

Washington Freight Advisory Committee (WAFAC)

Meeting Agenda July 21, 2017

Time	Topic	Type	Presenter
10:00	Call to Order	Action	Chair Dan Gatchet
10:05	Introductions and Roll Call	Information	Brain Ziegler, FMSIB
10:10	State Freight Plan Development	Information	Jason Beloso, WSDOT Justin Scott, HNTB
11:20	FFY 2018 Freight Project Validation	Discussion	Roger Millar and Ron Pate, WSDOT
11:55	Review of Action Items	Action	Chair Dan Gatchet
12:00	Adjourn	Action	All

National Highway Freight Program

Background

The National Highway Freight Program (NHFP) provides \$6.3 billion in formula funds over five years for States to invest in freight projects on the NHFN. Up to 10 percent of these funds may be used for intermodal projects.

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN. The eligible uses of program funds include 23 project types, ranging from development phase activities to construction, rehabilitation, or any other surface transportation projects improving the flow of freight into and out of a freight intermodal facility. NHFP funding allocated to Washington State over the next three federal fiscal years is shown below.

NHFP Funding by Year

STATUS	FFY18	FFY19	FFY20
Obligation Authority estimated to be available for NHFP (final amounts depend on Congressional action taken in transportation appropriation bills)	18,122,000	20,388,000	13,692,000

Development of the 2016 freight project list

WSDOT's approach to develop the freight project list and to program NHFN funds are directed by Washington State's legislative requirements. In 2016, House Bill 2524 Section 218 (4) (b) specifies that: "The department [WSDOT], in conjunction with the stakeholder group, must provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must have approval from all impacted stakeholders. The prioritized list must be submitted to the office of financial management and the transportation committees of the legislature by November 1, 2016."

To meet this requirement, WSDOT consulted with WAFAC on a project solicitation process and criteria for developing a freight project list. WSDOT and FMSIB initiated a call for freight projects eligible for the NHFP in May 2016. Cities, counties and ports, were asked to submit projects through their MPOs and RTPOs by August 30, 2016. Tribes were encouraged to coordinate with MPOs and RTPOs in submitting freight projects. Submitted projects were reviewed for eligibility and sorted based on readiness for construction, size of the funding request, and the amount of local match provided per WAFAC recommendations. Some limited discussions of how projects benefit the freight system also occurred.

A tiered approach was used to categorize freight projects based on their scheduled years, with Tier 1 projects eligible for the 2017-2019 biennium and scheduled to go forward by June 2018. WSDOT and FMSIB sorted the 2016 freight project list based on the following WAFAC recommendations, and submitted the list to the state Legislature on November 1, 2016:

- Use 10% of NHFP funding for Tier 1 eligible freight multimodal projects as permitted in 23 USC 167 (i), and the remainder to fund roadway projects.
- Prioritize Tier 1 freight multimodal and roadway projects based on the following criteria:
 - Sort projects based on their project phase: projects ready for construction activities first, projects ready for right-of-way activities second, and projects ready for preliminary engineering activities third.
 - Sort projects within the same phase based on funding match: projects with a partial funding match first, and projects without a funding match second.

- Sort projects within the same phase and with a partial funding match based on their funding gap, from low to high.
- Include Tier 2, Tier 3, and ineligible projects organized by percent of funding request compared to total project cost, low to high.

Validation of the 2016 freight project list

In 2017, Engrossed Senate Bill 5096, Section 311(5) provided up to \$43.8 million in federal appropriation authority solely for Tier 1 projects on the 2016 freight project list. The bill specifies that: “The department shall validate the projects on the list. Only tier one projects on the prioritized freight project list that are validated by the department may receive funding under this subsection. The department shall continue to work with the Washington state freight advisory committee to improve project screening and validation to support project prioritization and selection, including during the freight mobility plan update in 2017. The department may compete for funding under this program and shall provide an updated prioritized freight project list when submitting its 2019-2021 budget request. To the greatest extent practicable, the department shall follow the Washington state freight advisory committee recommendation to allocate ten percent of the funds in this subsection to multimodal projects as permitted under the fixing America’s surface transportation (FAST) act.”

To accomplish the requirement, WSDOT adopted a two-stage approach to determine project readiness and evaluate freight benefits. The following approach was discussed with WAFAC staff and members and communicated to project sponsors:

- Stage 1: WSDOT will validate the Tier 1 construction projects to award the NHFP funding projected to be received in FFY 2018.
- Stage 2: WSDOT will validate remaining unfunded Tier 1 and all Tier 2 projects, and use improved freight benefit evaluation methodology developed as part of the 2017 state freight plan update to prioritize projects for remaining FAST Act funds. FFY 2019 NHFP funds will be awarded to Tier 1 projects through this state freight plan update process.

Next Steps

A validated, prioritized, fiscally-constrained freight project list that meets federal requirements will be included in the 2017 state freight plan update. That updated 2017 state freight plan is required to be approved by the Federal Highway Administration by December 4, 2017. Without an approved plan with a fiscally-constrained project list by that deadline, no NHFP funds may be expended after December 4th.

National Highway Freight Program

List #1: FFY 2018 Projects Validated for Readiness

Validation of project readiness only

As part of stage 1 validation process, WSDOT reviewed and validated submitted information for Tier 1 construction projects to ensure they meet state and federal requirements and are ready for construction:

- Inclusion in STIP, NEPA approval, right of way certified, etc.
- Federal authorization of construction before 11/30/2017 (beginning December 4, 2017, the Federally-approved state freight plan will be used)
- NHFP project amount cannot exceed original request in 2016
- All other sources of funding secured
- Meet local match commitment and requirements for federal funding

Validation actions taken

- In June, WSDOT asked project owners to submit updated project information for validation purposes.
- In July, WSDOT called project owners to clarify submitted information.
- WSDOT then updated the 2016 WAFAC/WSDOT-recommended project list based on information received, including cost, schedule, or other changes. The list includes only projects ready for FFY 2018 funding, through the available funding limit.

Advantages of this approach

- More projects are funded with smallest requests receive funding using an ascending approach.
- Projects are located in eastern and western Washington.

Disadvantages of this approach

- This approach does not include NHFP goal evaluation or consideration of freight benefits.
- Projects may have minimal freight system benefit.
- Two cities with two projects each are on the list for funding, while others farther down the list receive no funding.

