



FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

ANNUAL REPORT 2019

"FMSIB is a nimble agency with a laser focus on bringing together partners to fund transportation projects that eliminate chokepoints and bottlenecks, often at the first and last mile of the freight network. We are industry-led volunteers with a community focus."

Dan Gatchet
Citizen Chair, Past President
Washington Trucking Associations



In 1998, the Washington State Legislature created the first program in the country to tackle freight mobility issues. The Legislature also established the Washington State Freight Mobility Strategic Investment Board (FMSIB or Board) to oversee the program.

Who we are

FMSIB members are volunteers with expertise in freight transportation and community needs. The members include 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.

"The FMSIB has representatives from the supply chain who are actively involved in moving cargo in commerce. They recommend important projects to enhance freight mobility."

John McCarthy, Port of Tacoma Commissioner, Port Districts' Representative

What is the state's interest in freight mobility?

Just about every product purchased by someone reaches its final destination by a combination of truck, plane, train, barge, and ship. According to the Washington Council on International Trade (August 1, 2019), Washington State is the most trade-dependent state in the nation. Approximately, 40 percent of all jobs in Washington are tied to freight-related activity.

"Our state depends on connections to the world. Everyone wants one or two-day delivery. FMSIB identifies those projects that will benefit communities and the state. The benefit can be faster delivery of goods, or greater safety, or reduced truck and vehicle emissions."

Erik Hansen, State of Washington Office of Financial Management, Transportation Senior Budget Analyst, Governor's Representative

What we do

The Board identifies and ranks construction projects designed to improve freight movement by reducing traffic conflicts. FMSIB keeps projects moving through oversight, brokering agreements, and assisting in securing partnership funding. It uses money provided by the Legislature to attract funding partners and bring those projects to fruition.

"If we don't stay ahead of the transportation challenges, we will be bypassed quickly. FMSIB brings good representation of the state's geographic and economic diversity to the selection of projects. This brings insight about those projects that will improve the flow of goods through rural and metro areas and on state and local roads. FMSIB's 'first-dollars-in' for a project helps ports, cities, and counties to leverage other funds."

Leonard Barnes, Port of Grays Harbor Deputy Executive Director, Port Districts' Representative

How we do it

FMSIB undertakes a broad statewide call for projects and solicits written applications. A committee of freight experts evaluate those applications using published criteria. The criteria include freight mobility benefits, safety, freight and economic value, general mobility and environmental benefits, consistency with state and local plans, cost effectiveness, least cost alternatives, and partnership matching funds. The Board interviews project sponsors and approves a list of projects at a public meeting.

"Strategic is FMSIB's middle name. We look at the long-term benefit of capital projects on strategic freight corridors that are identified in state and regional transportation plans. In effect, we provide a freight improvement rating through our project scoring process."

Arthur Swannack, Whitman County Commissioner, Counties' Representative

Accomplishments

Between 1998 and 2019, FMSIB invested \$331 million of state funds and leveraged \$2.1 billion in asset value. Each dollar FMSIB invests leverages another \$6.40 in additional city, port, state, federal, and private sector funding.

"FMSIB is a bridge between the public and private sectors. They enhance the economic vitality of the state by focusing on the highest priority freight mobility projects and keeping costs lower than they would have been otherwise."

Aaron Hunt, Union Pacific Railroad Director Public Affairs, Ex Officio

FMSIB by the Numbers

Why Freight Mobility Matters



“Strategic freight investments are critical to the state’s economy and jobs. Much of the cargo coming to our state is discretionary which means that shippers will send it to other ports if delays and costs here are too high. FMSIB provides a transparent process and funding to select the best freight mobility projects in the state’s interest. The Board daylights issues that make projects better.”

