

Adding Economic Value through Freight Mobility Investments

Freight Mobility Strategic Investment Board 2011 Annual Report



Freight Mobility Strategic Investment Board Members



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Introduction: Value Added To Our Economy Through Freight Investments



Port of Seattle

There Is A Need To Lead. We Cannot Let Our Freight Infrastructure Decline.

As recently as 2005, the World Economic Forum ranked the United States No. 1 in infrastructure economic competitiveness. Today, the United States is ranked 15th. The United States spends 1.7% of its gross domestic product on transportation infrastructure while Canada spends 4% and China spends 9%.

Within the United States the State of Washington is now the 5th largest export state, with exports valued at \$53.2 billion. Agriculture, mining, construction, manufacturing, wholesale, retail, transportation, and warehousing are all dependent on freight mobility. These industries accounted for 33% of the state's Gross Domestic Product (GDP), 71 percent of business income, and 39 percent of state employment in 2008.

“ China has invested \$3.3 trillion on infrastructure since 2000, and recently announced another \$105.2 billion for 23 new infrastructure projects. Brazil has invested \$240 billion since 2008, with another \$340 billion committed for the next three years. The result? China is now home to six of the world's 10 busiest ports – while the United State's isn't home to one. ”

— Ed Rendell and Scott Smith, *The Wall Street Journal*, August 11, 2011



continued on next page



“ Washington's economic recovery needs unified investment focused on the strategic freight corridors that deliver jobs and growth -- not to mention our food, clothes, and shelter. FMSIB has a proven track record of leading targeted investments shared by multiple funding partners. The agency's freight expertise is squarely aimed toward reaching the light at the end of the tunnel. ”

— Terry Finn, FMSIB member, Director of Government Affairs, BNSF Railway

Introduction: Value Added To Our Economy Through Freight Investments *(continued)*



Photo credit: Stanley Houghton Collection

To maintain this position we cannot let our freight infrastructure decline.

Doug Duncan, President of FedEx Freight explains, "High transport costs may end up turning the clock back. Transportation costs effect the decisions by shippers about where to route freight. Poor infrastructure increases those costs thus reducing competitiveness." (How Greater Access is Changing the World. SRI International for FedEx)

The Freight Mobility Strategic Investment Board (FMSIB) is in the unique position of leading the way in Washington state to find the most cost-effective freight infrastructure investments. As the public is seeking even more efficiencies for every state dollar spent, FMSIB is able to show that for every \$1 they award, \$5 additional are invested by partners including private businesses, federal, and local governments. According to a recent report (2011) prepared for the state's Joint Transportation Committee: "The Delivery of Transportation Funding and Services to Local Government", FMSIB has leveraged 43% in federal funds, 25% from state and local governments, 11% from ports, and 2.5% from the private sector, including railroads.

Since its formation in 1998 FMSIB has completed 42 projects with ten underway or ready to go to construction in early 2012. When the Legislature created FMSIB they funded it at the level of \$100 million per biennium. Diminishing public funds for transportation have reduced the FMSIB budget to approximately \$10-12 million per biennium since 2005, yet through effective partnership arrangements FMSIB is continuing to leverage funds for strategic freight investments.

RCW 47.06A.001 said: "Limited funding...require (s) strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost-effectiveness, yield a return on the state's investment, require complementary investments by public and private interests, and solve regional freight mobility problems."

We Cannot Be Globally Isolated

Washington's capacity and reliability to deliver international goods from ocean vessels to Chicago and other Midwest and Eastern markets is under heavy challenge from the British Columbia ports of Vancouver and Prince Rupert. British Columbia ports have formed a strong partnership with the Canadian government. Some say they have mounted an impressive and well coordinated local, provincial, and national effort to drag cargo away from the Pacific Northwest.

In 2006, Canada started its Asia-Pacific Gateway and Corridor Initiative with a commitment to invest nearly \$1 billion in port infrastructure projects. The Canadian government also has invested significantly in the Canadian National Railroad, which gives Canada a high-speed rail corridor directly into the United States, bypassing United State's ports and the jobs associated with trade. According to John Mohr, Executive Director of the



“ Exacerbated competition from Canada and Panama are proving how price sensitive shippers are in choosing trade routes. Congestion, delays, and unpredictability are risks that increase our costs relative to our competition. ”

— Cliff Benson, FMSIB member, Retired, Westwood Shipping Lines

Port of Everett, since Canada kicked off its Asia-Pacific Gateway and Corridor Initiative, "Most of the growth in Pacific Northwest containerized cargo has been through Canadian ports."

It's not only nearby ports that are in competition with Washington ports. The widening of the Panama Canal is set to be complete in 2014 providing more efficient access to Ports in the Gulf Region from the Pacific. And on the East Coast and Gulf Region local governments and rail companies have invested in infrastructure for routes with the names: the Crescent Corridor, The Heartland Corridor, CREAT, and the National Gateway. Growth within the BRIC countries (Brazil, India, and China) favors the emergence of a new connector in the Southern Hemisphere between the east coast of South America, the Cape of Good Hope, and to Southeast Asia.

We Must Build on Our Strategic Advantages

Stay Focused on Freight

FMSIB is the only transportation program in the state dedicated to freight mobility. The 12 member board of FMSIB is appointed by the Governor and includes representatives from the public and private sectors, representatives who have first hand experience in the fields of freight transport and capital construction. The board's project scoring criteria are weighted toward economic return for the state and its citizens. The aim is to keep the State of Washington competitive and strong. FMSIB's investments are not only supporting the state's economy through maintaining freight mobility, but they are supporting local economies by providing family wage jobs.

Every project addresses physical obstacles to swift and smooth freight mobility resulting in time saved, efficiencies enhanced, and jobs kept and created. All projects funded by FMSIB are selected through a rigorous and transparent process. FMSIB

staff annually issues a call for projects and provides funding guidelines.

Keep Partnerships Together

Freight projects rely on multiple partners for a variety of reasons. The very nature of freight movement is multi-modal: ship, to dock, to train, to truck, to factories, to consumers and farmers to truck, to train, and so on. In addition, an advocate such as FMSIB is needed to coalesce the multiplicity of partners because each stakeholder, whether private industry or public entity, has competing priorities. It is a complex mixture of diverse interests requiring creative solutions and flexible approaches to keep all of the partners engaged.

The Board's mission is to:

- Advocate for strategic freight transportation projects that bring economic development and a return to the state
- Focus on timely construction and operation of projects that support jobs
- Leverage funding from public and private stakeholders
- Cross modal and jurisdictional lines to create funding partnerships
- Serve as the de facto freight project-screening agency for state and federal policy makers

It is more and more difficult to find willing partners to fix key corridors because of the scarcity of funds for long-term investments. FMSIB helps identify and put together the funding needed for freight mobility projects. Once a project has been selected through FMSIB's rigorous selection process, the project gains stature in the eyes of other funders.

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« Stick to the Mission

When the legislature passed the law that created the Freight Mobility Strategic Investment Board, they got it right. The legislation was visionary and is still relevant today. One of FMSIB's strengths is sticking to its mission and keeping the focus on the freight mobility investments that will most benefit the state's economy. »

— Pati Otley, FMSIB Chair

Introduction: Value Added To Our Economy Through Freight Investments *(continued)*

Stay Flexible and Be Creative

Complex projects hit snags: Unexpected changes in partner funding shares, design differences, right of way negotiations, and permitting delays are a few examples of project obstacles. FMSIB holds together the private and public partnerships in spite of these challenges. The executive director and board help project participants look at these challenges creatively and to identify changes that can get the project back on track. As a neutral prodder, FMSIB can advocate for the best freight mobility solution that is in everyone's best interest.

For the past 13 years, FMSIB's volunteer board members have provided technical assistance free of charge to local project sponsors, assisting them in overcoming obstacles to funding or implementation, and negotiating on difficult legal or right-of-way issues.

