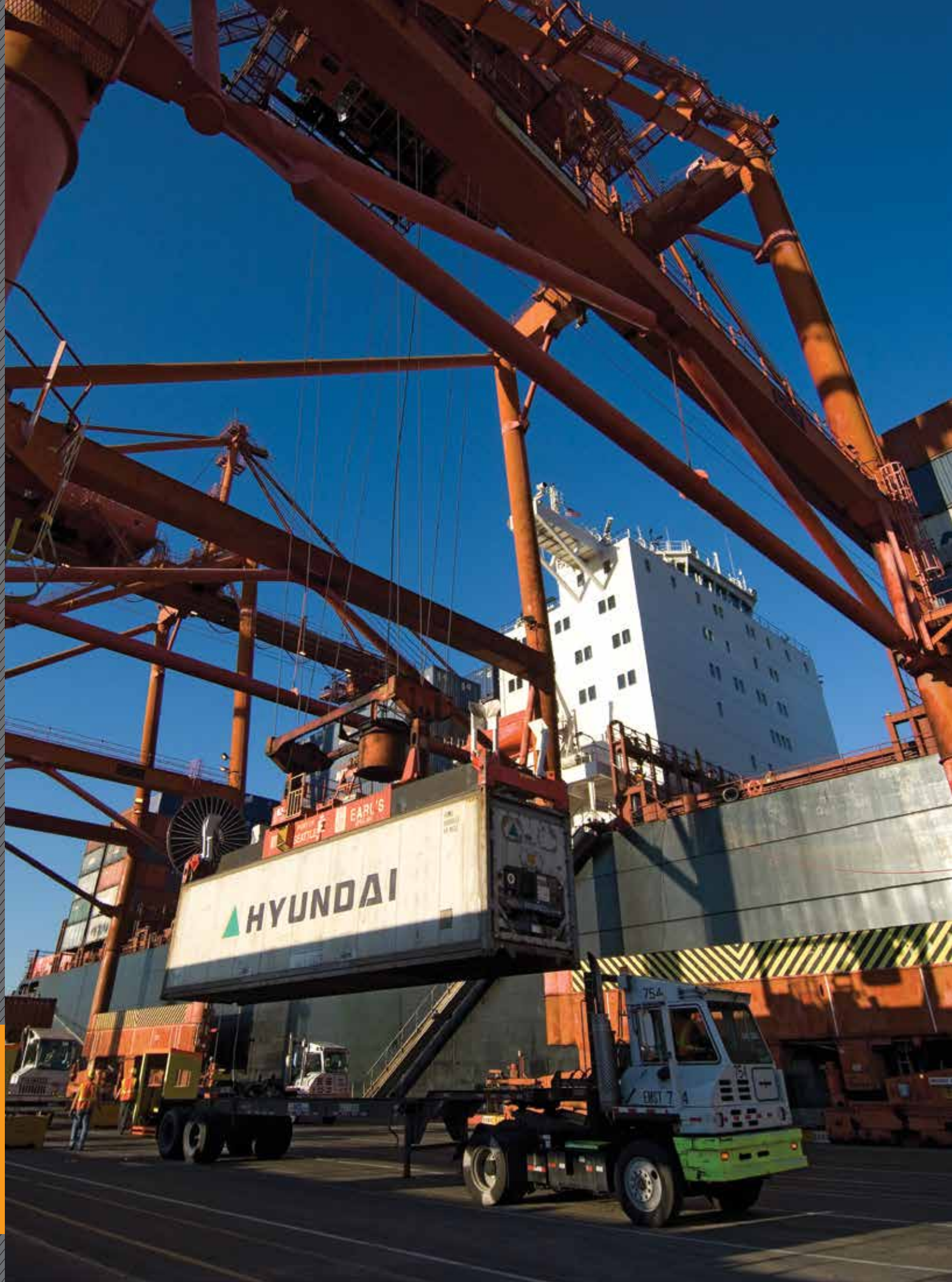


2010

TRADE, JOBS, COMMUNITIES: FREIGHT MOBILITY PROJECTS TO SECURE OUR FUTURE



Freight Mobility Strategic Investment Board 2013 Annual Report



INTRODUCTION TO THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Washington's economy is dependent upon trade and must compete in a global economy. To remain competitive, the state's freight-related industries and producers must be able to move products and goods efficiently. The Washington State Freight Mobility Strategic Investment Board (FMSIB) creates a comprehensive and coordinated state program to facilitate freight movement among local, national, and international markets, with the goal of enhancing trade opportunities for Washington state. The Board is also charged with finding solutions that lessen the impact of freight movement on local communities.

In 2013, FMSIB completed five projects in Eastern and Western Washington valued at \$45.75 million. FMSIB funded \$8.1 million of the total project costs. To date, FMSIB has completed a total of 48 projects, leveraging \$150 million for a total investment of \$639 million.

FMSIB MISSION STATEMENT

FMSIB proposes policies, projects, corridors and funding to the State of Washington legislature to promote strategic investments in a statewide freight mobility transportation system.