James Thompson
Washington Public Ports Association
Executive Director

\$77.7 billion
exported from the state of Washington in 2018

\$54.4 billion
imported in 2018

Washington is home to
12,000 exporters
90% have fewer than 500 employees

International trade represents
25.3%
of state gross domestic product (GDP)

921,400 jobs
in Washington are supported by international trade

Global Impact of Washington Agriculture
Washington exported \$4 billion in domestic agricultural products
Top agricultural exports are corn, soya beans, fish & seafood, frozen french fries, apples, wheat, and hay
(sources: Washington Farm Bureau and United States Trade Representative)

Railroads in Washington State
Average annual railroad workers wages: \$61,480
2,911 railroad line miles in Washington State move freight
Freight rail contributes at least \$28.5 billion to the Washington State economy
(sources: WSDOT, Burlington Northern Santa Fe [BNSF], Union Pacific [UP])

Trucking in Washington State
Average annual trucking wages: \$54,930
139,450 jobs
Trucks move an estimated \$42 million of freight every hour of every day in Washington State
64.3% of freight in Washington State is moved by truck
(sources: WSDOT, Washington Trucking Associations, Bureau of Transportation Statistics)

Maritime in Washington State
Average annual maritime ship workers wages: \$70,800
\$30 billion in economic activity
69,500 direct jobs
(sources: Washington Maritime Federation Economic Impact Study, Department of Commerce)

All data in this section is from 2017-2019

“FMSIB is a critical eye for government to ensure worthy freight mobility projects with a strong economic benefit are funded. If freight delays are not addressed, the costs for consumers would be higher whether it is the cost of food, clothing, or even disposing of garbage.”

Bob Watters
SSA Marine Senior Vice President
Marine Industry Representative

CASE STUDY 1

Integrated Freight Mobility Improvements
in City of Seattle Sodo Area

East Marginal Way, Argo Yard Truck Roadway Access
and South Lander Street Grade Separation

The area south of Seattle’s sports stadiums is commonly referred to as SODO. It is also called the Duwamish Manufacturing and Industrial Center (MIC) and covers 4,928 acres of marine and industrial lands. It functions as a focal point for international industrial activity and includes the Port of Seattle’s marine shipping deep-water berths, piers, shipyards, drydocks, container terminal cranes, on-dock rail, container support yards, cargo distribution and warehousing, oil and petroleum storage facilities, and major railroad yards. The location also includes the King County International Airport (Boeing Field) which has 17 acres devoted to air cargo and warehousing. The area serves as the connector between marine terminals, two intermodal rail terminals for Burlington Northern Santa Fe Railway (BNSF) and Union Pacific Railroad (UP), and access to I-5. Numerous streets in the Duwamish MIC carry more than 1,500 trucks a day, which is considered a very high volume within the city, including: East Marginal Way South, Spokane Street, 4th Avenue South, 1st Avenue South and West Marginal Way SW.

It took 21 years and the cooperation of multiple agencies, including the private sector, to assemble the funding, the right-of-way, and to complete a network of integrated projects to resolve a critical safety and mobility issue in this area. The combination of projects included East Marginal Way, Diagonal Avenue South, and the UP Argo Yard Truck Access. The trucking industry first came to FMSIB to find a way to eliminate a dangerous weave where trucks were required to enter SR 99, cross three lanes of southbound traffic to reach the turn lane onto Diagonal Avenue South, and then wait for a signal to cross northbound SR 99. The Port of Seattle was the lead agency in a coalition with FMSIB, UP, Prologis, the City of Seattle, and WSDOT.

The East Marginal Way project built a dedicated one-way truck-only roadway to provide a safer and faster truck freight route from the Port’s marine terminals to the UP Argo Yard rail gate. The project includes street improvements along East Marginal Way, to the under-crossing of the SR 99 structure south of Duwamish Avenue, and at the north end of the Argo Yard Truck rail gate. The Argo Yard Truck Roadway project now provides southbound access to the

“There is tremendous pressure on industrial lands, port facilities, and freight rail in our state. Preserving and enhancing this critical trade infrastructure is essential to the economic vibrancy and resilience of the entire region. To that end, FMSIB is a catalyst to expedite funding for complex infrastructure investments that are essential to protecting and enhancing the state’s trade sector – benefitting communities large and small, around the state and across the region.”

Johan Hellman
BNSF Regional Assistant
Vice President
State Government Affairs,
Railroad Representative

Argo Yard under the new SR 99 Spokane Street Trestle, allowing trucks coming from the Port’s T-18 and T-5 to avoid the East Marginal Way southbound crossover. The Argo Yard handles domestic containers and trailers, as well as international containers. The yard also handles outbound solid waste. Additional project benefits include a stormwater vault, pedestrian improvements and landscaping along Duwamish Avenue.