Validated FFY 2018 Intermodal Projects

Project Name	Project Owner	NHFP Request	Total Cost
South Terminal Modernization Project Phase II	Port of Everett	\$1,812,200	\$50,100,000

Validated FFY 2018 Roadway Projects

Project Name	Project Owner	NHFP Request	Total Cost	Freight Corridor Designation
Appleway Ave. Signalization at Madson St.	City of Liberty Lake	\$378,900	\$741,417	T-2
Appleway Ave. Signalization at Signal Dr.	City of Liberty Lake	\$378,900	\$741,417	T-2
Nickerson St. Reconstruction	City of Seattle	\$1,400,000	\$7,736,000	T-2
Pacific Highway E/54th Ave E Intersection Improvements	City of Fife	\$2,000,000	\$9,261,741	T-1
142nd Ave & 24th St	City of Sumner	\$4,707,200	\$5,547,406	T-1
Bigelow Gulch - Forker Road Connector- Project 4A; CRP 2989A	Spokane County	\$5,871,876	\$9,422,751	T-2
S Lander St Grade Separation and Railway Safety Project	City of Seattle	\$3,000,000	\$125,000,000	T-2

Multimodal and Highway total: \$19,549,076

Obligation Authority projected to be available for NHFP: \$ 18,122,000

Difference between total NHFP request and obligation: (\$1,427,076)

Note: freight corridor designation are based on gross truck tonnage moved through the corridor:

T-1: freight corridors carrying more than 10 million tons per year;

T-2: freight corridors carrying 4 million to 10 million tons per year.

National Highway Freight Program

List #2: FFY 2018 Projects Validated for Readiness and Prioritized for Freight System Benefits

Validation of project readiness

As part of stage 1 validation process, WSDOT reviewed and validated submitted information for Tier 1 construction projects to ensure they meet state and federal requirements and are ready for construction:

- Inclusion in STIP, NEPA approval, right of way certified, etc.
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Prioritizing projects for freight system benefits

WSDOT developed a methodology for ranking projects based on freight system benefits. See Methodology sheet for further information. WSDOT reviewed and validated the submitted information for freight system benefits using the following criteria:

- Meeting National Highway Freight Program goals.
- Providing statewide, regional, and local freight system benefits.

Prioritizing actions taken

- Prioritized list with freight system benefits.
- Limited one project per owner.

Advantages of this approach

- This approach includes National Highway Freight Program goal evaluation.
- Projects provide greater benefits to the freight system.
- Projects are located in eastern and western Washington.
- Projects benefit statewide, regional, and local areas.

Disadvantages of this approach

- Reduces the number of projects funded by not using a sorted, ascending approach.

Validated and Prioritized FFY 2018 Intermodal Projects

Project Name	Project Owner	NHFP Request	Total Cost	Benefit Score
South Terminal Modernization Project Phase II	Port of Everett	\$1,812,200	\$50,100,000	12

Validated and Prioritized FFY 2018 Roadway Projects

Project Name	Project Owner	NHFP Request	Total Cost	Freight Corridor Designation	Benefit Score
S Lander St Grade Separation and Railway Safety Project	City of Seattle	\$3,000,000	\$125,000,000	T-2	13
I-90/Floating Bridges - Replace Anchor Cables	WSDOT	\$5,769,979	\$6,016,151	T-1	13
Pacific Highway E/54th Ave E Intersection Improvements	City of Fife	\$2,000,000	\$9,261,741	T-1	12
142nd Ave & 24th St	City of Sumner	\$4,707,200	\$5,547,406	T-1	11
Bigelow Gulch - Forker Road Connector- Project 4A; CRP 2989A	Spokane County	\$5,871,876	\$9,422,751	T-2	9

Multimodal and Highway total: \$23,161,255

Obligation Authority projected to be available for NHFP: \$ 18,122,000

Difference between total NHFP request and obligation: (\$5,039,255)

Note: freight corridor designation are based on gross truck tonnage moved through the corridor:

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National Highway Freight Program

Methodology Used to Analyze Projects for Freight System Benefits

Evaluating projects for freight system benefits

WSDOT reviewed and scored projects based on how well they meet National Highway Freight Program goals and how they benefit the freight system at a statewide, regional, and local level. The benefit evaluation was a qualitative analysis, using the following approach:

- A five-point scale was utilized for each benefit category (i.e., statewide, regional, local). Total benefit score is the sum of points assigned to each benefit category;
- Points were assigned for projects based on their benefits to the freight system, including:
 - Projects on major truck routes (e.g., T1 or T2 Truck Freight Economic Corridors) were assigned higher scores;
 - Projects that serve major freight generators (e.g., ports, distribution and manufacturing clusters, freight land uses) were assigned higher scores;
 - Projects where infrastructure failure would result in a significant safety or mobility issue (e.g., bridge closure) were assigned higher scores;
 - Projects in areas without alternative route availability were assigned higher scores (e.g., mountain passes);
 - Projects demonstrating freight benefits with supporting data and facts (e.g., number of jobs created, hours of truck delay reduced) were assigned higher scores.

Prioritizing projects based on freight system benefits

- Rank all validated freight projects ready for FFY18 funding based on their total benefit score, from high to low
- List projects receiving identical benefit scores in the same order as 2016 project list



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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Dan Gatchet,
Chair

July 14, 2017

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

Web Site
www.fmsib.wa.gov

Mr. Roger Millar, Secretary
WSDOT
PO Box 47316
Olympia, WA 98504

Re: WSDOT Presentation to the Washington Freight Advisory Committee (WAFAC) June 20th Meeting

Dear Secretary Millar:

Thank you for presenting to the June 20th Committee meeting regarding your proposal for revising the distribution of Federal Freight Formula Funding. We appreciate the collaborative relationship the WSDOT has forged with the freight community through this federally-encouraged Freight Advisory Committee. We are pleased to review and comment on your ideas, though we understand you have rescinded your proposal via e-mail communication to the Committee dated June 30th.

To recap, here is a summary of your proposal:

- Ten percent of the funding would be dedicated to intermodal projects on the WAFAC list, approximately \$2.19 million annually. Under the National Highway Freight Program, up to 10 percent of the funds may be used for freight intermodal and freight rail projects in each fiscal year.
- The remaining 90 percent would be spent on projects as follows:
 - 50% from the WAFAC list to preserve the National Highway Freight Network, approximately \$9.855 million annually.
 - 50% would be spent on other roadway projects from the WAFAC list, approximately \$9.855 million annually.

Since the Committee has no procedures for polling members and taking votes on issues, I have asked staff to contact Committee members to get their sense of this set-aside concept and to develop this response, which I believe best reflects the consensus of those WAFAC members who participated in the June 20th call.

During the June 20th presentation, you heard concerns from some freight stakeholders about the value of a set-aside for preservation projects. In the perspective of the port, city, and MPO members who commented, the 2016 legislative proviso directed the "WSDOT-facilitated freight advisory committee" (i.e., WAFAC) to prepare a prioritized list of freight projects. There was no mention in this legislative direction to segregate preservation projects. Further, that 2016 proviso required the project list to be agreed to by all

Secretary Millar
July 14, 2017
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stakeholders. It was agreed to by all stakeholders, including the WSDOT representative on the Committee (Amy Scarton, WSDOT Assistant Secretary).