The Board also:

- Proposes projects that soften the impact of freight movement on local communities;
- Advocates for strategic freight transportation projects that bring economic development and a return on investment to the state;
- Focuses on timely construction and operation of projects that support jobs;
- Leverages funding from public and private stakeholders;
- Creates funding partnerships;
- Invests in a freight solution regardless of mode or jurisdiction, and
- Serves as the de facto freight-project screening agency for state and federal policy makers.

BOARD MEMBERS

Dan Gatchet, Chair

Citizen member

Dan Gatchet was appointed Chair of FMSIB in 2012. Dan began his transportation career working for two U.S. flag ocean carriers, USL and American President Lines. His trucking career started in Southern California as president of a large inter-modal trucking company. After moving back to his hometown of Seattle, he started West Coast Trucking in 1993, which he sold to a national trucking company in 2007. Dan has been actively involved in many of the industry's trade associations. He was a founding member of the American Trucking Association Inter-modal Council and past chair of the California Trucking Association Inter-modal Council. Dan also is a past president of the Washington Trucking Associations.

Sheri Call

Vice President

Washington Trucking Associations
Trucking industry representative

Sheri Call is Vice President of Member Services for the Washington Trucking Associations where she has been employed since 2001. Since moving to Washington state in 1994, Sheri has spent her career in freight related businesses from heavy duty truck parts manufacturers to distributorships. She currently represents the trucking industry on the State of Washington's Freight Advisory Committee.

John Creighton

Commissioner

Port of Seattle
Ports' representative

John Creighton has served on the Seattle Port Commission since 2006. He is a lawyer who worked on international transactions in the port cities of Singapore, Helsinki, and Istanbul. Commissioner Creighton has 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 and is an advisory board member of Seattle's Convention and Visitors Bureau.

Terry Finn

Director of Government Affairs
BNSF Railway (retired)
Railroad representative

Terry Finn has served on FMSIB since 2007. He recently retired as Executive Director of Government Affairs for BNSF Railway. He has experience in government relations for transportation policy and legislation and participated in the industry drive to create the state's freight mobility program. His previous government affairs work as a representative of the Port of Seattle provided him with 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 also served as a reporter for United Press International covering the state legislature and Washington's congressional delegation.

Dave Gossett

Council member
Snohomish County Council
Counties' representative

Dave Gossett's background is in local government with emphasis on 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 the I-405 Executive Committee and the Regional Transportation Investment District Executive Board. He is on the board of Community Transit, providing transit service throughout Snohomish County. Dave's involvement in economic development issues includes being President of the Puget Sound Regional Council's Economic Development District Board and an officer of the Greater Seattle Trade Development Alliance.

Pat Hulcey

Council member
City of Fife
Cities' representative

Pat Hulcey is a lifelong Fife resident and is serving his second term on the Fife City Council. As a council member, Pat participated in the Tacoma Tide Flats Area Transportation Study (TATS), and serves as Fife's elected representative to the Pierce County Regional Mobility Access Partnership (RAMP). His lifelong experience in Fife and exposure to regional transportation planning efforts resulted in Pat's early advocacy and contributions to the City of Fife visioning and transportation plans. Prior to retirement, Pat was a long-time member of the Boilermakers Union with a working career in shipbuilding and steel fabrication. Pat worked in both the ports of Tacoma and Seattle.

Mark Knudsen

Vice President
SSA Marine
Marine industry representative

Mark Knudsen joined Carrix in 2007 as Vice President, Project Management and Development. Prior to joining Carrix he was Deputy Managing Director, Seaport, for the Port of Seattle. He was with the Port of Seattle for twenty years where he was lead on initiatives in new business development and project development. He has spent his entire career in the marine industry, including several years in commercial fishing operations in successive positions from deckhand to management. Since joining Carrix he has assumed responsibility for management of conventional bulk, breakbulk, and other cargo operations in the United States and international locations as President, SSA Conventional, Carrix.

Larry Paulson

Former Executive Director
Port of Vancouver
Ports' representative

Larry Paulson served as the Executive Director of the Port of Vancouver, USA, from 1999-2012. Previously, he was the Deputy Executive Director of the port for two 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.

Lynn Peterson

Secretary of Transportation
WSDOT Representative

Lynn Peterson is the State of Washington Secretary of Transportation. Before joining the Washington State Department of Transportation (WSDOT), Peterson served as Oregon Governor John Kitzhaber's Sustainable Communities and Transportation Policy Advisor. She is the former chair of the Clackamas County Commission. Prior to serving on the Clackamas County Commission, Peterson worked as a transportation consultant and as a strategic planning manager for TriMet, Portland's regional transportation agency.

Robin Rettew

Transportation Budget Analyst
Office of Financial Management
Governor's representative

Robin Rettew is a Senior Budget Advisor for Governor Inslee. Robin has over 30 years of state government service including ten years at the Office of Financial Management, nine years in the state legislature serving on the transportation committees, six years at the Department of Transportation, three years in the Governor's policy office, and three years in education.

