



ANNUAL REPORT
2017

FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CELEBRATING **20 YEARS** OF IMPROVING ACCESS TO FREIGHT FOR PEOPLE & BUSINESS



CELEBRATING
20
YEARS

DEAR FRIENDS OF FREIGHT:

The Freight Mobility Strategic Investment Board is at a significant milestone as we celebrate our 20th Anniversary. We are poised to embark on the next generation of freight mobility strategic investments, building on our transparent and strategic project selection and prioritization process. We are well positioned for this next phase with our new Director, Brian Ziegler, who has extensive background in freight mobility projects at the state and local levels.

In 1997, the Washington State Legislature's Freight Mobility Advisory Committee recommended the state adopt a freight mobility policy and a dedicated funding source for freight projects. The Legislature responded by adopting Chapter 47.06A RCW, establishing the Freight Mobility Strategic Investment Board (FMSIB). The decision by the Legislature to take action and to address freight strategically and statewide has been proven to be wise as the economic importance of the freight system throughout the state has grown. Since 1997, state Gross Domestic Product (GDP) has grown from \$260 to \$477 billion. At the end of 2016, our state's GDP had the highest percent increase of any state in the United States. In real dollars, our state's GDP has grown by almost 16 percent in the last five years alone.

By providing a dedicated funding source, the Legislature has leveraged state funds of \$294 million to provide nearly \$1.9 billion in strategic freight projects on state highways, county roads, city streets, and at ports throughout the state. These projects, completed and underway, have increased safety, reduced delays, and contributed to economic competitiveness. The partnership projects funded by FMSIB have helped to build grade separations and improved intermodal port access. Each FMSIB dollar spent has leveraged over six dollars in other funds for freight projects.

In 2017, FMSIB and the Washington Public Ports Association completed a Marine Cargo Forecast of rail, truck, and waterway cargo volumes. Other countries, such as Canada, are making substantial investments in their freight systems and they are successfully redirecting our traditional market share of freight to their ports. The Northwest Seaport Alliance, an initiative between the ports of Seattle and Tacoma, is a strategy to manage the region's marine cargo in a way that can improve our state's competitiveness. FMSIB has funded important port intermodal access projects statewide to improve cost effective movement of goods by rail, truck, barge, and ship.

While the transportation network is trying to accommodate more volume, technology is playing an important role. Logistics companies are providing mobile apps that allow carriers to better manage their fleets, assign jobs to drivers, and fine-tune freight delivery times. More density on freeways is possible with the use of adaptive cruise control and expectations for safe autonomous vehicles. The Northwest Seaport Alliance is in the early stages of implementing a drayage truck wait-time awareness program and app that will improve the supply chain's system efficiency, safety, and productivity. 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.

The ability of our state to maintain its competitive advantage over the next 20 years will depend on continued improvements to our transportation system to accommodate freight and general mobility. The FMSIB board is made up of individuals with expertise from the public and private sectors who understand the needs and opportunities within the freight network, including the concerns of the general public about safety and congestion. We need continued commitment from our federal, state, and local policy makers to invest in our freight network with vision and leadership.

Sincerely,



Dan Gatchet

Chair, Freight Mobility Strategic Investment Board

20 YEARS FMSIB INVESTMENT

For two decades, FMSIB has been fostering public-private and intergovernmental agency partnerships to improve freight mobility in the state to benefit the people of Washington.

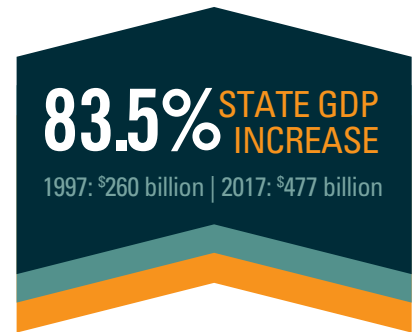
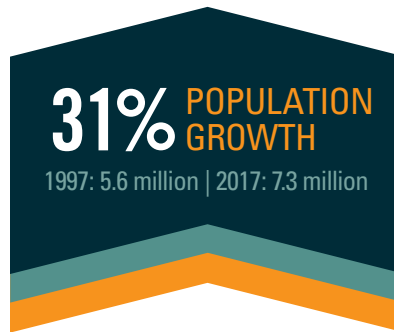
\$1:\$6.40