In compliance with that 2016 proviso, the WAFAC submitted the prioritized to WSDOT, which was transmitted to the legislature and the executive branch in October 2016. The formal letter to the legislature and executive branch was signed by the Chair of WAFAC and the WSDOT Secretary. As the WAFAC/WSDOT transmittal letter states, the list was prioritized by the Committee and the freight stakeholders agreed to that priority. Again, there was no mention in the WAFAC legislative transmittal of segregating preservation projects.

Lastly, the 2017 Legislature considered the WAFAC's prioritized list and funded the projects in Program Z (Local Programs). Additionally, the attendant proviso directs WSDOT to fund the prioritized list recommended by WAFAC "to the greatest extent possible." In the opinion of many WAFAC stakeholders, the validation process requested by the proviso was to verify there had been no substantive changes in the project details used to prioritize the list (i.e., meeting federal criteria, project scope, schedule, budget, readiness, and match amount).

Frankly, many freight stakeholders were concerned to learn that WSDOT was introducing a new parameter, i.e., "freight benefit," into the project prioritization. This new requirement is in contrast to the May 2016 Call for Project which established only two criteria:

1. The proposed project must be on the designated freight network, and
2. The proposed project must meet one or more of the established 22 federal project criteria.

Furthermore, of the \$38 million in WAFAC-approved projects on the list, \$31 million are partnered with either FMSIB funding, FASTLANE funding, and/or impact operations of the Puget Sound Gateway project (SR167 and SR 509). It is apparent to WAFAC that the proposed list provides substantial freight benefits and these benefits have been "validated" by other organizations.

To be clear, WAFAC members support achieving preservation goals on the freight system. It's an important, underfunded need identified by freight system users, general purpose transportation users, and infrastructure owners. However, the WAFAC consensus is that this new federal freight program was created by Congress to improve many elements of freight mobility, as illustrated by the seven national freight goals outline in the act and the 22 federally-designated project criteria. While preservation is one of many desired outcomes, it is not necessarily the most important among many desired outcomes. In summary, the proposed set-aside for preservation projects is not something the WAFAC can support.

The Committee continues to appreciate WSDDOT's participation and candor in this Freight Advisory Committee process. Thank you again for sharing your concepts with the Committee.

Sincerely,

Dan Gatchet
Chair

National Highway Freight Program

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2017 Freight System Plan & Freight Investment Plan

Washington State Freight Advisory
Committee (WAFAC) Meeting

July 21, 2017



Welcome and Agenda

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12:00	Adjourn	Action	All

Introductions

WAFAC members are participating:

- at PSRC headquarters (Seattle)
- over the phone

To join the webinar:

- Install BlueJeans browser plug in: <http://bluejeans.com/downloads>
- Connect to the BlueJeans (WAFAC) meeting: <https://bluejeans.com/344179360>
- Option to join via phone: dial 408.740.7256 and enter conference ID 344179360

State Freight Plan Development

Freight System Plan includes:

- Freight Investment Plan
- Marine Ports and Navigation Plan

Freight Components in Washington:

- Global Gateway - access to international markets
- Made in Washington - manufactured or produced in Washington
- Delivering Goods to You - representing local freight delivery

Freight System Plan Purpose

Economy:

- Washington is second most trade-dependent state in the nation
 - \$126.8 billion in total imports and exports value
 - 1.41 million jobs in freight-dependent industries (including wholesale, retail, manufacturing, construction, transportation, and agriculture/timber and wood products)
 - \$550.5 billion in gross business income for freight-dependent sectors

Federal and State requirements

Update freight planning activities

Freight System Plan Strategies

Economic Vitality

- Accommodate population and business growth
- Promote international exports

Preservation

- Address pavement and bridge preservation needs on major truck routes
- Rail, marine, and air cargo maintenance and preservation

Safety

- Reduce truck-related fatalities and serious injuries
- Assess opportunities to improve truck parking
- Enhance rail crossing safety



Freight System Plan Strategies

Mobility

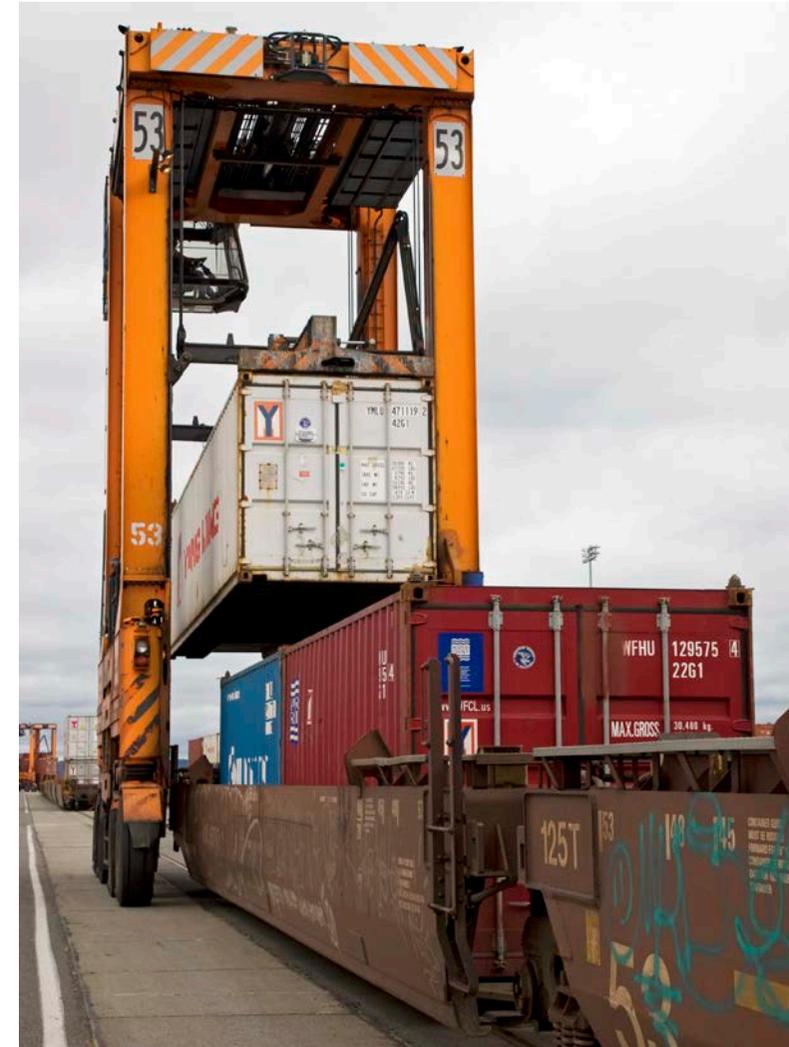
- Address traffic congestion and truck bottlenecks
- Improve intermodal connections
- Monitor emerging technologies

