



FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2015 ANNUAL REPORT

KEEPING FREIGHT MOVING
SAFELY AND EFFICIENTLY



DEAR FRIENDS OF FREIGHT:

This year's legislative session brought good news for infrastructure investments with bold action by the State Legislature and Governor enacting a \$16 billion, 16-year transportation package. The budget includes about \$4.5 billion in identified projects that will directly benefit freight movement. The new transportation package fully funded several Freight Mobility Strategic Investment Board (FMSIB) projects allowing them to get underway within the next few years. The new budget will allow FMSIB to resume its call for projects in 2016 aided by a \$17 million per biennium budget increase. This investment builds on FMSIB's history of completing 53 freight projects and leveraging \$177 million in FMSIB funding for a total investment of \$917 million. These freight investments will ripple through regional, state, and national supply chains ultimately benefiting consumers and the economy.

During 2015 other key freight mobility actions took place such as the announcement by United States Senator Maria Cantwell and United States Secretary of Transportation Anthony Foxx of the federal government's first National Freight Strategic Plan. The Secretary made this announcement in Washington State due in part to the leadership by our state in establishing the first program in the country, FMSIB, to tackle freight mobility barriers.

Another important freight milestone in 2015 was the decision by the ports of Seattle and Tacoma to join forces and unify management of marine cargo facilities and business. They formed the Northwest Seaport Alliance (NWSPA) in August 2015 to strengthen the Puget Sound gateway and attract more marine cargo and jobs for the region.

FMSIB's success is attributable in part to its data-driven decision-making. Two newly funded studies by the state will provide data to serve as future guidance on freight investments: FMSIB and the Washington Public Ports Association are partnering on a Marine Cargo Forecast and the Legislative Joint Transportation Committee is leading a study on road-rail conflicts. The Marine Cargo Forecast provides a five-year and long-term analysis of commodity movements through the state and to our ports. The study will help identify freight chokepoints, both road and rail, that impair our state's ability to effectively move cargo. The Joint Transportation Committee's Road-Rail Study will build on the Marine Cargo Forecast, identify priority road-rail conflicts, and recommend a corridor-based approach for addressing the impacts of projected increases in rail traffic. The Road-Rail Study also builds on the 2014 Washington Freight Advisory Committee recommendations that inventoried over \$1 billion in identified at-grade rail crossing needs in our state.

Environmental stewardship is a core value for many in our state and the freight community here continues to demonstrate its commitment to environmental best practices. While freight providers strive to be more environmentally responsive, it is vital to ensure that the state regulatory environment works in concert with the freight industry when implementing new standards. Putting in place environmental standards that favor one freight mode over another, or standards that place Washington based freight movers at a competitive disadvantage nationally, can have the unintended consequence of lost jobs and trade opportunities for our state.

We are looking forward to implementing new freight investments with our many partners and making the freight network in the state of Washington a top performer so that our economy prospers.



Sincerely,

Ashley Probart
Executive Director

\$1:\$5.18

\$4.18 LEVERAGED FOR EACH
\$1 IN FMSIB FUNDS SPENT

For over a decade and a half FMSIB has been fostering public-private and inter-governmental agency partnerships to improve freight mobility in the state to benefit the people of Washington.

\$917 MILLION
VALUE

53 PROJECTS
COMPLETED

\$90.5b

THE BUSINESS OF FREIGHT

In Washington State Exports (source: US Census Bureau)

- \$15.16 billion in food and agricultural products exported
- A total of 12,646 companies exported from the state
- 4% of Washington businesses export compared to the 1% national average

1 in 18

Washington State Jobs

TRUCKING
(source: WSDOT Washington State Freight Mobility Plan)

- In 2014 there were 21,610 trucking companies in the state most of them small locally owned businesses
- In 2013 the trucking industry provided 133,030 jobs in the state
- Over 80 percent of Washington communities depend exclusively on trucks to move their goods



HIGH-TONNAGE
State Freight Highways,
Roads, and Streets
(source: WSDOT)

- 2,521 total state route miles on high tonnage strategic freight corridors
- 352 total miles on city streets handling high-tonnage freight
- 190 total county road miles carrying between four and ten million tons of freight per year

\$28.5b

Added to the State Economy

WASHINGTON STATE RAILROADS
(source: Association of American Railroads 2014)

- Freight rail contributions equal 7.5% of state GDP
- 48.3m tons of commodities ending in Washington
- Over 342,000 Washington workers depend on freight rail
- Freight rail supports one out-of-ten jobs in the state

AIR FREIGHT

(source: Port of Seattle and Federal Highway Administration)

- 160,000 jobs connected to air cargo in Washington State
- International air cargo from SeaTac Airport increased by 21.5% from 2013-2014
- 140-168% growth in air cargo statewide is projected by 2030

\$30b

Added to State Economy

MARITIME
(source: WSDOT Washington State Freight Mobility Plan)

- 75 ports in the State of Washington
- 33 of 39 counties in the state have ports
- \$106 billion in vessel shipments
- 57,700 jobs in the maritime sector in Washington State
- 16,700 direct jobs in logistics and shipping

COLUMBIA – SNAKE RIVER SYSTEM
(source: Pacific Northwest Waterways Association)

- Over 46 million tons of international trade in 2012
- At least \$20 billion in cargo value
- 40,000 local jobs are dependent on this trade

HIGHLIGHTS

PROJECTS ACTIVE OR COMPLETED IN 2015:

CITY OF FIFE, PORT OF TACOMA ROAD

This multiphase project will improve the I-5 on-off ramps at Port of Tacoma Road and reduce backups onto the roadway, improving freight mobility to and from the Port. Environmental mitigation was completed in 2015.