Tom Trulove

Mayor
City of Cheney
Cities' representative

Tom Trulove is currently serving his fifth term as City of Cheney Mayor, having first been elected to that post in 1977. During that time he served on the Board of the Association of Washington Cities (AWC) and as its president. In 1986 he was appointed as Washington representative to the Northwest Power Planning Council, serving until 1994, including two years as its chair. In 2013, Tom retired from Eastern Washington University after 18 years as Department of Economics Chair. He currently serves on the AWC Employees Benefit Trust Board of Trustees, Associated Industries Board of Directors, Greater Spokane Incorporated Board of Trustees, Spokane Regional Health District Board, Spokane Transit Authority Board, and the West Plains Chamber of Commerce.

Brian Ziegler

Director of Public Works and Utilities
Pierce County
Counties' representative

Brian Ziegler is the Pierce County Director of Public Works and Utilities. He has 37 years of engineering and public infrastructure experience. 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 WSDOT for 26 years and was instrumental in large transportation projects, including the Tacoma Narrows Bridge and the I-705 Tacoma Spur freeway.

Brock Nelson

Director of Public Affairs for
Oregon and Washington
Union Pacific Corporation
Ex-officio member

STAFF**Karen Schmidt**

Executive Director

Ashley Probart

Deputy Director

Donna Veley**Marsha Gehring****Gena Saelid**

Confidential Secretary shared position

THE IMPORTANCE OF FREIGHT TO THE WASHINGTON STATE ECONOMY

Freight mobility is essential for high employment levels, economic stability, and prosperity. Freight mobility is necessary for moving products consumed within Washington state and for exports to other countries and states.

The State of Washington ranked fourth in total exports in 2012, the latest year of data available, behind Texas, California, and New York. In prior years, the state ranked fifth in total exports. Washington State is the largest United States exporter on a per capita basis. According to the U.S. Department of Commerce, the State of Washington achieved double-digit export growth in 2012, a 17 percent increase.

Nearly 40 percent of all jobs in Washington can be tied to trade-related activity. This is updated data from the 1997 finding that 25 percent of all jobs in Washington state were related to exports. Direct trade jobs totaled over 430,000. In agriculture alone, over 34,000 jobs are directly tied to agricultural exports, or 52 percent of agriculture employment in the state. Ninety-five percent of aircraft and 61 percent of software related jobs are dependent on exports. (See "An International Competitiveness Strategy for Washington State," Washington Council on International Trade and the Trade Development Alliance of Greater Seattle.)

Transportation equipment, primarily aerospace, and agricultural products accounted for 66 percent of all exports. Nearly two-thirds of the state's exports went to Pacific Rim destinations. China, Japan, and Canada are Washington state's largest trade partners, according to the state's Department of Commerce.

Over 8,000 Washington companies currently export goods. This is approximately four percent of Washington companies. The national average for companies that export is one percent



FMSIB IS A MODEL FOR A NATIONAL FREIGHT PROGRAM

FMSIB's successful track record and a consistent focus on its mission have brought national attention to the FMSIB program. The 2012 federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) established a national freight policy and called for the creation of a National Freight Strategic Plan. Washington Senator Maria Cantwell and former United States Department of Transportation (USDOT) Secretary Ray LaHood announced the creation of a federal Freight Policy Council in 2012 and said that the Freight Policy Council is modeled after Washington state's FMSIB. LaHood also announced the creation of a National Freight Advisory Committee (Advisory Committee) in 2013 and FMSIB Executive Director, Karen Schmidt, was appointed to serve as one of 47 voting members. She is also co-chairing the Advisory Committee's Project Delivery and Operations Subcommittee.

The Advisory Committee will provide outside recommendations to the USDOT Freight Policy Council on how America's freight network can better serve businesses, freight customers and shippers, and regions across the nation. The Advisory Committee's Charter calls for advising USDOT on:

- Development of a National Freight Strategic Plan;
- Establishment of a National Freight Network;
- Strategies to assist states in developing State Freight Advisory Committees and State Freight Plans;
- Development of measures of the condition, safety, and performance of the freight network, and
- Development of freight transportation investment, data, and planning tools.

"In Washington state and around the nation we know more freight equals more jobs. The freight plan these experts will help develop will drive private-sector economic growth and our trade economy in the 21st century."

Senator Cantwell at the National Freight Advisory Committee's first meeting in 2013

STATE OF WASHINGTON FREIGHT MOBILITY PLAN

FMSIB established the Washington Freight Advisory Committee (WFAC), called for in MAP-21, as a FMSIB standing subcommittee. WSDOT, FMSIB, and the WFAC are partners in development of a Washington Freight Mobility Plan (Freight Plan). FMSIB has a proven project evaluation process for local freight projects and will work with the WFAC to prioritize projects for the state Freight Plan. The WFAC will develop a report that includes an inventory of freight deficiencies, policy barriers to freight movement, and trends that impact freight. The WFAC report due in 2014 will inform the Freight Plan that will be submitted to USDOT.