“ FMSIB has played a critical role keeping our Strander Boulevard/27th Street freight access project alive. FMSIB Executive Director Karen Schmidt artfully helped carve a pathway to progress among multiple partners: two jurisdictions, private landholders, and the railroads. Now we look forward to getting construction underway in 2012. ”

— Suzanne Dale Estey, Director of Economic Development, City of Renton



Gary Wallinder and Dan Burke,
Working on UP Argo/Port of Seattle rail access.



Strander Boulevard Crossing, Renton, WA



“ FMSIB's volunteer board includes heavy hitters who bring real world experience to freight mobility investment decisions. Not only is the board good at the practical, day-to-day operations of freight but we are all experts in our fields. We are part of the national and international discussions about freight infrastructure priorities. We are careful about how we invest state funds using a deliberative and transparent process that is focused on the value to improved freight movement and operations. ”

— Larry Paulson, FMSIB member, Executive Director, Port of Vancouver

Keep Communities Involved

A division of the National Academy of Sciences, the Transportation Research Board (TRB) has identified the importance of local communities to keeping freight moving. The TRB lists two safety issues of concern to local communities:

- At-grade rail crossings
- Roadways with heavy truck volumes

FMSIB has long-recognized the importance of these safety concerns. The movement of freight through local communities brings with it a responsibility by the freight carriers to complete their haul with as little disruption to the community as possible. That is part of FMSIB's mission, and the board is able to point to a mitigation benefit in nearly every FMSIB funded project that passes through a city or town.

There are new challenges arising with population growth and increased density. It is increasingly complex to move freight from the shoreside to landside as land use density is increasing adjacent to ports and distribution centers. Outreach and education is needed to ensure that decision-makers and the public recognize the economic significance of freight, the link between freight and jobs, and the need to protect public safety through wise transportation corridor planning. The state cannot keep relocating freight transportation corridors without losing our competitive advantage.

FMSIB is making investments in communities that are keeping freight moving safely, reducing traffic congestion, and improving air quality. In addition, FMSIB's participation in local projects is helping to leverage scarce local transportation funds.

Direct Funds to Projects and Keep Overhead Low

FMSIB is a lean and efficient agency, operating with only two fulltime staff and a board of volunteer professionals. The recent JTC study referred to earlier found that the administrative

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The City of Kent's economic vitality is linked to safe and efficient freight transportation. FMSIB Executive Director Karen Schmidt and board members have gone the extra mile to work with our staff and partners to keep our grade-separation projects on track. ”

— Suzette Cooke, Mayor, City of Kent

costs of the agency are less than one-percent of project costs.



City of Kent, 228th Street and BNSF Rail Grade Separation



“ By separating general traffic from freight traffic, we serve both the general public and business community. Solving these local safety and congestion concerns helps to keep the State of Washington competitive in the global marketplace. ”

— Dave Gossett, FMSIB member, Snohomish County Council.



Port of Vancouver USA, West Vancouver Freight Access Rail Project, Loop Track

This year's annual report highlights three projects as case studies to exemplify the value added by FMSIB when they participate in freight project selection and funding partnerships. Simply put, the value added is a return on investment to the State of Washington through economic benefits in the form of family-wage and high paying jobs, markets for the state's agricultural products, and the transport of manufacturing and consumer materials and goods.

Case Study #1: Bringing Economic Value To The State

Port Of Vancouver USA West Vancouver Freight Access Project

"A premier port that is globally recognized and well capitalized with state-of-the-art facilities, infrastructure and service providing accountable economic benefit."

*Port of Vancouver USA Strategic Plan 2020
Vision Statement*

The Port of Vancouver USA, founded in 1912, is making investments that will keep it competitive in the global economy of this century. As it approaches its centennial, the port continues to serve as an economic engine to the southwest Washington region by providing quality jobs, international trade connections, a strong industrial land base, and economic stability by producing



Port of Vancouver USA

revenue that benefits state and local services. FMSIB is an essential part of the funding partnership that makes this possible, specifically in its support of the port's visionary West Vancouver Freight Access rail project.

The development of new, rail-served marine terminals is essential to growing the port's economic benefits over the next 10 years. There is the opportunity to add over 600 acres of marine development that will result in a high number of well paying jobs. According to a 2011 economic impact study conducted by Martin & Associates for the port, there has been an overall increase in jobs tied to port activities over the last five years despite the struggling economy. The study also found that 75 percent of these employees live in Clark County and 60 percent live within the city of Vancouver.

For the Port of Vancouver USA to achieve its mission of providing economic benefit to the community, it requires maximum efficiencies in

cargo movement through its terminals. Investment in freight access projects is critical to ensuring efficient cargo movement, and FMSIB is an important partner funding the access needed to make efficient connections between shipping on the Columbia River, transcontinental railroads, the interstate highway corridors, and an international airport.

Over the last ten years, the port has invested over \$200 million in transportation infrastructure, facilities and environmental improvements. A key focus of those investments, the West Vancouver Freight Access (WVFA) project is a major multi-year rail improvement program. When completed in 2017, congestion on the regional rail system will be decreased by as much as 40 percent, increasing capacity for rail freight flowing through the port and along the BNSF Railway and Union Pacific mainlines that connect the Pacific Northwest to major rail hubs in Chicago and Houston and from Canada to Mexico.

Public and private funding partners are participating in making this project a reality, including FMSIB. Just this year the United States Department of Transportation awarded \$15 million in high speed rail funds to the port to construct a new rail access route within the port, which will include a new grade separation alleviating congestion at an existing rail crossing that has long created a major choke point for rail traffic. The upgrade is expected to significantly reduce delays affecting freight trains and Amtrak's Cascades service. In addition to the \$15 million in federal funds, the Washington State Department of Transportation and the Port of Vancouver are contributing a combined \$22 million to the project, with construction beginning in July 2012.

The port also received \$10 million in TIGER II federal funds in 2011 for the WVFA project. These funds will be used to construct an overpass at Gateway Avenue that will separate vehicle and



Port of Vancouver USA - Wind Energy Towers

train traffic and provide necessary access to the port's Terminal 4 and new Terminal 5, supporting a future potash export facility, wind energy imports, Subaru America, and other waterfront tenants and customers.

The port continues to progress on the WVFA project and has completed two major phases. The first phase is related to providing new access to the BNSF mainline, enabling the City of Vancouver's plans for a new mixed-use waterfront development and providing new rail service to two industrial businesses. The second phase created a state-of-the-industry loop track at the western end of the port's rail infrastructure resulting in the ability to bring full unit trains into port, resulting in a 25 percent decrease in congestion on the regional system.

When complete in 2017, the project will provide infrastructure that BNSF and UP will use to break down and build unit trains within port facilities, as well as reduce congestion in the nearby BNSF yard. With the completion of the freight access project, the port will nearly triple its miles of internal track and rail car capacity to serve current and future customers, while reducing congestion on the regional rail system by as much as 40 percent overall. The project also will create approximately 1,000 new, permanent jobs and approximately 4,000 construction jobs over the life of the project.



Senators Patty Murry and Maria Cantwell at Ground Breaking

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Case Study #2: Brokering Cross-Jurisdictional Solutions

Myra Road, Walla Walla



Aerial photo Walla Walla, WA

FMSIB funded a successful Phase I project in Walla Walla that removed freight traffic from 9th Street through downtown Walla Walla by making improvements to Myra Road. The second phase of this project started out in 2007 as a grade-lowering project costing less than \$2 million. The goal of the project was to remove the last barrier to freight flow between SR 12 and SR 125 in Walla Walla. Myra Road is also a connecting route between the City of College Place and Walla Walla. As this final phase of work was going through the review and approval processes of the two cities, the cost estimates ballooned due to the addition of project features. Cost estimates nearly tripled from the original project estimate.

FMSIB was able to participate in project negotiations as an unbiased party to provide an incentive to the cities to get the project back on track and within budget. FMSIB's Executive Director met with the two city councils with the sole interest of bringing this freight mobility project to a successful completion. The city councils held a subsequent joint meeting and agreed to a project scope more like the original grade-lowering project. At their joint meeting, officials reported that while an overpass would be the ideal way to deal with future traffic at the intersection, the increase in costs for that solution would most likely lead to College Place and Walla Walla having to split the \$2.8 million in additional costs. The result was that both councils approved a scaled down but fully

funded version that still lowers the grade, without an overpass.