PHASE 1: Total project cost: \$18.5M, FMSIB share: \$3M

PHASE 2: Total project cost: \$7.5M, FMSIB share: \$5M

PHASE 3: Total project cost: \$27.5M, FMSIB share: \$8.1M



CITY OF TACOMA, PORT OF TACOMA ROAD REHABILITATION

This project was completed in late 2015 and replaced the road with concrete panels that can withstand heavier truck traffic. It will also include Intelligent Transportation System (ITS) infrastructure to facilitate traffic information in anticipation of the Port of Tacoma Road Interchange completion.

Total Project Cost: \$9.7M, FMSIB share: \$1.0M



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

This multi-phase project provides direct truck access from Port of Seattle terminals to Union Pacific's Argo Yard. Eliminating a difficult truck-weaving maneuver has improved safety and reduced traffic queuing on SR 99. The direct truck access phase was completed in 2015. The final phase will be upgrading Union Pacific's Argo Yard with electronic gates to improve truck access.

Total project cost: \$68.6M, FMSIB share: \$11.7M



PORT OF VANCOUVER USA, BULK FACILITY TRACK LOCATION

This two-phase project will add over 70,000 feet of rail track and provide increased capacity for improved freight movement, including the use of unit trains for the Port and its tenants. Phase One was completed in 2015 and Phase Two is scheduled in 2016.

Total project cost: \$39.5M, FMSIB share: \$3.45M

SPOKANE VALLEY, SULLIVAN ROAD WEST BRIDGE REPLACEMENT

This project serves a heavily traveled route to I-90 and adjacent industrial areas. The project is under construction and is scheduled for completion in Fall 2016

Total project cost: \$19.75M, FMSIB share: \$2M

LOOKING AHEAD: PROJECTS 2016-2019

CITY OF DES MOINES, SOUTH 216TH STREET SEGMENT 1-A.

This project is part of the same corridor as the 28th/24th Avenue South project. The corridor will serve freight movement to the Port of Seattle and Kent Valley and is scheduled for construction in 2016.

Total project cost: \$8.15M, FMSIB share: \$.892M

CITY OF EVERETT, PORT OF EVERETT TO I-5 IMPROVEMENTS

Implementing freight study recommendations, the City will improve the direct access between the Port of Everett and I-5, bypassing the congested downtown Everett area. Three intersections will be changed to provide better turning radii and improved truck access. The overall project received an additional \$1.5M in state funding for more project elements as part of the new transportation package. This project is scheduled to be underway in 2016.

Total project cost: \$4.3M, FMSIB share: \$0.4M



28th/24th Avenue South, City of SeaTac

CITY OF KENT, SOUTH 228TH STREET GRADE SEPARATION

This corridor improvement involves three segments – each with individual freight benefits. Phase one constructed a new extension of South 228th up the hill toward I-5 and will be a connection to the SR 509 extension once SR 509 is completed. Phase two eliminated the at-grade crossing of the BNSF mainline. Phase three will complete the corridor by eliminating the at-grade crossing of the UP mainline. Phase three is now fully funded as part of the 2015 transportation revenue package. The project is anticipated to be underway in late 2015 or early 2016.

Phase 3 Total project cost: \$25.0M, FMSIB share: \$3.25M

CITY OF LACEY, HOGUM BAY ROAD

Hogum Bay Road connects from Interstate 5 to existing industrial and warehouse facilities. Scheduled for construction in 2016, the project will widen the road from two to three lanes and bring the road up to city standards.

Total project cost: \$8.45M, FMSIB share: \$1.2M

CITY OF SEATAC, CONNECTING 28TH/24TH AVENUE SOUTH

This route is parallel to Highway 99 serving SeaTac airport. Air freight is handled at both the north and south side of the Airport. The 28th/24th Avenue South location is where the SR 509 airport off ramp will touch down when SR 509 is extended and will improve freight movement to the south side of SeaTac by avoiding surface streets. As part of the new transportation package, SeaTac secured \$2M in additional funding for bridge construction which will avoid the need for both the city and the state to reconstruct part of this project when SR 509 is completed, creating a net savings. This project will go to construction in 2016.

CITY OF SEATTLE, DUWAMISH TRUCK MOBILITY IMPROVEMENT PROJECT

The Duwamish area has a number of problem locations for truck movement. The city, FMSIB, the Washington Trucking Associations, and Port of Seattle are reviewing candidate projects to identify those projects with the maximum freight mobility benefit.

