so moved to adopt the minutes and Mr. Barnes seconded.

MOTION CARRIED

FMSIB Budgets

Director Ziegler reviewed the Operating and Capital Budgets.

Operating Budget: FMSIB is on track with the Operating Budget through end of April and there were no changes from the 2022 Legislature.

Capital Budget:

Project Status (delivery milestones) Chart effective June 3, 2022 – The majority of projects are moving faster than had been anticipated. The Board has been deferring projects that aren't moving and investing in projects that are moving. There will be a Bridge Dedication and Ribbon Cutting at the Chelan County West Cashmere Bridge on June 22nd. FMSIB has invested \$5M in this project. Commissioner McCarthy will be attending.

Spokane County's Barker Road BNSF Grade Separation project is making good progress. The Board may be taking a tour of this project at the September Board meeting. Mayor Wick is working to coordinate that tour. Updates on other projects were discussed that continue to be on time and on budget.

2021-23 Capital Budget Chart –The Port of Kalama project award went from \$2.4M to \$3.9M reflecting the increases the Board gave at the March meeting and is still on track to deliver by June 2023.

Adjustments down occurred: City of Fife I-5 Corridor project and the Seattle East Marginal Way project for this biennium, which was also approved at the March Board meeting, transferring the money to the Port of Kalama project. The City of Sumner's Stewart Road project design is about 90 percent complete, and they hope to have the balance of their funding by December 2022. Total program amount stayed the same. Funding for additional projects and the forecast were discussed, with no changes. Director Ziegler will follow up with the Board in regard to forecast numbers.

Mr. Hansen led a conversation regarding the Board's budget submittal to OFM: format, due dates, amount percentages, and priorities. He suggested that the Board's September 15 budget request should allocate 'Future Awards', either to categories or specific projects, covering one biennium. The FPAC Committee will be working on the submittal and should have a draft list for the Board by September 1st. Mr. Hansen approved that the budget submittal be received by OFM by September 16th, instead of the normal September 15th.

Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the March 18, 2022, Board meeting. A few key points are as follows:

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 Ben Wick, Commissioner John McCarthy, Matt Ewers, Mayor Anne McEnery-Ogle, and Councilmember 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, 2021 and September 7, 2021. In those ten meetings, the Committee 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 developed potential freight project eligibility and prioritization criteria.

At the September 16 Board workshop, members heard Representative 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 in 2021. Their last meeting 2021 was held on November 8.

At the November 19 meeting, the Board adopted a Draft Phase 1 Report to the Legislature, 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 delivered November 30, one day before the deadline.

FMSIB staff prepared a 2022 Workplan for Phase 2 and presented it to Chair Gatchet and FPAC Chair Wick on December 15. They both approved the direction of the Workplan and requested an additional FPAC meeting before the January 14 Board meeting. The FPAC and WSDOT staff met on January 6, 2022. Revisions were made to the draft Workplan, which was approved at the January 14 Board meeting.

FPAC then met February 14, 2022 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, 2022 to review the feedback from the Coordinating Committee and made edits to the important elements of the Phase 2 work. The FPAC met one more time (March 14) and presented an updated work product to the March 2022 Board meeting. The FPAC summarized the Board's direction and said that FPAC will focus on the following priorities: intermodal facilities, truck parking, systems improvements, and a list of projects.

The FPAC went to work on those priorities and on March 28 reviewed a draft spreadsheet tool to guide the MPOs and RTPOs in identifying and submitting their project investment ideas. The FPAC approved this spreadsheet tool at their April 11 meeting, and it was mailed to the 18 MPOs/RTPOs on April 20.

The most recent three FPAC meetings were focused on Truck Parking (April 25), Inland Intermodal Facilities (May 9), and Zero Emissions (May 23).

FMSIB and WPPA collaborated on a video blog (recorded May 18) to assist port districts in participating in this project investment process as well. That video blog was distributed to the 75 ports in Washington on May 24.

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 included a detailed report of the legislative budget proposals and subsequent amendments.

2022 Annual Report

State law requires FMSIB to develop an annual report and send it to the Governor and the Legislature each year. Historically, the report has been a summary of project accomplishments in the given year and identification of important freight trends in Washington.

Given the unique situation of FMSIB with a declining project portfolio and a new freight investment planning assignment from the Legislature, FMSIB staff met with our annual report consultant to identify alternative annual report concepts and formats discussed at this meeting.

May 3 – Director Ziegler met with Andrew Johnsen, former Governors Office representative to the FMSIB Board and recent BNSF Government Affairs Director.

May 12 – Met with Jill Satran, Senior Policy Analyst at the Transportation Commission and former FMSIB Board member to discuss incorporation of FMSIB's prioritized freight investment list into the Commission's 2050 transportation plan update. More to come on this as it develops.

May 18 – Attended Legislative Supply Chain Caucus meeting. Topics included WTA, Trucking Association, Legislative initiatives, several freight forecasts. Representative Boehnke is the current Chair and interested in FMSIB success. He hopes to attend a FMSIB Board meeting in the near future.

Board Member Reports

Councilor Lentz – FMSIB term ends June 2022. She is willing to serve the FMSIB Board through the end of 2022, as long as the Governor doesn't replace her in the meantime. She will not be able to serve on the FMSIB Board representing Counties after 2022 as she will not be running for re-election to Clark County Council.

Chair Gatchet asked Director Ziegler to propose to the Governor's office that Councilor Lentz be allowed to serve through 2022 as she has become an integral part of the Board, as well as the FPAC committee working on the coming Proviso Report. Director Ziegler agreed to communicate with the Governor's office on this.

Mayor Wick – Requested reappointment. AWC affirmation letter has been sent to the Governor.

Phase 2 Proviso Report – Actions from Workshop

Director Ziegler reviewed the updates to the Phase 2 Proviso Report and FMSIB 2022 Statewide Freight Project Identification Process.

Board Discussion

Secretary Millar proposed a more comprehensive planning study on intermodal facilities, presenting things like locations. Suggests being a bit more strategic in its presentation.

Chair Gatchet asked the Board if they were interested in more project presentations with the opportunity to ask questions. Possibly a twenty-minute presentation with questions after. The Board could be on the forefront of issues that need to be addressed.

Mayor Wick suggested that for the Board to request funding for a study, it should be very specific in nature and done at a future date as there is too little time to put enough detail together for a comprehensive request.

Councilor Lentz inquired about the possibility of changing the timing of the due date for the Proviso Report.

After Board discussion, FPAC Chair Wick stated FPAC focus on the following priorities: intermodal facilities, truck parking, systems improvements, zero emissions and a list of projects.

Councilor Lentz pointed out that the presentations yesterday could be helpful for the study, although there's not enough time to put that together at this point. Also, the study should not be project specific, but about statewide needs.

Commissioner McCarthy asked to clarify the need for the study and was told it was to connect the growers with the shippers, and similar issues: coordinating freight from one place to another.

At the request of Secretary Millar, Mr. Pate provided information on what WSDOT and WSU are looking at around the state and country and how that can be worked into the funding request. Their work could be used to influence the requested study.

Mr. Hansen suggested FPAC and the Board put together a comprehensive list of what the FMSIB Board would like submitted to OFM and ultimately the Legislature by using the expertise of the Board to provide oversight and direction on the study itself. Possibly using an inter-agency agreement with WSU or UW or others to do the study and FMSIB Board expertise for oversight. Suggests showing the Legislature the benefit to the State.

Mr. Bennett reminds the Board to include Commerce in this discussion. Suggests the Board look to identify who it is that we're trying to help with the study, what we're trying to achieve, and how we address and fulfill that need.

Secretary Millar agreed that "why" needs to be addressed. What are the purposes the study would be trying to achieve?

Chair Gatchet stated that FPAC will continue to work on the outline and need of the study and present at the September meeting. Requested that an outline be provided to the Board before the next Board meeting in regard to where the Board is on these issues.

Councilor Lentz expressed that WSDOT's Mr. Pate and Mr. Beloso work collaboratively with FPAC. All agreed that they would be attending future FPAC meetings.

Director Ziegler filled in the Board about the discussion FPAC has been having on truck parking, inland modal facilities, and zero emissions. He also reminded the Board that there are only four FPAC meetings scheduled before August 1st.

Future Agenda Items: Mr. Ron Pate will be providing an update to the work that WSDOT and WSU are doing that can be used for the study that FMSIB may request funding for.

Committee Chair Ben Wick stated that FPAC will provide a Phase 2 Proviso Report update, as well as the project list/study/suggested budget submittal in September.

Board Member Action Item: Mayor McEnerny-Ogle will be reaching out to the Legislative Four Corners to meet with Board members to discuss the future of FMSIB and the Board and the Phase 2 Proviso Report while several participants will already be in Vancouver in June for the JTC meeting.

Heal Act Proviso/Governor's Executive Order-Legislative Budget Update

Director Ziegler provided a summary of the 16-year new law revenue budget proposals and the current law revenue proposals related to FMSIB issues. A detailed report is provided in the Board packet.

The Board discussed this topic in November 2021. Members acknowledged the huge and positive impact grade separations have had on environmental health disparities. Members also pointed out that grade separations create equity for communities. Other members counseled about reading too much into the results of FMSIB projects and this might be a great opportunity for FMSIB to be more creative in their future decisions.

Current Situation:

Two recent events cast additional light on this topic. Both the Legislature (in the 2022 budget) and the Governor (via Executive Order) have provided additional direction. The Legislature passed FMSIB's budget in March 2022 with the following proviso:

ESSB 5689 (2022 Session):

Sec. 206. 2021 c 333 s 206 (uncodified) is amended to read as follows: (This also includes TIB and CRAB)

FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD Freight Mobility Investment Account—

State Appropriation. (((\$831,000))
\$843,000

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.

Here is the relevant RCW citation referenced in the budget proviso: (Authority of other agencies to opt in)

RCW [70A.02.030](#)

Authority of other agencies to opt into environmental justice obligations.

(1) Any state agency, as the term "agency" is defined in RCW [34.05.010](#), including the governor's office and the office of the attorney general but excluding local governmental entities, may opt in to assume all of the substantive and procedural requirements of covered agencies under chapter [70A.02](#) RCW at any time by notifying the council established in RCW [70A.02.110](#).

(2) An agency that opts in to assume all of the substantive and procedural requirements of chapter [70A.02](#) RCW is not subject to the deadlines or timelines established in RCW [70A.02.040](#), [70A.02.050](#), [70A.02.060](#), [70A.02.080](#), and [70A.02.110](#).

[[2021 c 314 § 11](#).]