City representatives and project engineers presented their revised plan to FMSIB in September and thanked the board for their help in getting the project back on track. Construction is now planned for 2012.

Case Study #3: Facilitating



Port of Tacoma

Public – Private Partnerships

Tacoma Area Tideflats Study Port Of Tacoma

The Port of Tacoma covers 2,400 acres and is used for shipping terminal activity as well as warehousing, distributing, and manufacturing. As the seventh largest port in North America, it handles more than \$36 billion in annual trade and is surrounded by Downtown Tacoma to the west, and the City of Fife to the south, portions of unincorporated Pierce County, and Puyallup Tribal lands.

The high volume and variety of land uses within the area leads to a complex transportation system with competing needs.

The Tacoma Area Tideflats Study came about when FMSIB realized that multiple entities were making plans for the same geographic area and that there was not a lot of coordination. SSA Marine, the largest developer of maritime ports in the world, is developing a terminal at the Port of Tacoma. The new terminal requires moving freight from the docks to the BNSF railway on the other side of I-5. Without coordinated planning, this freight movement could add an additional 2,000 trucks to surface streets and I-5.

FMSIB convened a diverse group of partners including SSA Marine, Marine View Ventures (the economic development arm of the Puyallup Tribe), the Port of Tacoma, WSDOT, City of Fife, City of Tacoma, and Pierce County to develop a comprehensive plan that prioritizes improvements and schedules a logical build-out. The study was undertaken to identify existing problems, forecast future travel needs, and set out a clear plan for future improvements.

Also of concern was how to plan for freight mobility in the interim, before SR 167 improvements are made. FMSIB's work helped to identify the interim actions and project sequencing. The final study report was published in June 2011.

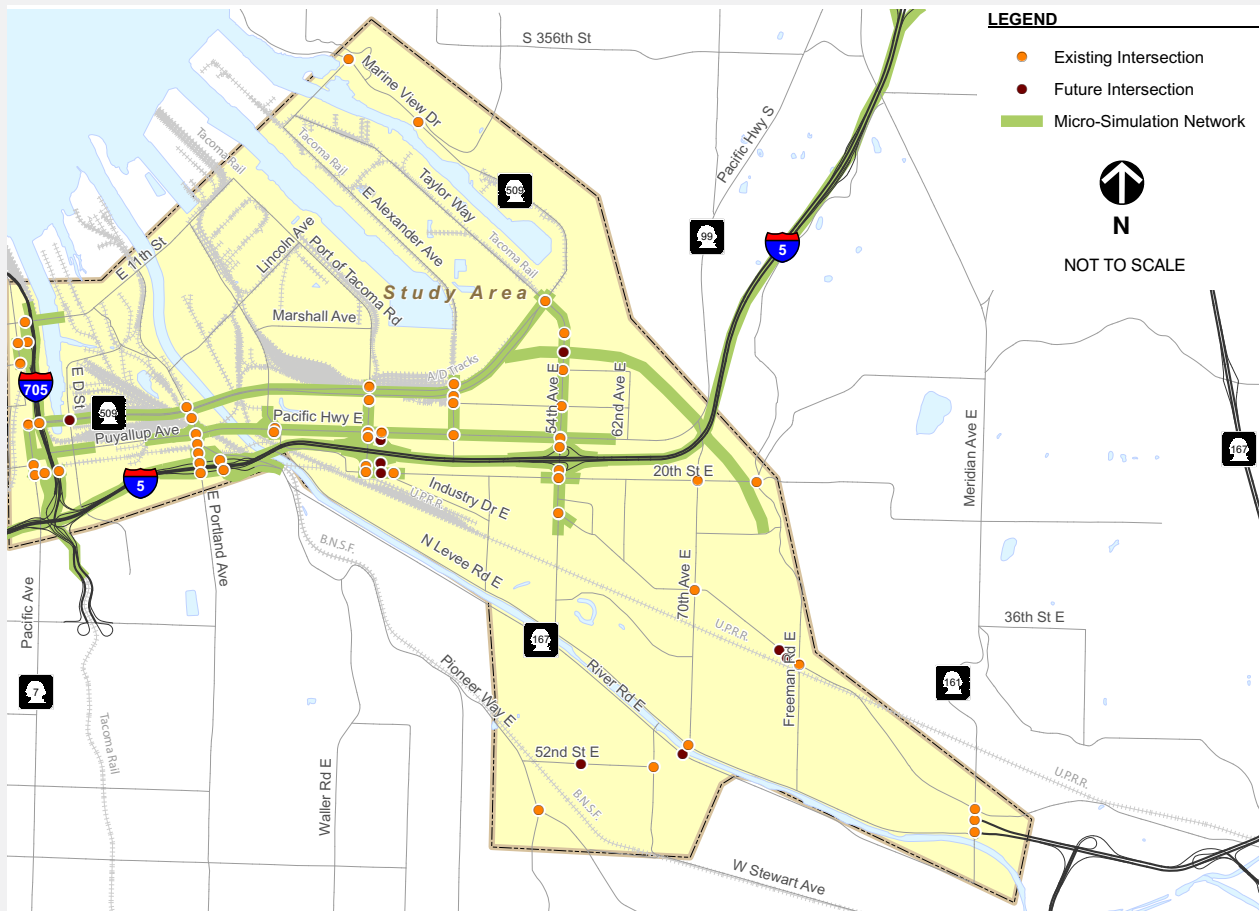
The study results can be incorporated in the transportation improvement programs of individual stakeholders making projects eligible for state and federal funding. The participation of multiple jurisdictions and public and private sector interests should increase funding opportunities. In addition to useful transportation data, the study also includes conceptual engineering and cost estimates.

Goals for the study included:

- Identify future transportation needs for the growth of freight related truck traffic to and from the Tideflats area.
- Increase mobility and accessibility by reducing traffic congestion.
- Promote regional economic competitiveness.
- Develop and execute a coordinated transportation plan.

Project needs were categorized into access areas:

- Tideflat area access - \$140 -150M
- Port access – \$5 - 10M
- Industrial access – \$110 -130M
- Local access – \$35 - 45M



Tacoma Area Tideflats Study, Project Areas, courtesy of Fehr+Peers



*East Marginal Way Grade Separation, City of Seattle
Photo credit: Port of Seattle*

What projects were completed in 2011?

- Port of Seattle, East Marginal Way Ramps
- Port of Tacoma, Lincoln Avenue Grade Separation

✓ East Marginal Way Grade Separation, Seattle, Port of Seattle

The Port of Seattle partnered with FMSIB to construct a grade separation on Duwamish Avenue, south of Spokane Street. This critical east-west link between I-5 and the Port of Seattle container terminals in the south Duwamish area carries 45% of the port's regional truck traffic. The project relocated East Marginal Way through this corridor. The project gives trucks better access to port terminals, BNSF Railway and UP Railroad rail-yards, and manufacturing and distribution centers – moving the goods that create jobs.

The new overpass routes traffic over existing train tracks that serve Harbor Island, West Seattle, and the south-downtown industrial area. The rail track connects on-dock rail at the port's Terminals 5 and 18 to the rail mainline. The elevated structure connects three existing streets: South Spokane Street, Duwamish Avenue South, and East Marginal Way.

The project includes minor improvements at existing street connections, realignment of a portion of South Spokane Street, and construction

of a new at-grade roadway under and west of the new structure.

The project will eliminate traffic delays on East Marginal Way caused by trains crossing at grade level. Benefits include reduced congestion, more efficient intermodal transfers, and improved air quality for the region.

Groundbreaking for this project took place in June 2007. Right-of-way acquisition was completed in September 2009, and businesses were relocated. Construction on the final project phase finished this year.

