DEAR FRIENDS OF FREIGHT:

Increases in funding and advances in technology are exciting developments for freight mobility in 2016. This year, the Freight Mobility Strategic Investment Board (FMSIB) reached a milestone of leveraging over $1 billion dollars with $201 million in FMSIB funding. Funding from the State of Washington through the 2015 Connecting Washington transportation package increased the FMSIB budget from $12 million to $29 million and resulted in six new projects in 2016. FMSIB has now completed 54 freight projects.

For the first time, the federal government is providing dedicated federal funding for freight projects. The United States Congress authorized $305 billion nationwide over fiscal years 2016-2020 through the FAST Act (Fixing America’s Surface Transportation Act). The freight funding grant program is called FASTLANE. It has already resulted in home runs for Washington State earning $45 million for the South Lander Street project in Seattle and $5 million for the Strander Boulevard project in Tacoma. Both are FMSIB projects.

In addition to direct project awards, under the FAST Act, our state is receiving approximately $20 million annually to target freight improvements on nearly 1,100 miles of our transportation network. FMSIB’s subcommittee, the Washington State Freight Advisory Committee (WAFAC), has provided input on the freight formula funding. The WAFAC recommended a set of projects that were submitted by the Washington State Department of Transportation to the Legislature and Governor for approval.

Freight technology continues to improve in the public and private sector. Logistics companies are providing mobile apps that allow carriers to better manage their fleets, assign jobs to drivers, and fine-tune freight delivery times. The NW Seaport Alliance is in the early stages of implementing DrayQ, a drayage truck wait-time awareness program and app that will help keep the supply chain system efficient, safe and productive. FMSIB is continuing to fund Intelligent Transportation Systems (ITS) as part of freight projects to ensure coordinated signal timing, and provide for real time information on freight corridors.

Data driven investment strategies in freight infrastructure are also improving. FMSIB and the Washington Public Ports Association will complete a Marine Cargo Forecast in 2016 that includes rail, truck, and waterway cargo volumes. In addition, the Legislative Joint Transportation Committee will have completed a state-wide planning level analysis that identifies which road-rail intersections are candidates for future improvements.

Although new funding and technology advances continue to increase freight efficiency, fundamental challenges remain in Washington State. More than ever we need to be strategic to keep freight a priority for Washington. Our Canadian neighbors continue to invest in their freight infrastructure and are successfully redirecting our traditional market share of freight to their ports. Our population continues to grow because Washington State has a vibrant economy. A strong economy is resulting in increased traffic volumes on our trade corridors and is also fostering market share of freight to their ports. Our population continues to grow because Washington State has a vibrant economy. A strong economy is resulting in increased traffic volumes on our trade corridors and is also fostering market share of freight to their ports. Our population continues to grow because Washington State has a vibrant economy. A strong economy is resulting in increased traffic volumes on our trade corridors and is also fostering market share of freight to their ports. Our population continues to grow because Washington State has a vibrant economy. A strong economy is resulting in increased traffic volumes on our trade corridors and is also fostering market share of freight to their ports. Our population continues to grow because Washington State has a vibrant economy. A strong economy is resulting in increased traffic volumes on our trade corridors and is also fostering market share of freight to their ports.

We need a healthy freight infrastructure to retain jobs and keep our state’s products moving. We need continued leadership from our state and local policy makers to ensure our trade corridors are protected for commerce so that our manufacturing and industrial centers remain viable.

Sincerely,

[Signature]

Executive Director
HIGHLIGHTS

PROJECTS active or completed in 2016:

SPOKANE VALLEY
SULLIVAN ROAD WEST BRIDGE REPLACEMENT

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

Total project cost: $17.4M, FMSIB share: $1.5M

PORT OF VANCOUVER USA, BULK FACILITY TRACK LOCATION

This two-phase project is adding over 70,000 feet of track and provides 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 for construction in 2016.