Governor's Executive Order 22-04 ("Implementing the Washington State Pro-Equity Anti-Racism Plan and Playbook")

This was issued March 21, 2022 and directs the Office of Equity to implement the Executive Order and directs affected state agency actions on how to comply with the Order. Lastly, the Order also contains the following provision:

"I invite other statewide elected officials, institutions of higher education, agencies of the judiciary, agencies of the Legislature, and other boards and commissions to follow the provisions of this Executive Order."

In April, the Office of Equity issued preliminary FAQ's and Best Practice examples to assist agencies who are covered by the Order.

Analysis:

The 2022 budget proviso includes key language:

- "within appropriated funds",
- "may opt", and
- "substantive and procedural requirements".

This proviso language provides flexibility for the Board to determine the desired level of involvement.

The proviso also directs FMSIB to "include in the 2022 Annual Report" an update on progress.

This proviso is contained in a supplemental budget bill, which means it expires June 30, 2023 (unless renewed).

The Governor's Executive Order is a requirement for agencies who report directly to the Governor. It is optional for Boards and Commissions.

FMSIB could form an ad-hoc committee to discuss these options, or the work could be done by an existing FMSIB committee such as the Admin Committee. Board discussed pros and cons of opting in or not.

Board Action Item: Board to officially recognize that we are moving forward to consider the HEAL Act in conjunction with the Proviso Report and Governor's Executive Order.

MOTION: Councilor Lentz moved to convene the Admin Committee to discuss options in the Proviso language keeping the HEAL Act in mind and Develop a briefing paper and recommendation for the Board consideration at the September Board meeting. Mayor McEnerny-Ogle seconded.

MOTION CARRIED

At Secretary Millar's suggestion, Director Ziegler will be contacting WSDOT staff to discuss how WSDOT is approaching the Heal Act.

WSDOT NHFP Project Selection Update

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 federal freight formula funding. Mr. Beloso recognized the hard work of Councilor Lentz, Commission Swannack, and Commissioner Barnes in the work they've done to move the Plan forward, as well as other supporting FMSIB members.

WSDOT is working with a lot of information from subject experts and looking at ways to effectively present that information. The Legislature directed WSDOT to allocate 50 percent of the NHFP funds: roughly about \$45M. WSDOT encouraged cities, counties, tribes to work with their MPOs/RTPOs for a short list of priority projects. What came back to them was 46 project choices totaling \$180M in funding requests. Other considerations that the committee took into account were discussed. Once the final project list is completed by the Committee and approved by WSDOT Leadership and Legislature, it was made clear that the "decider" of the project approvals would be the Federal Highway Administration.

Of the 46 projects, the committee selected 21 for funding, totaling approximately \$45M. Of those, six are freight intermodal projects, four are port projects, and two are county projects. WSDOT will continue to validate projects, and these should be completed soon. A final list will be submitted to FHWA in October 2022.

High praise was shared by several of WSDOT Transportation Planner Wenjuan Zhao's abilities and the assistance she has provided in this effort.

Future Agenda Item: Mr. Beloso will provide the final projects list to the September Board meeting.

Director's COLA Adjustment

Board Action Item: Motion to approve COLA for Director Brian Ziegler of 3.25 percent to begin July 1, 2022.

MOTION: Chair Gatchet entertained a motion to approve the COLA for Director Ziegler. Mr. Ewers moved to pass the motion. Commissioner Barnes seconded.

MOTION CARRIED

Staff Action: Payroll will be notified of the increase.

2022 Annual Report

Chair Gatchet reviewed the annual report history and purpose, while proposing that there may be some changes in the layout of the report this year.

Ms. Kjis Lund and Director Ziegler introduced some ideas for moving forward with the 2022 Annual Report. Ms. Lund proposed focusing on the need for freight investment around the state. An update on the active projects will be included, albeit without as much detail as in the past. Focusing on the report to the Legislature. Part of the approach to this year's annual report would include FMSIB's expertise, what the Board has been doing to support the HEAL Act, possibly issues with the supply chain, and emerging issues in regard to modes, as well as issues for the 20/23 budget considerations.

Mr. Ewers requested that the report include the list of ten categories previously identified within freight investments. Also, that inland intermodal issues should be included. Stated that we are required to share what's been done on current project status.

Commissioner Swannack suggested that we keep on reporting on accomplished projects and future projects.

Mr. Bennett suggested that we include FMSIB Board members' participation in the WSDOT NHFP project selection process.

Director Ziegler reminded the group that there should be an article in regard to the HEAL Act and the work being done to support that.

Chair Gatchet stated that the Report should emphasize the independent nature of FMSIB.

Mr. Hansen suggested that the centerfold summarize the Proviso Report: what's currently facing us and where the dollars should go to improve freight movement.

Mr. Bennett requests that the format of the report should allow using each part of the report in a separate presentation or publication.

Annual Report delivery is scheduled for January 1, 2023 and will include excerpts from the Proviso Report that is due to the Legislature December 1st.

Staff Action Item: Schedule interview with Chair Gatchet for the opening letter of the report.

FMSIB Funding

Spokane County Fund Transfer Request – Board Action needed: Motion to transfer \$1.8M funding from Phase 3 to Phase 2.

Director Ziegler led discussion on the facts of the request. Spokane County has cleared the right-of-way concern on Phase 2 and is preparing for advertisement this Fall. The project is fully funded, assuming the under-expended Phase 3 funds can be transferred to Phase 2. On May 26, the County made a request for reactivation of Phase 2 and transfer of unexpended funding from Phase 3. More information and options can be found in the Board agenda attachment.

Mr. Hansen proposed waiting to adjust the timing of the project when the Legislature is in session. Several concerns in regard to steps moving forward were brought up by other members.

Deferred to September Board meeting.

Staff Action Item: Director Ziegler will be working out the timing and other details with Spokane County and will bring recommendations back to the Board in September.

FMSIB 2023 Committee Appointments

Board Action Item: Determining those that will serve on FMSIB sub-committees.

Commissioner McCarthy will move from the FPAC Committee to the Legislative Committee.

Mr. Bennett will join the Admin sub-committee.

Leonard Barnes joined the FPAC sub-committee.

MOTION: Chair Gatchet entertained a motion to make the afore mentioned changes to the FMSIB committees. Mayor McEnerny-Ogle moved to pass the motion. Mayor Wick seconded.

MOTION CARRIED

Future 2023 Meetings

Board Action Item: The staff proposed:

- January 19 – Olympia-Day on the Hill
- January 20 – Olympia
- March 17 – Port of Kalama
- June 1-2 – Stevenson or **Chelan** – to be determined
- September 15 – Walla Walla
- November 19 – Vancouver

MOTION: Chair Gatchet entertained a motion to approve all but June Workshop and Board meeting for 2023 meetings as indicated above. Mayor McEnerny-Ogle moved to pass the motion, Commissioner McCarthy seconded. A decision on the June 2023 meeting was deferred to the September meeting.

MOTION CARRIED

Staff Action Item: Plan for Board meeting arrangements for January 19 Day-on-the-Hill and January 20 Board meeting (Olympia), March 17 (Kalama), gather details for June 1 Workshop and June 2 Board meeting (Stevenson or Chelan), September 15 (Walla Walla), and November 17 (Vancouver).

Next Meeting

Board Action Item: Adopt to hold the September 16th FMSIB Board meeting in Spokane Valley with a tour on September 15th for those that wish to participate.

MOTION: Chair Gatchet entertained a motion to hold the next board meeting on September 16, 2022, and project tours on September 15, 2022 in Spokane Valley. Commissioner Swannack so moved and Mr. Bennett seconded.

MOTION CARRIED

Meeting Adjourned

Chair Gatchet adjourned the meeting at 1:05 pm.

Summary of Board Motions:

- 1) Adoption of March 18, 2022, Board Meeting Minutes. (page 2)
- 2) Adoption to convene the Admin Committee to discuss options in the Proviso language keeping the HEAL Act in mind and Develop a briefing paper and recommendation for the Board consideration at the September Board meeting (page 7)
- 3) Approve Director Ziegler's 3.25 percent COLA to begin July 1, 2022 (page 8)
- 4) Adoption of changes to the FMSIB sub-committee appointments (page 9)
- 5) Adoption to hold the September 16 FMSIB Board Meeting in Spokane Valley, WA. (page 10)

- 6) Adoption of FMSIB 2023 Committee Appointments (page 10)
- 7) Adoption of FMSIB 2023 Workshop and Board Meetings schedule (page 10)

Summary of Future Agenda Items:

- 1) FPAC will provide Phase 2 Proviso Report Update at the September meeting. (page 4)
- 2) Mr. Beloso will provide a Freight Plan update at the September meeting. (page 5)
- 3) Mr. Ron Pate will be providing an update to the work that WSDOT and WSU are doing that can be used for the study that FMSIB may request funding for. (page 6)
- 4) Committee Chair Ben Wick stated that FPAC will provide a Phase 2 Proviso Report update, as well as the project list/study/suggested budget submittal in September. (page 6)
- 5) Mr. Beloso will provide the final NHFP projects list to the September Board meeting. (page 8)

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

[Return to Agenda](#)

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 21-23 Budget \$ 843,000

Expenditure Detail through: Aug 31, 2022

FMSIB Budget	Biennium Appropriation July 1, 2021 - June 30, 2023	Biennium Allotments thru Aug 31, 2022	Actual Expenditures thru Aug 31, 2022	Biennium To Date Dollar Variance
Salary	588,000	343,000	313,129	29,871
Travel	57,000	33,250	28,460	4,790
Goods & Services	148,000	86,333	64,644	21,690
Personal Service Contracts	50,000	26,800	26,800	0
Total Thru Aug 31, 2022	\$ 843,000	489,383	433,033	56,351
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Budgeted Expenditures thru Aug 31, 2022	Actual Expenditures thru Aug 31, 2022	Biennium To Date Dollar Variance
Salaries:				
Staff Salary	588,000	343,000	313,129	29,871
Total Salary	\$ 588,000	343,000	313,129	29,871
Travel:				
Staff Travel	22,000	12,833	11,763	1,070
Board Travel	35,000	20,417	16,697	3,719
Total Travel	\$ 57,000	33,250	28,460	4,790
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	25,000	14,583	9,891	4,692
WS DES Services	38,000	22,167	17,798	4,369
WS TIB - Office Rent & Utilities	42,000	24,500	18,879	5,621
WS Attorney General	2,000	1,167	0	1,167
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	41,000	23,917	18,076	5,841
Total Goods & Services	\$ 148,000	86,333	64,644	21,690
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	1,800	1,800	0
Total Personal Service Contracts	\$ 50,000	26,800	26,800	0
Total Thru Aug 31, 2022	\$ 843,000	489,383	433,033	56,351

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium - Effective September 16, 2022