\$1.9 BILLION VALUE

\$294m STATE FMSIB

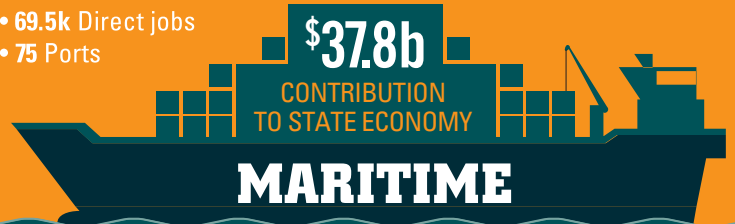
82 PROJECTS COMPLETED AND UNDERWAY

\$6.40 LEVERAGED FOR EACH \$1 IN FMSIB FUNDS SPENT



- \$24b Cargo value
- 44 Million tons of international trade

- 69.5k Direct jobs
- 75 Ports



- BNSF operates **1,400 route miles**
- Union Pacific operates **500 route miles**
- 23 short line railroads operate **1,300 miles**
- Freight rail contributes at least **\$28.5 billion** to the Washington State economy

Top Issues:

- Driver shortage/retention
- Hours of service/compliance
- Truck parking



- **1.5%** projected annual growth
- **5** international border crossings - **2** are among the slowest in the US

[Source: WSDOT & American Transportation Research Institute]

MOST CONGESTED FREIGHT LOCATIONS IN THE US:

- #14 Seattle I-5 at I-90
- #16 Tacoma I-5 at I-705/SR 16
- #18 Auburn I-5 at SR 18
- #21 Bellevue I-90 at I-405
- #36 Vancouver I-5 at the Columbia River

3,166 Miles HIGH TONNAGE TRUCK CORRIDORS

[Source: WSDOT]

- **816 miles** designated National Freight Network
- **81.66 miles** of Critical Urban Freight Corridors
- **163.31 miles** of Critical Rural Freight Corridors
- **835 miles** of first/last mile connectors and missing links
- **368 miles** on city streets handling high-tonnage freight
- **190 miles** county roads carrying 4–10m tons of freight per year

20TH ANNIVERSARY HIGHLIGHTS

Twenty years ago, the Washington State Legislature heard recommendations from a committee representing all sectors of the freight mobility system - federal, state, county, city, port, railroad, barging, and shippers - about how best to guide investment decisions in the freight transportation system. The Legislature adopted Chapter 47.06A RCW establishing a freight mobility policy and the Freight Mobility Strategic Investment Board (FMSIB). Since 2008, FMSIB has contributed funding to 82 projects statewide and leveraged its \$294 million contribution with partnership funding to achieve \$1.9 billion in freight transportation system investments. FMSIB staff and board members have also provided leadership and technical assistance to facilitate project partnerships, to undertake special studies that advance the state's freight policy, to reduce impacts on communities from freight movement, and to encourage system efficiencies that can keep the state economically competitive.

HIGHLIGHTS FROM THE PUGET SOUND REGION

ARGO YARD TRUCK ACCESS - CITY OF SEATTLE



With half a dozen participating entities in the Argo Truck Access Project, FMSIB was able to enter as an unbiased party and developed a memorandum of understanding among the project partners with the sole concern of bringing a freight mobility project to a successful completion. The Argo Yard Truck Access Project created a dedicated truck only gateway that carries 45 percent of the Port of Seattle's regional truck traffic from the Port's marine terminals to the UP Argo Yard rail gate in the City of Seattle. It 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.

EAST MARGINAL WAY - PORT OF SEATTLE



The East Marginal Way Grade Separation Project on Duwamish Avenue South is one of the original FAST Corridor projects. FMSIB contributed funding to the new overpass improving road and rail access to Port terminals, to BNSF and UP intermodal rail yards, and to regional manufacturing and distribution facilities. Motorists and industrial traffic also benefit by moving more efficiently to and from West Seattle. The new overpass routes traffic over existing train tracks that serve Harbor Island, West Seattle, and the south downtown industrial area.