The Freight Plan will make a case for funding Washington state freight projects and programs in the reauthorization of the federal transportation bill and future state transportation packages. It will also guide capital and operating investments in the state's freight systems.

In addition to the federal MAP-21 freight requirements, state law also requires development of a state freight mobility plan:

"The state-interest component of the statewide multimodal transportation plan shall include a freight mobility plan which shall assess the transportation needs to ensure the safe, reliable, and efficient movement of goods within and through the state and to ensure the state's economic vitality." (RCW 47.06.045).

MODAL PARTNERS

FREIGHT RAIL

The major rail corridors in the state are:

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

Two mainline Class 1 railroads serve the State of Washington: the BNSF Railway (BNSF) and the 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. Railroads account for 40 percent of intercity freight volume. Nationwide, rail moved 13.3 percent of the nation's freight tonnage. By 2035, railroads are expected to carry 38 percent more cargo than they do today.

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. In recent years, freight railroads have spent approximately \$12 billion per year on their tracks, signals, and other infrastructure, and another \$10 billion on locomotives, freight cars, and other equipment. From 1980 through 2012 they've reinvested \$525 billion—more than 40 cents of every revenue dollar—to maintain and modernize the national freight rail network.

Within Washington state, FMSIB partnership investments in the automatic gate systems at the Argo Yard will allow for greater yard efficiency, shorter truck turn times, reduced idling at manual gate access system, and improved air quality. This year, FMSIB investments in locations such as Auburn, Kent, Renton, Tacoma, Vancouver, and Yakima are also improving freight rail movement through communities and to ports.

A key policy issue of concern to railroads is how to accommodate rail operations and preserve rail corridors, especially in the face of neighborhood gentrification surrounding existing freight rail facilities.

TRUCKING

There are 1.2 million truck carriers nationwide with 63,000 in the northwest and 7,000 in Washington state. Trucking is a diverse industry with a variety of truck-types, ownerships, and services. Trucks carried \$334 billion of the state's total freight volumes according to data released by the Federal Highway Administration. Truck freight is expected to grow about three percent annually between 2010 and 2040. Trucking dominates the freight transportation industry in terms of both tonnage and revenue, comprising 67 percent of tonnage and 81 percent of revenue in 2011, according to American Trucking Association Chief Economist, Bob Costello.

Among top issues of concern to the trucking industry are congestion, bottlenecks, and highway infrastructure condition. While standard peak-hour congestion is costly in terms of freight delays and fuel consumption, unexpected delays are considerably worse. Another challenge is moving freight through local communities for deliveries due to restricted roads and bridges, delivery hours, and noise ordinances.



PORTS

Washington has 75 port districts within the state. Washington's ports include 11 deep-draft ports; seven of which are located in the Puget Sound, one in Grays Harbor on the coast, and three on the Columbia River. The largest ports are the ports of Seattle and Tacoma, which together comprise the second largest load center on the West Coast, behind the complex at Los Angeles-Long Beach. Seattle-Tacoma ranked fifth largest in the United States according to "A Special Report on the Top 30 Ports in the United States," published by Logistics Management in 2012. The Columbia-Snake River system stretches 365 miles inland from the Pacific Ocean. There are three deep-draft ports along this system located in Longview, Kalama, and Vancouver. Upstream, the Ports of Klickitat, Pasco, Kennewick, and Benton are served by barge along the Columbia. The Ports of Whitman County, Walla Walla, and Clarkston are served by barge along the Snake River.

The competitiveness of ports is determined by the direct cost to shippers and their customers, and the speed, reliability, and convenience that it takes to get goods from ports to their ultimate destination. Because 70 percent of international freight entering Pacific Northwest ports is discretionary, shipping can quickly shift to cheaper, faster and/or more convenient routes. Shippers now have more choices about the fastest and least expensive way of delivering their cargo. Shipping via an

all-water route from Asia to the East Coast is taking less time. Economics are now favoring all-water routes to the East Coast when there is not a strong shipper preference. While trade with Asia is increasing, the West and Pacific Northwest are losing market share to all water routes and to Canada.

Many companies are located in Washington because of their ability to easily ship goods in and out. When shipping shifts to competitors in Canada, Mexico and (with the widening of the Panama Canal) the Southeast and Eastern United States, capacity issues arise that increase transportation costs and limit companies' ability to leverage global supply chains. This is not a problem of the future; Washington has already seen Puget Sound area ports lose market share to British Columbian ports. If Washington ports lose market share on the import side then exporting will be more costly for Washington agriculture, manufacturing, and businesses.

Current concerns for ports include the issue of gentrification and obstacles to shipping goods the first and last mile. One example is infill development next to railroads and ports by commercial, residential, and schools uses. Another example is the lack of strong state rules to protect strategic freight corridors or port areas. In addition, clogged city streets prevent smooth and cost-effective transfer from ship to rail and truck to port.