Total project cost: \$7.18M, FMSIB share: \$2.38M

CITY OF TACOMA, PUYALLUP RIVER BRIDGE REPLACEMENT

The existing bridge is failing and further disintegration will require weight restrictions on the bridge. The new replacement will be structurally sound and the design will accommodate any future improvement of the area below the bridge known as Bullfrog Junction. The City of Tacoma has completed the environmental work and has obligated its right of way funding.

Total project cost: \$30M, FMSIB share: \$5M

SPOKANE VALLEY, BARKER ROAD BNSF GRADE SEPARATION

This project will eliminate the at-grade crossing of the BNSF mainline with a new grade separation. The project is in an industrially zoned area with some current freight activity which is expected to increase with the improved access.

Total project cost: \$49.1M, FMSIB share: \$10M

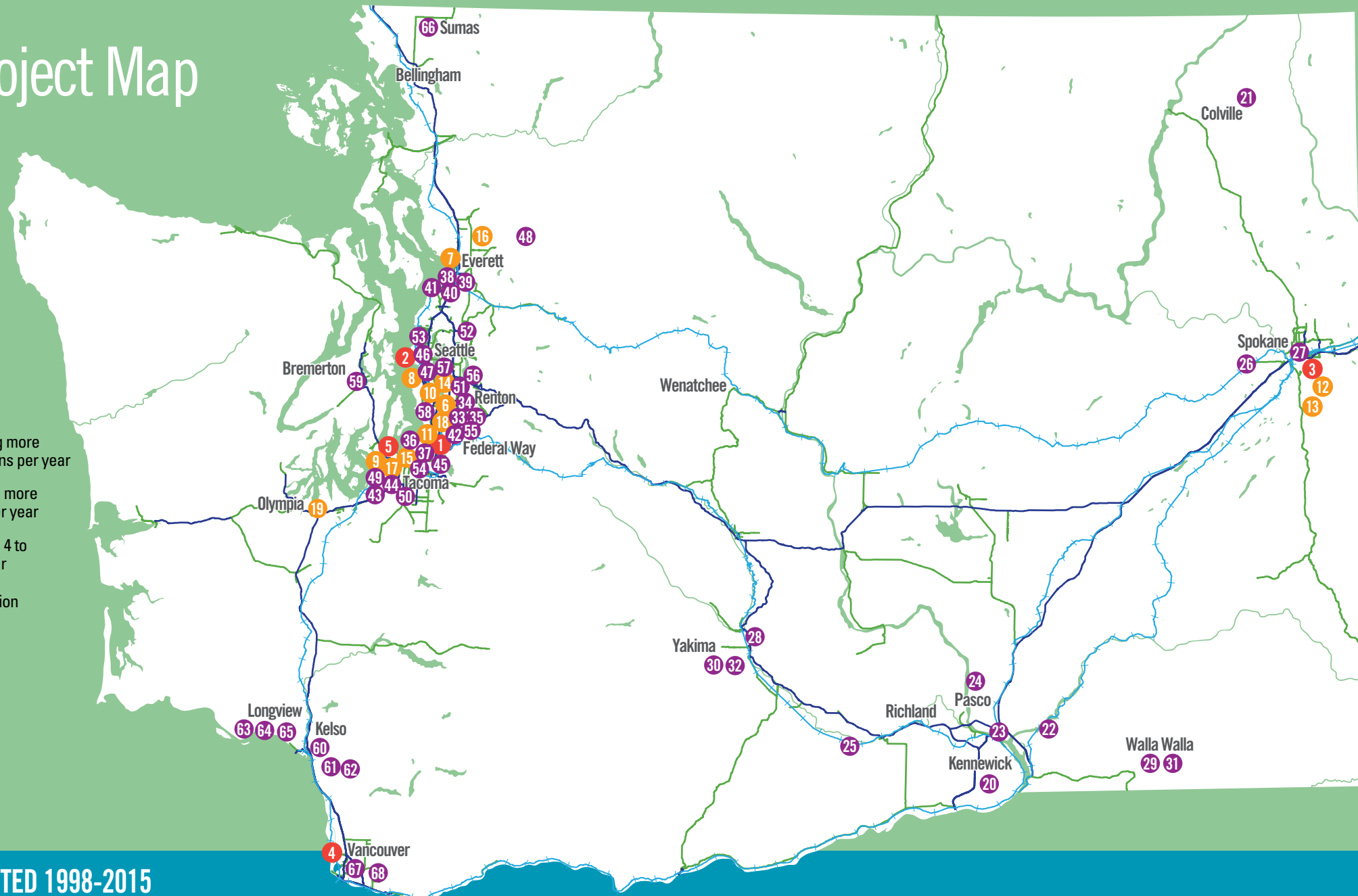
Total project cost: \$18.4M, FMSIB share: \$2.5M

SPOKANE COUNTY, BIEGELOW GULCH/FORKER ROAD REALIGNMENT

Bigelow Gulch Road is an alternate route to I-90 that connects to the industrial areas of Spokane County, Spokane Valley, and the City of Spokane. The County has divided this corridor into seven projects, each with freight movement benefits. FMSIB is partnering on three of the projects. Project 4A will improve the intersection of Forker Road and Bigelow Gulch where the alignment and pavement will be upgraded. Project 2 will widen and improve Bigelow Gulch and Project 5 will widen and improve the Forker Roadway from the narrow secondary route that currently exists. Project 4A is scheduled to go out to bid in spring of 2016.