Project Benefits

- The grade separation is expected to reduce railroad crossing vehicle delay, which was estimated at more than 270 hours daily in 2010.
- Improve safety by eliminating rail/highway conflicts at the crossing.
- Improve air quality by reducing delay-related idling of trucks and other vehicles.
- Facilitate greater efficiencies in an area of significant intermodal and multimodal activity.
- Complement implementation of ITS (Intelligent Transportation Systems) infrastructure, increasing system efficiencies on port and city facilities.



Lincoln Avenue Grade Separation, Port of Tacoma

✓ **Lincoln Avenue, Port Of Tacoma**

In early June 2011, the Lincoln Avenue overpass project was completed. Trains arriving and departing the Port of Tacoma average 8,000 feet in length. This project raised Lincoln Avenue over key railroad tracks in the port area serving the port's two main rail yards, removing the at-grade conflict between rail activities and heavy vehicular traffic. The overpass allows long train assemblies without blocking arterial traffic. Construction began in 2009.

Lincoln Avenue is the primary connector between Interstate 5 and the port for a high volume of trucks. Rail switching operations and mainline trains caused vehicular delays of up to 30 minutes every two hours on Lincoln Avenue.

This project benefited from seven different funding partners. FMSIB's \$10.2 million contribution leveraged an additional \$36.6 million from other sources. \$15.4 million in federal American Recovery and Reinvestment Act funds were also used. The total project cost was \$53.2 million.

The 2,200-foot overpass adds three lanes of roadway over four sets of railroad tracks. The construction created 200 jobs during the construction peak. Economists estimate the entire corridor will contribute another 1,500 permanent jobs through efficiency and additional capacity.



Lincoln Avenue Construction, Port of Tacoma



Visualization, City of Auburn, M Street SE Grade Separation

What FMSIB Projects were active and underway in 2011?

- City of Auburn, M Street SE Grade Separation
- Benton County, Piert Road,
- City of Fife, Phase 2, 70th Avenue and Valley Avenue Widening
- King County, South Park Bridge Replacement
- Port of Seattle, East Marginal Way Truck Crossover
- Port of Seattle, East Marginal Way/Diagonal and Argo Electronic Gate Access
- City of Spokane, Havana Street Grade Separation
- City of Yakima, Grade Separated Rail Crossing

City Of Auburn, M Street SE Grade Separation Project

This project is located in the City of Auburn on M Street SE between the intersections of 3rd and 8th Streets SE in the vicinity of the SR 18 overpass, and the BNSF Railway's Stampede Pass rail crossing. Vehicular traffic along M Street SE is projected to operate below acceptable levels by the year 2030 at this location. The project will separate M Street SE from the at-grade crossing by lowering M Street under the rail line.

The City of Auburn is trisected by two transcontinental rail lines, the BNSF Railway, and the Union Pacific Railroad (UPRR). Every day approximately 50 to 60 trains pass through the City on the BNSF line alone, and have a significant impact on public safety, public health and traffic conditions. The M Street SE Grade Separation Project will eliminate these issues by redirecting vehicle, pedestrian and bicycle traffic below the busy railroad tracks.

In 1996, when BNSF decided to re-open the Stampede Pass line, the City of Auburn began looking for solutions to congestion at this location. In late 2002, after an evaluation of alternatives the City of Auburn selected a preferred alignment and completed a pre-design study. Project completion is estimated for 2013.

Benton County, Piert Road Extension

This project is the construction of 1.75 miles of new roadway to provide a more direct truck route to the Finley Industrial area. The extension of Piert Road will be constructed from Lechelt Road to Bowles Road. This new section will include two travel-lanes, a two-way left turn lane, and sidewalks.

The Piert Road Extension project will serve as a rural collector to provide direct access for the Port of Kennewick and the southeast industrial area of Finley to State Route 397 and Interstate 82. It will give semi-trucks a direct route from Finley to the intertie, reducing heavy truck traffic on residential streets.

City of Fife, 70th Avenue East and Valley Avenue East Corridor Project

Phase 2 of this project will widen 70th Avenue East from two lanes to five lanes. It will improve the east and west legs of the intersection. Project improvements will include traffic signals and additional turn lanes at intersections.

This project will improve freight mobility between existing industrial property and businesses in the Cities of Fife, Sumner, Puyallup, and Pierce County and major destinations such as Port of Tacoma facilities at Commencement Bay and Fredrickson. It will also provide the key link to complete the North-South Interregional Access, the regional Interstate 5 Freight Bypass, the Cross-Cascades Access, the Green River Valley Access and the Cross Valley Access.

In the first phase of this FMSIB project, approximately one mile of Valley Avenue East and the intersection of 70th were widened from two lanes to four lanes, between 70th Avenue East and Freeman Road. A future phase 3 will include a grade-separated crossing for 70th Avenue East at the Union Pacific tracks.

Port Of Seattle, East Marginal Way: Argo Yard Truck Roadway Project

During 2011, project partners worked on completing a project Memorandum of Understanding. Individual easement agreements are being negotiated with Union Pacific Railroad, AMB Property Corporation, and the City of Seattle for right of way. This project would complete the roadway elements connecting a dedicated truck-roadway to the regional freight roadway network in the Duwamish Manufacturing and Industrial area of Seattle. The project will improve Colorado and Diagonal Streets to accommodate freight vehicles and provide connection to State Route 99/East Marginal Way and the rest of the freight network.

The East Marginal Way Argo Truck Roadway Project contributes to the freight transportation network of the Duwamish Manufacturing and Industrial area. It creates a truck-only roadway that gives trucks a safer, more efficient route from the Port's marine terminals to the Union Pacific Argo rail yard. It eliminates a difficult weaving maneuver from southbound SR 99 to Diagonal Avenue. The project benefits the East Marginal Way/State Route 99 corridor for all users by reducing traffic congestion and increasing safety.

King County, South Park Bridge

The project is the construction of a new moveable bridge over the Duwamish Waterway parallel to and downriver of the deteriorated and recently closed South Park Bridge. Bridge replacement also includes intersection improvements, roadway and drainage construction, utilities removal and relocation, and riverbank mitigation.

Bridge inspections found that the historic South Park Bridge built between 1929 and 1931 was deteriorated and seismically vulnerable. It also had substandard-width lanes that carried up to 20,000 vehicles daily with 14% being truck traffic. It is one of a few river crossings connecting to the south Seattle industrial area near Boeing Field.

By working with state and local funding partners, including FMSIB, King County secured \$100 million toward the replacement of the South Park Bridge. Construction is scheduled for completion by 2013.



*Construction photos of South Park Bridge, fall 2011
Photo credit: John Stamets*

City Of Spokane, Havana Street Grade Separation

Havana Street is a principal north-south arterial in the Spokane Valley. It crosses the BNSF mainline between Broadway and SR 290 (Trent Road). The BNSF line carries between 60 and 100 trains per day at this location. Havana Street is currently protected by standard railroad gates and is blocked 18 hours per day by BNSF operations. The street is in a highly industrial area of Spokane with access to SR 290, the Interstate Fairgrounds, and the Spokane Indians baseball stadium.



City of Spokane, Havana Street Construction

This project will separate the grades of the BNSF rail line and Havana Street. This would be accomplished by constructing a bridge over the BNSF tracks. This will allow a more efficient use of Havana Street and provide relief to both Freya and Fancher Streets.

The bridge deck was poured in September 2011, retaining walls were completed, and roadway grading was underway at the time of this report. Completion is scheduled for 2012.

City of Yakima, Grade Separated Rail Crossing

The City of Yakima has seven at-grade railroad crossings and only two grade-separated crossings, which were built in 1964 and 1970. The reopening of Stampede Pass by the BNSF Railway has increased rail traffic in excess of the capacity for two grade-separated crossings, and blocks western access for Yakima Fire Station 91. Martin Luther King Boulevard and Lincoln Avenue are the two main arterials for the Yakima central business

district, and function as a one-way east/west couplet. Each street carries over 20,000 vehicles per day and serves as the primary route for emergency response vehicles for east and north Yakima. Located adjacent to the railroad tracks and one block from Lincoln Avenue, Fire Station 91 had over 1,500 calls in 2007 that required crossing the tracks for an emergency.