MARINE PARTNERS

Around 90 percent of world trade is carried by the international shipping industry. Without shipping, the import and export of goods on the scale necessary for the modern world would not be possible. There are over 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations, and manned by more than a million seafarers of virtually every nationality.

Trends in the regular shipping line sector and in container transportation have returned to growth after the declines associated with the recent recession: the increase in the world fleet capacity, and also the size and speed of vessels between the mid-1990s and the middle of the current decade, reflect new advances that have made it possible to absorb the increasing volume of goods shipped from Asian ports.

The increasing ship size and correspondingly larger volumes arriving with each ship require transportation infrastructure that can handle these surges of imports and exports efficiently. Washington ports, with their naturally deep water and investments by port districts and private companies, are well suited to handle the ships, but the shore-side transportation network needs to be continually upgraded to meet the freight demands from cargo imported and exported from the state.



LOCAL GOVERNMENT PARTNERS

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 deep-water port. Approximately 63 percent of the state's population lives in cities and 27 percent of all trips are on city streets. Counties have a complex system of transportation infrastructure with over 80,000 lane miles of roads and 3,243 bridges.

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. 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. 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.

Issues of concern to local governments include the challenge of addressing citizen concerns about freight in their communities. There is a paradox that while freight movement may increase economic activity it also generates increases in rail and truck movements adding to congestion and creating road and rail conflicts. Local communities are concerned about safety and often do not perceive a local economic value when freight rail moves through their communities. The cost to address at-grade crossings exceeds city budgets making partnerships through FMSIB essential.



PROJECTS ACTIVE IN 2013

PORT OF TACOMA TRUCK OFF-RAMP (CITY OF FIFE)

A component of a multi-phase project to improve truck access to the Port of Tacoma, it provides improved freight access with the addition of an I-5 southbound exit ramp that connects at a new signalized intersection of Pacific Highway and 34th Avenue East, just east of Port of Tacoma Road, easing truck backups onto I-5.

Total project cost: \$7.5M, FMSIB share: \$3M

CITY OF YAKIMA GRADE SEPARATED RAIL CROSSING

This project constructs two underpasses located at Lincoln Avenue and Martin Luther King Jr. Boulevard from 1st Avenue to 1st Street. The underpasses will reconstruct three lanes on each roadway under the BNSF mainline. Lincoln Avenue is complete and Martin Luther King Jr. Boulevard is under construction. This project is critical to the movement of truck freight traffic, emergency vehicles, and the movement of vehicles in the downtown area.

Total project cost: \$46.05M, FMSIB share: \$7M

RAIL TIE-IN TO MAINLINE (PORT OF VANCOUVER USA)

A rail trench is being constructed along the Columbia River improving the connection between the port's infrastructure to the mainline BNSF and UP rail line. The new rail alignment and previous improvements have facilitated the expansion of United Grain Corporation, the Great Western Malting Company, and brought in new businesses such as Farwest Steel, Keyera Energy, and BHP Billiton. These private businesses have invested over \$500M within the port.

Total project cost: \$38.34M, FMSIB share: \$6.3M



STRANDER BOULEVARD AND SW 27TH STREET CONNECTION (CITY OF RENTON)

This project constructs the undercrossing of the BNSF tracks and provides the first phase of a new route extending Strander Boulevard from West Valley Highway in Tukwila to Oakesdale Avenue in Renton and it provides an improved connection to SR 167. When completed, the project will open a new grade-separated five-lane roadway serving the Southcenter industrial area underneath the UP and BNSF tracks. The project will also connect Strander Boulevard from the current terminus at the West Valley Road in Tukwila to Oakesdale Avenue SW in Renton.

Total project cost: \$22.2M, FMSIB share: \$2M



GREEN RIVER VALLEY BNSF AND UP INDUSTRIAL TRACK (CITY OF RENTON)

A shoo-fly (a temporary rail route) is being constructed to allow continuous rail operations while the undercrossing for the Strander Boulevard and SW 27th Street connection is constructed. Instead of discarding the temporary route, the BNSF will use the shoo-fly for their third mainline extension.

Total project cost: \$5.91M, FMSIB share: \$1.25M

SOUTH 228TH STREET CORRIDOR PROJECT (CITY OF KENT)

The final corridor segment will construct a railroad grade separation at the UP tracks on South 228th Street. Previous phases constructed a roadway extension from the Kent industrial-warehouse area to the I-5 alignment that will connect with the future I-509 and a railroad grade separation at the BNSF tracks. When completed the direct connection between the industrial-warehouse district in Kent with the ports of Seattle and Tacoma will expedite freight movement.

Total project cost: \$25M, FMSIB share: \$3.25M

EAST MARGINAL WAY TRUCK CROSSOVER AND ARGO YARD TRUCK ROADWAY (PORT OF SEATTLE)

This multi-phase project provides a dedicated truck only gateway that carries 45 percent of the Port of Seattle's regional truck traffic, improves safety by eliminating a difficult weaving maneuver from southbound SR 99 to Diagonal Avenue, creates greater intermodal and multimodal efficiency and, improves air quality by reducing delay-related idling trucks.