The South Lander Street Grade Separation project began in 2016 and is expected to be completed in 2020. South Lander Street is an essential east-west connection in Seattle’s SODO neighborhood. Every day, the street serves over 13,000 vehicles, 1,400 pedestrians, 100 bicyclists, and needs to be closed over 100 times per day for train crossings. This active train crossing is closed 4.5 hours each day, which leads to travel delays, lost revenues, increased idling and carbon dioxide emissions and safety risks, especially for people walking and biking. Many of the pedestrians are traveling to and from the adjacent SODO light rail station. This crossing ranks in the top 0.5 percent nationwide for highest risk at-grade crossings by the Federal Rail Administration. The new bridge under construction provides access between regional transit hubs and employment centers.

The total project cost estimate is \$123 million, with contributions from the City of Seattle and project partners. Project partners included the U.S. Department of Transportation, the state of Washington, Port of Seattle, and BNSF Railway.

The Argo Yard Truck Roadway Project
Included Three Elements:

Element I: The Port of Seattle opened a 1,300-foot long, 16-foot wide southbound dedicated truck-only roadway between the SR 99/East Marginal Way trestle underpass and the existing Colorado Avenue South cul-de-sac.

Element II: The Port also improved the public roadway and railroad crossing along Colorado Avenue South and Diagonal Avenue South.

Element III: UP constructed a new automated gate system to improve efficiency for processing freight at Argo Yard.

CASE STUDY 2

Bridging the Valley:
Cities of Spokane and Spokane Valley

Freya Street Bridge Replacement, Havana Street/BNSF Grade Separation, and the Barker Road/BNSF Grade Separation

The vision of Bridging the Valley (BTV) is to improve safety at railroad crossing by separating vehicle traffic from train traffic in the 42-mile corridor between Spokane, Washington, and Athol, Idaho, which includes 75 railroad and roadway crossings. BTV is a long-term vision which the Cities of Spokane and Spokane Valley are implementing mile by mile within the city limits. FMSIB funding is providing needed early dollars leading to construction activity.

The Burlington Northern Santa Fe Railway (BNSF) and Union Pacific Railroad (UP) operate the primary rail lines within the Cities of Spokane and Spokane Valley. Both companies have connections to the Washington-Idaho border while BNSF's route represents the company's main transcontinental line, connecting the West Coast to Chicago and the Midwest. The BNSF corridor also hosts Amtrak, with two passenger trains per day. These rail lines help form the industrial corridor north of I-90 that supports many jobs in Spokane and Spokane Valley.

