

# TWENTY YEARS

WORKING FOR WASHINGTON STATE



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

# FMSIB

ANNUAL REPORT 2018

DEAR FRIENDS OF FREIGHT:

This year's annual report is taking stock of the progress the Freight Mobility Strategic Investment Board (FMSIB) has made since it held its first meeting in 1998 after being established by the State Legislature. Over 50 volunteer representatives from the freight industry, state and local government, and the community at-large have served on the Board. They have used their expertise and on-the-ground knowledge about freight mobility to select capital projects for funding. While FMSIB is focused on investment decisions, the beneficiaries of those investments are the people of Washington State. Freight mobility translates into jobs and economic activity.

By providing a dedicated funding source for freight mobility investments, the state has given FMSIB an incentive to foster partnerships that leverage funds from multiple sources. At the time of writing this annual report, FMSIB has provided a total of \$318 million in project funding, which has in turn leveraged over \$2.1 billion in strategic freight projects on state highways, county roads, city streets, and at ports throughout Washington State.

FMSIB has been able to address many of the freight mobility barriers first identified 20 years ago. Addressing road-rail conflicts has been a mission-critical objective for FMSIB since 1998. This year FMSIB oversaw the completion of a Phase 2 Study of Road-Rail Conflicts which built on previous analysis of road-rail conflict locations. The Study identified project priorities statewide in three tiers, including projects that are fully designed and awaiting full construction funding, projects that are planned or scoped but which have not proceeded to engineering or design, and road-rail conflict locations where no project has been studied. The Study has been shared with the Governor and State Legislature to inform their funding decisions.

There remain substantial demands for freight mobility improvement investments. Many factors are driving investment needs, including but not limited to, aging infrastructure, population growth, increased congestion, changes in public expectations for shopping and package delivery, global economic forces, and technological changes. The freight mobility challenges are dispersed throughout Washington State, ranging from the impacts of mega-construction projects in the Puget Sound area which need to be managed to allow transportation networks to function; to the risks in Eastern Washington of limiting barge movement on the Snake River; to truck driver shortages and regulatory changes that are affecting where truck drivers stop to rest and how efficiently they can deliver their goods; to global shipping industry consolidations that affect ports of call; and to statewide congestion and road-rail conflicts that affect places as diverse as Aberdeen, Cashmere, Connell, Kent, Spokane Valley, Sumner, Tacoma, Union Gap, Washougal, and Wenatchee.

FMSIB's partnerships are its key to success. We are proud to have brought together representatives from cities, counties, ports, rail, steamships, trucking, the Governor's Office, and the Washington State Department of Transportation to collaborate on problem solving. This coordination will continue to be essential as we face the next 20 years of freight mobility investment decisions.

Sincerely,



Dan Gatchet  
Chair, Freight Mobility Strategic Investment Board

# FMSIB BY THE NUMBERS

TOTAL INVESTMENT VALUE..... \$2.1B  
STATE INVESTMENTS .....\$318M

\$6.40 Leveraged for Each  
**\$1:\$6.40**  
\$1 of FMSIB Funds Spent

## THE BUSINESS OF FREIGHT

2017 State Exports.....\$76.4b  
3.9% Decrease

2017 State Imports..... \$49.8b  
6% Increase

U.S. Jobs Supported..... 332,599  
Due to Washington State exports

Agricultural Exports.....\$10.5b  
(U.S. Census Bureau, International Trade Administration)

### MODE

## RAILROADS

Washington State railroad lines..... 3,200 miles  
BNSF operates .....1,455 route miles  
UP operates.....532 route miles  
23 shortline railroads operate.....1,300 miles

*Freight rail contributes over \$28.5 billion to the Washington State economy.*

(WSDOT, BNSF, UP)

## TRUCKING

Freight moved by truck..... 64.3%  
Number of trucking companies.....16,670

*79% of Washington communities depend exclusively on trucks to move their goods.*

(WSDOT, Washington Trucking Associations, Bureau of Transportation Statistics)

## MARITIME

Washington State Ports ..... 75  
Business Income ..... \$21.4b  
Economic Activity.....\$30b