SR 518 - SEA-TAC AIRPORT TO I-5/405 INTERCHANGE - PORT OF SEATTLE

Eastbound mobility from Sea-Tac Airport to I-5 and I-405 was made safer and more efficient in early June 2009, when a new eastbound lane was completed on SR 518. Traffic growth on eastbound SR 518 had created difficult merge conditions for drivers attempting to merge onto I-5 and I-405. FMSIB helped fund this project that is improving traffic flow for air cargo trucks and other vehicles during airport and freeway rush hours thereby yielding travel-time savings. The new lane on SR 518 also improves safety by simplifying the merge from the North Airport expressway.

LINCOLN AVENUE - PORT OF TACOMA



Trains arriving and departing in the Port of Tacoma average 8,000 feet in length. This project raised Lincoln Avenue over key railroad tracks in the Port area, removing the at-grade conflict between rail activities and heavy vehicular traffic. Lincoln Avenue is the primary connector between I-5 and the Port for a high volume of trucks. Rail switching operations and mainline trains caused vehicular delays of up to 30 minutes every two hours on Lincoln Avenue. The grade separation significantly improved rail and road efficiency, as well as air quality.

M STREET - CITY OF AUBURN



Two transcontinental rail lines, the BNSF and the UP, are located in the City of Auburn. Every day approximately 50 to 60 trains pass through the City on the BNSF line alone and had a significant impact on public safety, public health and traffic conditions. In 1996, when BNSF reopened the Stampede Pass line, the City of Auburn began looking for solutions to congestion at M Street. The M Street SE Grade Separation Project is redirecting vehicle, pedestrian, and bicycle traffic below the busy railroad tracks between the intersections of 3rd and 8th Streets SE in the vicinity of the SR 18 overpass and the BNSF's Stampede Pass rail crossing.

HIGHLIGHTS FROM WESTERN WASHINGTON

GRAIN TERMINAL TRACK IMPROVEMENTS - PORT OF KALAMA

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

WEST VANCOUVER FREIGHT ACCESS - PORT OF VANCOUVER USA



The Port of Vancouver's West Vancouver Freight Access Project is a state-of-the-art unit train facility. Construction began in 2007 and is nearly complete in 2017. FMSIB has been a funding partner since project inception. The project is improving the ability to move freight through the Port and along the BNSF and UP mainlines. The project will reduce current delays in rail traffic by as much as 40 percent and will lower costs for U.S. manufacturers and farmers, making them more competitive in global markets.

HIGHLIGHTS FROM EASTERN WASHINGTON

FREYA STREET BRIDGE - CITY OF SPOKANE



Freya Street is a T-1 designated heavy volume truck corridor through Spokane. It is the only north-south heavy freight corridor through the city. The deteriorating condition of the Freya Street Bridge resulted in weight restrictions impeding freight movement. The Freya Street Bridge Project consisted of constructing a new bridge across the BNSF's mainline and branch tracks. Two structurally and functionally obsolete bridges were replaced by one new bridge with wider travel lanes.

PIERT ROAD EXTENSION - BENTON COUNTY

The Piert Road Extension Project is the final 1.75 miles of new roadway, from SR 397 to Bowles Road in eastern Benton County. The extension included two travel lanes, a two-way left-turn lane, and sidewalks. The Piert Road Extension Project provides direct access for the Port of Kennewick and the southeast industrial area of Finley to SR 397 and I-82. It is providing semi-trucks a direct route from Finley to the intertie, reducing heavy truck traffic on residential streets. Agricultural business benefiting from this project includes vegetables, grains, fruit, and livestock.

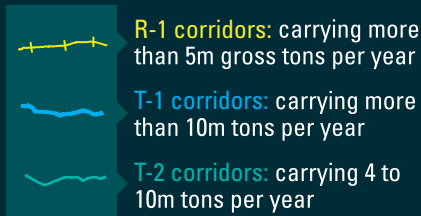
LINCOLN AVENUE AND MARTIN LUTHER KING JR. BOULEVARD GRADE SEPARATIONS - CITY OF YAKIMA



The American Public Works Association named Yakima's Railroad Grade Separations Project a 2016 Public Works Project of the Year in the transportation category. FMSIB participated in funding two rail grade separation underpasses: one located at Lincoln Avenue and the other at Martin Luther King Jr. Boulevard. The project is critical to the movement of truck freight, emergency vehicles, and downtown access. Martin Luther King Jr. Boulevard and Lincoln Avenue are the two main arterials for the Yakima central business district and function as a one-way east-west couplet. Each street is a primary route for emergency response vehicles serving east and north Yakima.

