



ANNUAL REPORT 2020

FMSIB

**FREIGHT MOBILITY STRATEGIC
INVESTMENT BOARD**

DEAR FRIENDS OF FREIGHT MOBILITY IN WASHINGTON STATE,

The words “Supply Chain” have taken on new relevance and meaning in 2020 as consumers and businesses have grappled with delays in receiving necessary goods for their lives and livelihoods with disruptions in the supply chain due to COVID-19. FMSIB has been working on behalf of the people of Washington to improve freight mobility and the efficiency of the supply chain for over 20 years. Working collaboratively with our project partners, we have completed 81 projects across the state of Washington. During 2020, we successfully completed five projects in the cities of Fife, Seattle, Spokane Valley, and Tacoma.

FMSIB is responsible for identifying and ranking construction projects designed to improve freight mobility by reducing traffic conflicts. We focus our efforts on the first and last mile. Projects we select for funding remove freight bottlenecks and integrate access across multiple modes - ships, trucks, rail, and barge - and among jurisdictions - ports, state, counties, and cities.

We leverage money provided by the Legislature to attract funding partners and get projects built. Between 1998 and 2020, 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 port, federal, state, county, city, and private sector funding.

Our project prioritization process is transparent and open. Project applicants know in advance the criteria that will be used to score and rank projects. Application forms are available whenever there is a call for projects. A project selection committee scores projects and the highest scoring applicants can be interviewed about their projects. Following the project selection committee recommendations, the Board reviews the potential projects, develops consensus, and approves a project list that is submitted to the Governor and Legislature for approval.

In addition to selecting freight projects for state funding, from time to time the Legislature asks FMSIB to lead freight-related studies and to participate in committees tasked with making recommendations about federal freight funding. In 2020, FMSIB members participated in a Freight Stakeholder Group process convened by WSDOT at the direction of the Legislature to develop a recommendation about forming a new State Freight Advisory Committee as encouraged but not required by the federal FAST Act of 2015.

FMSIB’s purpose and governance structure was established by the Legislature. Appointments to serve on FMSIB are made by the Governor. Appointed members are volunteers who contribute their time and expertise to fulfilling FMSIB’s mission. These volunteers collaborate to represent all modes and jurisdictions of freight transportation and thereby provide voice to the freight needs of all Washingtonians.

As this report is being written, logistics experts across the globe are planning the most effective way to ship lifesaving vaccines and to meet the need of distributing personal protective gear. Manufacturers and retailers are experiencing unprecedented demand for online purchases and home deliveries, while grocers continue to work around the clock to keep store shelves stocked. Meanwhile, some of the state’s growers are facing reduced demand due to restaurants operating at lower capacity and for these growers, getting their crops to market at the lowest cost is critical to survival. These forces illustrate the importance of moving freight efficiently. FMSIB has the focus and the expertise to guide the state’s investment in the highest value freight mobility projects with very low overhead and administrative costs.

We are committed to continuing our service on behalf of the people of Washington so that our freight system functions in an equitable and sustainable way.

Dan Gatchet

Chair
Freight Mobility Strategic Investment Board

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) 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.

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 (May 2020), 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.

WHAT WE DO

The Board identifies and ranks construction projects designed to improve freight movement by reducing traffic conflicts and reducing impacts on communities. 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.

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.

WHAT ARE THE ENVIRONMENTAL BENEFITS OF FREIGHT MOBILITY PROJECTS?

FMSIB projects contribute to environmental benefits by reducing congestion and related air quality emissions, restoring habitat, providing stormwater management, remediating contamination, providing sidewalks and trails, and encouraging alternative energy sources. Through the U.S. Environmental Protection Agency (EPA) SmartWay Transport partnership, the trucking industry is working with government and business to quantify greenhouse gas emissions and take steps to reduce them. FMSIB partners, such as the Northwest Seaport Alliance (NWSA), participated in the Northwest Ports Clean Air Strategy, met diesel reduction goals, and exceeded the carbon reduction goals.