*The maritime industry accounts for 69,500 direct jobs in Washington State.*

(Washington Maritime Federation Economic Impact Study, Department of Commerce)

MOVING OUR ECONOMY FORWARD





# FMSIB LEADERSHIP

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

*"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."*

(Source: Chapter 47.06A RCW)

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

- Proposing projects that soften the impact of freight movement on local communities
- Advocating for strategic freight transportation projects that bring economic development and a return on investment to the state
- Focusing on timely construction and operation of projects that support jobs
- Leveraging funding from public and private stakeholders
- Creating funding partnerships
- Investing in a freight solution regardless of mode or jurisdiction
- Serving as the de facto freight-project screening agency for state and federal policy makers

## FMSIB MEMBERS 1998-2018

FMSIB includes representatives from ports, railroads, the marine sector, trucking, cities, counties, the state, and a representative of the public at-large. This representation is key to FMSIB's success in facilitating partnerships to fund and build complex projects. Below is an alphabetical list of all of those who have served on FMSIB since the board was established:

### Jim Albert

Transportation Budget Analyst,  
Governor's Office

### Mark Asmundson

City of Bellingham, Mayor, Cities

### Leonard Barnes

Port of Grays Harbor,  
Deputy Executive Director, Ports

### Clifford Benson

Westwood Shipping Lines,  
Vice President, Steamship

### Teresa Berntsen

Policy Advisor, Governor's Office

### Chuck Booth

City of Auburn, Mayor, Cities

### Louise Bray

Transportation Policy Advisor,  
Governor's Office

### Sheri Call

Washington Trucking Associations,  
Vice President, Trucking

### Barbara Cothorn

Snohomish Co., Councilmember,  
Counties

### John Creighton

Port of Seattle, Commissioner, Ports

### Dave Edler

City of Yakima, Mayor, Cities

### Bob Edwards

City of Renton, Councilmember, Cities

### Mike Eliason

UP, Director of Public Affairs,  
Ex Officio, Railroad

### Matt Ewers

IEDS Logistics, Vice President,  
Trucking

### Terry Finn

BNSF,  
Director of Government Affairs,  
Railroad

### Rebecca Francik

City of Pasco, Mayor, Cities

### Dan Gatchet\*

Washington Trucking Associations,  
Past President, Trucking

### Dave Gossett

Snohomish Co., Councilmember,  
Counties

### John Gray

UP, Executive Director,  
Ex Officio, Railroad

### Paula Hammond

WSDOT, Secretary of Transportation

### Erik Hansen

Transportation Budget Analyst,  
Governor's Office

### Johan Hellman

BNSF, Regional Assistant Vice  
President State Government Affairs,  
Railroad

### Dennis Hession

City of Spokane, Mayor, Cities

### Steve Holtgeerts

Hogland Transfer Company, President,  
Trucking

### Pat Hulcey

City of Fife, Councilmember, Cities

### Aaron Hunt

UP, Director of Public Affairs,  
Ex Officio, Railroad

### Paul Ingiosi

Transportation Budget Analyst,  
Governor's Office

### Andrew Johnsen

Transportation Policy Advisor,  
Governor's Office

### Eric Johnson

Lewis County, Commissioner, Counties

### Jennifer Joly

Executive Policy Advisor,  
Governor's Office

### David Kalberer

Port of Seattle, Regional  
Transportation Manager, Ports

### Geir-Eilif Kalhagen

Port of Longview, Executive Officer,  
Ports

### Michael Karnofski

Cowlitz County, Commissioner,  
Counties

### Ross Kelly

Spokane Co., Engineer, Counties

### Mark Knudsen

SSA Marine, Vice President,  
Steamship

### Don Lemmons

Interstate Wood Products,  
President, Trucking

### Doug MacDonald

WSDOT, Secretary of Transportation

### Dick Marzano

Port of Tacoma, Commissioner, Ports

### John McCarthy

Port of Tacoma, Commissioner, Ports