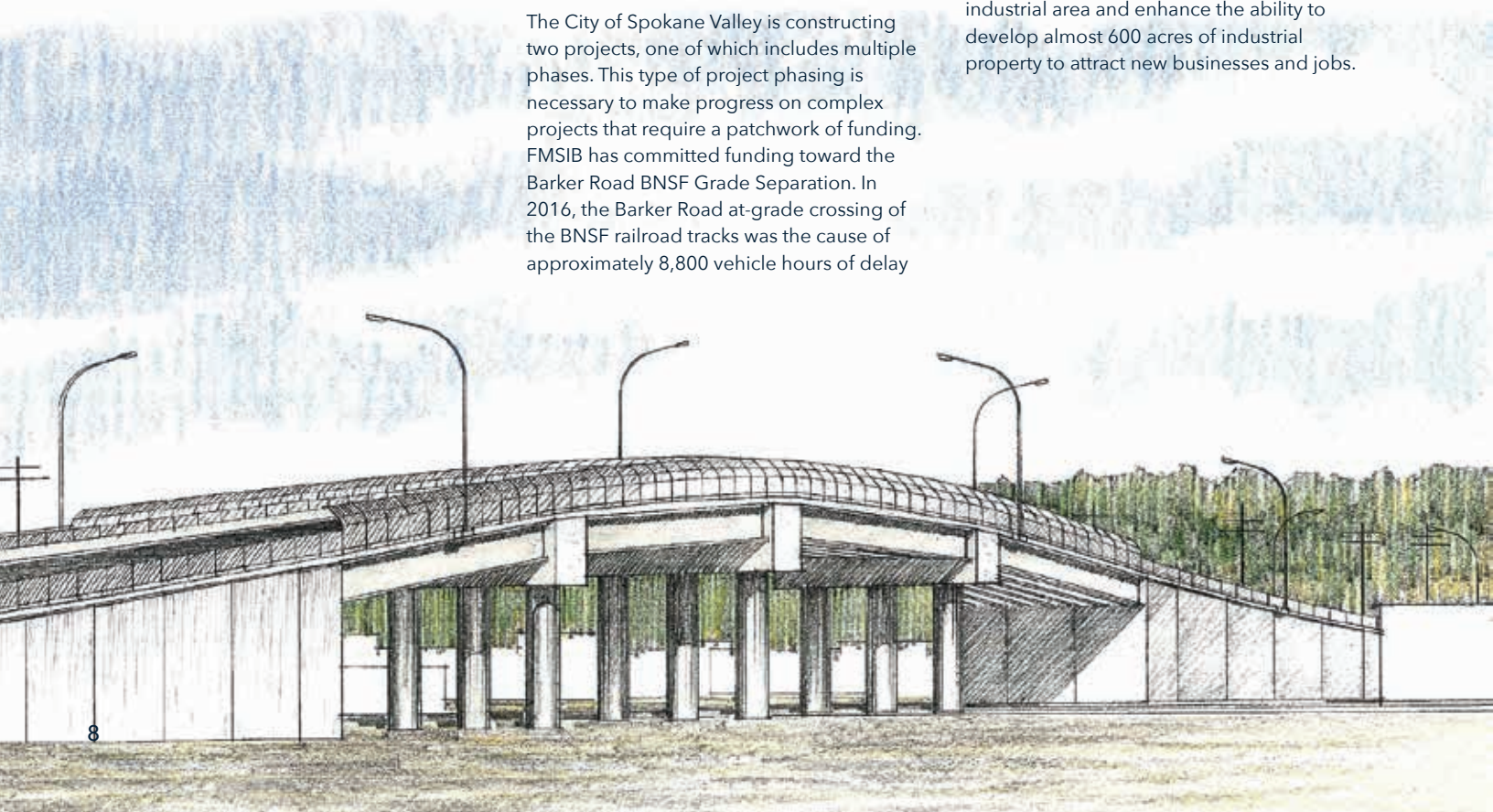
The City of Spokane Valley is constructing two projects, one of which includes multiple phases. This type of project phasing is necessary to make progress on complex projects that require a patchwork of funding. FMSIB has committed funding toward the Barker Road BNSF Grade Separation. In 2016, the Barker Road at-grade crossing of the BNSF railroad tracks was the cause of approximately 8,800 vehicle hours of delay

and at least one vehicle collision. The crossing currently has 5,800 vehicles and 58 trains using it per day. The Barker Road crossing of the BNSF railroad tracks is located less than 200 feet south of Trent Avenue (SR 290). Barker Road and Trent Avenue are significant corridors for local travel and freight movement. Barker Road provides access to a growing industrial area in the northeast region of Spokane Valley and directly connects SR 290 with I-90 to the south, a preferred freight route to I-90 between north Idaho and Canada.

The Barker Road/BNSF Grade Separation Project will replace an existing at-grade crossing with an overpass of BNSF's railroad tracks and provide a roundabout at the intersection of Barker Road and Trent Avenue. When completed, the project will improve emergency access, eliminate vehicle wait times, and reduce overall traffic congestion. It will eliminate the need for trains to sound their horns, which will make adjacent neighborhoods quieter. The project will also improve access to the industrial area and enhance the ability to develop almost 600 acres of industrial property to attract new businesses and jobs.

"It is important that FMSIB plays a role in funding projects that lessen the impact of freight movement on our local communities. Cities can't afford to go at it alone to solve freight bottlenecks. We need project partnerships. FMSIB provides a forum to problem solve and collaborate."

Ben Wick
City of Spokane Valley Councilmember
Cities' Representative



CASE STUDY 3

Puget Sound Gateway Program

SR 167, 70th Avenue East Freight Bottleneck Relief



The Puget Sound Gateway Program ("Gateway Program") will complete SR 167 in Pierce County and SR 509 in King County. The Gateway Program will connect the Northwest Seaport Alliance facilities, including Seattle and Tacoma marine terminals and air cargo, with the West Coast's second largest distribution center spanning King and Pierce counties. The Gateway Program is key to enhancing the state's economic competitiveness, both nationally and globally. The Gateway Program also includes environmental projects that will improve water quality and wildlife habitat by completing environmental improvements in advance of both projects.