The NWSA is also participating in Green Marine, a voluntary marine industry initiative with the goal of achieving levels of environmental performance that exceed regulatory requirements. There are currently more than 100 ship owners, port authorities, terminals and shipyards from coast to coast, in Canada and the United States, participating in the program. State of Washington, House Bill 1512, provides an opportunity for freight related projects, such as funding shore power infrastructure improvements at NWSA, North Harbor, Terminal 5.

FMSIB BY THE NUMBERS

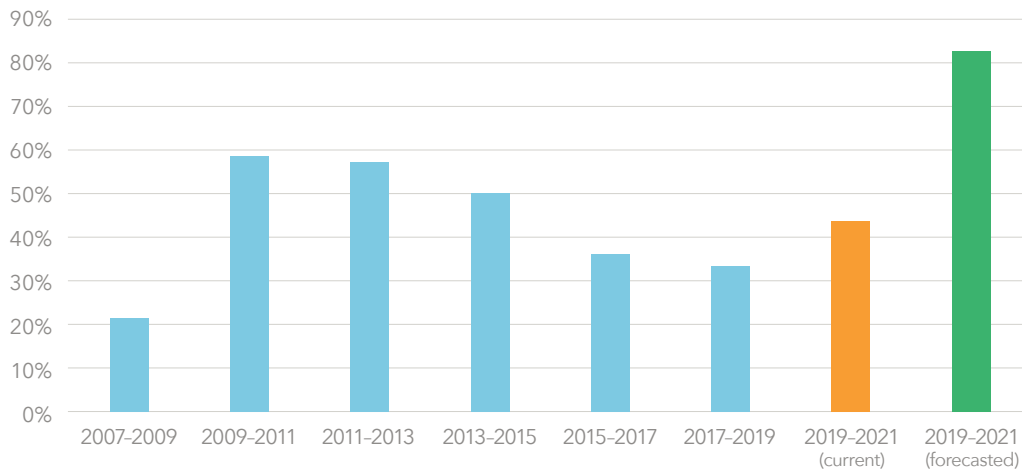
Why Freight Mobility Matters

FMSIB GETS THE JOB DONE

Between 1998 and 2020, 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 port, federal, state, county, city, and private sector funding.

Working with our project partners, we have completed 81 projects (some of which have multiple phases) statewide. Projects typically involved multiple stakeholders joining to achieve complex intermodal and interjurisdictional projects. (See project map.) Projects often include private sector interests and require right-of-way acquisition, environmental permits, and complicated traffic routings during construction. Below is a table showing how FMSIB has successfully managed its fund balance to leverage projects and to achieve this successful record.

FMSIB BIENNIAL EXPENDITURES (as a percentage of appropriation)



\$1 = \$6.40

Each dollar FMSIB invests leverages another \$6.40 in additional port, federal, state, county, city & private sector funding.

\$60.0 billion

exported from the state of Washington in 2019

\$52.8 billion

imported to the state of Washington in 2019

940,000 jobs

are supported by international trade

Washington is home to

12,000 exporters

90% have fewer than 500 employees

75 ports

in the state of Washington

16,670 trucking companies

primarily small, locally owned in the state

(sources: Washington Council on International Trade, U.S. Census Bureau, Business Roundtable, Trade Partnership Worldwide 2020)

GLOBAL IMPACT OF WASHINGTON AGRICULTURE

Washington exported **\$7.1 billion** of Washington-grown or processed food in 2019 plus **\$8.3 billion** of food and agricultural products from other states passing through our ports

Top agricultural exports are fish and seafood, frozen french fries, apples, wheat, hay, dairy, cherries, and hops

70% of the potato crop is exported overseas

(sources: Washington Farm Bureau, U.S. Trade Representative, Potato Commission)

RAILROADS IN WASHINGTON STATE

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

139,450 jobs (1 in 20 jobs in the state)