### Roger Millar

WSDOT, Secretary of Transportation

### Sid Morrison

WSDOT, Secretary of Transportation

### Carol Moser

City of Richland, Councilmember,  
Cities

### Brock Nelson

UP, Director of Public Affairs,  
Ex Officio

### Daniel O'Neal\*

Public

### Patricia Otley\*

BNSF, Director of Government Affairs,  
Railroad

### Julia Patterson

King Co., Councilmember, Counties

### Larry Paulson

Port of Vancouver, Executive Director,  
Ports

### Lynn Peterson

WSDOT, Secretary of Transportation

### Mitchell Reister

Spokane Co., Engineer, Counties

### Robin Rettew

Transportation Budget Analyst,  
Governor's Office

### Jill Satran

Policy Advisor, Governor's Office

### Mary Seubert

Kittitas Co., Commissioner, Counties

### Art Swannack

Whitman Co., Commissioner, Counties

### Jim Toomey

Port of Pasco,  
Executive Director, Ports

### Tom Trulove

City of Cheney, Mayor, Cities

### Bob Watters

SSA Marine, Vice President,  
Steamship

### Ben Wick

City of Spokane Valley,  
Councilmember, Cities

### Jennifer Ziegler

Transportation Advisor,  
Governor's Office

### Brian Ziegler

Pierce Co., Public Works Director,  
Counties

## FMSIB DIRECTORS

### Denny Ingham

Acting Executive Director, 1998-1999

### Karen Schmidt

Executive Director, 1999-2014

### Ashley Probart

Executive Director, 2014-2017

### Brian Ziegler

Director, 2017-present

\*Served as FMSIB Chair

PROJECTS  
COMPLETED



Port of Tacoma Road Interchange Project Ribbon Cutting, August 29, 2018.

Since 1998, FMSIB has leveraged its \$318 million contribution with partnership funding to achieve \$2.1 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.

## COMPLETED PROJECTS

### City of Seattle, Duwamish Truck Mobility

#### East Marginal Way Railroad Access

Total Project Cost \$120K - FMSIB Share \$39K

#### 4th Avenue South

Total Project Cost \$13.5M - FMSIB Share \$1.5M

During 2018, the City of Seattle completed two of five small-scale improvements to the city's street system to improve connections between the Port of Seattle, railroad intermodal yards, industrial businesses, and the regional highway system.

### City of Fife, Port of Tacoma Road Interchange, Wetland Mitigation Phase

Total Project Cost \$6.758M - FMSIB Share \$2M

FMSIB contributed to the purchase and development of a wetland mitigation site so that the full interchange project (Phases 1 and 2) could proceed with construction. This project provides multiple environmental benefits to the watershed while mitigating the wetland losses from the interchange construction.

### Port of Vancouver USA, Bulk Facility Track Relocation

Total Cost \$14.8M - FMSIB Share \$3.45M

The Bulk Facility Track Relocation Project enhances rail connectivity from the rail mainline to the Port of Vancouver's (POV) T-5 loop. The contractor installed over 65,000 track feet of rail, removed 35,000 track feet, installed 57 rail turnouts, and placed a total of over 50,000 cubic yards of ballast rock. This project is a continuation of the POV's West Vancouver Freight Access Project that includes loop tracks and rail realignments to resolve conflicts with the BNSF mainline. FMSIB has been a funding partner since project inception in 2007. The project is improving the ability to move freight through the port and along the BNSF Railway and Union Pacific Railroad mainlines that connect the Pacific Northwest to major rail hubs in Chicago and Houston, and from Canada to Mexico. 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.

### City of Lacey, Hogum Bay Road Truck Route

Total Project Cost \$8.5M - FMSIB Share \$1.2M

Hogum Bay Road truck route will reduce freight mobility barriers by increasing the roadway capacity, providing a safe alternative to access warehouses. Distribution centers for Harbor Wholesale Foods and by Trader Joe's, and Medline Industries can be found at the north end of Hogum Bay Road.