Total project cost: \$15M, FMSIB share: \$3.75M

PROJECTS COMPLETED IN 2013

PIERT ROAD EXTENSION (BENTON COUNTY)

This 1.7 mile project is the final extension of Piert Road from SR 397 to Bowles Road in eastern Benton County. The Piert Road Extension provides direct access to such industries as Agrium U.S. Inc., and direct access to the Port of Kennewick and the southeast industrial area of Finley to SR 397 and I-82. The Piert Road Extension replaces an existing truck route that previously travelled through a school zone. Completion of this project will provide the Port of Kennewick with multi-modal road, rail, and water access.

Total project cost: \$2.9M, FMSIB share: \$460,000



M STREET SE GRADE SEPARATION (CITY OF AUBURN)

This project provides a grade separated crossing of M Street and the Stampede Pass BNSF tracks by taking M Street traffic under the rail line, allowing 600 trucks per day to cross under the rail line and eliminating 15 minutes or more of traffic delay per rail crossing.

Total project cost: \$22.4M, FMSIB share: \$6M



70TH AVENUE AND VALLEY AVENUE WIDENING (CITY OF FIFE)

This project widens 1.2 miles of 70th Avenue East from two lanes to five lanes between 20th Street East and the UP tracks and widens approximately one mile of Valley Avenue East from two lanes to four lanes, eliminating 67 hours of truck delay per day. FMSIB estimates its investment in reduced truck delay will be recovered in approximately one year.

Total project cost: \$14.9M, FMSIB share: \$500,000

MYRA ROAD AT THE DALLES-MILITARY ROAD (CITY OF WALLA WALLA)

The intersection of Myra Road at the Dalles Military Road and SE 12th Street will be lowered, from SR 125 to the Villages of Garrison Creek. Two lanes in each direction will be provided on Myra Road. This removes the last remaining barrier to efficient freight traffic flow between SR 12 and SR 125 in Walla Walla by reducing road grades from five percent to three percent, and installs signal improvements to increase capacity and reduce travel delay.