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

\$21.4 billion in gross business income in 2017

\$30 billion in economic activity

69,500 direct jobs

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

HIGH-TONNAGE STATE FREIGHT HIGHWAYS, ROADS, AND STREETS

793.36 miles designated National Highway Freight Network Routes

23.21 miles of intermodal freight connectors

38.54 miles of critical urban freight corridors within PSRC urban areas

43.10 miles of critical urban freight corridors outside PSRC urban areas

163.24 miles of critical rural freight corridors

2,357 miles designated state highway high tonnage (T-1 and T-2) truck corridors

395 total miles on city streets handling high-tonnage (T-1 and T-2) freight

192 total county road miles carrying over four million tons of freight per year

(sources: Washington State Department of Transportation[WSDOT] 2017 Freight Plan, U.S. Department of Transportation)

COVID-19 TRADE IMPACTS

Exports globally are expected to decline by **13% - 32%**

Reduced cargo shipments resulted in blank sailings affecting ports, longshoremen, truck drivers, warehousing, and intermodal operations

Roughly **\$1B** in economic losses from potato production and processing is expected due to COVID-19 shutdowns

(sources: World Health Organization, Washington Council on International Trade)

2020 COMPLETED PROJECTS

CITY OF FIFE, PORT OF TACOMA ROAD INTERCHANGE PROJECT, PHASE 1

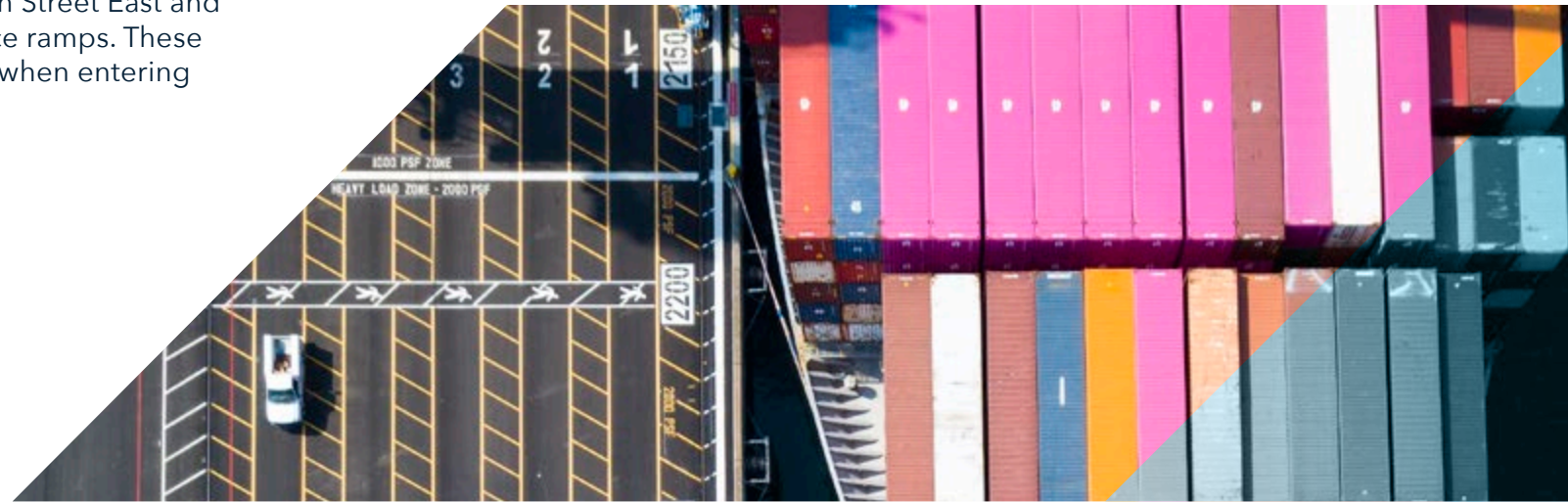
Total Project Cost \$27.1M - FMSIB Share \$6.7M

Project funding partners include FMSIB, City of Fife, U.S. Department of Transportation, and State Legislature

This project is Phase 1 of what was originally a three phase project to improve truck access to the Port of Tacoma. The previous Phase 1 and 2 have been combined into what is now Phase 1. Phase 1 provides 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. The project includes reconstruction of 34th Avenue and the I-5 southbound entrance ramp. Phase 1 got underway during the summer of 2018. 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 the I-5 northbound exit and entrance ramps. These projects will reduce freight queues when entering and leaving Port of Tacoma Road.