FMSIB Project Map

Freight Corridors

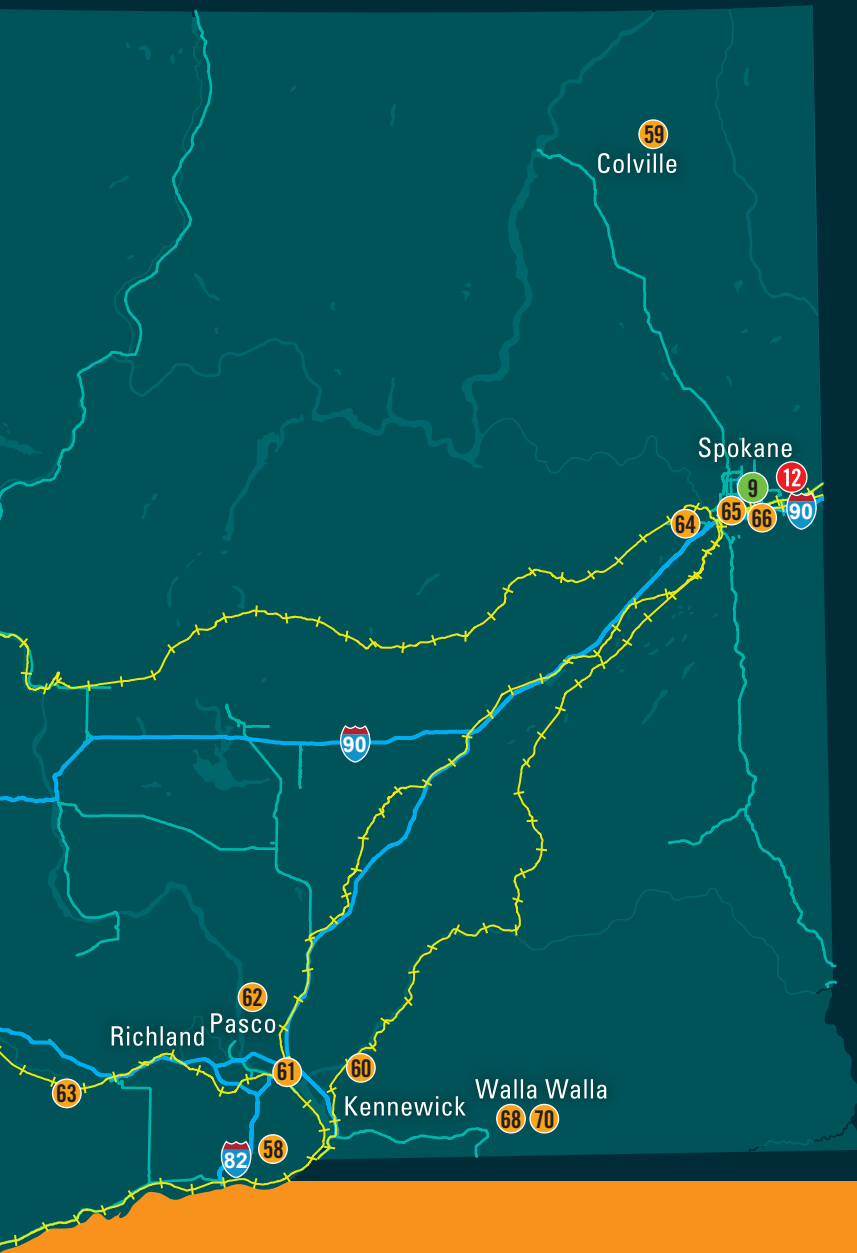


FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.