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

CITY OF TACOMA, PORT OF TACOMA ROAD REHABILITATION

Phase 3 Total project cost: $25.0M, FMSIB share: $4.25M

CITY OF SEATTLE, DUWAMISH TRUCK MOBILITY IMPROVEMENT PROJECT

The Duwamish area has a number of locations that are problems for truck movement. The city, FMSIB, the Washington Trucking Associations and Port of Seattle identified five small-scale improvements to the city’s street system to improve connections between the port, railroad intermodal yards, industrial businesses, and the regional highway system.

Total project cost: $7.10M, FMSIB share: $2.38M

CITY OF KENT, SOUTH 228TH STREET GRADE SEPARATION

This corridor improvement involves three segments – each with individual freight benefits. Phase 1 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 2 eliminated the at-grade crossing of the BNSF mainline. Phase 3 will complete the corridor by eliminating the at-grade crossing of the UP mainline. The 2015 Connecting Washington transportation revenue package provided the last piece of funding and the project is underway.

Phase 3 Total project cost: $4.5M, FMSIB share: $0.4M

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

The City is improving the direct access between the Port of Everett and I-5 bypassing the congested downtown Everett area. Three intersections will be changed, which provides better turning movements and improved truck access. The overall project received an additional $1.5M in Connecting Washington funding for more project elements as part of the new transportation package and project work has begun.

Total project cost: $4.5M, FMSIB share: $0.4M

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

Already under construction, the 28th/24th Avenue South location is where the future SR 509 airport off ramp will touch down when SR 509 is extended. It will improve freight movement to the south side of SeaTac Airport by avoiding surface streets. As part of Connecting Washington, SeaTac secured $2M in additional funding for bridge construction over the new SR 509 corridor, which will eliminate the need for both the city and the state to reconstruct part of this project when SR 509 is completed, creating a net savings to taxpayers.

Total project cost: $24.3M, FMSIB share: $2.5M

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

This project is underway and 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.

Total project cost: $7.5M, FMSIB share: $0.892M

LOOKING AHEAD: PROJECTS 2017-2021

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 and improve freight mobility to and from the port. Environmental mitigation was completed in 2015 and Phase 1 is anticipated to go to construction in 2017.

Phase 1: Total project cost: $27.1M, FMSIB share: $6.7M

Phase 2: Total project cost: $35.3M, FMSIB share: $7.5M

PORT OF SEATTLE, EAST MARGINAL WAY TRUCK CROSSEOVER 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 queueing 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 and is planned for 2017.

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

CITY OF TACOMA, PUYALLUP RIVER BRIDGE REPLACEMENT

The existing bridge is failing and further disintegration will require weight restricting the bridge. Scheduled for 2017, the new replacement will be structurally sound and the design will accommodate any future improvement of the area below the bridge known as Bulflug Junction. The City of Tacoma has completed the environmental work and has obligated its right of way funding.

Total project cost: $38.6M, FMSIB share: $5M

SPOKANE COUNTY
BIEGLOW GULCH/FORKER ROAD REALIGNMENT

Bieglow 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 utility to freight movement. FMSIB is partnering on three of the projects. Project 4A will improve the intersection of Falker 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 2017.

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

CITY OF LACEY, HOGUM BAY ROAD

Hogum Bay Road connects from I-5 to existing industrial and warehouse facilities. Scheduled for construction in 2017, the project will widen the road from two to three lanes and bring the road up to city standards to accommodate freight traffic.

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

CITY OF KENT, S 212TH ST. BNSF GRADE SEPARATION

An estimated 72 trains per day cross S 212th each day, including the BNSF crossing and UP crossing. However, most of the rail traffic is BNSF. Eliminating this at-grade crossing reduces traffic delays for approximately 29,000 vehicles per day, including nearly 3,500 freight bearing trucks.

Total project cost: $27.1M, 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 significant freight activity, and is expected to increase with the improved access.

Total project cost: $29.2M, FMSIB share: $5M

CITY OF TUKWILA, SW 27TH/STRANDER BLVD CONNECTION-PHASE 3

Phase 3 constructs the undercrossing of the UP railroad and completes the 4-lane roadway connection from West Valley Highway to Naches Ave SW. The complete project will construct a grade-separated roadway underneath the Union Pacific and BNSF railways, connecting the existing principal arterial roadway from West Valley Road to Tukwila to Oaksdale Avenue SW in Renton. The City received $5 million in FASTLANE grants in 2016 highlighting the national importance of this project.