This project is part of a series of FMSIB-funded projects that support the Puget Sound Gateway Program. 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. This 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-vicinity projects include 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 Legislature advancing funding, anticipates project completion in 2028.



CITY OF FIFE, I-5/54TH AVENUE EAST INTERSECTION IMPROVEMENT, PHASE 1A

Total Project Cost \$3.0M - FMSIB Share \$.5M
Funding partners include FMSIB and City of Fife

The I-5/54th Avenue East interchange is a primary access to the Port of Tacoma and the surrounding shipping and warehousing businesses. This project phase addressed improvements to the north half of the interchange. This first phase addresses the most important operations and safety issues and works well as a stand-alone project. The project provides a second access point for vehicles exiting southbound I-5 at Pacific Highway East/51st Avenue East, and relocates the southbound I-5 on-ramp to 51st Avenue East. The Phase 1A project improves freight mobility by adding turn lanes to address the southbound I-5 off-ramp queues that extend to the I-5 mainline each weekday and negatively affect the operations of the mainline.



CITY OF SEATTLE, DUWAMISH TRUCK MOBILITY IMPROVEMENTS (FINAL PHASE)

Total Project Cost \$300K - FMSIB Share \$117K
Project funding partners include FMSIB and City of Seattle

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 phase was the fifth and final project in the Duwamish Manufacturing and Industrial Center, or MIC.

CITY OF SEATTLE, SOUTH LANDER STREET GRADE SEPARATION

Total Project Cost \$140M - FMSIB Share \$5.7M

Project funding partners include FMSIB, City of Seattle, U.S. Department of Transportation, the state of Washington, Port of Seattle, and BNSF Railway

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 area 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.

Completed in 2020, South Lander Street is an essential east-west connection in Seattle's SODO neighborhood. The South Lander Street Grade Separation crosses over BNSF mainline tracks between 1st Avenue South and 4th Avenue South. This project removes significant conflicts 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. The new grade separation provides access between regional transit hubs and employment centers.

Every day, the street serves 13,000 vehicles, 1,400 pedestrians, and 100 bicycles. This project eliminated the 4.5-hour daily delay caused by 100 trains crossing. The Federal Rail Administration ranked this crossing in the top 0.5 percent nationwide for highest risk at-grade crossings. There have been three pedestrian fatalities since 2011 at this location resulting from train impacts. The project increased safety by separating trains from people driving, walking and riding bikes and creates an unimpeded access point for emergency responders. In addition to safety improvements, this project reduces carbon emissions by reducing traffic idling during delays.

The South Lander Grade Separation integrates with previously completed FMSIB projects: East Marginal Way and the Argo Yard Truck Roadway Access.



CITY OF SPOKANE VALLEY, BARKER ROAD CORRIDOR WIDENING SPOKANE RIVER TO SR 290, PHASE 1

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

Project funding partners include FMSIB, City of Spokane Valley, and adjacent property owners

The Barker 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, providing curb and gutter to prevent vehicle run-offs, and by separating pedestrian/bicycle traffic from the traveled way via a separated, 10-foot wide shared use pathway.