Total project cost: \$36.2M FMSIB, share: \$7.7M

FMSIB Project Map



FREIGHT CORRIDORS

- +—+— R-1 corridors: carrying more than 5 million gross tons per year
- T-1 corridors: carrying more than 10 million tons per year
- T-2 corridors: carrying 4 to 10 million tons per year

FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.

PROJECTS UNDERWAY IN 2015

- 1 City of Fife, Port of Tacoma Road
- 2 Port of Seattle, East Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 3 Spokane Valley, Sullivan Road West Bridge Replacement
- 4 Port of Vancouver USA, Bulk Facility Track Location
- 5 City of Tacoma, Port of Tacoma Road Rehabilitation

PROJECTS SCHEDULED 2016-2021

- 6 City of Kent, S. 228th Street Grade Separation Phase 3
- 7 City of Everett, Port of Everett to I-5 Improvements
- 8 City of Seattle, Duwamish Truck Mobility Improvements
- 9 City of Tacoma, SR 99 Puyallup River Bridge
- 10 City of SeaTac, Connecting 28th and 24th Avenue South
- 11 City of Kent, S. 212th Street BNSF Grade Separation
- 12 City of Spokane Valley, Barker Road/BNSF Grade Separation
- 13 Spokane County, Bigelow Gulch/Forker Road Realignment
- 14 City of Tukwila, Strander Boulevard/SW 27th to West Valley
- 15 City of Fife, Port of Tacoma Road Interchange
- 16 City of Marysville, SR 529/I-5 Interchange Expansion
- 17 City of Tacoma, Port of Tacoma Road Rehabilitation
- 18 City of Des Moines, South 216th Street Segment 1-A
- 19 City of Lacey, Hogum Bay Road

PROJECTS COMPLETED 1998-2015

EASTERN WASHINGTON REGION

- 20 Benton County, Piert Road Extension
- 21 City of Colville, Colville Alternate Truck Route
- 22 City of Kennewick, Columbia Center Boulevard Railroad Crossing
- 23 Port of Pasco, SR 397 Ainsworth Avenue Grade Crossing
- 24 WSDOT-City of Pasco, US 395 Hillsboro Street Interchange
- 25 City of Prosser, Wine Country Road
- 26 City of Spokane, Havana Street/BNSF Grade Separation
- 27 City of Spokane, Freya Avenue Bridge
- 28 City of Union Gap, Valley Mall Boulevard Extension
- 29 City of Walla Walla, Myra Rd at the Dalles-Military Rd & US 12/SR 125 Interconnect
- 30 City of Yakima, River Road Improvements
- 31 WSDOT, US 12/124 to SR 730
- 32 City of Yakima, Lincoln Street and MLK BNSF Grade Separation

PUGET SOUND REGION

- 33 City of Auburn, 3rd Street SW BNSF Crossing
- 34 City of Auburn, South 277th Street Grade Separations
- 35 City of Auburn, M Street SE Grade Separation
- 36 City of Fife, 70th Avenue and Valley Avenue Widening
- 37 City of Fife, Pacific Highway East/Port of Tacoma Road to Alexander Ave
- 38 City of Everett, 1-5/41st Street, Phase 1 Ramp
- 39 City of Everett, East Marine View Drive Widening
- 40 City of Everett, 41st Street Overcrossing/Riverfront Parkway
- 41 Port of Everett, California Street Overcrossing to Port of Everett
- 42 City of Kent, South 228th Street Extension & Grade Separation, Phase 1
- 43 Pierce County, 8th Street East Grade Separation
- 44 Pierce County, Cross Base Highway, Phase 1
- 45 City of Puyallup, Shaw Road

- 46 City of Seattle, Duwamish Intelligent Transportation System (ITS)
- 47 Port of Seattle, SR 518 at Airport Drive Eastbound Lane Addition
- 48 Snohomish County, Granite Falls Alternative Route, Phase 1
- 49 City of Tacoma, D Street Grade Separation
- 50 Port of Tacoma, Lincoln Avenue Grade Separation
- 51 City of Tukwila, 180th Street Grade Separation
- 52 City of Woodinville, SR 202 Corridor Improvement
- 53 WSDOT, SR 519 Intermodal Access Project
- 54 WSDOT, SR 509/Port of Tacoma Road Grade Separation
- 55 WSDOT, SR 18 Weyerhaeuser Way to SR 167 Truck Lane
- 56 City of Renton, SW 27th/Strander Boulevard Connection
- 57 King County, South Park Bridge Replacement
- 58 Port of Seattle, E. Marginal Way Truck Crossover