Environment

- Assess vulnerability of climate impacts
- Reduce diesel emissions
- Monitor the safety and security of fuel supply chains

Stewardship

- Improve freight system resiliency
- Identify sustainable freight funding



Marine Ports and Navigation Plan

Foundation Setting

- Accounting of issues, trends, challenges, and needs
- Develop as a stand alone document
- Findings integrated into Freight System Plan and Statewide Multimodal Transportation Plan



RCW 47.06.070 | Marine ports and navigation plan

The state-interest component of the statewide multimodal transportation plan shall include a state marine ports and navigation plan, which shall assess the transportation needs of Washington's marine ports, including navigation, and identify transportation system improvements needed to support the international trade and economic development role of Washington's marine ports.

Outreach and Schedule - 2017

February – March

- Initial scoping
- Solicit input and information, focusing on our scope and approach for the 2017 Plan update, and present the issues and trends identified in 2014.

April – June

- In-progress update
- Present our preliminary analysis of issues and trends for 2017, and present the recommendations and strategies identified in 2014.

June – September

- Review of findings
- Share the final draft of the plan
- Solicit feedback on recommendations and strategies.

December

- Final plan submitted

2017 Freight Mobility Plan Schedule	2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Document Development													
Draft Plan Preparation													
Draft Plan Review													
Final Plan Preparation													
FHWA Review													
Plan Complete													
Outreach													
Phase 1 - Scope													
Phase 2 - Update													
Phase 3 - Review													
Ad Hoc Meetings													

2017 Freight Benefit Evaluation Schedule

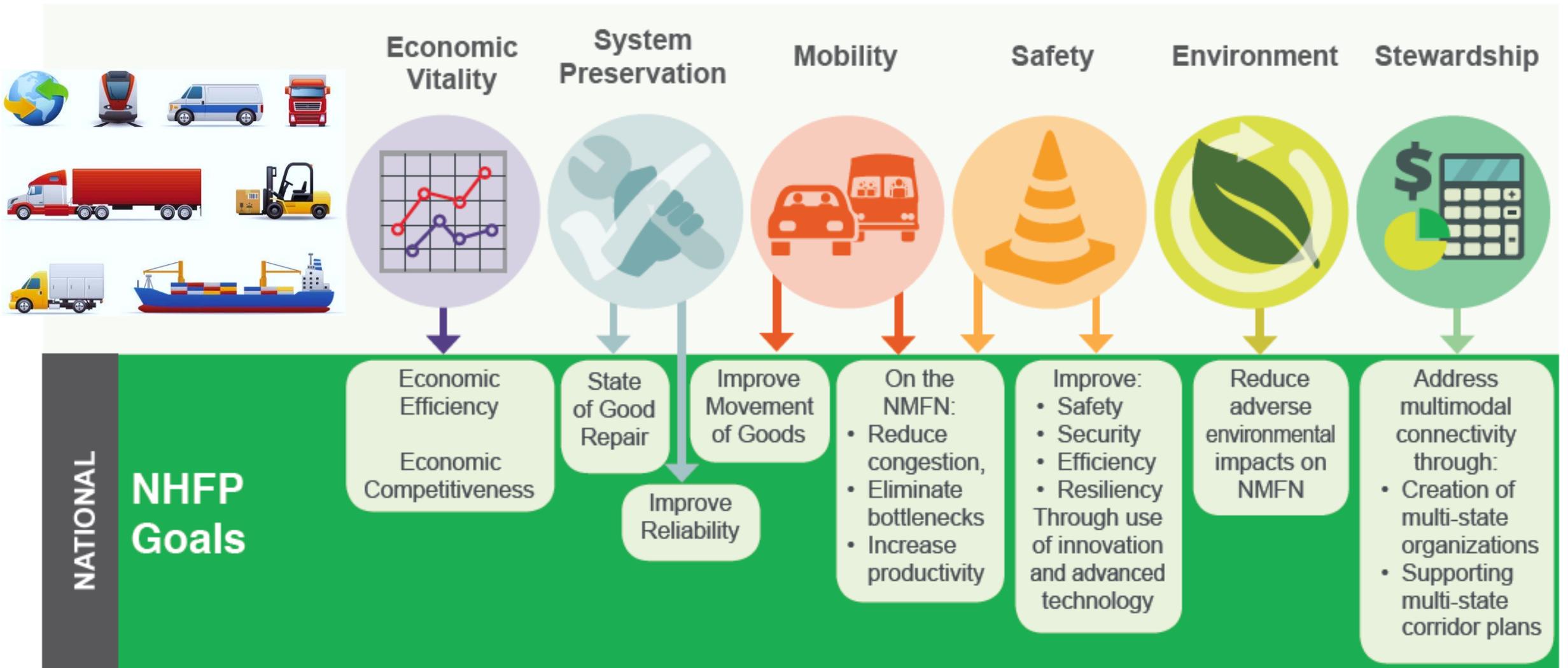
- In July – August, develop freight benefit evaluation tool to prioritize projects
- In August, WSDOT will request project information from proponents
- In September, WSDOT will validate freight system benefits of projects with new tool
 - Present results to WAFAC and stakeholders
- Prioritized fiscally-constrained projects will be included in a five-year Freight Investment Plan that is part of the 2017 Freight System Plan

Freight Plan Analysis Tool

- Excel based project ranking tool
 - Used to rank projects based on various goals/priorities/policies
 - Weighting and scoring of project data informs project ranks
- Data clearinghouse for Stage 1 and 2 information
- Used across the country
 - Tailored to meet Washington State freight goals
- Assumptions
 - Highway centric
 - Quantitative vs. qualitative data

Project Prioritization

Prioritization will be guided by State Transportation System Policy Goals



Goal 1: Economic Vitality

Measure Areas	Evaluation Criteria	Value
Economic development of local or regional businesses	Does this project support or contribute to economic vitality of local or regional businesses?	Y/N, Y-high, Y-med, Y-low
	Analysis of projects on Truck Freight Economic Corridors	Within X miles, T-1, T-2
International Exports	Does this project support international exports?	Y/N, Y-high, Y-med, Y-low

Goal 2: Preservation

Measure Areas	Evaluation Criteria	Value
State of good repair of freight infrastructure	Does this project improve the state of good repair of freight infrastructure?	Y/N, Y-high, Y-med, Y-low
	Analysis of pavement and bridge condition data	Good, fair, poor