Likelihood to expend 21-23 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

	<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>Current FMSIB Auth</u>	<u>21 - 23</u>	<u>21-23</u>	<u>23 - 25</u>	<u>23 - 25</u>	<u>25 - 27</u>
					<u>(Plan)</u>	<u>Expenditure</u>	<u>Approved</u>	<u>Request</u>	
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	2,076	303	0	0	0
		Subtotal			2,076	303			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0		0	0	0
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	364	364	0	0	0
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	256	17	0	0	0
12	Port of Kalama	Industrial Rail Additions	2018	3,900	3,900		0	0	0
15	Seattle	S Lander St Grade Separation	2017	8,000	279	1	0	0	0
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	6,000	6,000	80	0	0	0
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	290		0	0	0
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	879	879	0	0	0
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	5,000		0	5,000	0
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	713	8	0	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	2,183	1,467	0	0	0
	Statewide	Future Awards			0		22,000	21,000	28,500
		Past and Current Biennial Subtotals			19,864	3,119			
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	5,833		1,700	1,700	0
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	2,000		4,100	4,100	0
24	Sumner	Stewart Road	2018	3,700	2,000	480	1,700	3,000	0
		Future Total			31,773		29,500	34,800	28,500
		Program Total		65,283		3,599	29,500	34,800	28,500
					Current delivery:	58%	11%		
					June 30, 2023 forecast delivery:		25,473	6,300 Reappropriation	
						80%			

Revenue		Beginning Balance	12,175	2,067	7,076	776
	Freight Mobility Investment Account - 09E		11,171	13,698	13,698	13,698
	Freight Mobility Multimodal Account - 11E		10,493	14,511	14,511	14,511
	Motor Vehicle Funds		0	0	0	0
	Total Revenue		33,839	30,276	35,285	28,985
Expenditures						
	Freight Mobility Investment Account - 09E		16,577	2,591	13,351	
	Freight Mobility Multimodal Account - 11E		15,195	1,008	14,571	
	Highway Safety Account					
	Motor Vehicle Funds (Federal)					
	Total Expenditures		31,772	3,599	29,500	34,800
	Reappropriation		2,067		776	485

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Sept. 16, 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

4
6
3

13

- Changes from June 2022 report

		PROJECT STATUS				
<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB Award</u>	<u>Fully Funded</u>	<u>Under Const.</u>	<u>Open to Traffic</u> <u>Fully Reimb.</u>
<u>17-19 Biennium</u>						
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010			Awarded, Spring 2022 construction start
<u>Started in 19-21 Biennium</u>						
1	Chelan Co	West Cashmere Bridge	2018			Bridge dedication June 22, 2022
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			Construction expected FY 23
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013			Resumed work after Winter Suspension, forecasted opening Fall 2022
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			Notice to Proceed issued May 11, 2022. Expenditure of FMSIB funds not expected until Fall 2024.
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018			Phases 1, 2a and 3 open, 2b in design (UPRR appealing WUTC hearing)
19	Spokane Co	Bigelow Gulch Phase 3	2018			
<u>Started in 21-23 Biennium</u>						
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, received 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	Progressing toward 90% design. FMSIB presentation 9/18/20 and 1/15/21

FMSIB Director's Report

September 16, 2022

(Last Report: June 3, 2022)

Project Updates

In preparation for budget development, FMSIB staff contacted all active project sponsors in order to assess their planned delivery for the remainder of this biennium. Those revised expenditure forecasts show that most projects will be completed this biennium. Staff will provide an update on those few projects that are “carrying over” into next biennium.

Spokane County continues active delivery on three phases of the Bigelow Gulch Road corridor, specifically Phases 2, 3, and 6. The Sept. 15 bus tour itinerary includes a review of this corridor to see phases that are complete, in progress, and scheduled to start. Representatives from Spokane County will also be at the Sept. 16 Board meeting in order to update the status of Phases 2 and 3, as well as request a reactivation of Phase 2. A separate briefing paper is provided in the packet on this topic.

The City of Spokane Valley continues active delivery on the Pines Rd. Crossing project. This project will be part of the Sept. 15 bus tour, as well as an agenda topic on the September 16 Board meeting. The City is requesting FMSIB reactivate the project and provide “final dollars” so the project can go to construction. A separate briefing paper is provided in the packet on this topic.

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 Ben Wick, Leonard Barnes, Matt Ewers, Anne McEnerny-Ogle, and Temple Lentz. FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

Leading up to the June Board Workshop, FPAC discussions focused on Truck Parking (April 25), Inland Intermodal Facilities (May 9), and Zero Emissions (May 23). The June Workshop focused on these same topics and discussed how FMSIB's budget proposal (due Sept. 20) might reflect these topical areas and other project investments.

The FPAC has met seven times since the June Board meeting and as of this writing will be meeting one more time before the Sept. 16 Board meeting. Their focus has been to review the 160+ projects submitted by MPO's, RTPO's, and ports. The committee has also continued to evaluate statewide proposals and discuss whether budget decision packages are appropriate for any projects.

The FPAC Chair and committee members will be available Sept. 16 to provide more details on their work to date, as well as projected work efforts prior to the Nov. 18 Board meeting.

Budget Development

FMSIB staff have been meeting with project sponsors, budget staff, legislative and OFM staff, and FPAC members to develop a comprehensive list of budget options to consider. Also, at the Sept. 16 meeting, two project sponsors will be presenting their case for increased funding on their projects. All these options and budget decisions that affect the 2023-35 biennial budget will need to be finalized at the Sept. 16 Board meeting since those decisions are due to the Governor on Sept. 20. We have a little more time to assemble the 2023 supplemental budget decision packages since those are not due until Oct. 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: The seven FPAC meetings staffed between the June and September Board meetings are described earlier in this briefing paper.
- June 8 – Updated PSRC Freight Advisory Committee on FPAC Phase 2 work.
- June 10 – FMSIB staff discussed Annual Report options with Kjris Lund.
- June 14 – Discussed FPAC Phase 2 work with Friends of Freight group.
- June 16 – Attended Legislative Supply Chain Caucus meeting.
- June 17 – Discussed HEAL Act budget proviso with TIB and CRAB.
- June 20 – Mayor McEnerny-Ogle and Councilor Lentz meeting with Rep. Fey and Sen. King.
- June 21 – Attended Joint Transportation Committee (JTC) meeting held at AWC Conference in Vancouver.
- June 28 – Met with Governor’s Office representatives to discuss FMSIB vacancies and appointment schedules.
- June 29 – Packed up furniture in FMSIB Offices in preparation for new carpet installation by the building owner.
- July 6 - Discussed FPAC Phase 2 work with Friends of Freight group.
- July 6 – Interviewed for South Pierce County Multimodal Connectivity Study.
- July 7 - Discussed HEAL Act budget proviso with WSDOT Local Programs, TIB, and CRAB.
- July 11 – Attended South Pierce County Connectivity Study Stakeholder Kickoff Meeting.
- July 13 – Attended SR 167 Master Plan Policy Advisory Committee Meeting #4.
- July 13 - Attended Legislative Supply Chain Caucus meeting.
- July 14 – Attended Railroad Crossing Elimination Grant Program Notice of Funding Opportunity Webinar.
- July 20 – Attended Washington Highway Users Federation (WHUF) Legislative Update.
- July 21 – Presented freight mobility and preservation slides to Quarterly Meeting of the Washington State Good Roads and Transportation Association (WSGTA).
- July 22 – Conducted Annual Report interview with Chair Gatchet.
- July 22 – Risk Assessment inquiry meeting with State Auditor’s Office.
- July 27 – Beginning of weekly meetings with the State Auditor’s Office.
- Aug 9 – Provided update of Phase 2 proviso work to the MPO/RTPO/WSDOT Coordinating Committee Meeting.
- Aug 10 - Attended Legislative Supply Chain Caucus meeting.
- Aug 10 – Attended PSRC Freight Advisory Committee meeting.
- Sept 1 – Facilitated first “Port Initiatives” meeting with WSDOT, WPPA, and Dept. of Commerce.
- Sept 2 – Met with Rep. Fey, Chair Gatchet, and Councilor Lentz in Tacoma to discuss FMSIB Phase 2 proviso work to date.
- Sept 8 - Discussed HEAL Act budget proviso with WSDOT Local Programs, TIB, and CRAB.
- Sept 14 - Attended Legislative Supply Chain Caucus meeting.

Spokane County, Bigelow Gulch Corridor, Phases 2 and 3
Request to Transfer Phase 3 Funding and Activate Phase 2
Sept. 16, 2022

Purpose:

1. To brief the Board on the subject projects.
2. To consider Board action to move Phase 2 from the Deferred list to the Active list.
3. To consider Board action to transfer unexpended funding from Phase 3 to Phase 2.
4. To consider Board action to reinstate Phase 2 funding that was deferred.

Background:

In 2004, FMSIB awarded \$2 million to Spokane County for the Bigelow Gulch Corridor segment between The Urban Area Boundary and Argonne Road. This segment was later divided into Phases 2 and 3 of the corridor, Phase 1 being immediately west of this segment and Phase 4 being immediately east (see corridor map titled "*Bigelow Gulch Road Corridor Projects*"). Because of environmental and funding delays in this segment, Phase 3A was created at the east end (the Argonne Road Intersection) and completed in 2005. Phase 1 at the west end was completed shortly thereafter, in 2008.

Phases 2 and 3 were "Deferred" in 2011 and eligible for "Cancellation" in 2017 (Six years post-Deferral). In 2018, the County applied for and received a \$2.27 million FMSIB award for Phase 3 only. That segment was completed in 2021 but did not utilize the entire FMSIB grant amount.

The County continues to develop the Phase 2 project and recently completed a key environmental milestone and property acquisition. This has cleared the way for final design and pursuit of construction funding. Additionally, the County recently received an NHFP award of \$6 million, however, with a stipulation that Phase 2 be awarded in January 2023.

With the completion of Phase 3 last year, it is likely the County will not expend the entire \$2.27 million FMSIB Award. Given FMSIB's long support for both Phases 2 and 3, the County has asked that remaining Phase 3 funds be transferred to Phase 2 construction. The County estimates under expending the FMSIB grant by approximately \$600,000. This will partially fill the funding gap on Phase 2 and help ensure the County obligates the NHFP funding by January 2023.

Phase 2 will still be short of funding needed to go to construction, however, the exact amount is still being determined by the County. Their initial request is for the restoration of the remaining unexpended Phase 2 award amount (\$1.69 m left out of \$2 million awarded). However, the County will provide an update at the Board meeting.

Moving the project from Deferred to Active status can be done without allocating funding (see excerpt below from FMSIB Bylaws, Chapter 14). Alternatively, the Board can also allocate available funding in the 2023-25 biennial budget request.