Total project Cost: \$4.13M, FMSIB share: \$500,000

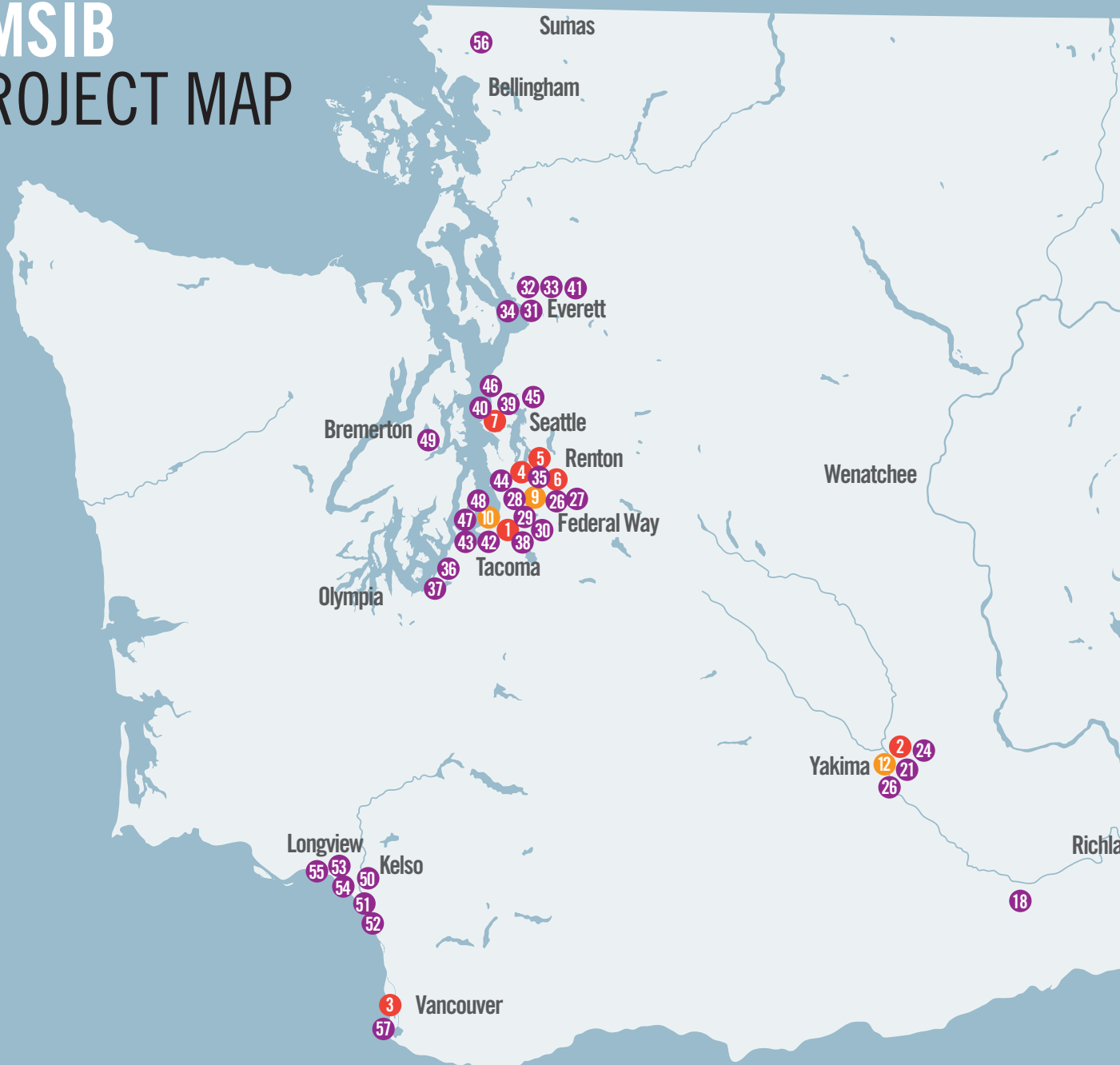


RIVER ROAD IMPROVEMENTS (CITY OF YAKIMA)

This project reconstructs River Road from a two-lane 21' wide county roadway into a 40' wide three-lane roadway, including curbing along the roadway to define ingress and egress for current and future industrial areas. As a partnership example, Washington Fruit and Produce Company contributed \$300,000 to this project. They operate 22 hours a day, six days a week and a new truck is loaded an average of every six minutes. They must have reliable access to their site before sending loaded trucks out onto the nearby highway.

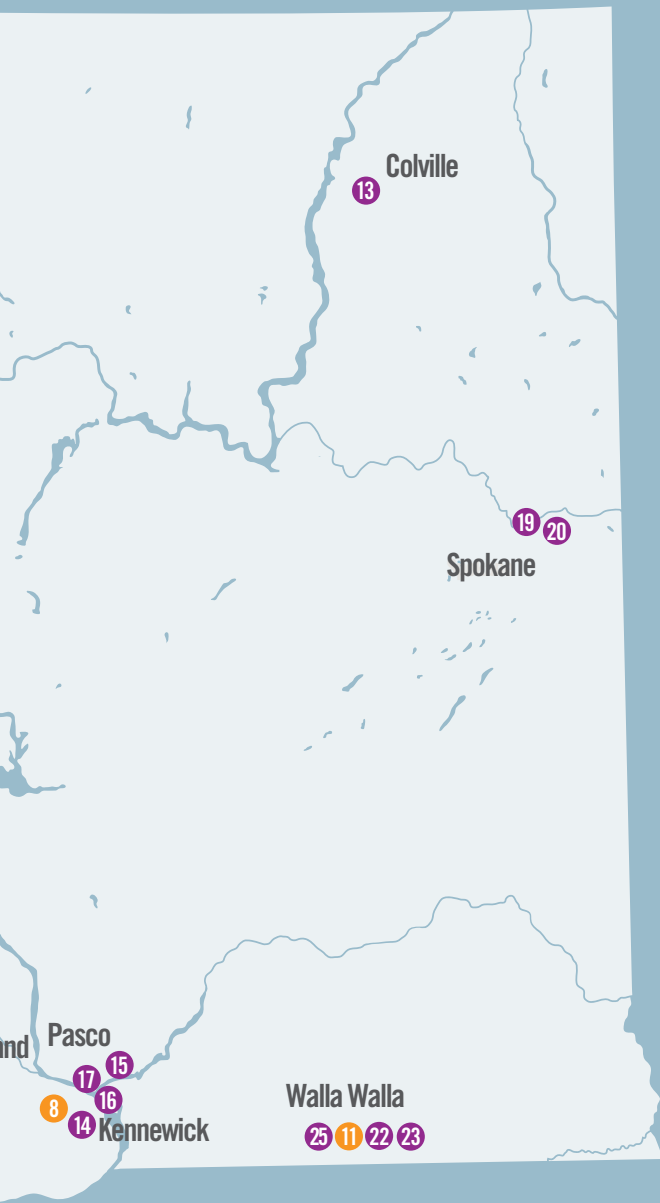
Total project cost: \$1.42M, FMSIB share: \$639,000

FMSIB PROJECT MAP



PROJECTS ACTIVE IN 2013

- | | |
|--|---|
| <p>1 PORT OF TACOMA TRUCK OFF-RAMP (CITY OF FIFE)
Total project cost: \$7.5M, FMSIB share: \$3M</p> <p>2 CITY OF YAKIMA GRADE SEPARATED RAIL CROSSING
Total project cost: \$46.05M, FMSIB share: \$7M</p> <p>3 RAIL TIE-IN TO MAINLINE (PORT OF VANCOUVER USA)
Total project cost: \$38.34M, FMSIB share: \$6.3M</p> <p>4 STRANDER BOULEVARD AND SW 27TH STREET CONNECTION (CITY OF RENTON)
Total project cost: \$22.2M, FMSIB share: \$2M</p> | <p>5 GREEN RIVER VALLEY BNSF AND UP INDUSTRIAL TRACK (CITY OF RENTON)
Total project cost: \$5.91M, FMSIB share: \$1.25M</p> <p>6 SOUTH 228TH STREET CORRIDOR PROJECT (CITY OF KENT)
Total project cost: \$25M, FMSIB share: \$3.25M</p> <p>7 EAST MARGINAL WAY TRUCK CROSSOVER AND ARGO YARD TRUCK ROADWAY (PORT OF SEATTLE)
Total project cost: \$15M, FMSIB share: \$3.75M</p> |
|--|---|