Goal 3: Safety

Measure Areas	Evaluation Criteria	Value
Fatalities or Serious Injuries on the freight system	Does project reduce heavy truck related crashes?	Y/N, Y-high, Y-med, Y-low
	Analysis of projects on high crash segments	Number of crashes
Truck Parking	Does this project improve truck parking?	Y/N, Y-high, Y-med, Y-low
Conflict between freight modes or between truck traffic and other roadway users	Does this project reduce conflicts between freight modes, or between freight and passenger modes?	Y/N, Y-high, Y-med, Y-low

Goal 4: Mobility

Measure Areas	Evaluation Criteria	Value
Freight congestion and bottlenecks	Does this project reduce freight congestion or bottlenecks?	Y/N, Y-high, Y-med, Y-low
	Analysis of congestion	Y/N, Y-high, Y-med, Y-low
Intermodal connectivity between different freight modes	Does this project improve intermodal connectivity between different freight modes?	Y/N, Y-high, Y-med, Y-low
	Analysis of projects providing connectivity to freight facilities	Within 0-1, 1-2, 2-3 miles

Goal 5: Environment

Measure Areas	Evaluation Criteria	Value
Climate Impacts Vulnerability Assessment	Does this project reduce vulnerability of climate impacts?	Y/N, Y-high, Y-med, Y-low
	Analysis of projects in areas identified as vulnerable	Y/N, Y-high, Y-med, Y-low
Air pollutant emissions through modal shift or improving traffic flow	Does this project reduce diesel emissions?	Y/N, Y-high, Y-med, Y-low
	Analysis of projects in communities identified as vulnerable	0-1 mile, 1-2 miles, etc.

Goal 6: Stewardship

Measure Areas	Evaluation Criteria	Value
Freight system resiliency	Does this project improve freight system resiliency?	Y/N, Y-high, Y-med, Y-low
Financial support by project owners	Percent of project costs with a funding match	0-20%, 20-50%, etc.

Sorting Scenarios/Schemes

- Economic Vitality
- Preservation
- User Defined

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Select Scenario		Scenario 1			
Economic Vitality					
Rank	Project	ID	Type	Total Cost (\$)	Cumulative Cost (\$)
1	Terminal 5 Access Improvements	15	Multimodal	\$ 5,000,000	\$ 5,000,000
2	North Sea-Tac Cargo Facility Acces	64	Multimodal	\$ 50,000,000	\$ 55,000,000
2	Nickerson St Reconstruction	9	Roadway	\$ 12,500,000	\$ 67,500,000
2	Bigelow Gulch Road - Project 5	41	Roadway	\$ 12,722,193	\$ 80,222,193
2	I-90/Yakima River Bridge W of Ellensburg WB/EB - Deck Rehabilitation	136	Roadway	\$ 13,187,525	\$ 93,409,718
2	I-5/SB Cowlitz River Bridge - Repair Bridge	120	Roadway	\$ 294,499	\$ 93,704,217
2	I-90/EB Winery Rd Bridge - Deck Overlay	128	Roadway	\$ 922,659	\$ 94,626,876
2	I-5/Southbound SR 531 Interchange - Paving	117	Roadway	\$ 1,289,790	\$ 95,916,666
2	I-5/Koontz Road Overpass - Repair Bridge	116	Roadway	\$ 2,297,499	\$ 98,214,165
2	SR 432/Cowlitz River Bridge - Painting	142	Roadway	\$ 2,886,590	\$ 101,100,755
2	I-5/Stillaguamish River Br to Hill Ditch Br - Concrete Pavement Rehab	134	Roadway	\$ 17,561,440	\$ 118,662,195
2	I-90/West of Snoqualmie Pass Interchange - Paving	126	Roadway	\$ 1,670,251	\$ 120,332,446
			Multimodal	\$ 10,000,000	\$ 130,332,446
			Multimodal	\$ 35,000,000	\$ 165,332,446
			Multimodal	\$ 31,400,000	\$ 196,732,446
			Multimodal	\$ 55,000,000	\$ 251,732,446
			Multimodal	\$ 20,000,000	\$ 271,732,446
			Roadway	\$ 1,000,000	\$ 272,732,446
			Roadway	\$ 5,574,000	\$ 278,306,446

User Defined Scenario	Tier 1 %
Economic Vitality	5%
Preservation	5%
Safety	75%
Mobility	5%
Environment	5%
Stewardship	5%
Total	100%

Table 1: WS Freight Preliminary Project Ranking By Scenario

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ID	Project	Project Type	Total Cost (\$)	Rank By Scenario			
				1	2	Survey	User
7	Improvements to Tradewinds and East Wind Roads required to support the development of the Port Community Technology System	Multimodal	\$ 1,200,000	39	39	39	51
7	Port Community Technology System	Multimodal	\$ 10,000,000	13	14	1	38
15	Terminal 5 Access Improvements	Multimodal	\$ 5,000,000	1	1	3	25
45	Port of Longview Multi-Cargo Modernization Project (Berth 6/7)	Multimodal	\$ 31,400,000	15	27	2	26
23	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Dock	Multimodal	\$ 21,500,000	40	40	40	39
25	South Terminal Modernization Project II	Multimodal	\$ 55,000,000	16	15	4	13
59	Port of Longview Industrial Rail Corridor (IRC) Expansion Project	Multimodal	\$ 35,000,000	14	13	38	12
17	Terminal 18 Truck Access Improvements	Multimodal	\$ 5,000,000	28	28	4	27
20	Blair Hylebos Rail Improvements	Multimodal	\$ 7,000,000	41	41	41	40
54	Bridgeview Terminal (Berth 1/2) Project	Multimodal	\$ 20,000,000	16	15	4	13
64	North Sea-Tac Cargo Facility Acces	Multimodal	\$ 50,000,000	2	2	27	1
1	Appleway Ave. Signalization at Madson St.	Roadway	\$ 631,500	28	28	4	27
2	Appleway Ave. Signalization at Signal Dr.	Roadway	\$ 631,500	41	41	41	40
29	6th Ave S / Industrial Way Intersection Reconstruction	Roadway	\$ 1,000,000	16	15	4	13
9	Nickerson St Reconstruction	Roadway	\$ 12,500,000	2	2	27	1
11	Pacific Highway E/54th Ave E Intersection Improvements	Roadway	\$ 2,800,000	28	28	4	27
16	Bigelow Gulch Road - Project 4	Roadway	\$ 9,760,803	41	41	41	40

FFY 2018 Freight Project Validation Discussion

- Additional information request sent from WSDOT to project sponsors on 6/6
- Information submittals received by 6/20
- Tier 1 construction projects (Federal authorization of construction before 11/30/2017) were reviewed and validated between 6/20 and 7/20
- Documents to be discussed
 - National Highway Freight Program Background
 - List #1: FFY 2018 Projects Validated for Readiness
 - Methodology Used to Analyze Projects for Freight System Benefits
 - List #2: FFY 2018 Projects Validated and Prioritized for Freight System Benefits

Questions?