Board Options (In increasing order of cost):

1. No Action.
2. Reactivate Phase 2 but provide no additional funding.
3. Reactivate Phase 2 and approve the requested transfer from Phase 3 to Phase 2.
4. Reactivate Phase 2, approve the requested transfer from Phase 3 to Phase 2, and reinstate all or a portion of the deferred funding on Phase 2.

Staff Recommendation:

Approve Option 4, pending Spokane County presentation at the meeting.

FMSIB BYLAWS (CHAPTER 14)

Purpose of the Deferred Project List

State law (RCW 47.06A.050(5)) states: "If the board identifies a project for funding, but later determines that the project is not ready to proceed, the board shall recommend removing the project from consideration and the next highest priority project shall be substituted in the project portfolio. Any project removed from funding consideration because it is not ready to proceed shall retain its position on the priority project list."

The Deferred Project List allows projects that have been previously approved but are delayed and no longer ready to proceed, to continue to be considered for future funding. This enables the project sponsor to address the causes of the delay, and once solved, have the opportunity to return to an active status. This is only allowed if the project would still provide the freight benefits envisioned when initially selected.

Deferred Project

A Deferred Project is defined as:

A project that is no longer advancing toward construction or completion; Does not have a plan to advance within the foreseeable future; or There is an obstacle beyond the project sponsor's control stopping the project.

Project Approval: An action by the Board to add a project to the Active Project List and to allocate funding to the project.

Project Funding Allocation: An action by the Board to designate specific funds in specific years to an Approved Project.

The Board must vote to place the project on the Deferred Project List. The FMSIB financial commitment is then removed from the project at the time it is placed on the Deferred Project List. The funds committed to the Deferred Project are allocated by the Board to another FMSIB project that can advance

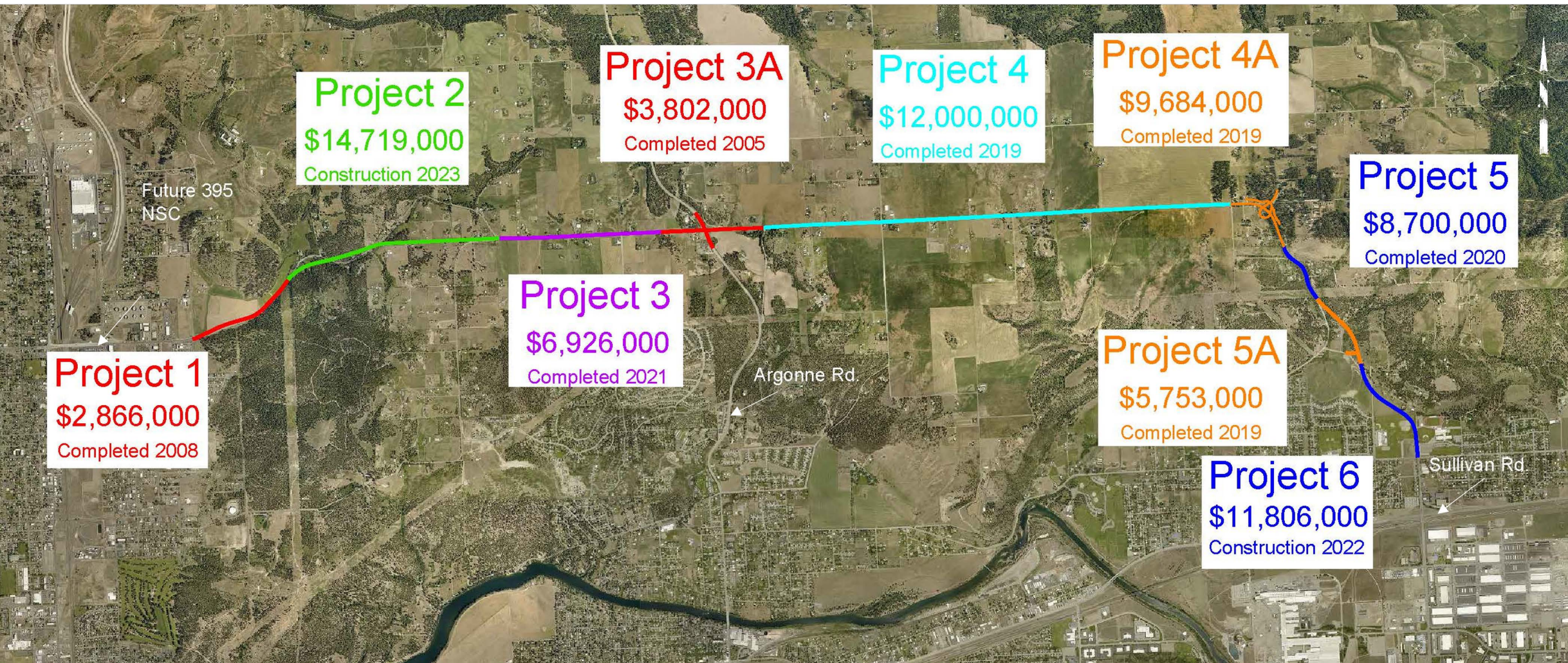
Deferred Projects have the ability to request reactivation to the Active FMSIB Project List by making a formal request to the Board and providing a timeline for project completion.

Reactivation from the Deferred Project List

The Board may vote to reactivate a project from the Deferred List after the sponsor presents a formal request for reactivation. The Board will consider whether the project sponsor's funding package is complete or nearly complete. Projects receiving approval must adhere to the timeline presented and adopted by the Board as well as any other stipulations placed upon the project by the Board. Funding is not assured and deferred projects are reactivated only as funds are available. Projects can only be reactivated from the Deferred Project List once.

DRAFT

Bigelow Gulch Road Corridor Projects





STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

1063 Capitol Way, Rm. 201 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

April 5, 2004

Dan O'Neal
Chair

Karen Schmidt
Executive Director

Mr. Gerry Gemmill
Public Works Director, Spokane County
1026 West Broadway Avenue
Spokane, WA 99260-0170

Spokane County
Bigelow Gulch Rd- Urban Boundary to Argonne Rd
FMSIB Funding

Board Members

*Clifford Benson**Dick Marzano**Andrew Johnsen**Julia Patterson**Don Lemmons**Doug MacDonald**Carol Moser**Patricia Otley**Ross Kelley**Jim Toomey**Mark Asmundson*

Web Site
www.fmsib.wa.gov

Dear Mr. Gemmill:

On behalf of the Freight Mobility Strategic Investment Board (FMSIB), I am pleased to advise you that with the passage of the FY 2004 supplemental budget, the Board has approved your project for funding. The project funding is limited as outlined below.

Bigelow Gulch Rd- Urban Boundary to Argonne Rd Project

<u>TOTAL PROJECT COST</u>	<u>FMSIB SHARE (MAX)</u>	<u>FMSIB % (MAX)</u>
\$9,450,000	\$2,000,000	21%

Of the \$2,00,000 FMSIB share, up to \$500,000 is available to you during the 2003-05 biennium. The remaining \$1,500,000 will be available during the 2005-07 biennium. The legislative decision to fund your project was based upon the cash flow analysis data you submitted prior to the session. The Board's recommended project list to the Legislature this session was based on this information. WAC 226.16.160 requires work to begin (in this case construction) within one year from the date of approval by the Board.

Both the Legislature and our Board anticipate that you will stick close to the timeline indicated on the project update you submitted prior to session. If there is any deviation anticipated, you need to contact the FMSIB office with the anticipated change as soon as possible. We will need to know the nature of the change, the reasons and the new anticipated schedule.

\$500,000 by 4/5/04.
21% match

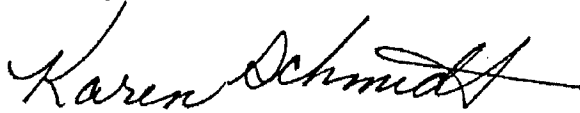
total project = \$2,380,582.38



The FMSIB funds will be administered through the Washington State Department of Transportation Highways and Local Programs (H&LP). The H&LP will notify you on the requirements to authorize funds and quarterly reporting elements for the legislature. Project expenditures are not eligible for reimbursement until after notification that the funds are authorized.

For FMSIB program questions, please contact me at (360) 586-9695,
schmidk@fmsib.wa.gov
or 1063 Capitol Way, Suite 201, P. O. Box 40965, Olympia WA 98504.

Cordially,

A handwritten signature in black ink, appearing to read "Karen Schmidt", with a stylized flourish at the end.

Karen Schmidt
Executive Director

KS:sl

Cc: Kathleen Davis, WSDOT
Stephanie Tax, WSDOT
✓ Ross Kelley, Spokane County Engineer

FMSIB Prior Ranking **48**

Project: Bigelow Gulch Rd - Urban Bndy to Argonne Rd

Location: Spokane County

Lead Agency: Spokane County

Geog. Area: EA

Current Estimated Cost

Total Project Cost: **\$ 9,448**

Dollars (in thousands)

FMSIB Share: \$ 2,000

Scope: Bigelow Gulch is a narrow, two-lane, east-west principal rural arterial. It carries car and truck traffic between Spokane and the Spokane Valley. Recent traffic counts show 13,700 vpd using the road. With improvements, trucks could traverse this route one and one half minutes faster per trip. This allows the use of the route for trucks hauling freight to the Spokane Valley Industrial Park on Sullivan Rd in the Valley, as well as the Spokane Valley Mall at Sullivan Rd and Indiana Ave. The project will also reduce road closures due to snow and ice.

Partnerships:

	Anticipated	Committed	Dollars
Spokane County		x	2,586
RAP		x	1,500
RAP		x	1,745
STP - R		x	1,471
STP - S		x	146
Unknown			
Partnership Total			7,448

Original Approved Amount

Freight Mobility	\$2,000	21%
Partnership	\$7,448	79%
TOTAL Project Cost	\$9,448	100%

	Total	PE	RW	CN
FMSIB	2,000			2,000
Spokane County	2,586	419	492	1,675
RAP	1,500			1,500
RAP	1,745	481	1,264	
STP - R	1,471		922	549
STP - S	146			146
Unknown				
Need	2,000	0	-	2,000
Total	9,448	900	2,678	5,870

Tentative timeframe	Ad - 4/05 CN Starts 4/05	Complete - 3/05	Complete - 2/05	Complete - 11/06
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Cash Flow Needs:

Dollars (in thousands)	Prior	01 - 03	03 - 05	05 - 07	07 - 09	09 - 11	TOTAL
P.E. Phase Total			900				900
Freight Mobility							0
R.W. Phase Total			2,678				2,678
Freight Mobility							0
CN. Phase Total			1,500	4,370			5,870
Freight Mobility			500	1,500			2,000

Freight Mobility TOTAL	\$2,000	21%
Partnership TOTAL	\$7,448	79%
TOTAL Project Cost	\$9,448	100%



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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Dan Gatchet,
Chair

Brian Ziegler,
Director

Board Members

Leonard Barnes

John Creighton

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Tom Trulove

Bob Watters

June 5, 2018

Mr. Chad Coles, P.E.
County Engineer
Spokane County
1026 W. Broadway Avenue
Spokane, WA 99260

Dear Mr. Coles:

The Freight Mobility Strategic Investment Board (FMSIB) thanks you for submitting a project for consideration during the FMSIB 2018 Call for Projects and for meeting with the FMSIB Project Selection Committee. Your project, **Bigelow Gulch-Phase 3**, was presented to the full Board on Friday, June 1, 2018.