WESTERN WASHINGTON

- 59 City of Bremerton, SR 3/304 Transportation Improvement Project
- 60 City of Kelso, Allen Street Bridge Replacement
- 61 Port of Kalama, Industrial Park Bridge
- 62 Port of Kalama, Grain Terminal Track Improvements
- 63 City of Longview, SR 432/SR 433 Turn Lane Improvements
- 64 City of Longview, SR 432 Improvements/3rd Avenue Off Ramp Widening
- 65 Port of Longview, Port Alternate Rail Corridor
- 66 WSDOT-City of Sumas, SR 9-SR 546/Nooksack Road Vicinity to SR 547/Cherry Street
- 67 Port of Vancouver USA, Port Rail Access, Phases 1 and 2
- 68 Port of Vancouver USA, Rail Tie-in to Mainline

GRADE SEPARATIONS

ABOUT GRADE SEPARATIONS

Washington state has over 2,200 at-grade crossings statewide. A grade separation is a structure to separate road and rail transportation corridors at different heights (grades) so that they will not disrupt the traffic flow when they cross each other thus enhancing safety and relieving congestion.

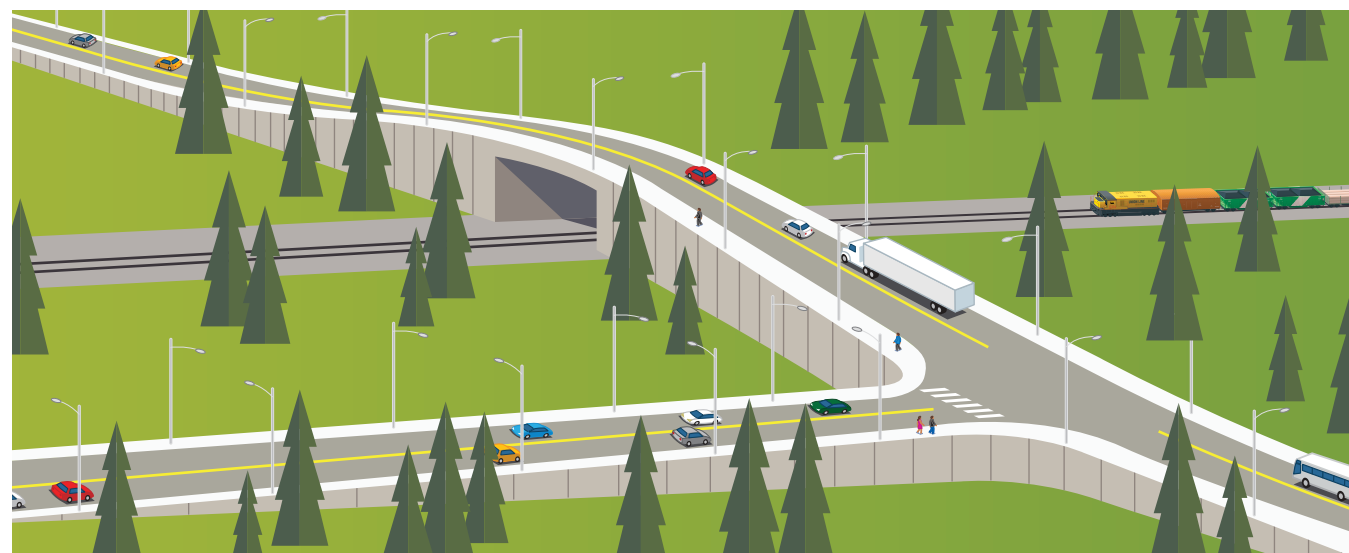
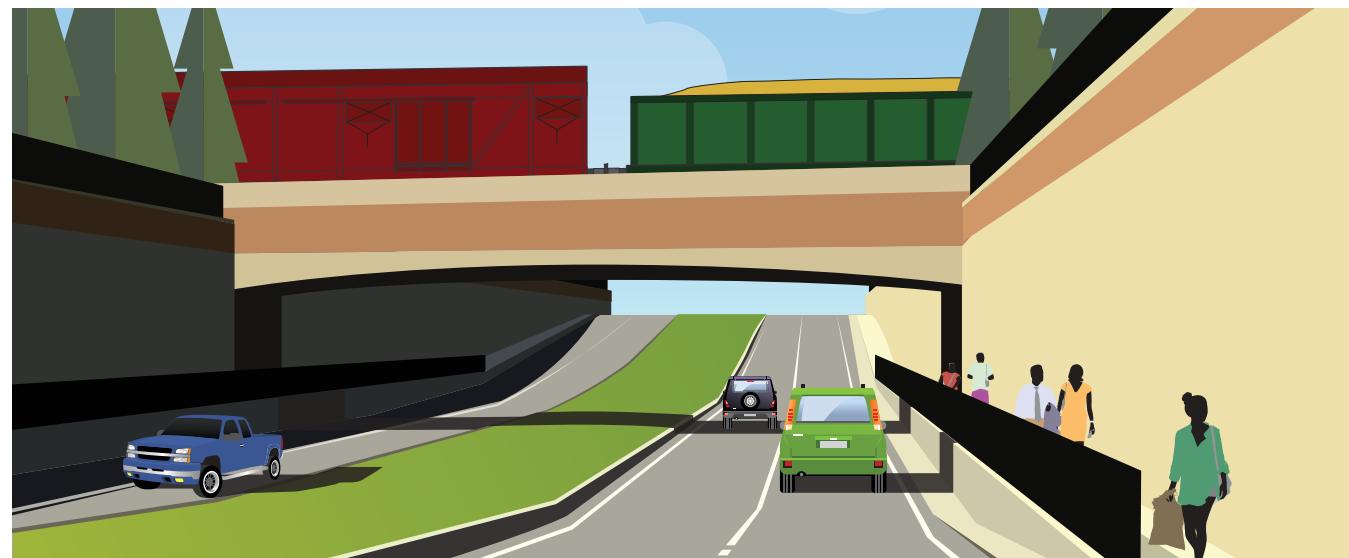
Determining if a grade separation is the best solution in a given location includes analysis of the number of cars and trains traveling through the crossing, train speeds, the number and type of tracks, and how many road lanes there are. Creating grade separation at a single crossing can easily cost \$15 to \$30 million. Responsibility for grade separations varies among local, state, and federal governments.