Total project cost: $38.6M, FMSIB share: $5M

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Hogum Bay Road connects from I-5 to existing industrial and warehouse facilities. Scheduled for construction in 2017, the project will widen the road from two to three lanes and bring the road up to city standards to accommodate freight traffic.

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Total project cost: $38.6M, FMSIB share: $5M
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


PROJECTS UNDERWAY IN 2016
1. Port of Seattle, East Marginal Way Truck Crossover & Argo Yard Truck Roadway
2. Spokane Valley, Sullivan Road West Bridge Replacement
3. Port of Vancouver USA, Bulk Facility Track Location
4. City of Kent, South 228th Street Grade Separation Phase 3
5. City of Everett, Port of Everett to I-5 Improvements
6. City of Seattle, Duwamish Truck Mobility Improvements
7. City of SeaTac, Connecting 28th and 24th Avenue South
8. City of Des Moines, South 216th Street Segment 1-A

PROJECTS SCHEDULED 2017-2021
1. City of Tacoma, SR 99 Puyallup River Bridge
2. City of Kent, South 212th Street BNSF Grade Separation
3. City of Spokane Valley, Barker Road/BNSF Grade Separation
4. Spokane County, Bigelow Gulch/Ferker Road Realignment
5. City of Tukwila, Strander Boulevard/SW 27th to West Valley
6. City of Fife, Port of Tacoma Road Interchange
7. City of Marysville, SR 526/5 Interchange Expansion
8. City of Lacey, Hogum Bay Road
9. City of Tacoma, Taylor Way Rehabilitation Project
10. City of Seattle, South Lander Street Grade Separation
11. City of Longview, SR 403 SR 411 Intersection Improvements
12. City of Sumner, SR 410 Traffic Avenue/East Main
13. City of Fife, 1-5/50th Avenue East Interchange Improvement
14. Skagit County, Burlington Northern Overpass Replacement

PROJECTS COMPLETED 1998-2016

EASTERN WASHINGTON REGION
- Benton County, Pierpont Road Extension
- City of Colville, Pierpont Alternate Truck Route
- City of Kennewick, Columbia Center Boulevard Railroad Crossing
- Port of Pasco, SR 297 Airworth Avenue Grade Crossing
- WSDOT City of Pasco, US 395/156th Street Interchange
- City of Prosser, Wine Country Road
- City of Spokane, Havana Street/BNSF Grade Separation
- City of Spokane, Freya Avenue Bridge
- City of Union Gap, Valley Mall Boulevard Extension
- City of Walla Walla, Myra Road at the Dales-Military Rd & US 12/SR 125 Interconnect
- City of Yakima, River Road Improvements
- WSDOT US 12/124 to SR 270
- City of Yakima, Lincoln Street and MLK BNSF Grade Separation

PUGET SOUND REGION
- City of Des Moines, South 216th Street Segment 1-A
- City of Auburn, 3rd Street SW BNSF Crossing
- City of Auburn, South 27th Street Grade Separations
- City of Auburn, M Street South East Grade Separation
- City of Fife, 70th Avenue and Valley Avenue Widening
- City of Fife, Pacific Highway East/Port of Tacoma Road to Alexander Ave
- City of Everett, 1-541st Street, Phase 1 Ramp
- City of Everett, East Marine View Drive Widening
- City of Everett, 41st Street Overcrossing/Ferrieman Bridge
- Port of Everett, California Street Overcrossing to Port of Everett
- City of Kent, South 228th Street Extension & Grade Separation, Phase 1
- Pierce County, 8th Street East Grade Separation
- Pierce County, Cross Base Highway, Phase 1
- City of Puyallup, Shaw Road
- City of Seattle, Duwamish Intelligent Transportation System (ITS)
- Port of Seattle, SR 518 at Airport Drive Eastbound Lane Addition
- Skagit County, Granite Falls Alternative Route, Phase 1
- City of Tacoma, D Street Grade Separation
- Port of Tacoma, Lincoln Avenue Grade Separation
- City of Tukwila, 180th Street Grade Separation
- City of Woodinville, SR 202 Corridor Improvement
- WSDOT SR 519 Intermodal Access Project
- WSDOT, SR 509/Port of Tacoma Road Grade Separation
- WSDOT SR 18 Weyerhaeuser Way to SR 167 Truck Lane
- City of Renton, SW 27th/Strander Boulevard Connection
- King County, South Park Bridge Replacement
- Port of Seattle, East Marginal Way Truck Crossover