The Gateway Program cost is \$1.96 billion. The majority of funding, \$1.57 billion, comes from the Connecting Washington revenue package. Tolling revenue is expected to be \$180 million and local contributions will be

\$130 million. The Puget Sound Regional Council has provided \$8 million in regionally managed federal funds to Gateway-related projects.

A series of FMSIB-funded projects in the area support the Gateway Program. These include projects such as the Port of Tacoma Road Interchange, Puyallup River Bridge Replacement, East D Street Grade Separation, Lincoln Avenue Grade Separation, and the I-5/54th Avenue East Interchange. Two FMSIB-funded projects, the 70th Avenue East Freight Bottleneck Relief project in Fife and the Connecting 28th/24th Avenue South project in SeaTac, were the first two construction projects of the Gateway Program.

The program was originally funded over a 16-year timeline with targeted completion in 2031. The new schedule, which is a result of the state Legislature advancing funding, anticipates project completion in 2028.

"FMSIB narrows down vast freight mobility needs to the most important projects to our state. Projects of vital importance like the Puget Sound Gateway have benefits statewide, and they are long-term investments that will benefit generations now and into the future."

Sheri Call
Washington Trucking Associations
Executive Vice President

"As one of the most trade-centric states in the nation, Washington serves as a gateway to the global economy. The efficient movement of freight depends on strategic investments by many parties to create a coordinated multimodal system using highways, roadways, rail, ferries, ships, aviation, and active transportation."

Roger Millar
Secretary of Transportation
Washington State Department of
Transportation Representative

PROJECTS SCHEDULED 2019-2022

- 1 Port of Kalama, Industrial Rail Additions
- 2 Spokane County, Bigelow Gulch, Phase 3
- 3 Chelan County, West Cashmere Bridge
- 4 City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements
- 5 City of Sumner, Stewart Rd.
- 6 City of Spokane Valley, Barker Rd./BNSF Grade Separation
- 7 City of Tacoma, Taylor Way Rehabilitation Project
- 8 City of Longview, SR-432 - SR-411 Intersection Improvements
- 9 City of Fife, I-5/54th Ave. E. Interchange Improvement

PROJECTS UNDERWAY 2019

- 10 City of Fife, Port of Tacoma Rd. Interchange
- 11 City of Marysville, SR-529/I-5 Interchange Expansion
- 12 City of Seattle, S. Lander St. Grade Separation
- 13 City of Tacoma, SR-99 Puyallup River Bridge
- 14 City of Kent, S. 228th St. Grade Separation Phase 3
- 15 City of Seattle, Duwamish Truck Mobility Improvements
- 16 Spokane County, Bigelow Gulch/Forker Rd. Realignment
- 17 City of Fife, 70th Ave. East Freight Bottleneck Relief
- 18 City of Sumner, SR-410 Traffic Ave./E. Main
- 19 City of Spokane Valley, Barker Rd. Corridor Widening, Spokane River to SR-290