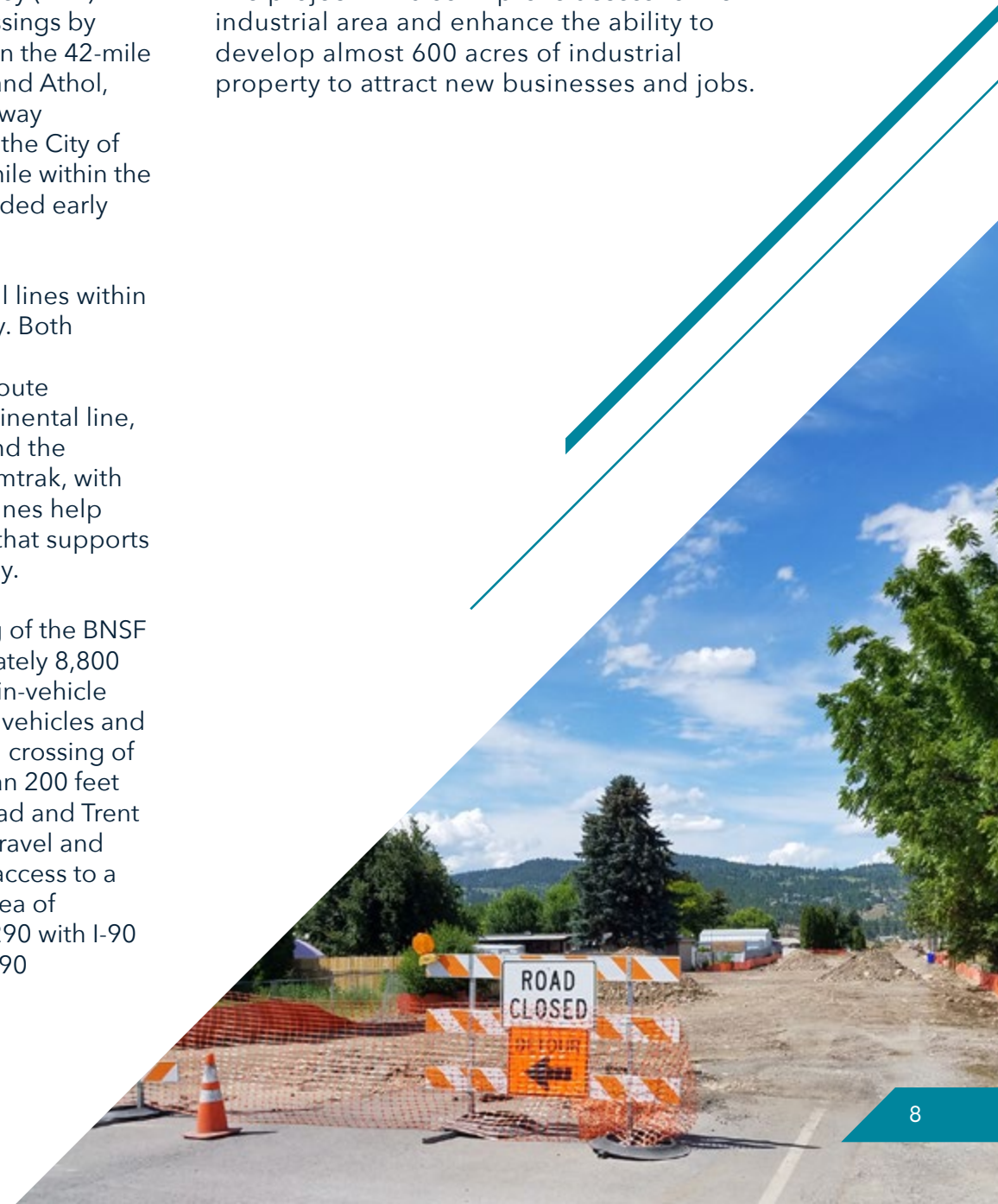
Phase 1 of the Barker Road Corridor Widening Project from East Euclid Avenue to Garland Avenue was completed in 2020. The total project has three phases: Phase 2 will be from the Spokane River to East Euclid Avenue, and Phase 3 will be from Garland Avenue to BNSF. This type of project phasing is necessary to make progress on complex projects that require a patchwork of funding. FMSIB has committed funding toward the future Barker Road BNSF Grade Separation.

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

The BNSF and 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.

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 train-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 area 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 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.