For more information,
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Documents will be available at the
WSDOT freight site:

<http://www.wsdot.wa.gov/freight/>

Washington State Freight Advisory Committee (WAFAC)
Meeting Minutes
July 21, 2017

WELCOME:

Chair Dan Gatchet called the meeting to order at 10 a.m. He then stated that at this WAFAC meeting the Committee is essentially advisory and providing feedback to WSDOT proposals. Any future WAFAC role is yet to be determined. FMSIB and WSDOT staff will take meeting minutes and distribute them to all members. Since there is no way to poll members to determine consensus on any issues, WSDOT will end up receiving the feedback from individual members.

The Chair then asked Brian Ziegler, FMSIB Director, to conduct the roll call. Present were the following:

FMSIB: Dan Gatchet, FMSIB/WAFAC Chair; Brian Ziegler, FMSIB Director

WSDOT: Secretary Roger Millar, FMSIB Member; Ron Pate, Director of Rail, Freight & Ports; Jason Beloso, Rail, Freight & Ports; Allison Camden, Director of Government Relations; Stephanie Tax, Local Programs; Wenjuan Zhao, Rail, Freight & Ports; Paul Krueger, Freight Systems Division; Matt Pahs, Transportation Planning; Stephanie Tax, Local Programs

Aerotropolis: Larry Krauter, Spokane International Airport CEO, WAFAC Member

Federal Agencies: Sharon Love, FHWA-Washington Division

Freight Industry Workforce: Dan McKisson, ILWU, WAFAC Member

Freight Railroads: Johan Hellman, BNSF, WAFAC & FMSIB Member

Freight Related Associations: Sheri Call, CEO WTA, WAFAC Member; Chris Herman, WPPA; Sean Eagan, Seaport Alliance; Ranie Haas, WA Tree Fruit Association; Matt Harris, Potato Commission; Kristin Meira, PNW Waterways Association

Local Government: Pat Hulcey, City of Fife, WAFAC & FMSIB Member; Tom Trulove, City of Cheney, WAFAC & FMSIB Member; Jane Wall, AWC; Al French, Spokane County Commissioner

Ports: John Creighton, Port of Seattle, WAFAC & FMSIB Member; Eric fFitch, Port of Seattle; Robert Loken, MARAD

RTPO/MPO: Charlie Howard, PSRC, WAFAC Member; Sean Ardussi, PSRC; Ryan Stewart, SRTC

Governor's Office: Erik Hansen, OFM, FMSIB Member

HNTB: Justin Scott

STATE FREIGHT PLAN DEVELOPMENT: Jason Beloso, WSDOT/Justin Scott HNTB

The Chair asked Mr. Jason Beloso to review the slides discussing the Freight Plan Update Status. In addition to the points in the slide show, Mr. Beloso emphasized the following points:

1. The Freight Investment Plan must be financially constrained.
2. For the first time, the Plan will include a Marine Ports and Navigation Plan (which is not a federal requirement).
3. WAFAC did the heavy lifting of creating the CUFC/RUFC designations.
4. WSDOT's new Truck Parking brochure is a low tech, low cost tool providing a handy reference for truckers.
5. Freight and passenger rail, north and south of Seattle, were impacted by slides recently.
6. The Marine Ports and Navigation Plan is being pursued wholeheartedly for the first time and it is a foundational document.
7. Regarding the Plan development schedule, the diamond icon is important: The Freight Plan must be certified by FHWA by December 4 in order for the state to obligate federal freight funds.
8. WSDOT's freight project validation work and Freight Plan development are of equal priority in the next few months. It is a heavy lift.
9. WSDOT will be making a second request to project sponsors for additional validation data, but just for unfunded Tier 1 and all Tier 2 projects.

Mr. Beloso then turned over the presentation to Mr. Justin Scott, HNTB, who reviews the next few slides. He said the proposed Excel tool is intended to be user-friendly and based on this state's freight goals and priorities. One goal of this effort is to move the assessment from a Stage 1 qualitative review to a Stage 2 quantitative assessment.

To that end, Justin requested freight data from prospective sponsors (AADT, truck percentages, etc.) to assist in the quantitative approach. Lastly, he mentioned that the federal freight planning and data available is currently highway-centric but moving toward more multi-modalism.

Secretary Millar added that there are two things going on. One, the current WAFAC/WSDOT approved list needs to be validated. But Mr. Scott is talking about "the next list," a five-year fiscally constrained list. The 2016 freight project list with six billion in identified won't be accepted by the federal government, FHWA expects states to make a qualified forecast of freight revenues, and assign those revenues to a five-year fiscally constrained project list. The full \$6 billion list may be an appendix. This tool Mr. Scott is sharing is not about the list the Legislature asked WSDOT to validate. Mr. Ron Pate added that this tool is needed to meet federal requirements to identify freight benefits in a project ranking that is fiscally constrained. Mr. Chris Herman asked whether the WSDOT/WAFAC approved list is the basis, or starting point, for this fiscal constraint process. Roger said yes it was. Mr. Scott added that "fiscally constrained" also means included in a regional planning process as a TIP or the STIP.

Secretary Millar said WSDOT is looking for input from the freight community on qualitative and quantitative measures. Jane Wall stated that the 2016 Legislature asked WAFAC to do this freight project prioritization last year and that the Secretary and WAFAC Chair sent a joint letter to the Legislature and Governor with the prioritized list. She asked why this freight benefit validation issue wasn't raised last year. A list was requested and it was agreed to.

Secretary Millar acknowledged that was a good question. He stated it's somewhat like changing tires on a moving truck, i.e., we have to make changes while the truck is moving. He further said this was caused by the conflation of state biennial budget decisions and federal

budget funding allocations. Secretary Millar said the jointly signed letter proposed a list of projects, sorted smallest project to largest project cost and match, for the Legislature's consideration. The list is far from perfect. The Legislature responded in the 2017-19 budget and directed WSDOT to validate the project list and award funding to projects and then work with WAFAC to improve the process.

Mr. Scott stated that Washington State is viewed as a leader nationally in freight planning. Trying to meet the federal guidance has been like shooting at a moving target. Secretary Millar added that WSDOT and the freight community are all acting in everyone's best interests.

Mr. Sean Eagan asked about the freight benefit ranking tool. He said Washington already has a freight project ranking tool in place and wanted to know if this new process will align with the current one. Mr. Scott stated that the next slides on state policy goals should help answer this question. Secretary Millar clarified if Sean was talking about FMSIB, and Sean said yes.