In 2016, the Joint Transportation Commission will conduct a study of road-rail conflicts in cities. The study goal is to recommend a corridor-based process to prioritize projects addressing the impacts of increased rail traffic.

EXAMPLE GRADE SEPARATION COSTS IN URBAN AREAS

	UNDERPASS	OVERPASS
Railroad Bridge	\$1,000,000	
Bridge and Foundation		\$5,000,000
Excavation/Roadway	\$3,000,000	
Concrete Anchor Slab	\$7,000,000	
Retaining Walls/Fill Walls	\$6,000,000	\$7,000,000
Temporary Railroad (Shoofly track)	\$3,000,000	
Utility Relocation	\$1,000,000	\$5,000,000
Railroad Flagging/Traffic Control	\$2,000,000	
Right of Way Acquisition	\$2,000,000	\$4,000,000
Design and Construction		
Engineering/Admin	\$9-12,000,000	\$4,000,000
Wetland Mitigation	\$1,000,000	
Totals:	\$35-38M	\$25M

NOTE: A preferred solution of selecting an underpass or overpass is dependent on the project owner's current road configuration, existing road grade, number of impacted property owners, environmental mitigation requirements, utility relocations costs and an agreed to solution between the project owner and the Class I Railroad.



SUCCESS STORIES

MYRA ROAD, WALLA WALLA



FMSIB funding helped the City leverage additional funding to lower the intersection of Myra Road at the Dalles Military Road and SE 12th Street, from SR 125 to the Villages of Garrison Creek. The project resulted in two through lanes in each direction on Myra Road, with dedicated left turn lanes. This removed the last remaining barrier to efficient freight traffic flow between SR 12 and SR 125 in Walla Walla.

"As far as the City is concerned, the project's performance has been very positive. The revised lane configuration allows much more efficient traffic flow than occurred prior to the project. Turning movement for large vehicles is also improved. Pedestrian and bicycle access is improved with the completion of the multi-use path from Highway 125 all the way to US 12."

–Neal Chavre, PE, City Engineer, Walla Walla

PORT OF KALAMA



The Port of Kalama upgraded a 1960's era elevator to include a unit-train receiving-track for a grain terminal assisted by FMSIB. This project cleared congestion from the mainline and added throughput capacity at the terminal. The initial investment by FMSIB along with the Port funding led to TEMCO investing nearly \$200 million to renovate the terminal in 2014, boosting its grain handling operation three fold. Its facility has a 6.5 million bushel storage capacity and can load 120,000 bushels per hour.

"The initial investment in the rail improvements to the TEMCO terminal by FMSIB and the Port enabled the elevator to become economically viable again. Without the FMSIB partnership, the terminal would not be the success it is today – shipping millions of tons of grain and supporting local, high wage jobs."

–Mark Wilson, Executive Director, Port of Kalama

M STREET GRADE SEPARATION, CITY OF AUBURN



FMSIB contributed funding for a grade separated crossing of M Street and the Stampede Pass BNSF tracks by taking M Street traffic under the rail line. Two transcontinental rail lines trisect the City of Auburn: the BNSF and the UP. These train crossings had a significant impact on public safety, public health, and traffic conditions. The M Street SE Grade Separation Project is eliminating these issues by redirecting vehicle, pedestrian and bicycle traffic below the busy railroad tracks.

"The M Street grade separation has proven to be a big mover in Auburn. The benefits to commuter traffic, school district transportation efficiencies and access to one of our busiest corridors have been immense."

–Nancy Backus, Mayor, City of Auburn

ARGO YARD TRUCK ROADWAY/EAST MARGINAL WAY



This project resulted in 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. FMSIB provided funds to support the Port of Seattle (lead agency), the Union Pacific Railroad (UP), Prologis, and the City of Seattle, in building a dedicated one-way truck-only roadway to provide a safer and faster truck freight route from the port marine terminals to the UP Argo Yard rail gate.