At that meeting, the Board voted to add your project to the funded and active project list. The project will be listed as #97 on the FMSIB list and has been included as follows:

Project Name:	Total Project Cost:	FMSIB Share:
Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000 (32.8%)

Funding Availability:

The **FMSIB Share** funds should be available to reimburse half your expenditures in the 2019-21 Biennium and half in the 2021-23 Biennium.

Web Site
www.fmsib.wa.gov

By statute, the Board is required to leverage these funds to the greatest extent possible. Also, the Board expects your agency to deliver the project on schedule according to your application. The Board may **defer** projects that are not progressing according to that schedule. Finally, in accordance with criteria established in state law, the Board may **cancel** a project after six years of deferral.

FMSIB reimbursements on this project will not exceed the **FMSIB Share** listed above, even if project costs increase above the **Total Project Cost** listed above. Also, if the **Total Project Cost** decreases, FMSIB's share will be reduced proportionately to maintain the **FMSIB Share** percentage listed above.

This funding award is contingent upon projected FMSIB revenues and subsequent funding authorization from the state Legislature.

Mr. Chad Coles
June 5, 2018
Page 2

Thank you again for submitting your application and congratulations on your selection. We are pleased to be able to work with you on this important project. If you have any questions, please feel free to contact me at (360) 586-9695 or email at ziegleb@fmsib.wa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian J. Ziegler".

Brian J. Ziegler, P.E.
Director

cc: Stephanie Tax, WSDOT Local Programs

State of Washington
Freight Mobility Strategic Investment Board
Bigelow Gulch Corridor – Project Updates



Spokane County
PUBLIC WORKS

Brandi Colyar P.E.
Capital Projects Program Manager

The Corridor Project History:

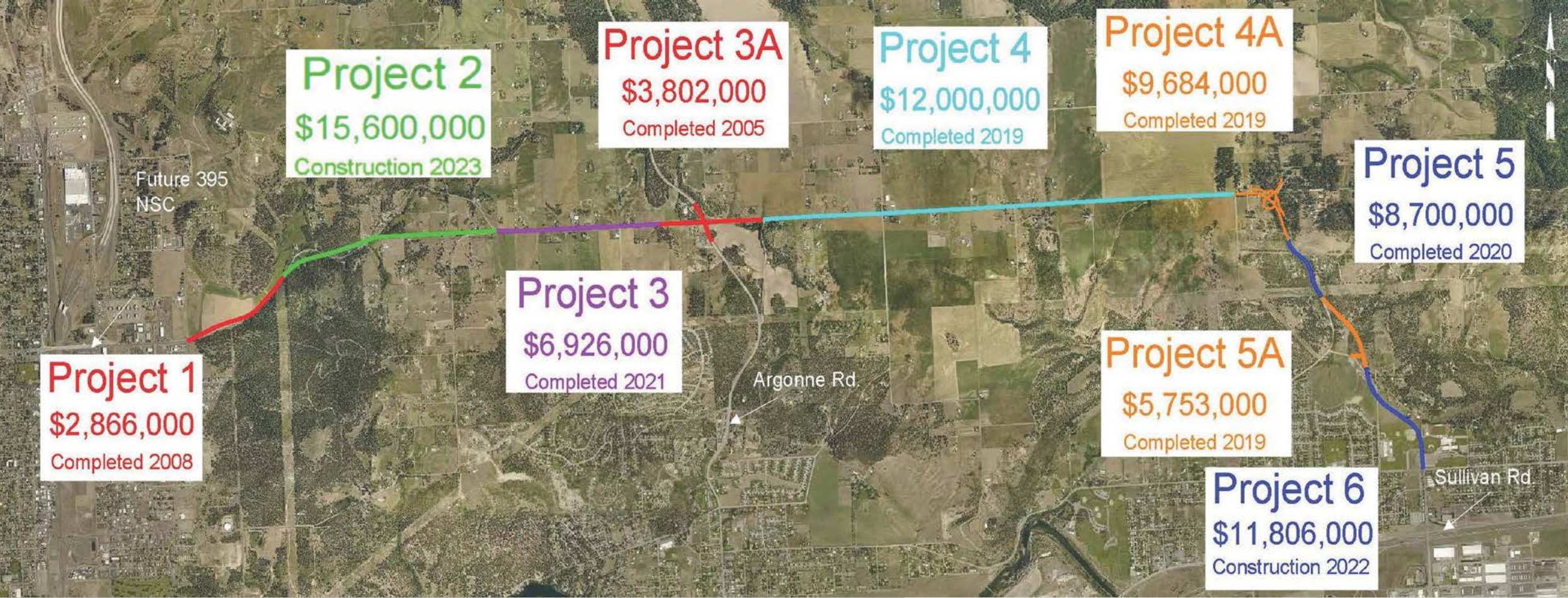
This project reconstructs and realigns an 8.2 mile rural road corridor in Spokane County providing a vital connection for regional goods and freight movement. The corridor has a deadly crash history due to congestion, absence of passing lanes, poor sightlines, steep grades, and sharp curves

The original construction schedule included 6 phases to be completed by 2010 at a scoping estimate of about \$60 Million

The first Phase was constructed in 2005 with the final phase planed for 2023 for an estimated total of \$76 Million.



Corridor Projects:



Corridor Progress:



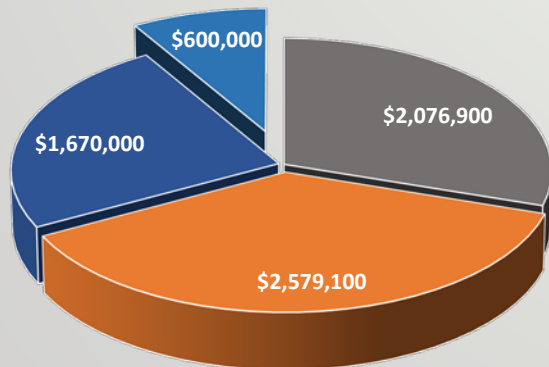
Recent Accomplishment:

Bigelow Project 3 - Weile to Argonne

Completed Fall 2021

- Major roadway reconstruction
- Widen to 4 Lanes
- Removal vertical curves
- Cement Treated Base
- Stormwater facilities
- Intersection Improvements
- Connection for project 2

Project Total \$6,926,000



■ County ■ CRAB ■ FMSIB ■ FMSIB Savings



Under Construction:

Bigelow Project 6 – Progress to Wellesley/Sullivan Intersection.

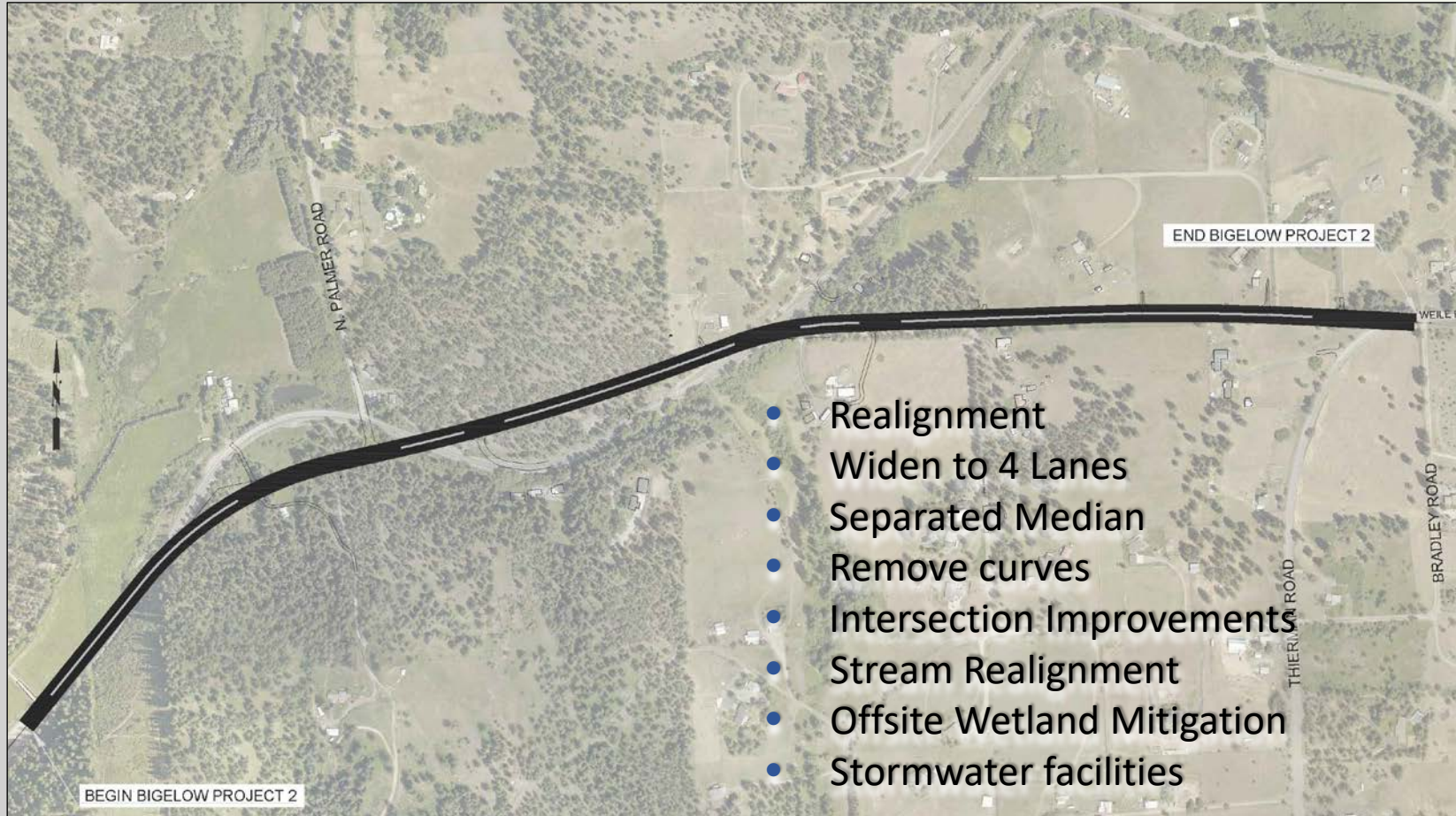
Fed STBG	FMSIB	TIB	County	Total
\$4,515,000	\$2,076,000	\$2,065,000	\$3,150,000	\$11,806,000
38%	18%	17%	27%	100%



- Realignment
- 4 Lanes
- Sidewalk/Path
- Pedestrian Undercrossing
- Turn lane
- CSV/EVSD Partnership

Final Phase:

Project 2 — Completion of the final 1.7 miles of the corridor. Realignment from project 1 east of Francis and Freya to the new alignment connection completed with Project 3 at Weile and Thierman.