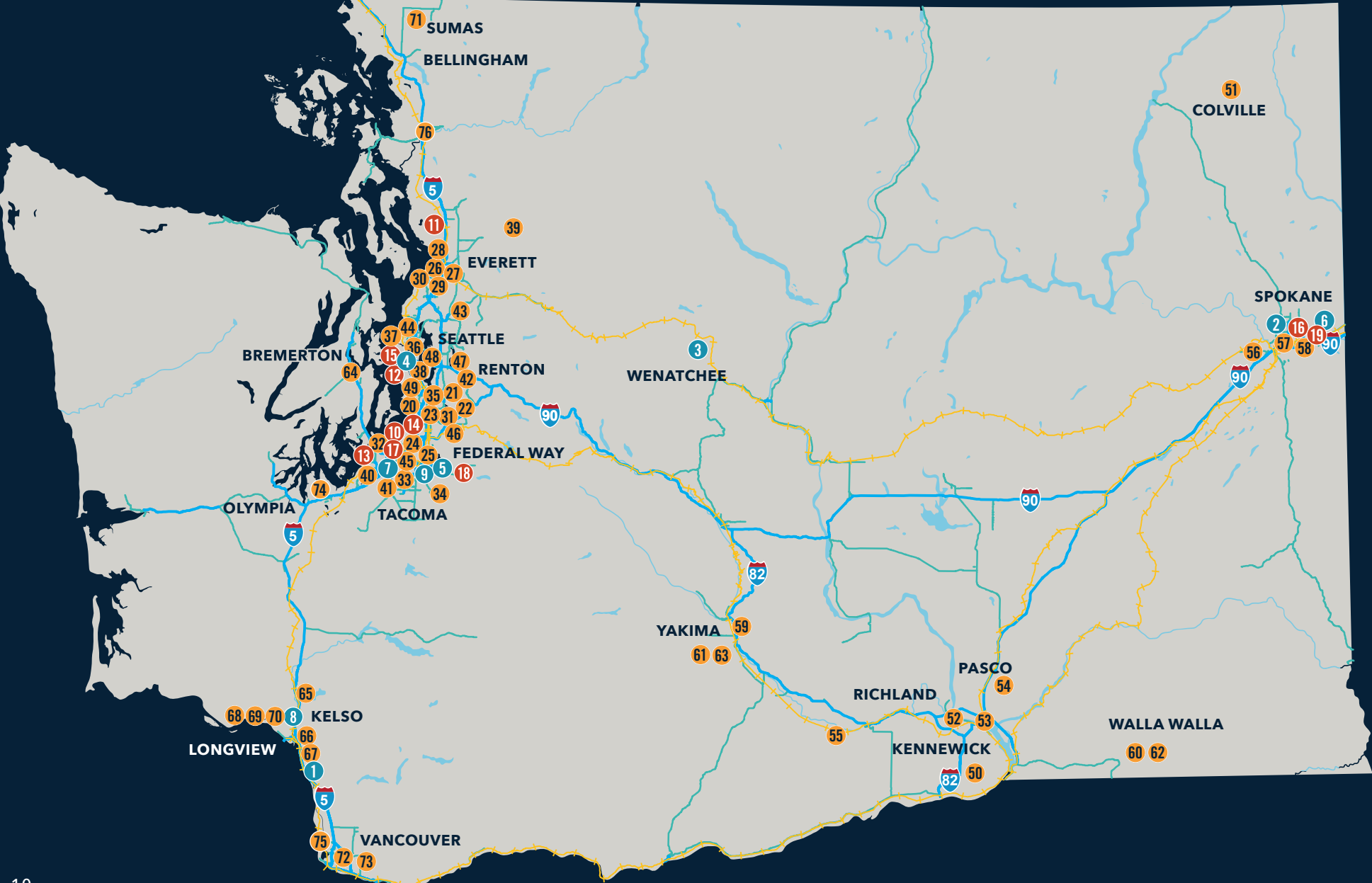
PROJECT MAP
FREIGHT CORRIDORS

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 project selection between Eastern Washington, Western Washington, and Puget Sound



PROJECTS COMPLETED 1998-2019

PUGET SOUND REGION

- 20 City of Des Moines S. 216th St. Segment 1-A
- 21 City of Auburn 3rd St. SW BNSF Crossing
- 22 City of Auburn S. 277th St. Grade Separations
- 23 City of Auburn M Street S. Grade Separation
- 24 City of Fife 70th Ave. and Valley Ave. Widening
- 25 City of Fife Pacific Hwy E./ Port of Tacoma Rd. to Alexander Ave.
- 26 City of Everett 1-5/41st St., Phase 1 Ramp
- 27 City of Everett E. Marine View Dr. Widening
- 28 City of Everett Port of Everett to I-5 Improvements
- 29 City of Everett 41st St. Overcrossing/ Riverfront Pkwy
- 30 Port of Everett California St. Overcrossing to Port of Everett
- 31 City of Kent S. 228th St. Extension & Grade Separation, Phase 1
- 32 Pierce County 8th St. E. Grade Separation
- 33 Pierce County Cross Base Hwy, Phase 1
- 34 City of Puyallup Shaw Rd.
- 35 City of SeaTac Connecting 28th and 24th Ave. S.
- 36 City of Seattle Duwamish Intelligent Transportation System
- 37 Port of Seattle E. Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 38 Port of Seattle SR-518 at Airport Drive Eastbound Lane Addition
- 39 Snohomish County Granite Falls Alternative Rt., Phase 1