### Spokane County, Bigelow Gulch-Forker Road Realignment

Total Project Cost \$24M - FMSIB Share \$6M



This project is part of a multiphase project to reconstruct and add capacity to the Bigelow Gulch-Forker Road corridor from Bigelow Gulch Road to Progress Road. This corridor ties the Spokane Industrial Park in Spokane Valley to the northern part of the county and Canada. A travel time and delay study indicated that upon completion, this project will result in a time savings of 9.5 minutes (40%) for the corridor over other existing routes. This is a significant time savings for truck traffic accessing industrial areas in the City of

Spokane and Spokane Valley. Construction includes a structure at the Bigelow Gulch-Forker Road Intersection. This segment, when complete, will allow Bigelow Gulch traffic to pass over Forker Road and eliminate left-turning traffic onto Bigelow Gulch.

### Skagit County, Burlington Northern Overpass Replacement

Total Project Cost \$19.2M - FMSIB Share \$2M

Skagit County will replace the existing 1,183 foot-long timber and steel trestle, built in 1936, that carries Old Highway 99 North over the BNSF rail line. The functionally obsolete and structurally deficient overpass requires frequent repairs and currently has a rating of 3 out of 100. The new overpass will allow BNSF to construct an additional line through this area relieving congestion and increasing capacity of the mainline. The roadway will feature twelve-foot driving lanes, eight-foot shoulders, and a sidewalk, increasing driver and non-motorized user safety. Replacement of the overpass with another grade-separated crossing prevents train/vehicle conflicts, keeping movement of freight safe, reliable, and efficient.

## GROUND BREAKINGS & PROJECTS UNDERWAY

### City of Fife, Port of Tacoma Road Interchange Phase 1

Total Project Cost \$27.1M - FMSIB Share \$6.7M

Phase 1 of this project to improve truck access to the Port of Tacoma got underway during the summer of 2018. This will provide a new I-5 southbound exit ramp connecting at a new signalized intersection of Pacific Highway and 34th Avenue East (just east of Port of Tacoma Road), reconstruction of 34th Avenue, and reconstruction of the I-5 southbound entrance ramp. Phase 2 is also FMSIB funded and will connect 34th Avenue East to 20th Street East by providing a new bridge for 34th Avenue over I-5, reconstructing 20th Street East, and reconstructing the I-5 northbound exit and entrance ramps. Completion of this project reduces freight queues when entering and leaving Port of Tacoma Road.

### City of Kent, South 228th Street Grade Separation Phase 3

Total Project Cost \$25M - FMSIB Share \$4.5M

This project will complete the corridor connecting the Kent Green River Valley with I-5 and the future SR-509. Phase 3 will construct a road-rail grade separation at the UP Railway line on South 228th Street. Phase I of this project, completed in 2006, extended South 228th Street up the west hill of Kent from 64th Avenue South to Military Road. Phase 2, completed in 2009, constructed a road-rail grade separation at the BNSF rail lines on South 228th Street.

### City of Marysville, SR-529/I-5 Interchange Expansion

Total Project Cost \$54M - FMSIB Share \$5M

This project will complete the existing half-interchange at the junction of I-5 and SR-529. It will also construct a new on-ramp from southbound SR-529 to southbound I-5 and to northbound SR-529. The project is anticipated to alleviate traffic congestion and operational issues on I-5 and on SR-528, directly to the north. It will also provide a direct link into and through Marysville's central business district, allowing motorists to avoid congested at-grade road-rail crossings. The new ramps will improve overall throughput and connectivity between I-5 and SR-9 to the east.

### City of Seattle, Duwamish Truck Mobility, South Spokane Street Railroad Crossing

Total Project Cost \$300K - FMSIB Share \$117K

The South Spokane Street Railroad Crossing Rehabilitation is one of five small-scale improvements to the City of Seattle's street system to improve connections between the port, railroad intermodal yards, industrial businesses, and the regional highway system. This project requires cooperation with UP Railway as it is an active track location.