Secretary Millar stated that FMSIB allocates money to projects based on the legislative funding appropriated each biennium. For the first time, federal money has now been dedicated to the entire freight network. FMSIB has an important role for first and last mile of freight network, but doesn't deal with the entire state system. Mr. Eagan then asked if WSDOT could use the FMSIB scoring process to assess state highway projects. Secretary Millar said we can make this tool anything we want. He further stated that FMSIB is focused on a smaller scale of projects, not "I-90 from Spokane to Idaho" for example. Mr. Eagan replied that Washington already has a tool that works and why can't we just tweak that.

Chair Gatchet added that the FMSIB criteria is diverse and adds up to about 200 points and that the Board ranks projects that are submitted for funding by sponsors. It's a good question to ask about this new WSDOT ranking process. He said he believes WAFAC and WSDOT need to collaborate on this question.

Secretary Millar committed to looking at the FMSIB measures to see which could be used, but also stated we have to be much broader than that. We have to link our policy plan and investment strategy together. We need to make investments that are consistent with the policy decisions we're making as a state. Mr. Scott added that the proposed Project Prioritization will align with state goals. Secretary Millar said that these goals are set by the State Legislature, not WSDOT. Secretary Millar said WSDOT wants feedback from project sponsors on the quantitative measures to use under those goals.

Chair Gatchet asked if the proposed tool allows weighting of criteria. Secretary Millar replied that yes it can, which allows one to slide various factors up or down a scale to see the results of various combinations of criteria weighting.

Mr. Eric fFitch asked whether the definition of various criteria, like "Resilience," will be shared so readers can understand them. Mr. Scott said definitions would all be provided soon. Secretary Millar added that if you have an opinion about any criteria, including a suggested definition of resilience, please send it to WSDOT staff.

Mr. Pat Hulcey asked how project rankings are affected by those sponsors who have secured their partnership funding. Mr. Scott responded that if a project has a significant match, that would rank it higher. He added that the recent INFRA grants process includes this same match incentive. Secretary Millar added that if federal freight funds are the last money in it scores higher.

Ryan Stewart asked via online chat if WSDOT will be sharing this spreadsheet tool with MPO's/RTPO's, emphasizing it would be great to be on the same page when it comes to prioritizing freight projects. Secretary Millar responded saying WSDOT will bring the tool to the WAFAC and he has no problem sharing it with MPOs and RTPOs, it could be a useful tool for them. But we need get the tool right first. Mr. Pate added that the tool may help us get into alignment, this is a foundation for that.

Mr. Chris Herman thanked the WSDOT team for sharing the results of their freight project ranking tool development. He feels this is headed in the right direction. However, he said it still feels really squishy. For example, the "Exports" measure is murky. He added that many states already have good criteria, but it's more specific. He also stated that there is only two months to complete this ranking tool before scoring the projects and questioned how do you get it done and allow for robust input.

Chair Gatchet replied that this tool may not be perfect the first time, and "FMSIB tool had (I think) three to four editions after its first development." But it's a daunting task to meet the schedule. Mr. Pate added that now is the time to provide input. He further added that states get locked in by FHWA to do what they say they plan to do. Secretary Millar said that these are self-imposed constraints and that HNTB is on the team because this effort is not their first freight rodeo. Secretary Millar added that we don't want perfect to be the enemy of the good.

Commissioner Creighton stated that we're pretty good at knowing what factors go into prioritizing freight project funding. The policy discussion centers on how those factors should be weighted. Secretary Millar added that spreadsheets don't make decisions, people do.

Mr. Eagen thought the measures could be more multimodal in adding other criteria that affect ports. Much freight comes through ports but not on trucks. He said highways are important and that he appreciated WSDOT acknowledging that there is an effort to move to a more multimodal approach and asked if another criterion for rail or dock preservation could be added along with highways and bridges. He said he appreciated the general direction there. Mr. Pate said connectivity to the multimodal system is important.

Mr. Larry Krauter commented via online chat that he thinks we need to recognize that we will calibrate this process over time. We need to stay focused on the outcomes and if we are not happy with those, then we know that we need to modify the process.

Mr. Ziegler was asked by the Chair to explain how FMSIB's scoring process compares with the WSDOT proposal. Mr. Ziegler responded by saying that the two scoring approaches seem consistent on first look but requires more examination. He further stated that the policy decisions are in the weighting of criteria, as Commissioner Creighton said. WSDOT's proposal might make sense but we need to see the two scoring systems side by side for consistencies. Secretary Millar added that where appropriate we should steal from the best. Where FMSIB has metrics that work and fit under the state policy goals then let's use them, but the WSDOT scoring is designed to address projects with a larger scope. He said we should take a look and see what can be used. Mr. Ziegler added that FMSIB's projects deal with much more than "first and last mile freight needs" and that the projects are generated by local governments based on freight mobility needs identified by local governments, much like the WAFAC call for projects last year.

Mr. Eagan closed the conversation by stating that it just may not be necessary to recreate the freight mobility scoring wheel.

Jason Beloso asked for any addition input by next Friday, July 28.

Ron Pate again committed to looking at the FMSIB criteria.

Chair Gatchet requested physical meeting for next WAFAC meeting. The conversation is more robust in person. We have better conversations that way.

FFY 2018 FREIGHT PROJECT VALIDATION: Secretary Millar & Ron Pate

Secretary Millar summarized the process that got us to today: WAFAC and WSDOT did a Call for Projects in the summer of 2016, which resulted in a \$6 billion list. The Washington 2014 Freight Plan was one of the first in the country. The FAST Act changed some rules and requires a fiscally constrained project list to be included in a state's freight plan. WSDOT is dealing with two parallel processes, the state and federal budget processes. We can award federal freight funding before we adopt the new freight plan. When the Secretary came to the June FMSIB meeting they discussed that WSDOT could run all of the money (for FFY 2018 and FFY 2019) through the freight plan process, or the FFY 2018 money could be awarded now for projects that are ready to go. It seemed that the freight partners and the Transportation Committee Chairs wanted to get some of the money out the door quickly to take advantage of the current construction season. Some freight interests heard the story that "WAFAC created a list. Fund the list." Secretary Millar apologized to anyone who thought that the list was a firm commitment to fund those projects. I don't have that authority, WAFAC doesn't have that authority and FMISB doesn't have that authority to make a funding commitment like that. The list was submitted to the Legislature for their consideration and with the expectation that they would make decisions about which projects to fund. If the Legislature said "Fund these projects," he said he would have done it. But the Legislature said validate the list and work with WAFAC to improve the process. Secretary Millar said that the Transportation Committee chair acknowledged that the term validate was "fuzzy." We want to have an informed conversation. WSDOT developed a qualitative method to rate the projects based on freight benefits. For today's meeting, WSDOT has created two project lists for consideration, one for projects ready for construction and another for projects ready for construction where freight benefits were considered. (Note: Both lists prioritize projects for only \$18.1 million in federal revenue for FFY 2018, not the \$43.8 million appropriated for the 2017-19 Biennium.) It was further clarified that the state proviso amount of up to \$43.8 million is not what is actually available from the freight federal formula funds. The estimate WSDOT expects the state to receive for FFY 18 is approximately \$18.1 million.