Projects Completed 1998-2017

PUGET SOUND REGION

- 18 City of Des Moines, South 216th Street Segment 1-A
- 19 City of Auburn, 3rd Street SW BNSF Crossing
- 20 City of Auburn, South 277th Street Grade Separations
- 21 City of Auburn, M Street South East Grade Separation
- 22 City of Fife, 70th Avenue and Valley Avenue Widening
- 23 City of Fife, Pacific Highway East/Port of Tacoma Road to Alexander Ave.
- 24 City of Everett, 1-5/41st Street, Phase 1 Ramp
- 25 City of Everett, East Marine View Drive Widening
- 26 City of Everett, Port of Everett to I-5 Improvements
- 27 City of Everett, 41st Street Overcrossing/Riverfront Parkway
- 28 Port of Everett, California Street Overcrossing to Port of Everett
- 29 City of Kent, South 228th Street Extension & Grade Separation, Phase 1
- 30 Pierce County, 8th Street East Grade Separation
- 31 Pierce County, Cross Base Highway, Phase 1
- 32 City of Puyallup, Shaw Road
- 33 City of SeaTac, Connecting 28th and 24th Avenue South
- 34 City of Seattle, Duwamish Intelligent Transportation System (ITS)
- 35 Port of Seattle, East Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 36 Port of Seattle, SR 518 at Airport Drive Eastbound Lane Addition
- 37 Snohomish County, Granite Falls Alternative Route, Phase 1
- 38 City of Tacoma, D Street Grade Separation
- 39 Port of Tacoma, Lincoln Avenue Grade Separation
- 40 City of Tukwila, 180th Street Grade Separation
- 41 City of Woodinville, SR 202 Corridor Improvement
- 42 WSDOT, SR 519 Intermodal Access Project
- 43 WSDOT, SR 509/Port of Tacoma Road Grade Separation
- 44 WSDOT, SR 18 Weyerhaeuser Way to SR 167 Truck Lane
- 45 City of Renton, SW 27th/Strander Boulevard Connection
- 46 King County, South Park Bridge Replacement
- 47 Port of Seattle, East Marginal Way Truck Crossover



Projects Underway In 2017

- 1 City of Fife, Port of Tacoma Road Interchange
- 2 City of Lacey, Hogum Bay Road
- 3 City of Marysville, SR 529/I-5 Interchange Expansion
- 4 City of Seattle, South Lander Street Grade Separation
- 5 City of Tacoma, SR 99 Puyallup River Bridge
- 6 Port of Vancouver USA, Bulk Facility Track Location
- 7 City of Kent, South 228th Street Grade Separation Phase 3
- 8 City of Seattle, Duwamish Truck Mobility Improvements
- 9 Spokane County, Bigelow Gulch/Forker Road Realignment
- 10 Skagit County, Burlington Northern Overpass Replacement

Projects Scheduled 2018-2022

- 11 City of Kent, South 212th Street BNSF Grade Separation
- 12 City of Spokane Valley, Barker Road/BNSF Grade Separation
- 13 City of Tukwila, Strander Boulevard/SW 27th to West Valley
- 14 City of Tacoma, Taylor Way Rehabilitation Project
- 15 City of Longview, SR 432-SR 411 Intersection Improvements
- 16 City of Sumner, SR 410 Traffic Avenue/East Main
- 17 City of Fife, I-5/54th Avenue East Interchange Improvement

WESTERN WASHINGTON REGION

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

EASTERN WASHINGTON REGION

- 58 Benton County, Piert Road Extension
- 59 City of Colville, Colville Alternate Truck Route
- 60 City of Kennewick, Columbia Center Boulevard Railroad Crossing
- 61 Port of Pasco, SR 397 Ainsworth Avenue Grade Crossing
- 62 WSDOT-City of Pasco, US 395 Hillsboro Street Interchange
- 63 City of Prosser, Wine Country Road
- 64 City of Spokane, Havana Street/BNSF Grade Separation
- 65 City of Spokane, Freya Avenue Bridge
- 66 Spokane Valley, Sullivan Road West Bridge Replacement
- 67 City of Union Gap, Valley Mall Boulevard Extension
- 68 City of Walla Walla, Myra Road at the
Dalles-Military Rd & US 12/SR 125 Interconnect
- 69 City of Yakima, River Road Improvements
- 70 WSDOT, US 12/124 to SR 730
- 71 City of Yakima, Lincoln Avenue and MLK BNSF Grade Separation

COMPLETED PROJECTS - 2017

SOUTH 216TH STREET SEGMENT 1A AND 28TH/24TH AVENUE SOUTH CORRIDOR

These two projects located in the cities of SeaTac and Des Moines improve freight access associated with Sea-Tac Airport and surrounding industrial/manufacturing land.