### City of Seattle, South Lander Street Grade Separation

Total Project Cost \$100M - FMSIB Share \$5.7M

The South Lander Street Grade Separation will cross over BNSF mainline tracks between 1st Avenue South and 4th Avenue South. The at-grade crossing currently experiences over 120 trains per day. This project will remove significant conflict between freight rail and freight roadway activity in the heart of the Duwamish Manufacturing/Industrial Center (MIC). The area includes Port of Seattle facilities, Seattle International Gateway (BNSF) Yards, Argo (UP) Yards, and associated businesses. The Duwamish MIC is the largest designated manufacturing and industrial center in the Puget Sound Region and, with the smaller adjacent Tukwila area, currently supports over 75,000 jobs.

### City of Tacoma, SR-99 Puyallup River Bridge Replacement

Total Project Cost \$38.8M - FMSIB Share \$5M

This project will replace deteriorated bridge sections spanning the BNSF and UP main lines through Tacoma and replace those sections with a concrete-girder bridge. The project design is for a paraboloid structure with 17 naturally-weathered steel ribs and a railroad safety fence spanning the length of the bridge over the railroad mainline. The Puyallup River Bridge is an important commercial arterial linking the City of Fife to Tacoma's industrial area and the facilities of the Port of Tacoma. The Puyallup River Bridge is on an arterial consisting of four travel lanes with three carried over the bridge. The project ensures that existing BNSF and UP rail lines have expansion capacity.





U.S. Senator Maria Cantwell and City of Seattle Mayor, Jenny Durkan at South Lander Street Grade Separation Project Groundbreaking, May 29, 2018.

## PROJECTS AWARDED IN 2018

During 2018, FMSIB received 16 project submittals through a Call for Projects. Following its review process, FMSIB agreed to fund seven projects totaling \$23.45m of FMSIB funds.

Below is the project list approved by FMSIB in 2018.