This project will construct two underpasses: one located at Lincoln Avenue and the other at Martin Luther King Jr. Boulevard (formerly B street) from 1st Avenue to 1st Street. The underpass will reconstruct three lanes on each roadway under the BNSF mainline. The project is critical to the movement of truck freight, emergency vehicles, and downtown access.

Groundbreaking for this project took place in 2010 and completion is expected in 2012. Phase 3 is projected to start in 2012.



Bob Desgrosellier, City of Yakima, Senior Engineer and Karen Schmidt, FMSIB Executive Director, observing construction of the Lincoln Avenue/BNSF undercrossing in downtown Yakima

FMSIB Projects Underway

Project	Agency	Region	Project Name	Current Cost	FMSIB Share
35	Kent	PS-F	S. 228th Street-Grade Separation (Phase 3)	25.00	3.25
31	Benton County	EW	Piert Road Extension	3.62	0.46
36	Yakima	EW	City of Yakima Grade Separated Rail Crossing	44.27	7.00
44	Spokane	EW	Havana Street / BNSF Separation Project	22.20	4.00
47	Renton	PS	Strander Blvd / SW 27th Street Connection	17.79	4.00
48	Spokane Co	EW	Bigelow Gulch Rd-Urban Boundary to Argonne Rd	25.20	2.00
49	Auburn	PS	M Street SE Grade Separation Project	22.40	6.00
51	Seattle	PS	Duwamish Truck Mobility Improvement Project	7.18	2.80
52	Fife	PS-F	70th and Valley Ave Widening (Phase 2 - 70th Ave)	14.09	0.50
58	Port of Seattle	PS	East Marginal Way Truck Crossover	2.01	0.99
59	Kent	PS	S. 212th Street Grade Separation	65.00	10.00
60	Kent	PS-F	Willis Street Grade Separation	47.00	4.00
64	Fife	PS	Port of Tacoma Truck Off Ramp	7.50	3.00
66	Port of Vancouver	WW	Port Rail Access - Rail Tie-in to Mainline	38.34	5.17
67	Renton/Kent	PS	Green River Valley BNSF/UP Trackage	5.00	2.50
68	Lacey	WW	Hogum Bay Road Slip Ramp & Road Improvements	12.00	4.00
71	Walla Walla	EW	Myra Road at Dalles/Military Road Intersection	3.96	.50
72	Tacoma	PS	SR 99/Puyallup River Bridge	30.00	5.00
73	Port of Seattle	PS	E. Marginal/Diagonal & Argo Electronic Gate Access	12.00	6.00
74	Tacoma	PS	SR 509/ D Street Ramps	19.00	6.00
75	Everett	PS	Port of Everett to I-5 Freight Improvements	4.30	.40
76	Fife	WW	Port of Tacoma Road Phase III	27.80	8.00
77	Renton	WW	SW 27th/Strander Blvd Connection	47.00	5.00
78	Spokane Valley	EW	Sullivan Road W Bridge Replacement	19.75	2.00
79	King County	PS	South Park Bridge Replacement	130.00	5.00
80	Spokane Valley	EW	Barker Road/BNSF Grade Separation	49.10	10.00
81	Spokane County	EW	Bigelow Gulch/Forker Road Realignment	24.13	6.00
82	Yakima	EW	River Road – 6th Avenue to 16th Avenue	1.42	0.64
83	Marysville	WW	116th Street NE Interchange	42.00	1.00
84	SeaTac	PS	Connecting 28th/24th Ave S.	18.2	TBA
			Total	787.26	115.21

(In Millions)



Cities and Counties

All freight trips start and end on local roads and streets. Cities and counties have contributed nine percent and 11%, respectively to FMSIB partnership projects. Over the past decade, the cities and counties of Washington state have been FMSIB's partners in improving freight mobility, serving on FMSIB's board, and using local funds to leverage FMSIB dollars.



Yakima City Council Meeting, Councilman Dave Edler, FMSIB Member

“ Just as we face rising concerns about competing in a global economy and acknowledge the importance of efficient transportation for economic competitiveness, the state, cities and counties are faced with a ‘bill due’ on their previous investment. ”

— *(Michael Meyer, Georgia Institute of Technology. Toward a Vision for the Nation's Surface Transportation System: Policies to Transcend Boundaries and Transition to a New Era)*

Cities and counties work hand in hand with FMSIB to ensure that freight mobility projects remain on schedule and on budget. Local officials often seek FMSIB assistance with difficult right-of-way negotiations. Also, working together, FMSIB and local jurisdictions find ways to keep large-scale projects moving by implementing them in phases to maximize efficient use of money and resources.

The struggling economy is making it harder for local jurisdictions to contribute to freight projects.



“ It's time to sound the alarm! Counties and cities have a huge unfunded preservation liability. We can not risk the loss of these essential links for our freight system. ”

— *Brian Ziegler, FMSIB member, Public Works and Utilities Director, Pierce County*

Many cities and counties are struggling with preservation and maintenance of the existing streets and roads, even turning some facilities back to gravel roads.

Approximately 63% of the state's population lives in cities and 27% of all trips are on city streets. Counties own 46% of total lane miles in the state and they own 3,300 bridges of which 20% are structurally deficient or functionally obsolete. Whether goods are being shipped from a farm, factory, or warehouse, product inputs and outputs reach their destinations via trucks, trains, ships, and barges. Each of these trips begins and ends on a local road, whether it is a road used for hauling hay, or a local street providing access to a deepwater port.

Agriculture is a significant economic sector in the State of Washington. This sector relies on all components of the freight network: trucks, railroads, ships, barges, and ports. Washington's agriculture industry includes 39,284 farms with combined annual revenue of \$7 billion and an average farm size of 381 acres. Washington is a leading producer of fruits and berries (\$2.1 billion); grains and beans (\$959 million); milk and other dairy products (\$873 million); vegetables and melons (\$810 million); and cattle (\$717 million). Washington leads the nation in the production of apples, cherries and pears, and is second in the production of potatoes and grapes.

Trucking Transport

According to the Coalition for America's Gateways and Trade Corridors, by 2020, the US trucking industry will move 3 million more tons of freight than it hauls today. Professional truck drivers drove over 400 billion miles in 2005, a 146 percent increase in 25 years. The Federal Highway Administration's Freight Analysis Framework (FAF 3) reports that trucking dominates total tonnage of freight moved in the US at 72%.



Apples being loaded for transport to market

Traffic congestion in 2009 resulted in \$33 billion in additional costs to trucks carrying our nation's goods to supplier, manufacturers, and markets according to the Texas Transportation Institutes 2010 Urban Mobility Study.

The American Trucking Associations reports that there are 3.5 million truck drivers in the United States, with total industry employment at over 8.7 million. That means that one out of every 15 people working in the United States is employed in the trucking industry. Many truck companies are owner-operated and are independents. For all drivers, productivity is key. When they are unable to move their freight due to traffic delays, they are unable to get paid.

Nearly every good consumed in the United States is put on a truck at some point. Canada is the number one trading partner with the United States: trucks hauled nearly 54% of the goods (in terms of value) moved between the United States and Canada in 2008. Trucks also hauled 63% of the goods moved between the United States and Mexico, now the third largest trading partner with the United States.

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“ It is essential that we improve the productivity of the transportation system to move freight without delays, and to improve access for all modes, including trucks. We must make the investments now that will keep freight traffic flowing and keep jobs in the State of Washington. ”

— Steve Holtgeerts, FMSIB member, President, Hogland Transfer Company, Inc.

Maritime Carriers and Ports

“Maritime shipping is a highly globalized industry both in operation and ownership. The shipping industry is dominated by large vessels and strategic alliances. The potential cost savings at sea are getting smaller which puts even more pressure to find cost savings in the hinterlands.”