"FMSIB funding for this project helped us bring in other partners. We now have a dedicated freight access road to bring truck traffic to Union Pacific's Argo Yard, improving efficiency as well as traffic safety around our marine container cargo facilities."

–John Wolfe, CEO, Northwest Seaport Alliance

2016 CALL FOR PROJECTS

FMSIB IS SEEKING APPLICATIONS FROM CITIES, COUNTIES, PORTS AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION FOR PROJECTS THAT DIRECTLY IMPROVE FREIGHT MOVEMENT AND/OR PROJECTS THAT MITIGATE FREIGHT MOVEMENT ON COMMUNITIES.

SCHEDULE

Call for Projects February 3, 2016
 Submittals Due..... March 14, 2016
 Preliminary Selection Week of April 25, 2016
 Project Interviews..... Week of May 9, 2016
 Final Project List Adoption May 20th, 2016

An estimated \$10 million will be available for projects in 2016-2019. Another \$18-\$23 million is anticipated to be available in 2019-2021.

For application forms and detailed information on eligibility requirements see the FMSIB website at www.fmsib.wa.gov

ELIGIBILITY

- Cities, counties, ports, and Washington State Department of Transportation may apply.
- State law requires projects to be on corridors that meet freight tonnage volume thresholds.
- Projects must be ready to go to construction between 2016-2021.
- Studies will not be considered at this time due to the large unmet backlog of freight construction needs.
- Project sponsors will be asked to present their project to a selection panel for consideration after the initial scoring is completed.
- Statements indicating project benefits for rail, truck or port operations will need to be supported by endorsement letters from the beneficiary freight mode.
- A 35 percent funding match is required by statute. Higher funding matches will improve scores.

SELECTION CRITERIA

Freight Mobility for The Project Area	35 Points
Reduce truck, train, or car delays.....	25
Increase capacity for peak truck or train movement.....	10
Freight Mobility for the Region, State, and Nation	35 points
Importance to regional freight system and regional economy	10
Importance to state freight system and state economy	10
Direct access to ports or international border	10
Provide a corridor/system solution	5
General Mobility	25 points
Reduce vehicular traffic delays.....	10
Reduce queuing and backups	7
Reduce delay from use of alternative railroad crossing.....	5
Address urban principal arterials	3
Safety	20 points
Reduce railroad crossing accidents.....	5
Reduce non-railroad crossing accidents.....	5
Provide emergency vehicle access	5
Close additional related railroad crossings	5
Freight and Economic Value	15 points
Benefit mainline rail operations	5
Access to key employment areas.....	5
Support faster freight train movements	5
Environment	20 points
Non-attainment area	5
Reduce train whistle noise in crossing vicinity.....	5
Air quality or improved carbon footprint	5
Environmental and other permits/agreements required.....	5
Partnerships	25 points
Public/Private sector participation	20 (max)
Critical timing of partner investments	5
Consistency with Regional and State Plans	5 points
Address in regional and or state-level transportation plan.....	5
Cost	10 points
Cost-effectiveness.....	7
Degree to which least-cost alternatives are considered.....	3
Special Issues	8 points
Address special or unique circumstances	8

ABOUT FMSIB

In 1998, the State Legislature had the foresight to create the first comprehensive and strategic freight mobility investment program in the country. They also established the Washington State Freight Mobility Strategic Investment Board (FMSIB) to oversee the program.