**Chelan County, West Cashmere Bridge**

**City of Fife, 70th Avenue East, Freight Bottleneck Relief**

**Port of Kalama, Industrial Rail Additions**

**City of Seattle, East Marginal Way, Heavy Haul Corridor Improvements**

**Spokane County, Bigelow Gulch, Phase 3**

**City of Spokane Valley, Barker Road Corridor Widening, Spokane River to SR-290**

**City of Sumner, Stewart Road**

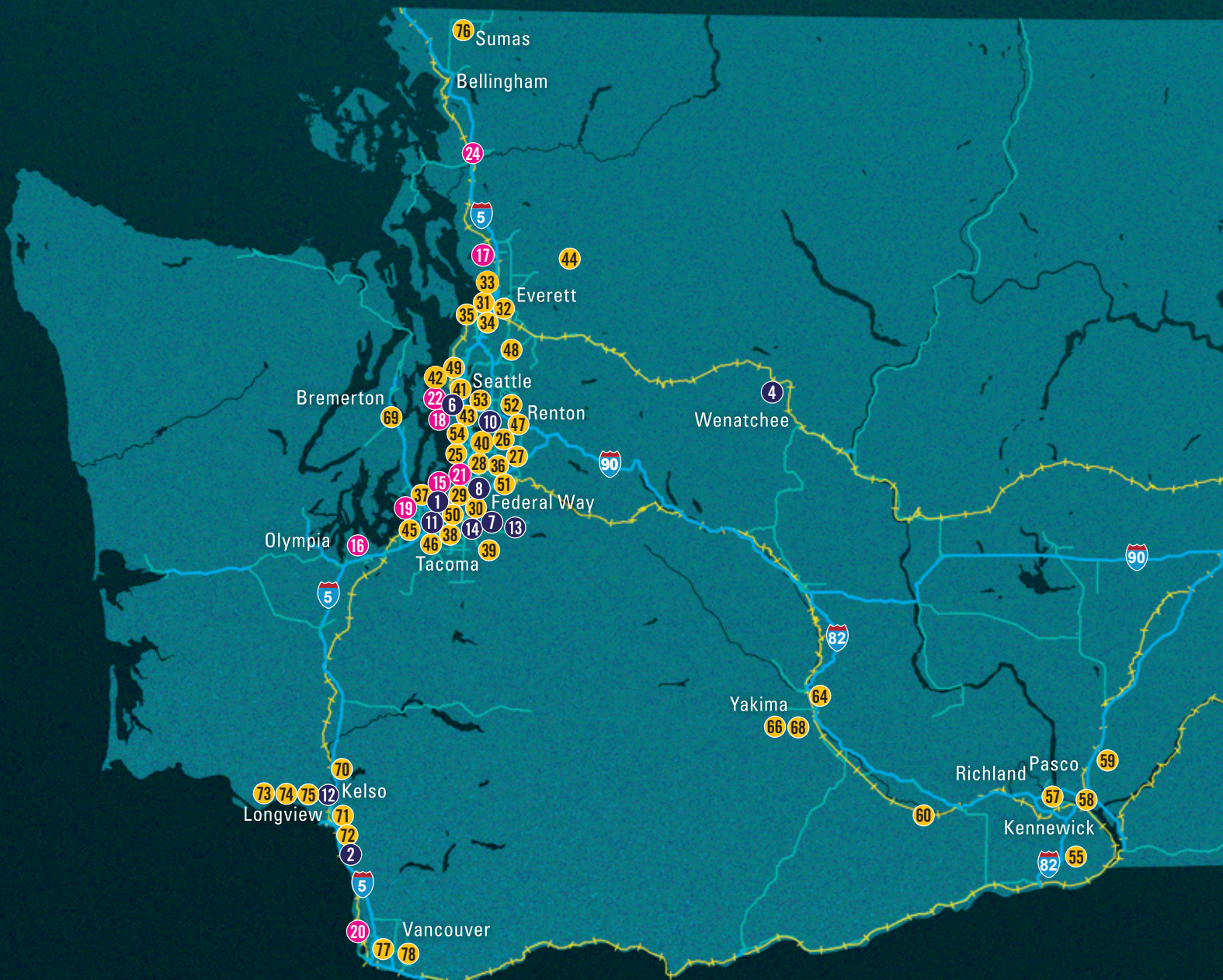


## PROJECTS SCHEDULED 2018-2022

- ① City of Fife, 70th Ave. East Freight Bottleneck Relief
- ② Port of Kalama, Industrial Rail Additions
- ③ Spokane County, Bigelow Gulch, Phase 3
- ④ Chelan County, West Cashmere Bridge
- ⑤ City of Spokane Valley, Barker Rd. Corridor Widening, Spokane River to SR-290
- ⑥ City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements
- ⑦ City of Sumner, Stewart Rd.
- ⑧ City of Kent, South 212th St. BNSF Grade Separation
- ⑨ City of Spokane Valley, Barker Rd./BNSF Grade Separation
- ⑩ City of Tukwila, Strander Blvd./SW 27th to W. Valley Hwy.
- ⑪ City of Tacoma, Taylor Way Rehabilitation Project
- ⑫ City of Longview, SR-432 - SR-411 Intersection Improvements
- ⑬ City of Sumner, SR-410 Traffic Ave./E. Main
- ⑭ City of Fife, I-5/54th Ave. E. Interchange Improvement

## PROJECTS UNDERWAY 2018

- ⑮ City of Fife, Port of Tacoma Rd. Interchange
- ⑯ City of Lacey, Hogum Bay Road
- ⑰ City of Marysville, SR-529/I-5 Interchange Expansion
- ⑱ City of Seattle, S. Lander St. Grade Separation
- ⑲ City of Tacoma, SR-99 Puyallup River Bridge
- ⑳ Port of Vancouver USA, Bulk Facility Track Location
- ㉑ City of Kent, S. 228th St. Grade Separation Phase 3
- ㉒ City of Seattle, Duwamish Truck Mobility Improvements
- ㉓ Spokane County, Bigelow Gulch/Forker Rd. Realignment
- ㉔ Skagit County, Burlington Northern Overpass Replacement