WESTERN WASHINGTON
- City of Bremerton, SR 304 Transportation Improvement
- City of Kelso, Allen Street Bridge Replacement
- Port of Kalama, Industrial Park Bridge
- Port of Kalama, Grain Terminal Track Improvements
- City of Longview, SR 403/14th Street Lane Improvements
- City of Longview, SR 432 Improvements/3rd Avenue Off Ramp Widening
- Port of Longview, Port Alternate Rail Corridor
- WSDOT City of Sumas, SR 1-9-SR 546/Nez Perce Road Vicinity to SR 546/Cherry Street
- Port of Vancouver USA, Port Rail Access, Phases 1 and 2
- Port of Vancouver USA, Rail Tie-in to Mainline
**NEW PROJECT AWARDS:**

**CITY OF SEATTLE, SOUTH LANDER STREET GRADE SEPARATION**

The S Lander St Grade Separation will cross over BNSF mainline tracks between 1st Ave S and 4th Ave S and eliminate over 100 daily road-rail crossing conflicts in the heart of the Duwamish Manufacturing Industrial Center (MIC), including the Port of Seattle, Seattle International Gateway (BNSF) Yards, Argo (UP) Yards and associated businesses. The Duwamish MIC is the largest designated center in the Puget Sound Region and, with the smaller adjacent Tukwila area, currently supports over 75,000 jobs. The city received $45 million in FASTLANE grants in 2016 highlighting the national importance of this project.

Total project cost: $146M, FMSIB share: $37M

**CITY OF TACOMA, TAYLOR WAY REHABILITATION**

Replacing the 1938, 1,163 foot-long timber and steel trestle that carries Old Highway 99 North over the I-5 corridor rail line. The overpass is functionally obsolete and structurally deficient. The new overpass enables BNSF to construct an additional line through this area relieving the congestion point and increasing capacity of the mainline. The roadway will feature 12-foot driving lanes, 8-foot shoulders, and a sidewalk, increasing driver and nonmotorized user safety. Replacement of the overpass ensures no rail/vehicle conflicts and keeps the movement of freight safe, reliable and efficient.

Total project cost: $19.2M, FMSIB share: $2M

**CITY OF FIFE, I-5/S54TH AVENUE E INTERCHANGE IMPROVEMENT-PHASE 1**

The I-5/54th Avenue E interchange is a primary access to the Port of Tacoma and the surrounding shopping and warehousing businesses. I-5, 54th Avenue E, and Pacific Highway E (SR 99). The current interchange and the adjacent intersection of Pacific Highway E/54th Avenue E are significantly over capacity and operate at failing conditions. The north half project phase of the interchange provides a second access point for vehicles exiting southbound I-5 at Pacific Highway E/51st Avenue E, and relocates the southbound I-5-on-ramp to 51st Avenue E. Phase 1 significantly improves the operations of the Pacific Highway E/54th Avenue E intersection by reducing intersection volumes by 15 percent, reducing traffic queuing that backs into I-5, and improves the street traffic network to local freight businesses and the Port of Tacoma.

Total project cost: $23.7M, FMSIB share: $3.0M

**CITY OF LONGVIEW, SR 432-SR 411 INTERSECTION IMPROVEMENTS**

The SR 432/411 intersection improvement project is a top priority because it addresses the first bottleneck between I-5 and the Port of Longview. Capacity increases, reduced travel times, and reduced truck roll-over collisions will result by constructing a double left turn lane from the westbound SR 432 off-ramp to 3rd Avenue and the reconstruction of the eastbound on-ramp to SR 432. Eliminating this bottleneck keeps this route reliable and reduces truck volumes on city streets that are seeking alternate routes to the Port of Longview.