Mr. Pate described list No. 1 that was distributed yesterday to WAFAC members. He said he called project sponsors to ask questions about project readiness that included NEPA completion, R/W certification, funding, etc. Some projects had not completed those activities and that's an issue if we want to get money out now. Some sponsors were asking for additional funding, and Mr. Pate said that's not possible. He asked sponsors about other funding sources and whether they were secured. Mr. Pate stated he felt some of the commitments made before were merely aspirational. Mr. Pate then reviewed the benefits from the briefing paper. Mr. Pate stated that the previous WAFAC/WSDOT list to Legislature was ranked from smallest project cost and match amount to highest in ascending order.

Mr. Ziegler said he thought the WAFAC reviewed the projects against the seven freight goals and 22 freight project criteria in the FAST Act. Mr. Pate replied saying that the review was for eligibility only and not validation of freight benefits. Mr. Ziegler further stated that when WAFAC prioritized projects they assumed about \$40 million was available. He then asked why the WSDOT proposed lists assume only \$20 million in federal freight revenue and not the \$43.8 million appropriated by the Legislature. Secretary Millar said the state appropriation was for two years, but this approach looks at FFY 18 funds only. The time window to obligate FFY 2018 fund is October to December 4th, 2017. WSDOT expects the state to receive \$18.1 million in federal freight funds for FFY 2018. WSDOT then expects the state to receive roughly \$20.4 million in FFY 2019, for a total of \$38.5 million for the 2017-19 biennium. The state won't receive its FFY 2018 allocation until October 1st at the earliest. After getting advice from a few FMSIB members at the June meeting and discussing it with the Transportation Committee Chairs, the DOT decided to move quickly to award the FFY 2018 funds now, with the FFY 2019 funds awarded through the freight plan update process.

Mr. Pate went on to describe the "freight benefit" methodology employed by WSDOT staff, then discussed List No. 2. Mr. Ziegler asked if the WSDOT staff had applied any of the "geographic equity" factors the Secretary mentioned. Secretary Millar replied saying not on list No. 1, but yes on list 2 (one project per jurisdiction was the limit).

Mr. Charlie Howard said it seems both lists are "over-prescribed" and he wanted to know what the thinking was there. Secretary Millar said that in the end the WSDOT may adjust allocations to individual projects or change schedules in order to financially balance.

Mr. Pate reviewed the proposed Advantages/Disadvantages of List No. 2.

Secretary Millar said we have some options:

1. Pick one of the two lists
2. Develop some combination of the two lists
3. Wait until the 2017 freight plan is updated and approved by FHWA, hopefully by the December 4th deadline, and award all of the funding then.

He stated unequivocally that the current WAFAC/WSDOT list and a \$40 million appropriation is not an option anymore.

Mr. Howard asked why the WSDOT's Floating Bridge Cable project match is so small. Ms. Allison Camden responded by saying that was because of Washington's percentage of federal lands, the required match for projects on the Interstate under the sliding scale is less than the normal 10 percent match requirement.

Secretary Millar said that he is looking for advice, since WAFAC is an advisory committee. Mr. Pate said they are looking for advice on two fronts, the lists and the programmed overrun. (Note, it was discussed that the total for both lists is more than the \$18.1 million estimated to be available in FFY 2018. WSDOT asked for advice on how that should best be handled.)

Mr. Howard said that for project sponsors, funding certainty is a good thing and don't put decisions off to the future. We should be ready to go and get the money out. He said that while there was some expectation that the projects at the top of the list would get funding, the second list looks pretty well vetted as far as legitimate freight projects. Secretary Millar said that when WAFAC prioritized the list last year they didn't have the same data on freight benefits that WSDOT now has.

Mr. Ziegler said that while it is good that WSDOT and others want to get the money spent so Washington doesn't lose it, relationships with the freight community have suffered due to perceived agreements and changing expectations. We need to find a way to get everyone back on the boat again.

Secretary Millar apologized again for any expectations created by the list WAFAC and WSDOT created last year. He felt it was created for legislative consideration, the Legislature did consider it and then told WSDOT to validate the list and to "make everyone happy." Secretary Millar said the Chairs have told him to spend the money based on freight benefits.

Chair Gatchet said that in his view the WAFAC can comment on the Freight Plan easily, but setting project priorities is much more difficult.

Secretary Millar added he didn't think the intent was for WAFAC and WSDOT to rank projects based on the smallest match, but more appropriately, according to biggest freight benefit.

Mr. Howard said that the Secretary is in control of this funding and wanted to know what the Secretary wants. Secretary Millar responded saying he wants to spend the money now. He also says he wants to help the "Liberty Lakes" of the world to get funding. He went on to ask "should Seattle have two projects when others have none?" He said he wants WAFAC to have the Secretary's back on this. He said he will converse with the Chairs and the Governor's Office, and they will be asking "are you talking to the Freight community?"

Mr. Herman commented that the "freight community" just got the list yesterday and needs some time to consider it. He cited the example of the Port of Kalama who was on the original list, and they thought the timeline was 2018. Mr. Herman said he thinks this process needed to be more collaborative. Secretary Millar responded and acknowledged the Tier 1 projects on the 2016 list were to be "Ready to Go" by June 2018 but these WSDOT proposed lists are based on November 30, 2017 to get projects going. He further added that the "Ready to Go" determination was made last year by FMSIB staff and that some of the projects had funding by FMSIB. (Note: The assessment last year by FMSIB staff was strictly determining match amount commitments, not NEPA or R/W Certifications).

Chair Gatchet stated that the WSDOT was not getting much feedback here today. Secretary Millar responded saying he hoped this is the only time we have to go this way. He was here to get advice and asked for WAFAC members to reach out to him or his staff to share any additional comments on the two lists and which approach WSDOT should take.

Mr. Ziegler reviewed the Action Items from today's meeting:

- Members provide input on criteria for the freight plan to Mr. Scott and Mr. Beloso by July 28.
- WSDOT to pull FMSIB criteria and compare to HNTB proposal.
- Staff to create meeting minutes by next week.
- Questions, comments, advice? Call WSDOT with input.

Meeting was adjourned at 12:05 p.m.