EASTERN WASHINGTON REGION

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

WESTERN WASHINGTON REGION

- 64 City of Bremerton SR-3/304 Transportation Improvement
- 65 City of Kelso Allen St. Bridge Replacement
- 66 Port of Kalama Industrial Park Bridge
- 67 Port of Kalama Grain Terminal Track Improvements
- 68 City of Longview SR-432/SR-433 Turn Lane Improvements
- 69 City of Longview SR-432 Improvements/ 3rd Ave. Off Ramp Widening
- 70 Port of Longview Port Alternate Rail Corridor
- 71 WSDOT-City of Sumas SR-9 - SR 546/Nooksack Rd. Vicinity to SR-547/Cherry St.
- 72 Port of Vancouver USA Port Rail Access, Phases 1 and 2
- 73 Port of Vancouver USA, Rail Tie-in to Mainline
- 74 City of Lacey, Hogum Bay Road
- 75 Port of Vancouver USA, Bulk Facility Track Location
- 76 Skagit County, Burlington Northern Overpass Replacement

FMSIB Project Activity

PROJECTS COMPLETED 2019

City of Lacey, Hogum Bay Road Truck Route

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

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

Port of Vancouver USA, Bulk Facility Track Relocation

Total Project 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 reduces 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.

Skagit County, Burlington Northern Overpass Replacement

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

Skagit County replaced 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 required frequent repairs and had a rating of 3.00 out of 100. The new overpass allows BNSF to construct an additional line through this area relieving congestion and increasing capacity of the mainline. The roadway features 12-foot driving lanes, 8-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.

City of Tacoma, SR 99 Puyallup River Bridge Replacement

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

This project replaced deteriorated bridge sections spanning the BNSF and UP main lines through Tacoma and replaced those sections with a concrete-girder bridge. The project is 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.

PROJECTS UNDERWAY 2019

City of Fife, Port of Tacoma Road Interchange Project 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 Seattle, South Lander Street Grade Separation Project

Total Project Cost \$140M
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 MIC. The area includes Port of Seattle facilities, BNSF Seattle International Gateway Yards, UP Argo Yard, and associated businesses.

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

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

This project, part of the Gateway Program, will complete the corridor connecting the Kent Green River Valley with I-5 and the future SR 509. Phase 3 constructs a road-rail grade separation at the Union Pacific railroad 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 Seattle, Duwamish Truck Mobility Improvements (final phase)

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.

Spokane County, Bigelow Gulch-Forker Road Realignment

Total Project Cost \$45.4M
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 East Wellesley Avenue. This corridor ties the Spokane Industrial Park in the 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 percent) 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 included a structure at the Bigelow Gulch-Forker Road Intersection which allows Bigelow Gulch traffic to pass over Forker Road and eliminate left-turning traffic on to Bigelow Gulch. Future segments will improve the alignment of Forker Road and provide a more direct connection to Sullivan Road.

“Washington prides itself on bottoms-up initiatives. FMSIB is a critical agency for local governments who need funding assistance to solve freight mobility problems. FMSIB gives locals a seat at the table and they understand the importance of the first mile, rural roads, and the link to markets.”

Eric Johnson
Washington State Association of Counties Executive Director



Removing old rail lines in roadways can improve freight mobility.

PROJECTS UNDERWAY 2019 (continued)

City of Fife, 70th Avenue East Freight Bottleneck Relief

Total Project Cost \$41.4M
FMSIB Share \$5M

70th Avenue East is a highly congested T-1 truck route and principal arterial. The existing 2-lane bridge is a freight access bottleneck to the Port of Tacoma Manufacturing Industrial Center (MIC) and freight-related businesses. The project relocates and widens the 70th Avenue East bridge over I-5 to 4 lanes with a protected shared-use non-motorized trail on the east side. This is the final segment of major widening from Valley Ave to Pacific Hwy E (SR99) and the first segment of the SR 167 Puget Sound Gateway Corridor completion project.