Total project cost: $4.2M, FMSIB share: $2.1M
FMSIB WEBSITE AND PROJECT MONITORING

FMSIB is more transparent and efficient in 2016. FMSIB’s updated website now features real-time information about projects which can be sorted by many fields to meet the needs of varied users. The new look puts information at your finger-tips, pushing it to the user. Decision-makers can look at projects by county, region, and legislative district. Projects can be sorted by year and activity status. Project summaries and interactive maps provide clear and compelling information for those seeking information about specific projects.

Every project now has a project page with numerous fields for access to detailed project management information such as project costs, cash flow, milestones, and progress reports. On-line quarterly reporting saves project owners staff time with efficient reporting.

For the first time, the public, policy makers, and project partners have easy access to the same information as FMSIB. The on-line access to quarterly reports facilitates greater accountability.

FMSIB can now measure the original project proposal against actual project delivery helping to inform future project awards. This new system allows FMSIB to manage more and more projects and allows better fund management with the ability to closely monitor progress and cash flow.

TRANSPARENCY AND ACCOUNTABILITY FEATURES

Evolving Face of Freight and Technology

The transportation tools available to move freight have a rich history. Information technology is proving to be vitally important to 21st century freight transportation.

TRUCKING INNOVATIONS

Several companies are pushing to become the first successful on-demand trucking company. Big-name financiers including Amazon’s Jeff Bezos, have decided that there’s an opportunity for launching Uber-style on-demand services for freight delivery. Self-driving autonomous trucks are being tested in the United States and around the world. It’s likely a trucker will still be in the driver’s seat, ready to take control if something goes wrong. Researchers think this change will make the lives of truckers safer and less stressful.

A new automated driving technology called platooning connects trucks using Wi-Fi, sensors, GPS, and cameras with the goal of increasing fuel efficiency. The leading vehicle dictates speed and direction, while the rest automatically steer, speed up and slow down in close convoy.

Mercedes-Benz recently announced plans to build its first-ever heavy-duty electric truck. The Urban eTruck will be able to handle loads of up to 24 tons and travel as much as 124 miles between charges. Tesla Motors CEO Elon Musk wants to add a “Tesla Semi.”

The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2013, combination trucks consumed 95 billion fewer gallons of fuel than passenger vehicles in the U.S. and accounted for just 17 percent of the total highway transportation fuel consumed. Through advancements in engine technology and fuel refinements, new diesel truck engines produce 98 percent fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990. Sulfur emissions from diesel engines have also been reduced by 97 percent since 1999.

EVOLVING FACE OF FREIGHT AND TECHNOLOGY

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RAIL INNOVATIONS

Modern railroads use a variety of “smart” technologies to improve safety and maximize efficiency. Sensors located across the nation’s rail networks collect data to show how every train is functioning, and analytics flag excessive wear to critical systems on rolling stock. Emerging technology allows trains to “see” what is around them, including potential obstacles, and to navigate hazards without human intervention.

Rail inspection technology has rapidly enhanced safety in recent decades. Defect detection cars, ultrasound technology, and laser-based inspection systems provide railroads with the tools to identify internal rail flaws which are invisible to the human eye. New technologies are developed and perfected at the Transportation Technology Center, a world-class rail research facility in Pueblo, Colorado. Due in large part to technologies such as these, rail accidents are at record lows.

America’s rail networks include thousands of bridges, so railroads are continually innovating bridge inspections. Researchers are developing new monitoring equipment and railroads are starting to use unmanned aerial vehicles (drones) to inspect bridges. Drone technology offers the dual benefit of providing enhanced inspections and improving personal safety for inspectors. It also provides great advantage for inspecting track and structures in remote areas.

Technology developed by the rail industry also benefits first responders and local communities. First responders can receive immediate, real-time data about trains, contents of individual rail cars, cargoes, and locations using apps such as AskRail and SECURETRAK. Applications such as these can be especially useful at expediting communication to first responders during hazmat incidents or other response events.