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

This project was opened in October of 2017. The project widened South 216th Street to five lanes from 24th Avenue South to SR 99. The project is being integrated with recent improvements on 24th Avenue South, north of South 216th Street; and South 216th Street Segment 2, west of 24th Avenue South. The west leg of South 216th Street at SR 99 was widened to accommodate an additional westbound through-lane and a U-turn receiving pocket. The project also includes larger turning radii and thicker pavement to accommodate larger trucks.

Total project cost: \$7.5M, FMSIB share \$0.9M

28TH/24TH AVENUE SOUTH CORRIDOR - CITY OF SEATAC



This project was opened to traffic in August of 2017. The 28th/24th Avenue South improvements complete a new five-lane principal arterial road corridor between South 188th Street in SeaTac and South 216th Street in Des Moines. The project will help relieve congestion on International Boulevard (SR 99), provide access from the south to Sea-Tac International Airport and to existing and future freight related businesses along the corridor. The project will be connected to the future SR 509 and provide expanded access to the Des Moines Creek Business Park.

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

DUWAMISH SPOT IMPROVEMENTS - CITY OF SEATTLE

Final payment on these improvements was made in August 2017. The project consists of five small-scale improvements to the City of Seattle street system to improve connections between the Port, railroad intermodal yards, industrial businesses, and the regional highway system. FMSIB is contributing funding to the Southwest and South Spokane Street arterial paving project and to the Southwest Spokane Street railroad crossing rehabilitation project.

Total project cost: \$2.1M, FMSIB share \$0.6M

PORT OF EVERETT TO I-5 - CITY OF EVERETT



This project was substantially completed in June 2017. The Port of Everett's continued growth has created increased demand for freight capacity between the Port's south terminal and I-5. This project is improving access to the Port of Everett and Naval Station Everett and benefits commercial vehicle mobility and pedestrian safety. The project redirects the truck route to improve access to and from I-5. Improvements are at the 41st and Rucker crossing; Pacific and Rucker crossing, and the Pacific and West Marine View Drive crossing. Improvements include larger turning radii at intersections, traffic and pedestrian signal upgrades, and modifications to traffic channelization to optimize traffic through the corridor.