Project 2 Funding and Schedule:

Funding Partners and Total Project Estimated Costs

Fed STBG/HSIP	CRAB	FMSIB *	NHFP	County	Total
\$3,442,900	\$2,745,000	\$2,290,000	\$6,000,000	\$1,122,100	\$15,600,000
22%	18%	15%	38%	7%	100%

*Includes \$1,690,000 (Project 2 Differed) + \$600,000 (Bigelow 3 Rollover ask)

Anticipated Project Schedule

December 2022- 100% PS&E

January 2023 - Advertisement

Spring 2023- Construction start

Fall 2023- Road construction complete and open to traffic

Thank You!



Spokane County
PUBLIC WORKS

[Return to Agenda](#)

Brandi Colyar P.E.
Capital Projects Program Manager

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bcolyar@spokanecounty.org

Spokane Valley Pines Road/BNSF Separation Project - Request to Reactivate from Deferred List

Sept. 16, 2022

Purpose:

To advise the Board on Spokane Valley's request to reactivate the Pines Road project from the Deferred list and to describe options for the Board to consider.

Background:

The Pines GSP was originally sponsored by WSDOT in 2000 and subsequently awarded \$3.36 million of FMSIB funding (Project D). Spokane Valley then incorporated in 2003 and WSDOT passed project ownership to the city. In the years to follow, the project did not progress. Due to lack of funding, the Board deferred the project in 2007. In 2016, the city requested the project be retained on the deferred list rather than removed completely. In 2018, the Board retained the deferral with request to be briefed in 2019. In Nov. 2019, the Board was briefed by the city and voted to retain this project on the deferred list.

The project's primary goal is the grade separation of Pines Road (State Route 27) and the BNSF Railway (BNSF) transcontinental tracks. The proposed improvements will route Pines Road underneath the train tracks. BNSF currently operates on a single mainline track through the project limits but has short-term goals to construct a second mainline track and long-term plans for four total mainline tracks.

The project's secondary goal is to improve the adjacent intersection of Pines Road and Trent Avenue (State Route 290). Because the grade separation is taking Pines Road *under* the train tracks, there were challenges with how to tie into the existing elevations along Trent Avenue. As a result, the new intersection of the two state highways will be relocated to the east, allowing the undercrossing to meet Trent Avenue at its existing elevation. In coordination with WSDOT, it was decided that the new intersection will operate more safely and efficiently as a multi-lane roundabout rather than a signalized intersection, which exists today.

Tertiary goals include improved commercial access via the roundabout's north leg, installation of a new trailhead, parking area, and restrooms serving the Spokane River and Centennial Trail, and a new shared-use path under the BNSF tracks and through the intersection. The shared-use path allows non-motorized users a safe and accessible means to navigate the rail crossing and intersection.

Current Situation:

Over the years, the city has continued to pursue project funding while making considerable progress on the project's design and right-of-way phases. Through August 2022, the project has neared 60% design status, received a NEPA Categorical Exclusion, and has acquired the project's most impactful properties. The remaining property acquisitions include frontage "strip" acquisitions for the north leg of the roundabout and low-risk BNSF properties impacted by the project. Further, BNSF has agreed to self-perform the railroad bridge construction, which will allow the project to save time and resources.

In July and August, Spokane Regional Transportation Council (SRTC) awarded the project \$6,404,600 in federal funds and USDOT's RAISE program awarded \$21,689,221 in federal funds. Additionally, the city has \$2,940,000 unexpended federal funds available from a 2018 SRTC award. In total, the project has approximately \$31 million of federal funds available, which are allowed to be 80% of the total cost. To leverage the secured federal funds, the project must satisfy the 80/20 federal/non-federal cost share. The following equations breakdown how the needed non-Federal funding amount is calculated:

$\$31 \text{ million Federal Share} = 80\% * \text{Total Cost} \rightarrow \$31 \text{ million} \div 80\% = \text{Total Cost} = \38.8 million

$\text{Non Federal Share} = 20\% * \text{Total Cost} = 20\% * \$38.8 \text{ million} = \$7.75 \text{ million}$

The city has \$2.4 million of local funds available, and BNSF is responsible for approximately \$300,000 in non-federal funds. The city is seeking the remaining \$5 million of non-federal funds to satisfy match requirements for the secured federal funds (\$7.75 million – \$2.4 million – \$0.3 million = \$5 million). The funding gap is \$5 million, and request have been made to fill that gap as follows:

- \$5.0 million of WSDOT's Railroad Crossing Grant Program (RCGP)
- \$2.8 million of Transportation Improvement Board (TIB)
- \$5.0 million of Freight Mobility Strategic Investment Board (FMSIB)

Due to parallel funding requests and differing program timelines, the city's goal is to secure \$5 million from any of the above.

The city proposes the following two-part request to the Board:

1. Move the project from Deferred to Active status,
2. Allocate the project \$5,000,000 of funding in the 2023-2025 biennial budget request.

Board Options:

1. Move the project from Deferred to Active status with no funding allocated.
2. Move the project from Deferred to Active status with the original funding allocated (\$3.36 million).
3. Move the project from Deferred to Active status with the requested amount of \$5.0 million.
4. Deny the request to move the project from Deferred to Active status.

Staff Recommendation:

Option 3 temporarily, pending decision on WSDOT and TOB grant requests.

FMSIB BYLAWS (CHAPTER 14)

Purpose of the Deferred Project List

State law (RCW 47.06A.050(5)) states: "If the board identifies a project for funding, but later determines that the project is not ready to proceed, the board shall recommend removing the project from consideration and the next highest priority project shall be substituted in the project portfolio. Any project removed from funding consideration because it is not ready to proceed shall retain its position on the priority project list."

The Deferred Project List allows projects that have been previously approved but are delayed and no longer ready to proceed, to continue to be considered for future funding. This enables the project sponsor to address the causes of the delay, and once solved, have the opportunity to return to an active status. This is only allowed if the project would still provide the freight benefits envisioned when initially selected.

Deferred Project

A Deferred Project is defined as:

A project that is no longer advancing toward construction or completion; Does not have a plan to advance within the foreseeable future; or There is an obstacle beyond the project sponsor's control stopping the project.

Project Approval: An action by the Board to add a project to the Active Project List and to allocate funding to the project.

Project Funding Allocation: An action by the Board to designate specific funds in specific years to an Approved Project.

The Board must vote to place the project on the Deferred Project List. The FMSIB financial commitment is then removed from the project at the time it is placed on the Deferred Project List. The funds committed to the Deferred Project are allocated by the Board to another FMSIB project that can advance

Deferred Projects have the ability to request reactivation to the Active FMSIB Project List by making a formal request to the Board and providing a timeline for project completion.

Reactivation from the Deferred Project List

The Board may vote to reactivate a project from the Deferred List after the sponsor presents a formal request for reactivation. The Board will consider whether the project sponsor's funding package is complete or nearly complete. Projects receiving approval must adhere to the timeline presented and adopted by the Board as well as any other stipulations placed upon the project by the Board. Funding is not assured and deferred projects are reactivated only as funds are available. Projects can only be reactivated from the Deferred Project List once.

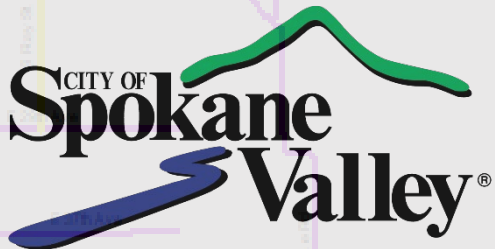
Spokane Valley Projects

a FMSIB Partnership

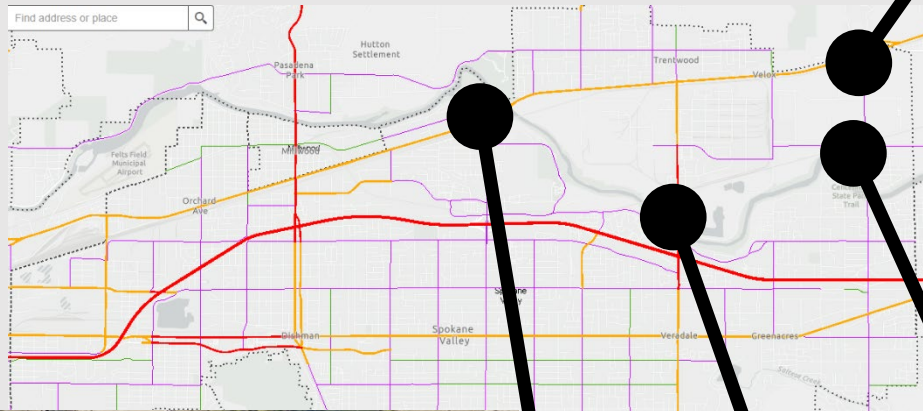
John Hohman, P.E., City Manager

Adam Jackson, P.E., Sr. Engineer-Planning & Grants

September 16, 2022



FMSIB Investments in Spokane Valley



Barker Road/BNSF GSP

20% Award from 2010

\$49.1 M Application

\$10 M Max Award

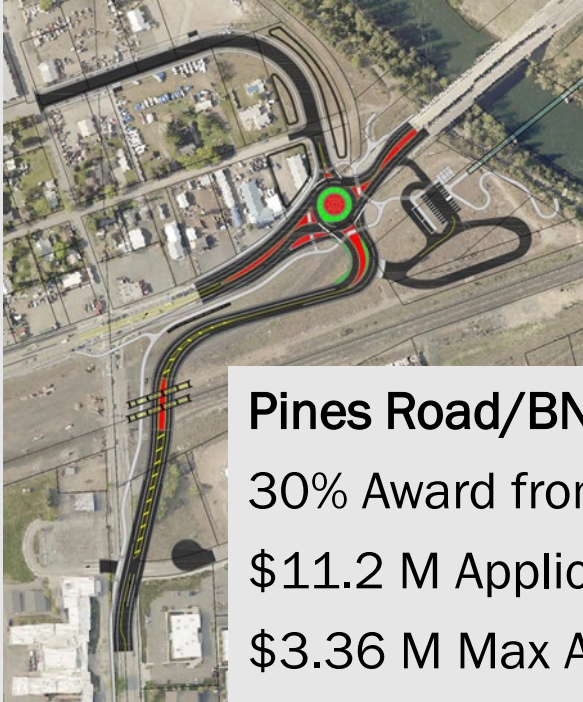
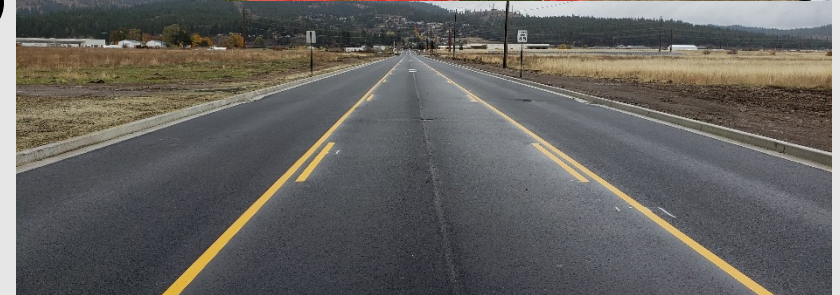