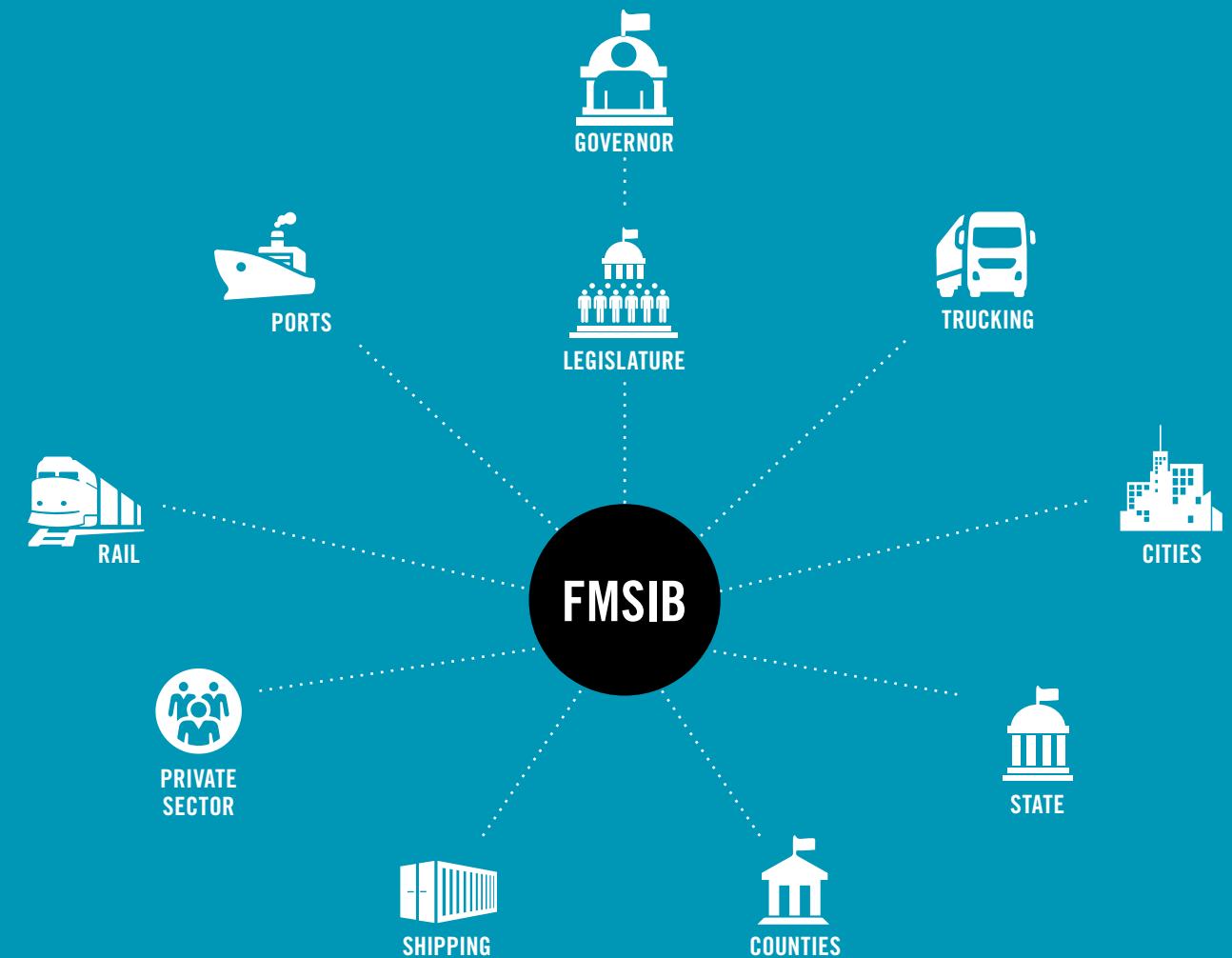
The Freight Mobility Strategic Investment Board includes representatives from ports, railroads, the marine sector, trucking, cities, counties, the state, and a citizen at large. This representation is key to FMSIB's success in facilitating partnerships to fund and build complex projects.

"It is the policy of the state of Washington that limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require 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. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources, including federal, county, city, port district, and private capital."

FMSIB creates a comprehensive and coordinated state program to facilitate freight movement.

The Board:

- 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 both public and private stakeholders
- Creates funding partnerships
- Invests in a freight solution regardless of mode or jurisdiction
- Serves as the de facto freight-project screening agency for state and federal policy makers.



ENVIRONMENTAL STEWARDSHIP

Regardless of mode, all freight providers are engaged in environmental stewardship.

Barges

Barges using the Columbia-Snake River freight corridor have a small carbon footprint with the ability to carry 576 ton-miles per gallon of fuel.

Maritime Shipping

The Maritime Industry is addressing multiple environmental issues ranging from air emissions, to vessel discharges, invasive species, marine life and habitat, recycling, reuse, and waste management.

Ports

The ports of Seattle, Tacoma, and Vancouver are collaborating on the Northwest Ports Clean Air Strategy. The initiative began in 2007 and the ports are monitoring their progress in meeting performance measures for ocean going vessels, cargo handling equipment, trucks, rail, and harbor vessels.

Rail

Rail diesel particulate emissions have decreased steadily for the past decade while fuel efficiency per gross ton-miles over the same decade has improved. Rail continues to be the most fuel-efficient way to move freight on land when distances are over five hundred miles.

Trucking

The trucking industry is deeply involved with truck greenhouse gas and fuel efficiency for medium and heavy-duty engines and vehicles. One trucking firm in Washington is piloting 10 natural gas fueled trucks and will report on their outcomes later this year. Another trucking concept being explored is "platooning," which allows connected vehicles to travel in a line very close to each other, taking advantage of drag and draft to save fuel mileage.

FMSIB MEMBERS

Dan Gatchet, Chair
Citizen member

Sheri Call
Vice President
Washington Trucking Associations
Trucking industry representative

John Creighton
Commissioner
Port of Seattle
Ports' representative

Geir-Eilif Kalhagen
Chief Executive Officer
Port of Longview
Ports' representative

Johan Hellman
BNSF Railway
Railroad representative

Pat Hulcey
Council member
City of Fife
Cities' representative

Mark Knudsen
Vice President SSA Marine
Marine industry representative

Lynn Peterson
Secretary of Transportation
WSDOT representative

Erik Hansen
Transportation Budget Analyst
Office of Financial Management
Governor's representative

Tom Trulove
Mayor
City of Cheney
Cities' representative

Brian Ziegler
Director of Public Works and Utilities
Pierce County
Counties' representative

Michael Karnofski
Commissioner
Cowlitz County
Counties' representative

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

STAFF

Ashley Probart
Executive Director

Donna Veley
Marsha Gehring
Gena Saelid
Confidential Secretary
Shared position



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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