— *International Transport Forum, 2010. Transport and Innovation: Unleashing the Potential. Maritime Transportation: Drivers for the Shipping and Port Industries. Jean-Paul Rodrigue, Hofstra University*

Seventy percent of Pacific Northwest international freight is discretionary and can be moved by other routes. Shippers now have more choices about the fastest and least expensive way of delivering their cargo. The time to ship via an all water route is lessening from Asia to the East Coast. Economics are now favoring all-water routes to the east coast when there is not a strong shipper preference. This is a paradox for the State of Washington because our advantage of being a day closer to Asian markets is narrowing. While trade with Asia is increasing, the west and Pacific Northwest are losing market share to all-water routes and to Canada.

Port sector activities are responsible for 8.4 million American jobs and nearly \$2 trillion in economic output. Combined, the Ports of Seattle and Tacoma are the third largest cargo load center in the United States. Approximately \$70 billion of goods flowing through these two ports go to and from international markets. (State of Washington Governor's *Container Ports Initiative* - 2011) Over 261,500 jobs statewide are connected to the movement of cargo through the Port of Tacoma and Port of Seattle. Many of these jobs are high wage private sector jobs.



Port of Everett, Loading Generator Parts

The Port of Everett

The Port of Everett lies at the mouth of the Snohomish River and Port Gardner Bay off Puget Sound about 45 kilometers north-northeast of the Port of Seattle.

In 2008 (most recent year available), the Port of Everett welcomed 119 ships and 52 barges carrying 352.3 thousand tons of cargo. Linked directly to the BNSF Railway, the Port of Everett is near Interstate 5 for easy access to the nation's highway network. The Port of Everett's rail/barge transfer facility, the Mount Baker Terminal, opened in 2008. Designed for the transport of over-sized aerospace parts by rail, vessels bring their cargo to Port of Everett terminals on Port Gardner Bay to be barged to the Mount Baker Terminal for off-loading to rail car for transfer to the Paine Field Airport.

It is estimated that 30,402 jobs in the Everett regional economy are influenced by cargo and vessel activity at the Port of Everett.

- 12,121 direct jobs are generated by cargo activity at the Port of Everett.
- 14,267 are employed by providing goods and services to the 12,121 individuals directly involved with port activity.



The first three of six new ZPMC cranes at the Port of Seattle to handle the world's largest container ships.
Photo credit: Port of Seattle

Port of Seattle

Data from 2010 show that the Port of Seattle was the sixth busiest United States seaport in TEU's and the ninth largest in terms of dollar value. It was the seventh largest in North America, and the 58th largest in the world in TEU's. It is served by 26 regular steamship lines, two major transcontinental railroads, and 100 trucking companies.

The port generates 21,695 direct jobs and 7,845 indirect jobs. With \$2.5 billion in business revenue, the port pays \$457.5 million in state and local taxes. The private sector employers at the container and cargo handling marine facilities generate another 135,100 related jobs in the State of Washington.

Top exports from the Port of Seattle are animal feed, hay, brewer grain, other agricultural products, and paper. Top imports are furniture, fixtures, apparel, and other consumer goods.

The Port of Seattle has partnered with FMSIB on several projects. Two projects were completed in 2009, one in 2010, one in 2011, and one underway. These projects include capacity improvements at SR 518 and a grade separation at SR 519 (completed in 2009); intelligent transportation systems in the Duwamish industrial area completed in 2010, a grade separation at East Marginal Way (completed 2011), and access improvements to the UP Argo railyard (underway).

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“ For years, we have considered the Asian Trade to be the province of west coast ports and rails; however, recently there has been a resurgence of all-water service from Asia through the Panama Canal, which is being widened to accommodate the world's largest container ships. We must preserve our strategic advantage in the Northwest by offering efficient and competitive freight mobility. ”

— John Creighton, FMSIB member and Commissioner, Port of Seattle

Port of Tacoma

The Port of Tacoma has two primary waterways (Blair and Sitcum), both offering a depth of 51 feet that do not require maintenance dredging. The Port of Tacoma handles a variety of cargoes through terminals operated by the Port and by contractors and lessees. Containers are the fastest-growing cargo in the Port of Tacoma. Its container terminals cover almost 6,500 acres.

The Port of Tacoma is home to a 12-track intermodal yard that accommodates 72 double-stack rail cars, it directly connects to two major transcontinental railroads, BNSF and UP, through a regional short-line service the Tacoma Rail.

Economic impact studies link 43,000 direct jobs in Pierce County and 113,000 jobs statewide to the Port of Tacoma. More than 1,350 Washington state firms import and/or export through the port. Annual trade was \$29 billion in 2010.

In 2010, the Port of Tacoma handled 1.5 million TEUs of containerized cargo and a total value of international trade of \$27.95 billion. Among the cargoes moving through the Port of Tacoma were over 187,000 automobiles, almost 6.2 million metric tons of grain, and 91,000 metric tons of breakbulk cargoes. In 2010, there were 1,019 vessel calls at the Port of Tacoma. The port's top trading partners based on two-way trade were China/Hong Kong and Japan. Cereals and grains were the top export commodities.



Lincoln Avenue Grade Separation, Port of Tacoma

This year, the FMSIB funded Lincoln Avenue grade separation project was completed. The project raises the road over the nearby railroad tracks in order to eliminate the at-grade conflict between rail and heavy vehicular traffic. Also, the FMSIB funded D Street grade separation and rail realignment, completed in 2008, has had positive benefits by allowing trains that formerly crept through the heart of Tacoma's industrial tide flats to now cruise along at 30 miles per hour.

Port of Vancouver USA

The Port of Vancouver USA, situated at the terminus of the Columbia River's deep draft channel, provides a gateway to the river-barge ports of Eastern Oregon/Washington and Northern Idaho. It is the transfer and switching center for four major railroad lines serving North America: BNSF Railway, Union Pacific, Canadian National and Canadian Pacific Railroads. Terminal 5, the port's newest 218-acre marine terminal, is on a deep-water channel, and will have access to two rail lines.

Because 70 percent of its cargo is transported by rail, the port's success depends on continuing service from the major national rail lines. The port is projecting it will serve 160,000 rail cars annually by 2025.

The Port of Vancouver has invested over \$200 million in port infrastructure over the last 10 years. Nearly half of that has been spent on the West Vancouver Freight Access (WVFA) project. Once completed in 2012, the WVFA project will reduce congestion on the regional rail system by as much as 40 percent. The project also will facilitate the development of the City of Vancouver's urban waterfront for mixed-use, which is projected to result in \$1.3 billion in investment.

A specific example of how private sector investment is following the port's investment in freight rail infrastructure is the currently underway \$95 million expansion of the port's grain facility by United Grain Corporation (UGC). UGC is expanding its grain operations to include corn and soybeans in addition to wheat. The project is to be completed by 2012.



Port of Vancouver USA, historic photo

As an economic development engine for southwest Washington, The Port of Vancouver USA injected \$1.6 billion into the regional economy and its marine business added 290 jobs in the five recession-addled years between 2005 and 2010, according to a recent economic impact study.

Conducted by Martin & Associates and published in 2011, the study reported that the port generated 2,337 direct jobs in 2010; with total jobs associated with port activities, including indirect employment, reaching 16,996, an increase of 1,416 from 2005. The 2,337 direct jobs produced by the port paid \$116.3 million in wages and salaries, up 17 percent. Port activities contributed \$80.8 million in state and local taxes – the exact same amount paid in 2005. Strong marine cargo growth in exported wheat, scrap metal and mineral exports, combined with increased wind energy imports contributed to the port's success.

Freight Rail

Every year America's freight railroads invest billions of their own capital, not taxpayer money, to build and maintain a system that is safe, reliable, efficient and affordable. Since 1980, railroads have invested \$480 billion – the equivalent of more than 40 cents out of every revenue dollar – back into

The major rail corridors in the state are:

- The north-south corridor parallels the I-5 corridor from the Columbia River to Vancouver, BC;
- The Columbia River Gorge – running from Vancouver, WA to the east;
- Stevens Pass – running from Everett to Spokane and east, and
- Stampede Pass – running from Auburn to Pasco to Spokane and east.

the network on which America's economy rides. Nationwide, rail moved 13.3 percent of the nation's freight tonnage.