Barker Road Corridor (Spokane River to BNSF)

20% Award from 2018

\$8.4 M Application

\$1.68 M Max Award



Pines Road/BNSF GSP

30% Award from 2000

\$11.2 M Application

\$3.36 M Max Award

Sullivan Road West Bridge (at Spokane River)

2010 Application

\$15.64 Total Project Cost

\$1.56 M Funded (10%)



A project that is actively progressing...

- 2000 WSDOT project application
- 2003 Spokane Valley incorporation
- 2007 FMSIB defers project funding
- 2013 Project eligible for cancellation
- 2016 Early ROW acquisition
- 2017 PE Begins
- 2018 FMSIB considers cancellation/deferral
- 2019 City update on project status
FRA funds PE with CRISI Award
- 2020 Final alignment selected
Additional ROW acquired
- 2022 60% PE + NEPA CE
\$28 Million federal awards secured
- 2023 Complete Design and ROW Acquisition
- 2024 Start construction



Then versus Now...

2000 WSDOT Application

\$11.2 M Total Project Cost

\$ 5.3 M Request (47% of total)

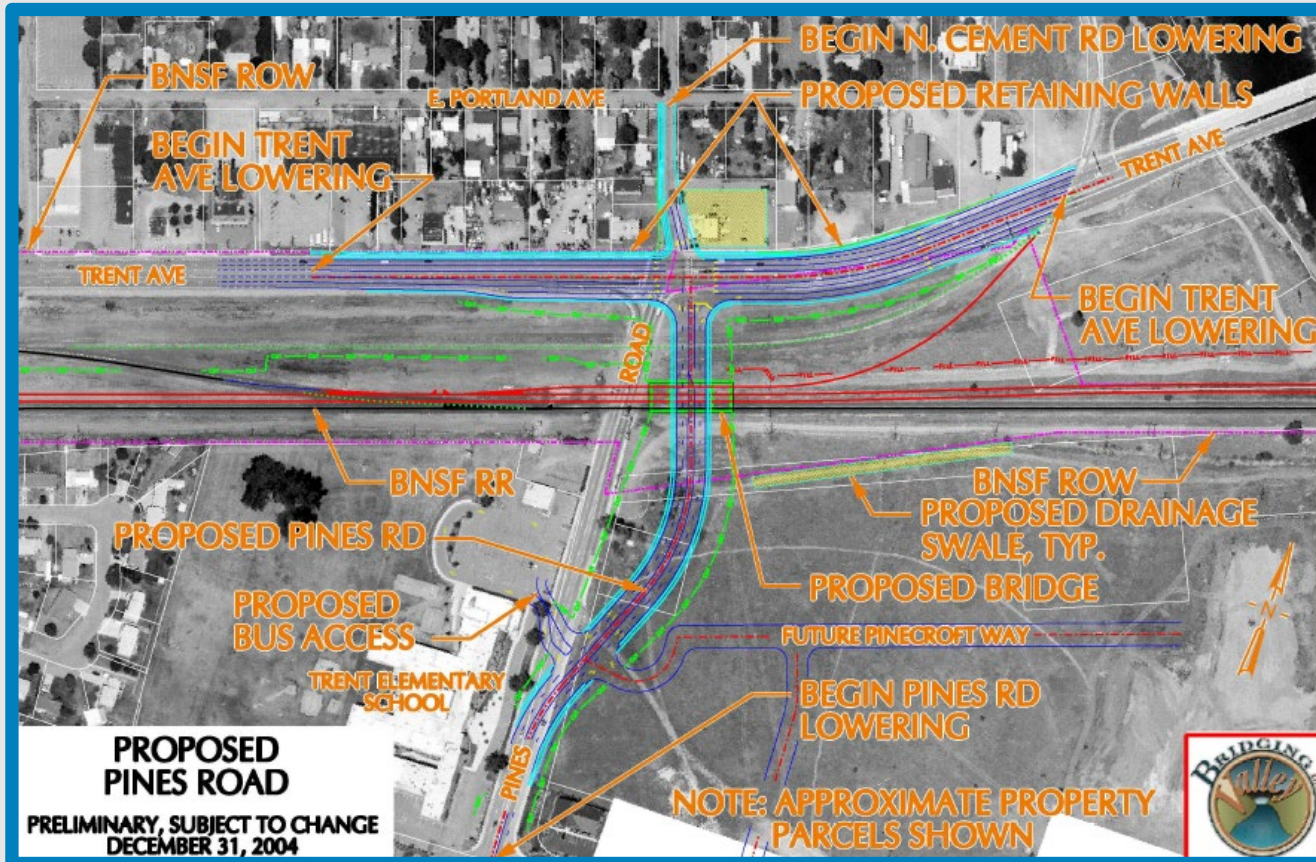
\$ 3.36 M Award (30% of total)

2022 Request

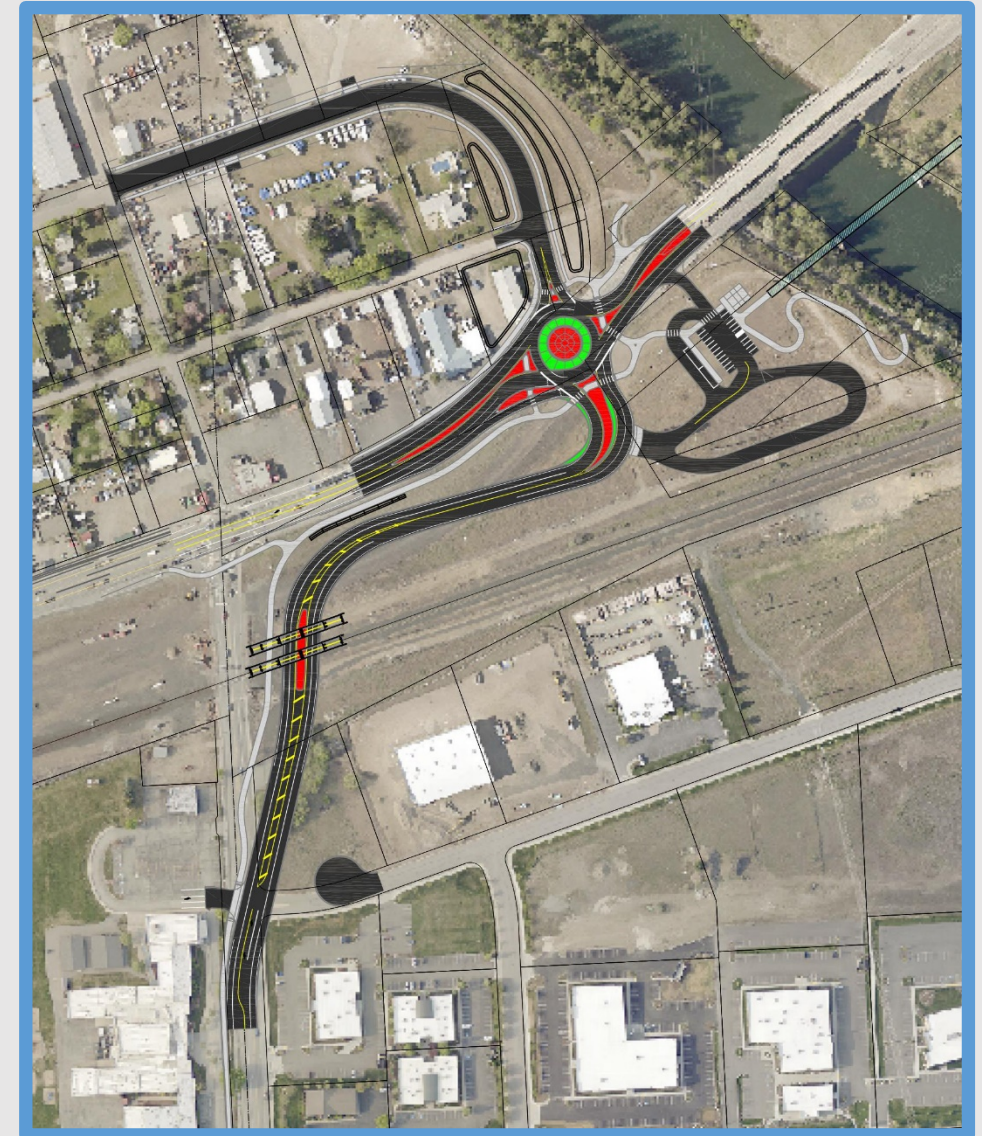
\$40 M Total Project Cost

Federal Awards Secured

Activate with \$5.0 Million



2004 *Bridging the Valley*



Selected Configuration

The freight benefits still remain...

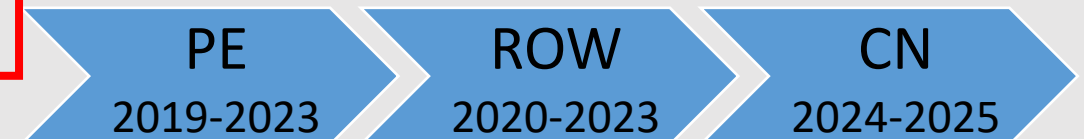


Application Year	2000	2019	2021
SR-27 Avg. Daily Traffic	11,600 vehicles	16,100 vehicles	15,000 vehicles
SR-27 Percent Trucks	4%	10%	15%
SR-27 Peak Hr Truck Vol.	51	160	227
SR-27 RR Xing Delay/Veh	5.7 minutes	3.6 minutes	3.6 minutes
SR-27 Reduced Truck Delay	41 hours/day	93 hours/day	134 hours/day
SR-27 RR Gates-Down Time	9% of day	15% of day	17% of day
SR-27 Reduction in Queuing	539 vehicles/lane	1,191 vehicles/lane	1,239 vehicle/lane

- Year 2000 values are taken from original WSDOT application.
- WSDOT application quantified impacts for the SR-27 rail crossing and did not capture impacts to SR-290.
- Year 2019, 2021 values are calculated from the 2018 FMSIB application template.