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

SULLIVAN ROAD BRIDGE - CITY OF SPOKANE VALLEY

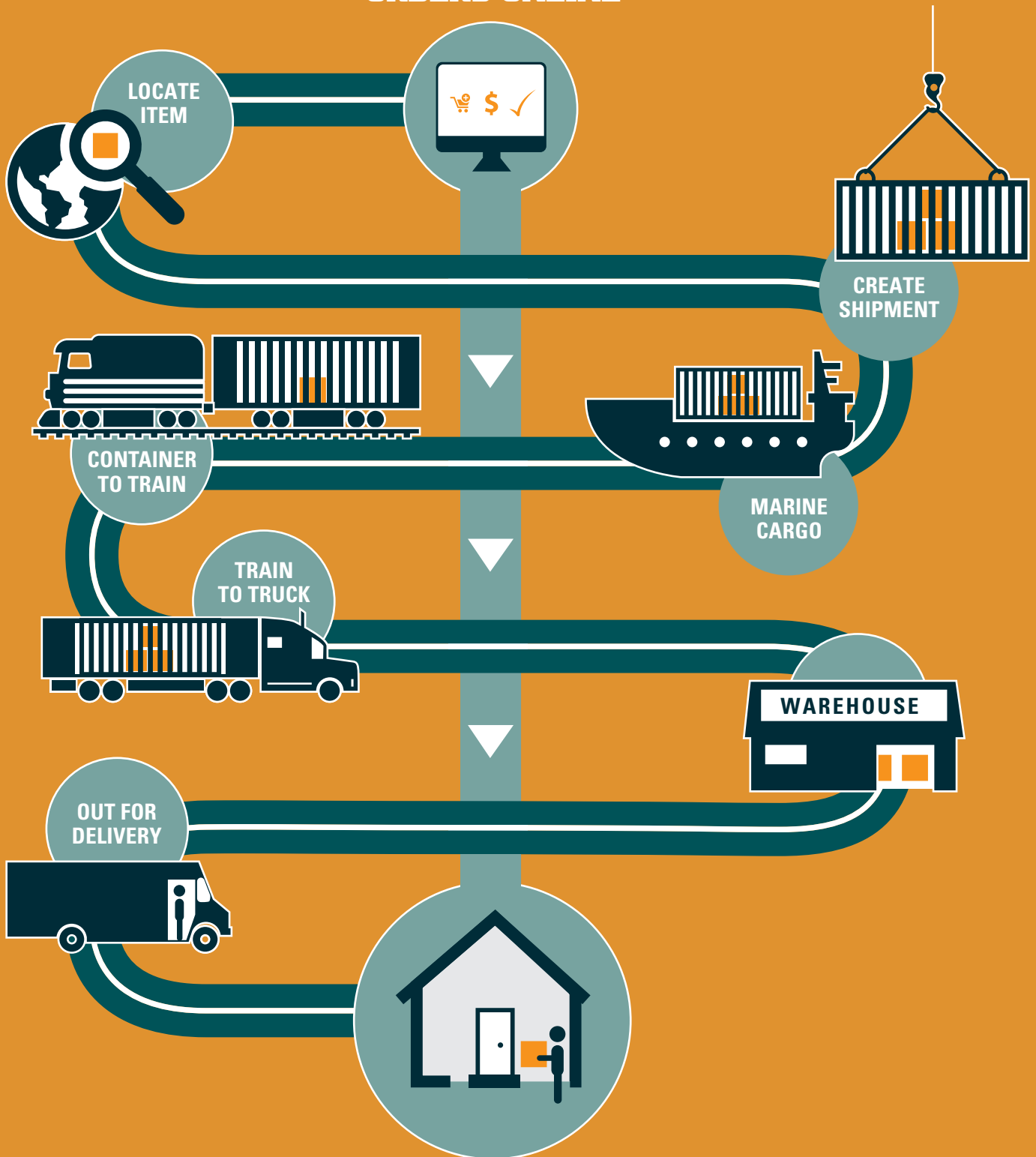


This project was completed in September of 2017. Built in 1951, the Sullivan Road Bridge was rated as structurally deficient in 2009. It is a critical transportation link that connects industrial areas north of Spokane and in Spokane Valley with I-90. The project replaces the existing 2-lane bridge with a new 4-lane bridge. The structure carries about 26,000 vehicles per day and has a truck volume of about 24 percent. The new bridge allows weight restrictions on the route to be lifted.

Total project cost: \$15.6M, FMSIB share \$1.6M

THE SUPPLY CHAIN AND YOU

CUSTOMER
ORDERS ONLINE



CUSTOMERS'
ORDER ARRIVES

2018 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 IMPACTS ON COMMUNITIES.

SCHEDULE

| | |
|-----------------------------------|------------------|
| Call for Projects Initiated | January 15, 2018 |
| Submittals Due | March 30, 2018 |
| Preliminary Selection | May 1, 2018 |
| Project Interviews..... | May 14-15, 2018 |
| Final Project List Adoption | June 1, 2018 |

An estimated \$10 million will be available for projects in 2019-2021. Another \$15 million is anticipated to be available in 2021–2023.

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

- 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 2019-2023.
- 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 to oversee the program.