PROJECTS COMPLETED IN 2013

- 8** PIERT ROAD EXTENSION (BENTON COUNTY)
Total project cost: **\$2.9M**, FMSIB share: **\$460,000**
- 9** M STREET SE GRADE SEPARATION (CITY OF AUBURN)
Total project cost: **\$22.4M**, FMSIB share: **\$6M**
- 10** 70TH AVENUE AND VALLEY AVENUE WIDENING (CITY OF FIFE)
Total project cost: **\$14.9M**, FMSIB share: **\$500,000**
- 11** MYRA ROAD AT THE DALLES-MILITARY ROAD (CITY OF WALLA WALLA)
Total project cost: **\$4.13M**, FMSIB share: **\$500,000**
- 12** RIVER ROAD IMPROVEMENTS (CITY OF YAKIMA)
Total project cost: **\$1.42M**, FMSIB share: **\$639,000**

PROJECTS COMPLETED 1998 - 2012

EASTERN WASHINGTON REGION

- 13** Colville Colville Alternate Truck Route
- 14** Benton Co. Piert Road Extension
- 15** Kennewick Columbia Center Boulevard Railroad Crossing
- 16** Port of Pasco SR 397 Ainsworth Avenue Grade Crossing
- 17** WSDOT-Pasco US 395 Hillsboro Street Interchange
- 18** Prosser Wine Country Road (3 Phased Projects)
- 19** Spokane Havana Street/BNSF Separation
- 20** Spokane Freya Avenue Bridge
- 21** Union Gap Valley Mall Boulevard Extension
- 22** Walla Walla Myra Road at the Dalles-Military Road
- 23** Walla Walla US 12/SR 125 Interconnect (Myra Road Extension)
- 24** City of Yakima River Road Improvements
- 25** WSDOT US 12/124 to SR 730

PUGET SOUND REGION

- 26** Auburn 3rd Street SW BNSF Crossing
- 27** Auburn M Street Grade Separation
- 28** Auburn South 277th Street Grade Separations (BNSF and up Crossing)
- 29** Fife 70th Avenue/Valley Avenue Widening
- 30** Fife Pacific Hwy East/Port of Tacoma Road to Alexander Avenue
- 31** Everett I-5/41st Street (Phase 1 Ramp)
- 32** Everett East Marine View Drive Widening
- 33** Everett 41st Street Overcrossing/Riverfront Parkway (Phase 1)
- 34** Port of Everett California Street Overcrossing to Port of Everett
- 35** Kent South 228th Street Extension Phase I and BNSF Grade Separation
- 36** Pierce Co. 8th Street East BNSF Grade Separation
- 37** Pierce Co. Cross Base Highway (Phase 1)
- 38** Puyallup Shaw Road
- 39** Seattle Duwamish Intelligent Transportation System (ITS) (Phases 1 & 2)
- 40** Port of Seattle SR 518 at Airport Drive Eastbound Lane Addition
- 41** Snohomish Co. Granite Falls Alternate Route (Phase 1 ROW)
- 42** Tacoma D Street Grade Separation
- 43** Port of Tacoma Lincoln Avenue Grade Separation
- 44** Tukwila 180th Street Grade Separation
- 45** Woodinville SR 202 Corridor Improvement (Phase 1 Uneven Pavement)
- 46** WSDOT SR 519 Intermodal Access Project (Phase 1)
- 47** WSDOT SR 509/Port of Tacoma Road Grade Separation
- 48** WSDOT SR 18 Weyerhaeuser Way to SR 167 Truck Lane

WESTERN WASHINGTON REGION

- 49** Bremerton SR 3/304 Transportation Improvement Project
- 50** Kelso Allen Street Bridge Replacement
- 51** Port of Kalama Port of Kalama Industrial Park Bridge
- 52** Port of Kalama Grain Terminal Track Improvements
- 53** Longview SR 432/SR 433 Turn Lane Improvements
- 54** Longview SR 432 Improvements/3rd Avenue Off Ramp Widening
- 55** Port of Longview Port of Longview Alternate Rail Corridor
- 56** WSDOT- Sumas SR 9 – SR 546/Nooksack Road Vicinity to SR 547/Cherry Street
- 57** Port of Vancouver Port Rail Access (Phases 1 and 2)



Freight Mobility Strategic Investment Board

1063 Capitol Way, Suite 201
Olympia, WA 98504-0965
ph: 360-586-9695

www.fmsib.wa.gov