Pines Road/BNSF GSP

- Total Project Cost \$39 M
- Secured Fed. CN Funds \$31.0 M (up to \$36.0 M if CDS approved)
 - \$21.7 M RAISE
 - \$ 9.3 M STBG/CMAQ (from MPO)
 - \$ 5.0 M 2023 CDS Earmark-pending Congress
 - Federal participation limited to 80% of eligible project costs
 - Secured federal funds exceed current estimate (per 80/20 split)
- Potential Non-Federal Funds
 - \$ 2.4 M Available City Allocations (secured)
 - \$ 0.3 M Est. BNSF Contribution (planned)
 - \$ 5.0 M Move Ahead WA – RR Xing Grant
 - \$ 2.8 M 2022 TIB Request
 - \$ 5.0 M 2022 FMSIB Request (FY23-25)
 - 20% Non-Federal match is 7.7 M
(Non-Federal portion of the 80/20 Fed/Non-Fed cost share)



Pines Road/BNSF GSP

2-Part Request:

1. Move the Pines Road/BNSF GSP to FMSIB's **ACTIVE** project list and,
2. Award Pines Road/BNSF GSP funding for **\$5.0 Million**.



Thank You!



[Return to Agenda](#)

Study of Inland Intermodal Transfer Facilities – Version 2

Sept. 16, 2022

Background

FMSIB has developed a freight investment “Target Area” titled “Intermodal Transfer Facilities” with a “Desired Freight Outcome” as follows:

“Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.”

WSDOT has funded a research project, conducted by WSU, titled “Innovative Freight Movement Through Inland Multi-Use Ports: Estimating Public & Private Benefits.” The Purpose Statement is:

“The aim and purpose of this research effort is to develop an empirical approach that allows public transportation agencies to evaluate potential locations, value and benefits, from proposed inland port alternatives. Prior research has focused predominantly on the size/scale requirements to sustain economic viability, without adequately addressing how inland port terminals generate public benefits from improved freight efficiencies that shifts freight traffic away from congested urban highways and onto rail for import/export freight movements. These efficiency improvements span multiple commodities and supply-chain systems and potentially advancing new business opportunities. This innovative analysis framework may be applied nationwide as congested ports in urban areas face similar challenges providing safe, efficient and inclusive transportation that satisfies many states’ climate and equity policy goals.”

The project is funded to produce a methodology and model. The Draft report should be available by end of 2022.

Proposal

At their June 2 Workshop, the FMSIB Board discussed the potential for a cooperative effort by WSDOT and FMSIB to conduct a follow-up study, using the methodology and model provided by the WSU research, to evaluate potential Inland Intermodal Transfer Facility sites. The work scope for this follow-up evaluation will be cooperatively developed by WSDOT and FMSIB with input from WPPA.

Study Objectives

1. Identify potential candidate sites with viability as inland intermodal transfer facilities/terminals.
2. Conduct literature review of contemporary inland intermodal transfer facilities/terminals to identify lessons learned and best practices.
3. Using existing research methodology and modeling, assess the candidate sites for costs, direct/indirect benefits, development feasibility, and impacts to the supply chain, intermodal transportation system and infrastructure.
4. Prepare a comparative analysis of the candidate sites using established criteria.
5. Work with stakeholders to collect input on the candidate sites and determine project development needs.
6. Prepare recommendations to the sponsoring agencies (WSDOT, FMSIB, WPPA?) for potential further evaluation and actions.

Estimated Study Duration – Eight to twelve months

Estimated Study Cost - \$200,000 to \$300,000

FMSIB Phase 2 Proviso Report - Summary of Submittals

Report to Board - 9/16/22

<u>MPO/RTPO/Port</u>	<u>Counties</u>	<u>FMSIB Region</u>	<u>Rec'd</u>	<u># Projects</u>	<u>\$ Total</u>	<u>\$ Average</u>
BFCG	Benton, Franklin	EW	x	8	\$ 57,442,000	\$ 7,180,250
CDTC	Chelan, Douglas	EW	x	33	\$ 176,118,339	\$ 5,336,919
CWCOG	Cowlitz, Wahkiakum, Lewis, Pacific, Grays Harbor	WW	x	3	\$ 167,974,000	\$ 55,991,333
IRTPO	Whidbey	WW				
LCVMPO	Clarkston/Lewiston	EW				
NEW RTPO	Ferry, Stevens, Pend Orielle	EW				
OCOG	Okanogan	EW				
Palouse RTPO	Whitman, Columbia, Garfield, Asotin	EW				
Peninsula RTPO	Clallam, Jefferson, Mason, (Kitsap)	WW	x	3	\$ 11,714,000	\$ 3,904,667
PSRC	King, Snohomish, Pierce, (Kitsap)	PS	x	66	\$ 3,915,258,574	\$ 59,322,100
QUADCO	Kittitas, Grant, Lincoln, Adams	EW				
RTC	Clark, Skamania, Klickitat	WW	x	11	\$ 186,529,987	\$ 16,957,272
SCOG	Skagit	WW	x	10	\$ 122,688,134	\$ 12,268,813
SRTC	Spokane	EW	x	10	\$ 156,677,087	\$ 15,667,709
TRPC	Thurston	WW	Pend.			
WWVMPO	Walla Walla	EW	x	16	\$ 294,882,000	\$ 18,430,125
WCOG	Whatcom	WW	x	0	\$ -	
YVCOG	Yakima	EW				
				160	\$ 5,089,284,121	\$ 31,808,026
Port of Olympia			x	3	\$ 15,031,225	\$ 5,010,408
NWSA			x	8	\$ 415,500,000	\$ 51,937,500
Port of Tacoma			x	1	\$ 80,000,000	\$ 80,000,000
Port of Seattle			x	7	\$ 46,125,000	\$ 6,589,286
				19	\$ 556,656,225	\$ 29,297,696
Statewide			x	4	\$ 45,900,000	
		TOTAL ABOVE:		167	\$ 5,150,215,346	\$ 30,839,613

FMSIB Statutory Regions			
PS	66	\$ 3,915,258,574	76%
WW	30	\$ 503,937,346	10%
EW	67	\$ 685,119,426	13%
Statewide	4	\$ 45,900,000	1%
Total	167	\$ 5,150,215,346	100%

Year of Construction			
2023	21	\$ 300,050,052	6%
2024	33	\$ 494,516,169	10%
2025	31	\$ 469,106,111	9%
2026	25	\$ 713,289,000	14%
2027	17	\$ 273,722,814	5%
2028	17	\$ 226,292,200	4%
"Other"	11	\$ 2,400,639,000	47%
Blank	11	\$ 272,600,000	5%
Total	166	\$ 5,150,215,346	100%

FMSIB Statewide Freight Project Investment Categories and Outcomes – Phase 2
Report to Board - 9/16/22

Eligibility Criteria

- 1. On the FGTS or benefits the FGTS.
- 2. Under construction within six years.

Prioritization Criteria

- 1. Tonnage (based on FGTS Classification), supplemented by truck percentage and/or number of trucks.
- 2. Non-state Match (Percentage of total cost).
- 3. Percentage of funding “committed.”

Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts	Example: Allocation of FMSIB LEAP list "Future Awards" thru 2029	Six-yr. Need Submitted	% Need Funded with Current FMSIB revenue
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%	\$ 15,800,000	\$ 43,542,000	36%
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%	\$ 11,850,000	\$ 236,705,345	5.0%
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	10%	\$ 7,900,000	\$ 1,854,094,100	0.4%
Improving the Operations of the Existing System	Transportation Systems Management and Operations (TSMO)	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%	\$ 3,950,000	\$ 95,288,350	4.1%
Expanding the Existing System	Grade Separation Projects	Improve safety and equity by reducing road rail conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	10%	\$ 7,900,000	\$ 984,893,385	0.8%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%	\$ 7,900,000	\$ 1,364,557,941	0.6%
Achieving the Freight System of the Future	Land Banks	Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.	5%	\$ 3,950,000	\$ -	N/A
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.	5%	\$ 3,950,000	\$ 800,000	494%
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.	10%	\$ 7,900,000	\$ 295,964,225	2.7%
	Zero Emissions	Improve air quality and equity within the freight industry by moving toward zero emissions; electrification for short haul/drays at shipping ports, railyards and airports; hydrogen for long haul applications.	10%	\$ 7,900,000	\$ 229,370,000	3.4%
Total:				\$ 79,000,000	\$ 5,105,215,346	1.5%

\$ 5,104,315,346	MPO/RTPO/Ports
\$ 900,000	Statewide (Specific FTA's)
\$ 5,105,215,346	Subtotal
\$ -	Error Check
\$ 45,000,000	Statewide (All FTA's)
\$ 5,150,215,346	Total

State Auditor Office (SAO) FMSIB Audit

September 16, 2022

Background: Every four to six years, SAO audits each Washington State agency. The last FMSIB audit took place in 2016.

Issue: In June, SAO began the process of reviewing FMSIB Risk Assessment in regard to:

- Internal control monitoring
- Compliance with laws and regulations
- Any risk of non-compliance
- General safeguarding of public records
- Monitoring activities related to fraud

On July 27, Chair Gatchet, Director Ziegler, Executive Assistant Sally See, and our accounting specialist from Local Programs Lynn Noah, met with SAO to conduct a “Risk Assessment.”

The same group and Local Programs Project Manager Stephanie Tax met on August 5 for an “Entrance Conference” informing FMSIB of the specific areas in which FMSIB will be reviewed:

- Payroll
- Project Monitoring

Payroll questions have been addressed in full with no further questions from SAO.

Director Ziegler and Sally See are working with WSDOT Local Programs to gather the information requested on Project Monitoring, as well as providing the information we have in our files. This should be wrapped up by the end of September. The next check-in meeting with SAO, Brian, and Sally is scheduled for September 14, 2022.

A final report will be provided to the Board at the November 18, 2022, Board meeting.

The Audit is expected to cost: \$21,240. FMSIB did not budget for this and staff is proposing a 2023 Supplemental Budget decision package to fund this expense.

Action: No Board action is required