Railroad spending is divided into two categories: the cost to run the railroad and the cost to grow and modernize the rail network. Because railroads own their entire infrastructure, the amount of money required to maintain the network is significant.

Two mainline Class 1 railroads serve the State of Washington: the BNSF Railway (BNSF) and the

continued on next page

Union Pacific Railroad (UP). These Class 1 railroads primarily serve the inland transportation component of the supply chain for large volumes of import and export cargo moving through state ports.

The 2008, State of Washington Freight Rail Study shows that rail freight revenue amounted to \$1.2 billion and employed 4,207 people. In 2007, the state rail system carried 116 million tons of freight. Of this freight, 56 million tons arrived from other states and Canada and 23 million tons were shipped from the state to 46 other states and Canada. Farm products were the top commodities by weight moved on the state's rail system followed by lumber and wood.

There is interconnectedness between ports and railroads. Port access must be efficient and reliable and connect to the rest of the system. The majority of the state's cargo is discretionary cargo that can shift to other gateways if shipping to these gateways is less expensive and faster.

According to the State Freight Rail Plan, 42% of marine cargo is moved by rail on the landside and about 40% of the state's rail traffic is related to port activity.

BNSF Railway

The BNSF Railway is pumping about \$100 million per year in the State of Washington to preserve and expand infrastructure. They have upgraded and replaced ties and rail on the Stampede Pass Line and are working on rail line subdivisions in Eastern Washington. These investments and others have helped them to gain market share and to increase volumes and revenue.

A recent article in the *Financial Times* reported, "In 2004, when west-coast ports and many other transport systems worldwide were caught by the sudden surge in Chinese exports, BNSF was prepared." According to BNSF CEO, Matt Rose, "We'll spend close to \$3.5 billion this year on investments. Nearly all of those will be long-lived assets – locomotives 25 to 30 years, ties 30 years, structures maybe 100 years."

In this same interview with the *Financial Times*, Mr. Rose accepts that the railroads "had been given up for dead in the 1980's. The airlines really replaced railroads as the darlings of the transport



BNSF Shipping Boeing Parts
Photo credit: Alan Burns



BNSF Track Construction, Summer 2011

sector," he said. But, he adds, "the railroads were laying the foundations for a recovery. The railroads just quietly through the 1980's and into the 1990's went along their own way and spent a lot of time taking a lot of cost out, producing savings, and merging companies together. They really transformed themselves into a force that could make money and be able to sustain investment."

Union Pacific Railroad

The Union Pacific Railroad serves many of the ports across the State of Washington, notably Seattle, Tacoma, and Kalama, helping to bolster development and economic stimulation in communities throughout the state. Union Pacific operates two north-south main lines in Washington, with a connection to the Canadian rail system. Union Pacific's produce train begins in Wallula, Washington, and terminates in Albany, N.Y., making the trip in 124 hours. Each 55-car train can carry as much as 1,100 truckloads. Major commodities handled by Union Pacific in the state

include lumber, fruits, automobiles and trucks, manufactured products, grain, chemicals and import-export consumer products. Union Pacific moves export soda ash and grain to Kalama and handles consumer products on double-stack trains from Seattle and Tacoma. One of the more unique services provided by the railroad is the movement of municipal trash from Seattle to a landfill in eastern Oregon.

Between 2006-2009, UP made \$11.3 billion in capital investments nationwide. In 2010 they invested \$2.5 billion in capital. UP owns 532 miles of track in the State of Washington and has 319 employees. Their annual payroll in the state is \$23.2 million and they report \$95.9 million worth of in-state purchases. Within the state they invested \$18.8 million in 2010, the most recent data available.



“ We must protect our investment to keep freight moving to serve our farms. Agriculture is the economic engine of the state. ”

— Rebecca Francik, FMSIB member, Pasco City Council



Union Pacific Railroad

The Board expresses its appreciation to FMSIB Chair, Pati Otley, for 13 years of service. This year marks the last term for Pati's service on FMSIB. She has been a tireless advocate for freight mobility in the State of Washington culminating in her role on legislative study committees and executive work groups that led to the formation of FMSIB in 1998. She served since FMSIB's inception, first representing railroads in her senior public affairs position at BNSF, and then as the citizen chair from 2005-2011. Pati has brought not only remarkable expertise to her role with FMSIB, but she has also brought grace and diplomacy with her leadership.

**Freight Mobility Strategic Investment
Board Staff**

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Executive Director

Marsha Gehring and Donna Veley
Confidential Secretary (shared position)

Annual Report Writing And Design

Lund Consulting, Inc.
Jennergy, Inc.

FMSIB 2011-13 Projected Project Delivery

Projects	2011		2012				2013-2015 biennium			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
East Marginal Way Ramps, Seattle	«	Nov								
Extension of Piert Road, Kennewick				May		Nov				
South 228th Street - Phase 3 (UP Crossing)									Feb	»
Yakima Grade Separation Lincoln Street (Phase 2)	«			May						
Yakima Grade Separation MLK Street (Phase 3)					Aug					Nov
Havana Street Grade Crossing, Spokane	«			Apr						
Strander Boulevard, Grade Separation and Extension, Renton		Dec								Dec
Bigelow Gulch Road, Spokane					Jul			Jun		
M Street Grade Separation, Auburn			Jan							Dec
70th and Valley Avenue (70th phase), Fife		Oct				Oct				
East Marginal Way						Oct		Jun		
East Marginal Way Argo				Jun			Mar			
Port of Tacoma Road Interchange Ramp									Sep	»
Port of Vancouver Rail Access (Phase 14)				Apr			Mar			
Port of Vancouver Rail Access (Phase 14, 15, 16)					Jul					»
Myra Road/Military Road, Grade Separation and Loop, Walla Walla							Mar			Nov
South Park Bridge, King County	«						Mar			
Project Completions by Quarter		3		1		3	2	2		

Pati Otley was appointed citizen chair of FMSIB in 2005, shortly after she retired from three decades of involvement in transportation public policy issues. She joined FMSIB in 1998, at its inception, representing railroads. Pati worked in senior public affairs positions in Seattle for the United States Department of Transportation, Burlington Northern Inc., Burlington Resources, and BNSF. On behalf of those entities, she was engaged in a number of civic, business, political, and transportation organizations and efforts. She was part of the legislative study committees that led to the formation of FMSIB and worked on executive branch transportation efforts. Pati has been an effective advocate for public and private sector support for improving our freight transportation network to enhance the State of Washington's economic health.

Clifford Benson retired from Westwood Shipping Lines in 2005, a subsidiary of Weyerhaeuser Company at that time. His position of Vice President of Operations included: management of the agency networks and management of the landside logistics for container movement in the United States, Canada, Japan, Korea, and for a time most of Western Europe. In addition he was responsible for the vessel operations, including terminal operations. At Westwood he also was involved in government affairs and managed the development, design, and construction of a new class of vessels. He was president of the Puget Sound Steamship Operators Association. Prior to Westwood Clifford worked in Weyerhaeuser's pulp division as plant engineer, plant manager, and regional energy management. In the public sector he was on the Snohomish County Planning Commission and co-chaired the Citizens Advisory Committee of the Snohomish County PUD during the energy crisis of the mid 70's. In retirement he continues on FMSIB and is President of Habitat for Humanity Snohomish County.

John Creighton has served on the Seattle Port Commission since 2006. He came to the Commission with broad experience as a lawyer who worked on complex international transactions in the port cities of Singapore, Helsinki, and Istanbul prior to returning home to Seattle. During his tenure, Commissioner Creighton has developed significant expertise in regional transportation and economic policy – he sits on the Puget Sound Regional Council Transportation Policy Board on behalf of the Port and is chair of the SR 509 Executive Committee. He has served on the board of Enterprise Seattle, the King County economic development organization, and is an advisory board member of Seattle's Convention and Visitors Bureau. Creighton earned a B.A. and M.A. in International Relations from Johns Hopkins University. He went on to earn his J.D. from Columbia University and also has a Certificate in Administration from the University of Washington Business School.