“FMSIB is unique because of its expertise in assembling the partnerships needed to resolve complex transportation obstacles where multiple jurisdictions, multiple transportation modes, and multiple industries intersect. This requires not just funding incentives, but technical assistance and patience to get projects delivered, often by local sponsors.”

Peter B. King
Association of Washington Cities Chief Executive Officer

City of Sumner, SR-410 Traffic Avenue/East Main

Total Project Cost \$18.5M
FMSIB Share \$2.5M

This project increases freight mobility by reconfiguring two intersections and adding travel lanes and multimodal access across SR 410. Puyallup's East Main/Sumner's Traffic Avenue overpass was originally built in 1967. Since then, Sumner's population has doubled, Puyallup's has gone up 162 percent, and Bonney Lake's population has increased by 613 percent. These intersections and the overpass benefit the Sumner-Pacific Manufacturing Industrial Center and the freight being moved by 3,000 plus trucks daily trying to deliver goods to and from the Ports of Seattle and Tacoma.

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

Total Project Cost \$9.0M
FMSIB Share \$1.68M

The Barker Road Corridor project provides an important upgrade to a connecting route between two of the region's most important T-1 and T-2 freight routes, I-90 and SR-290. Further, the project meets the demand placed on the existing roadway by its heavy freight traffic and builds capacity to receive the anticipated industrial growth along the corridor. The pending construction of the Barker/BNSF grade separation project will unlock this corridor to industrial development and is expected to increase its freight traffic. The project will improve safety by providing a two-way left turn lane along its full length, a right turn pocket for northbound traffic turning east on Euclid, and a curb and gutter to prevent vehicle run-offs. This project will also provide a 10-foot shared use pathway to separate pedestrian/bicycle travel from vehicles.



PROJECTS SCHEDULED 2019-2023

Chelan County, West Cashmere Bridge

Total Cost \$23.5M - FMSIB Share \$3.0M

City of Fife, I-5/54th Avenue East, Interchange Improvement, Phase 1B

Total Cost \$23.7M - FMSIB Share \$2.5M

Port of Kalama, Industrial Rail Additions

Total Cost \$11.75M - FMSIB Share \$2.4M

City of Longview, SR 432/SR 411 Intersection Improvements

Total Cost \$4.2M - FMSIB Share \$2.1M

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

Total Cost \$54.0M - FMSIB Share \$5M

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

Total Cost \$48.6M - FMSIB Share \$6.1M

Spokane County, Bigelow Gulch, Phase 3

Total Cost \$6.9M - FMSIB Share \$2.27M

City of Spokane Valley, Barker Road/BNSF Grade Separation

Total Cost \$29.2M - FMSIB Share \$9M

City of Sumner, Stewart Road Corridor - White River Bridge Replacement

Total Cost \$21.5M - FMSIB Share \$3M

City of Tacoma, Taylor Way Rehabilitation Project

Total Cost \$18.6M - FMSIB Share \$2.5M

“Washington’s position as an international trade corridor starts and ends with local governments. Our project selection criteria and process are transparent and gives funders confidence that their investment will benefit the economy and communities.”

Temple Lentz
Clark County Councilor
Counties’ Representative



Freight Mobility Strategic Investment Board Members

Dan Gatchet, Chair

Past President
Washington Trucking Associations
Citizen Chair

Leonard Barnes

Deputy Executive Director
Port of Grays Harbor
Port Districts' Representative

Matt Ewers

Vice President
IEDS Logistics
Trucking Industry Representative

Erik Hansen

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

Johan Hellman

Regional Assistant Vice President
State Government Affairs
BNSF Railway Railroad Representative

Pat Hulcey

Councilmember
City of Fife
Cities' Representative

Temple Lentz

Councilor
Clark County
Counties' Representative

John McCarthy

Commissioner
Port of Tacoma
Port Districts' Representative

Roger Millar

Secretary of Transportation
Washington State Department of
Transportation Representative

Arthur Swannack

Commissioner
Whitman County
Counties' Representative

Bob Watters

Senior Vice President
SSA Marine
Marine Industry Representative

Ben Wick

Councilmember
City of Spokane Valley
Cities' Representative

Ex Officio

Aaron Hunt
Director Public Affairs
Union Pacific Railroad

Staff

Brian Ziegler, Director
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