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A new automated driving technology called platooning connects trucks using Wi-Fi, sensors, GPS, and cameras with the goal of increasing fuel efficiency. The leading vehicle dictates speed and direction, while the rest automatically steer, speed up and slow down in close convoy.

Mercedes-Benz recently announced plans to build its first-ever heavy-duty electric truck. The Urban eTruck will be able to handle loads of up to 24 tons and travel as much as 124 miles between charges. Tesla Motors CEO Elon Musk wants to add a “Tesla Semi.”

The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2013, combination trucks consumed 95 billion fewer gallons of fuel than passenger vehicles in the U.S. and accounted for just 17 percent of the total highway transportation fuel consumed. Through advancements in engine technology and fuel refinements, new diesel truck engines produce 98 percent fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990. Sulfur emissions from diesel engines have also been reduced by 97 percent since 1999.
WSDOT INNOVATIONS

Commercial Vehicle Information Systems and Networks (CVISN) is a system that leverages technologies to improve commercial vehicle operation safety, efficiency and effectiveness. WSDOT has installed CVISN technology at 12 weigh stations in Washington. Using Weigh-in-Motion (WIM), Automatic Vehicle Identification (AVI), and Automated License Plate Readers (ALPR) commercial vehicles are electronically screened on the mainline approximately ½ mile ahead of the weigh station. The trucks weight, size, registration, and safety record are verified and within milliseconds a signal to either bypass the weigh station or report to the weigh station is sent to the vehicle. If a vehicle cannot be identified by a transponder or its license plate “Truck Exit To Weigh Station” is displayed on the changeable message sign.

Traffic Management Centers are in operation 24 hours a day, seven days a week to help clear roads and keep traffic moving safely. Crews keep their eyes on traffic and highways via six Traffic Management Centers located at key locations around the state. Engineers, radio operators and other staff monitor traffic and identify problems using hundreds of cameras located throughout the state on the highway system. They also use data from traffic detectors on the highways to get a real-time picture of traffic conditions.

FMSIB PARTICIPATED IN TWO KEY STUDIES DURING 2016 THAT WILL ENHANCE ACCESS TO DATA FOR DECISION-MAKING

The Study of Road/Rail Conflicts in cities is to be completed in 2016. It identifies three hundred candidate conflicts for further analysis and recommends a corridor-based prioritization process for addressing them. A key outcome of the study is a unified database of crossings that incorporates such data elements as travel delay, safety, and road volumes.

The Washington Public Ports Association and FMSIB partnered on a Marine Cargo Forecast that provides a five-year and long-term analysis of commodity movements through the state and to our ports. The study forecasts the volume of cargo by transportation mode (i.e., truck, trail, and waterways) that will move through the strategic freight transportation corridors in Washington State, and includes estimates by mode of volumes of cargo staying within the state and volumes of cargo passing through the state. It includes an evaluation of landside transportation infrastructure issues, including a modal split analysis by strategic corridor. The forecast also complements the Road-Rail Conflicts Study.

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

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

Johan Hellman
BNSF Railway Executive Director
State Government Affairs
Pacific Northwest Region
Railroad representative

Pat Hulcey
Deputy Mayor/Council member
City of Fife
Cities’ representative

Michael Karnofski
Commissioner
Cowlitz County
County representative

Bob Watters
SSA Marine
Marine industry representative

Roger Millar
Secretary of Transportation
WSDOT Representative

Mitchell S. Reister
County Engineer Spokane County
Public Works
County representative

Tom Trulove
Mayor
City of Cheney
City representative

Vacant
Union Pacific Corporation
Ex-officio member

Vacant
Ports’ representative

STAFF

Ashley Probart
Executive Director

Donna Veley
Marsha Gehring
Gena Saelid
Confidential Secretary
Shared position

Freight Mobility
Strategic Investment Board
505 Union Avenue SE
Olympia, WA 98504-40965

Ph: 360-586-9695
www.fmsib.wa.gov