Dave Edler represents cities on FMSIB. He is a Yakima City Council member and former two-term mayor of Yakima. His family has been in trucking for two generations and they continue to serve that industry in much of Central Washington. He has a great desire to see progress made in enhancing major freight movement throughout our state. Dave is also a former professional baseball player for the Seattle Mariners and currently pastors a church in Yakima.

Terry Finn, Executive Director of Government Affairs for BNSF Railway, has served on FMSIB since 2007 and possesses broad experience in government relations concerning transportation policy and legislation. He participated in the legislative drive to create the state's freight mobility program. His previous government affairs work as a representative of the Port of Seattle has helped to round out a portfolio heavy in knowledge about rail, marine and truck shipping, and its relationship to the economy of the state. Terry serves on freight and rail advisory boards in Washington and Oregon. He learned many of the ins and outs of government as a former reporter for United Press International covering the state legislature and Washington's congressional delegation.

Rebecca Francik earned a Bachelor of Science in Agronomy from Washington State University and a Master in Library and Information Science from the University of Washington. Appointed to the Pasco City Council in 1996, she has been a strong advocate for building and maintaining public systems. Rebecca is a former board member of the Public Works Trust Fund and currently serves on the Association of Washington Cities Board of Directors. A nationally board certified teacher/librarian she lives and works in Pasco.

Dave Gossett's background is in local government with a strong emphasis in transportation. Prior to his election to the Snohomish County Council in 2001 he spent twelve years on the Mountlake Terrace City Council including six years as Mayor. He has represented Snohomish County as a member of both the I-405 Executive Committee and the Regional Transportation Investment District Executive Board. He currently is Chair of Community Transit, providing transit service throughout Snohomish County. Dave's involvement in economic development issues includes being a member of the Puget Sound Regional Council's Economic Development District Board and an officer of the Greater Seattle Trade Development Alliance.

Paula Hammond is the Secretary of the Washington State Department of Transportation since 2007. Hammond manages an agency of 6,800 employees, with responsibility for 20,000 lane miles of highways, 3,500 bridges, general aviation airports, passenger- and freight-rail programs, and the Washington State ferry system, the nation's largest. WSDOT is nearing completion of the state's largest capital program (\$15.5 billion) in the agency's 104-year history, begun in 2003. In her 32 years with WSDOT, Hammond has worked in all areas of the department's capital delivery, operations, and policy programs. She graduated from Oregon State University with a Bachelor of Science degree in civil engineering and is a professional engineer.

Steve Holtgreets is President of Hogland Transfer Company, Inc. in Everett. He has worked in the trucking industry for over 40 years. Steve is a Past President of the Washington Trucking Associations (1997-1999) and currently serves as Treasurer of that organization. He also serves on the Board of Directors of the American Trucking Association, and participates as a member of their Safety Policy, Homeland Security, and Small Carrier committees. He graduated from Pacific Lutheran University in 1979, with a degree in Business Administration, with an emphasis in Operations Management.

Paul Ingiosi is a Budget Assistant to Governor Gregoire in the state's Office of Financial Management. His primary task is assisting in the development of the Governor's biennial and supplemental transportation budgets. Paul's portfolio includes rail and freight, public transportation, information technology, FMSIB, the Transportation Commission, the County Road Administration Board, and the Transportation Improvement Board. Originally from the east coast, Paul is a former Assistant Budget Director for the City of Philadelphia, PA, where he developed and monitored departmental performance measures. He also has fiscal experience as a budget analyst for the University of Pennsylvania's School of Arts and Sciences.

Larry Paulson has been the Executive Director of the Port of Vancouver, USA, since January, 1999. Previously, he was the Deputy Executive Director of the port for 2 years. Before that, he was a practicing attorney for 25 years, the last 17 years as a shareholder with the firm of Schwabe, Williamson & Wyatt. He also spent over 31 years in the Air Force, and Oregon Air National Guard, retiring with the rank of Brigadier General.

Brian Ziegler is the Pierce County Director of Public Works and Utilities. He brings 34 years of engineering and public infrastructure experience to the board. Recently, the American Public Works Association named Brian as one of the Top Ten Public Works Directors in America. He is an instructor in the Northwest Public Works Institute, assisting in the training of local public works officials. He worked for the Washington State Department of Transportation for 26 years and was instrumental in large transportation projects, including the new Tacoma Narrows Bridge and the I-705 Tacoma Spur freeway. Brian represents counties on FMSIB and has chaired FMSIB's Project Selection Committee for three years.

Brock Nelson has over thirty-five years of experience in the railroad industry. He is a 1976 graduate from Iowa State University with a BS in Civil Engineering. He began his railroad career with the Chicago and NorthWestern railroad in 1976 where he held numerous positions in the engineering department. Brock's railroad career also includes 16 years managing environmental compliance programs in various capacities. Brock is currently the Director of Public Affairs for the States of Oregon and Washington and is headquartered in Portland, Oregon.

Agency	Region	Project Name
WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)
Port of Seattle	PS-F	East Marginal Way Ramps
Port of Tacoma	PS-F	Lincoln Avenue Grade Separation (Phase 1)
WSDOT	PS-F	SR 509/Port of Tacoma Road Grade Separation
Port of Longview	WW	Port of Longview Alternate Rail Corridor
Kelso	WW	Allen Street Bridge Replacement
Port of Everett	PS-F	California Street Overcrossing to Port of Everett
Everett	PS-F	41st Overcrossing/Riverfront Parkway (Phase 1)
Union Gap	EW	Valley Mall Boulevard Extension
Auburn	PS-F	South 277th Street Grade Separations (BNSF & UP)
Puyalup	PS	Shaw Road Extension
Prosser	EW	Wine Country Road
Port of Pasco	EW	SR 397 Ainsworth Avenue Grade Crossing
Tacoma	PS-F	D Street Grade Separation
Auburn	PS-F	3rd Street SW BNSF Crossing
Kennewick	EW	Columbia Center Boulevard Railroad Crossing
Pierce County	PS-F	8th Street East/BNSF Grade Separation
Tukwila	PS-F	180th Street Grade Separation
Colville	EW	Colville Alternate Truck Route
Walla Walla	EW	SR 125/SR 12 Interconnect (Myra Road Extension)
Port of Kalama	WW	Port of Kalama Industrial Park Bridge
Everett	PS-F	East Marine View Drive Widening (Phase)
WSDOT	PS	SR 18 Weyerhaeuser Way to SR 167 Truck Lane (Phase)
Kent	PS	South 228th Street Extension & Grade Separation
Seattle	PS	Duwamish Intelligent Transportation System (ITS) (Phases 1 & 2)
WSDOT	EW	US 12/124 to SR 730 Walla Walla
Port of Kalama	WW	Grain Terminal Track Improvements
DOT-Pasco	EW	US 395 Hillsboro Street Interchange
Pierce County	PS	Cross Base Highway (phase 1)
Bremerton	WW	SR3/304 Transportation Improvement Project
WSDOT- Sumas	WW	SR 9 – SR 546/Nooksack Road Vicinity to SR 547/Cherry S
Moses Lake, Grant Co.	EW	SR 17 Pioneer Way to Stratford Road Mobility
Longview	WW	SR 432 Improvement/3rd Ave Off-Ramp Widening
Fife	PS	70th and Valley Avenue (Valley Ave Phase)
Snohomish Co	PS	Granite Falls Alternate Route (Phase 1 ROW)
Fife	PS	Pacific Highway East / Port of Tacoma Road to Alexander Avenue
Woodinville	PS	SR 202 Corridor Improvement - SR 522 to 127th Place NE (Phase 1)
Everett	PS	I-5/41st Street (Phase 1)
Spokane	EW	Freya Street Bridge
Port of Vancouver	WW	Port Rail Access (Phase 1)
Longview	WW	SR 432/SR 433 Turn Lane Improvements

41 Completed Projects Valued at more than \$371 Million
FMSIB share \$112.7 Million

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