# FMSIB SITE MAP

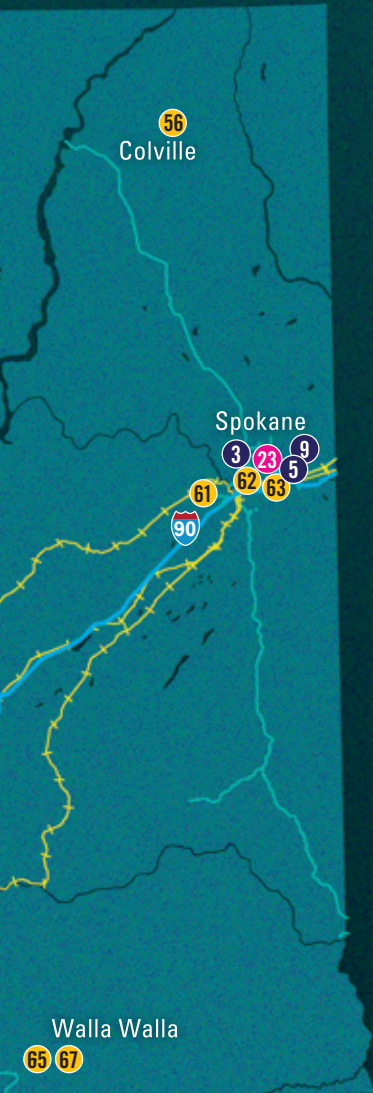
## Freight Corridors

**R-1 corridors:** carrying more than 5m tons per year

**T-1 corridors:** carrying more than 10m tons per year

**T-2 corridors:** carrying 4 to 10m tons per year

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



## PROJECTS COMPLETED 1998-2018

### PUGET SOUND REGION

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

### EASTERN WASHINGTON REGION

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

### WESTERN WASHINGTON REGION

- 69 City of Bremerton  
SR-3/304 Transportation  
Improvement
- 70 City of Kelso  
Allen St. Bridge  
Replacement
- 71 Port of Kalama  
Industrial Park Bridge
- 72 Port of Kalama  
Grain Terminal  
Track Improvements
- 73 City of Longview  
SR-432/SR-433 Turn Lane  
Improvements
- 74 City of Longview  
SR-432 Improvements/  
3rd Ave. Off Ramp Widening
- 75 Port of Longview  
Port Alternate Rail Corridor
- 76 WSDOT-City of Sumas  
SR-9 - SR 546/Nooksack Rd.  
Vicinity to SR-547/Cherry St.
- 77 Port of Vancouver USA  
Port Rail Access,  
Phases 1 and 2
- 78 Port of Vancouver USA, Rail  
Tie-in to Mainline

# ACCOMPLISHMENTS

## FMSIB Accomplishments and Looking Ahead

FMSIB is committed to keeping Washington State's businesses, manufacturers, and agricultural producers competitive in the global marketplace. FMSIB keeps projects advancing through oversight, brokering agreements, and assisting in securing partnership funding. The FMSIB board members and staff continue to seek a better public understanding of the importance of freight mobility to the state's economy.



## Phase 2 Study of Road-Rail Conflicts

In 2016, the Legislature directed the Joint Transportation Committee (JTC) to conduct a Phase 1 Study to evaluate the impacts of prominent road-rail conflicts statewide. One of the recommendations from the 2016 Study was to use a corridor-based prioritization strategy to assist in developing solutions and prioritizing investments. In 2018, FMSIB oversaw the completion of a Phase 2 Study in order to develop a strategy for setting road-rail conflict project priorities. The Phase 2 Study was guided by an advisory committee and included valuable participation by Regional Transportation Planning and Metropolitan Planning Organizations. The Study identified project priorities in three tiers, including projects that are fully designed and awaiting full construction funding, projects that are planned or scoped but which have not proceeded to engineering or design, and road-rail conflict locations where no project has been studied.

### Phase 2 Recommendations:

- Implement ongoing efforts to continuously identify and recommend funding for road-rail conflict needs throughout the state.
- Prioritize road-rail projects based substantially on the evaluation criteria developed through the Phase 1 and 2 study process.
- Prior to providing design or construction funding to projects, ensure that the project sponsor has provided verifiable status of project development and committed funding.
- Before providing funding to project sponsors, require that the project sponsor coordinate with other existing road-rail conflict funding programs.