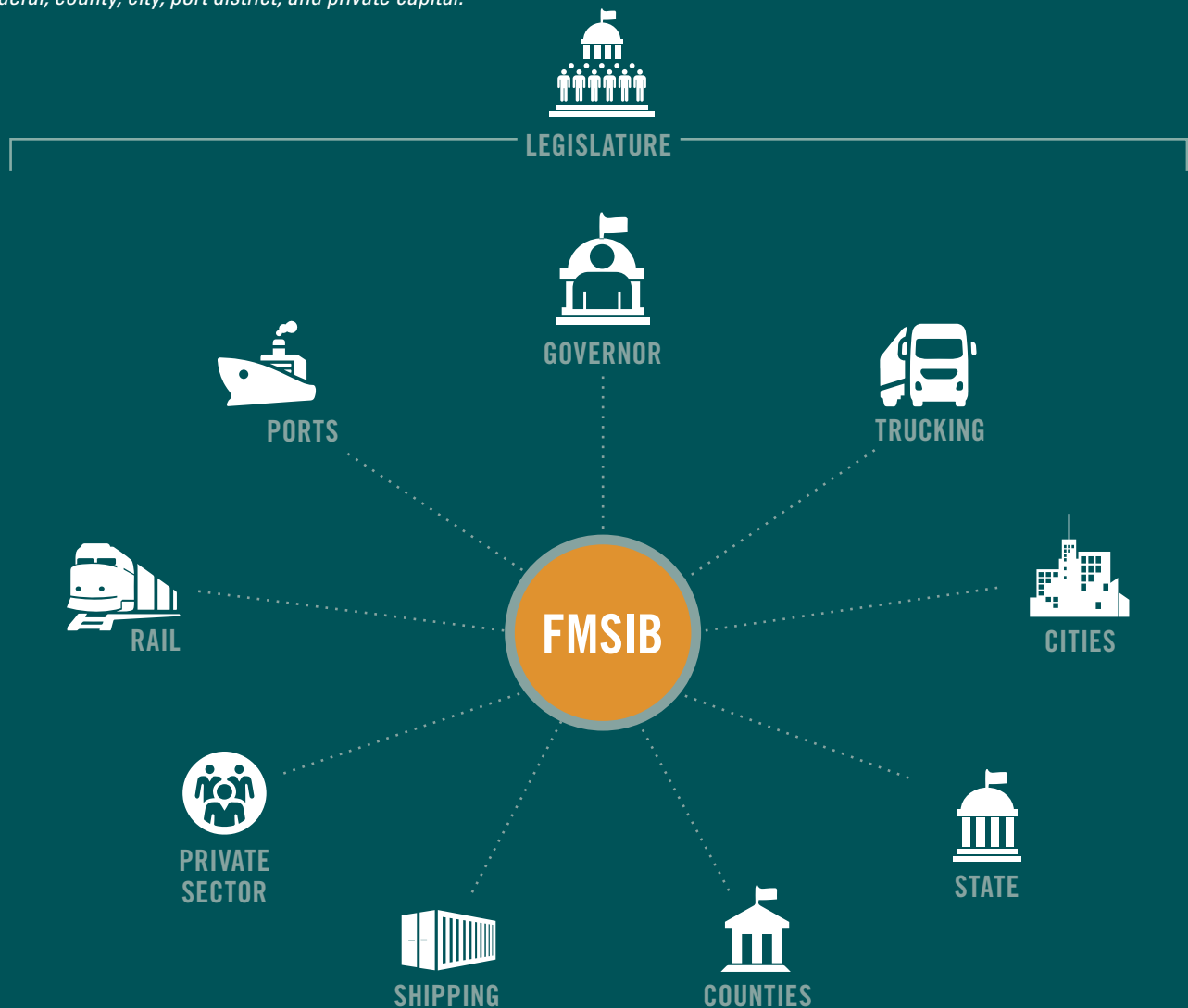
The Freight Mobility Strategic Investment Board includes representatives from ports, railroads, the marine sector, trucking, cities, counties, the state, and a citizen at large. This representation is key to FMSIB's success in facilitating partnerships to fund and build complex projects.

"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 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



2017 FMSIB MEMBERS

Dan Gatchet, Chair

Past President
Washington Trucking Associations
Citizen representative

Leonard Barnes

Deputy Executive Director
Port of Grays Harbor
Port districts' representative

John Creighton

Commissioner
Port of Seattle
Port districts' representative

Matt Ewers

Vice President
IEDS
Trucking industry representative

Erik Hansen

Transportation Senior Budget Analyst
Office of Financial Management
Governor's representative

Johan Hellman

Executive Director
State Government Affairs
PNW Region, BNSF Railway
Railroad representative

Pat Hulcey

Councilmember
City of Fife
Cities' representative

Roger Millar

Secretary of Transportation
Washington State Department of
Transportation representative

Tom Trulove

Mayor
City of Cheney
Cities' representative

Bob Watters

Senior Vice President
SSA Marine
Marine industry representative

Vacant

Counties' representative

EX OFFICIO

Aaron Hunt

Director Public Affairs
Union Pacific Railroad

STAFF

Brian Ziegler

Director

Gena Saelid

Executive Assistant



Freight Mobility
Strategic Investment Board

P.O. Box 40965
Olympia, WA 98504-40965
FMSIB phone: 360.586.9695
FMSIB website: www.fmsib.wa.gov