## Top 50 Road-Rail Crossings in State

**2 HOURS** per day (average)  
closed to vehicles

**62%** are on freight corridors

**66%** are near emergency services

**50%** experienced collisions in last 5 years

(JTC Prioritization report 2016 by Transpo Group)





### Priorities for the Next Biennium

**Project Implementation:** FMSIB will designate strategic freight corridors within the state, select and fund strategic freight mobility projects, leverage state funds to the greatest extent possible by assisting sponsors in securing partnership funding, brokering agreements, and demonstrating the importance of projects to the public and policymakers.

**Policy and Freight Liaison:** FMSIB will monitor the implementation of current freight mobility laws and programs and propose new legislation if necessary. As an independent board that represents freight interests, FMSIB is uniquely positioned to broker agreements between partners, develop funding alliances, and act as an advocate for freight mobility. This enables Washington to quickly maximize opportunities and construct safety and capacity improvements that reduce the cost of moving goods and/or mitigate the impact of freight.

**Partnerships:** FMSIB partners with the public and private sector to promote, fund, and implement an effective freight mobility transportation system for Washington State. This includes all state transportation agencies, the Governor's Office, the Legislature, the Transportation Commission, the Washington State Congressional Delegation, the United States Department of Transportation, ports, railroads, trucking interests, maritime, the Metropolitan and Regional Transportation Planning Organizations, local governments, and other private sector interests.

**Washington State Freight Advisory Committee:** FMSIB will continue to lead the Washington State Freight Advisory Committee (WAFAC). The WAFAC is a result of MAP-21 and the FAST Act and is tasked with advising the state on the development and implementation of the state freight plan.

LOOKING FORWARD

## Emerging Issues for Freight

### Labor is in Short Supply

#### Excerpt from State of Washington Freight System Plan

The freight and logistics industry is facing an unprecedented labor shortage, affecting freight supply chains. The shortage of trained workers in the freight industry, ranging from drivers/operators to warehousing, is due to an aging workforce and the need to replace workers with those who are more technology-oriented.

Since 2006, truck driver shortages have been a challenge to the economic vitality of Washington State. The American Trucking Association (ATA) reports the trucking industry has a shortage of qualified drivers and a rapidly aging workforce. ATA estimates the industry has a deficit of 35,000 to 40,000 drivers nationally, which they expect to grow along with freight demand and worsen as drivers retire.



Qualifications and requirements, such as a Commercial Driver's License (CDL), insurance, and background checks, may make it difficult for potential drivers to enter the industry. Although any driver over 18 years old with a valid Washington State driver's license can operate a commercial vehicle with a Washington State Commercial Driver's License, they must abide by restrictions, such as accompaniment by a valid CDL holder. Knowledge and skills tests are also required to obtain a CDL. *To operate commercial vehicles from one state to another, drivers must be at least 21 years old, thus eliminating many truck driving jobs as an immediate career for recent high school graduates.* Additional endorsements are required for a CDL driver to haul hazardous materials, a tank vehicle, a double-trailer, or in other states, a triple-trailer. These

barriers to entry may be part of the reason the average age of a truck driver is 49 years old, as compared to 42 for the general U.S. working population. In addition, only six percent of drivers are women, as compared to 47 percent of the U.S. working population, leaving a large portion of the hireable population untapped.

The marine workforce in Washington State, which includes captains, pilots, engineers, shipbuilders, dock workers, deck hands, and other workers, is about to experience a mass retirement. Nearly a third of the more than 5,800 marine-transportation workers in the state are older than 55. Young people entering the workforce do not work in the marine industry as much as previous generations did and retirements in the industry are occurring at a higher rate.



## Freight Transportation Average Hourly Wages in Select Industries

### Truck Drivers

**\$13.67–20.96/hour**

### Railroad Workers

**\$25.15–29.34/hour**

### Ship Workers

**\$22.24–39.19/hour**

(U.S. Bureau of Transportation Statistics)



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Past President  
Washington Trucking Associations  
Citizen Chair

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Port of Grays Harbor  
Port Districts' Representative

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