CITY OF TACOMA, SR 99 PUYALLUP RIVER BRIDGE REPLACEMENT

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

Project funding partners include FMSIB, City of Tacoma, State Department of Commerce, Puget Sound Regional Council, Federal Bridge Replacement Advisory Committee (BRAC), and U.S. Department of Transportation Surface Transportation Program

This project replaced deteriorated bridge sections spanning the BNSF and UP main lines through Tacoma and replaced those sections with a concrete girder bridge. BNSF and UP currently operate on lines underneath the bridge. 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 Tacoma City Council renamed the Puyallup River Bridge to the Fishing Wars Memorial Bridge in a collaborative effort between the Puyallup Tribe of Indians and City of Tacoma. The original bridge opened in 1927 as one of Washington's last segments of the famous Pacific Highway, also known as SR 1 and in later years, Highway 99.

The new 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 on an arterial consisting of four travel lanes with three lanes carried over the bridge. The project ensures that existing BNSF and UP rail lines have expansion capacity.



PROJECTS UNDERWAY 2020

CITY OF FIFE, 70TH AVENUE EAST FREIGHT BOTTLENECK RELIEF

Total Project Cost \$41.4M - FMSIB Share \$5.0M
Funding partners include FMSIB, City of Fife, State Legislature, and Port of Tacoma

70th Avenue East is a highly congested T-1 truck route and principal arterial. The existing two-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 four lanes with a protected shared-use non-motorized trail on the east side. This is the final segment of major widening from Valley Avenue to Pacific Highway East (SR 99) and the first segment of the SR 167 Puget Sound Gateway Corridor completion project.



CITY OF KENT, SOUTH 228TH STREET GRADE SEPARATION, PHASE 3

Total Project Cost \$25M - FMSIB Share \$4.5M
Funding partners include FMSIB, City of Kent, Transportation Improvement Board (TIB), Puget Sound Regional Council, UP, WSDOT Connecting Washington, and Port of Seattle

This project 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 1 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.



CHELAN COUNTY, WEST CASHMERE BRIDGE

Total project cost: \$23.5M - FMSIB Share \$3.0M
Funding partners include FMSIB, Chelan County, State Legislature, WSDOT, CRAB, Chelan-Douglas Transportation Council, and Crunch-Pak Fruit Company

The West Cashmere Bridge built in 1929, originally served to connect orchardists on the north bank of the agricultural community to the small town of Cashmere on the south bank of the Wenatchee River. The bridge, commonly called the Goodwin Bridge by locals, was an important channel for goods being shipped out of Cashmere via the railroad line or Sunset Highway, one of the original primary automobile roads in Washington. Chelan County determined the 91-year-old structure was a fracture-critical bridge that was functionally obsolete and structurally deficient. It was posted for both weight and height restrictions, restricting most freight haulers, school buses, local transit buses and some emergency vehicles from using it. The new structure is being built in approximately the same location as the existing bridge. The new bridge will be 44 feet wide and 1,000 feet long. Construction began in April 2020.

CITY OF LONGVIEW, SR 432/SR 411 INTERSECTION IMPROVEMENTS

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

Funding partners include FMSIB and City of Longview

This project addresses safety, mobility, capacity and congestion relief concerns related to the Columbia River Channel deepening and continued growth of BNSF rail traffic in Cowlitz County. The project was identified in the 2014 SR 432 Highway Improvement and Rail Realignment Study. This intersection is the first bottleneck between I-5 and the Port of Longview. Truck and commuter traffic regularly backs-up on the off-ramp and blocks through lanes on SR 432. The scope of this project is to increase capacity by constructing a double left-turn lane from the westbound SR 432 off-ramp to 3rd Avenue and reconstructing the eastbound on-ramp to SR 432 to reduce truck rollover collisions. The SR 432/411 Intersection Improvement project is expected to reduce barriers to freight movement by reducing delay and improving travel time. The project will help mitigate the impacts to the community from increased freight movement by reducing congestion which has a direct benefit to the employees that commute to the Port of Longview. The project will also help reduce the number of trucks that bypass the freight routes and use city streets to find more reliable routes to the Port of Longview.

CITY OF MARYSVILLE, SR 529/I-5 INTERCHANGE EXPANSION

Total Cost \$54.0M - FMSIB Share \$5.0M

Funding partners include FMSIB and WSDOT

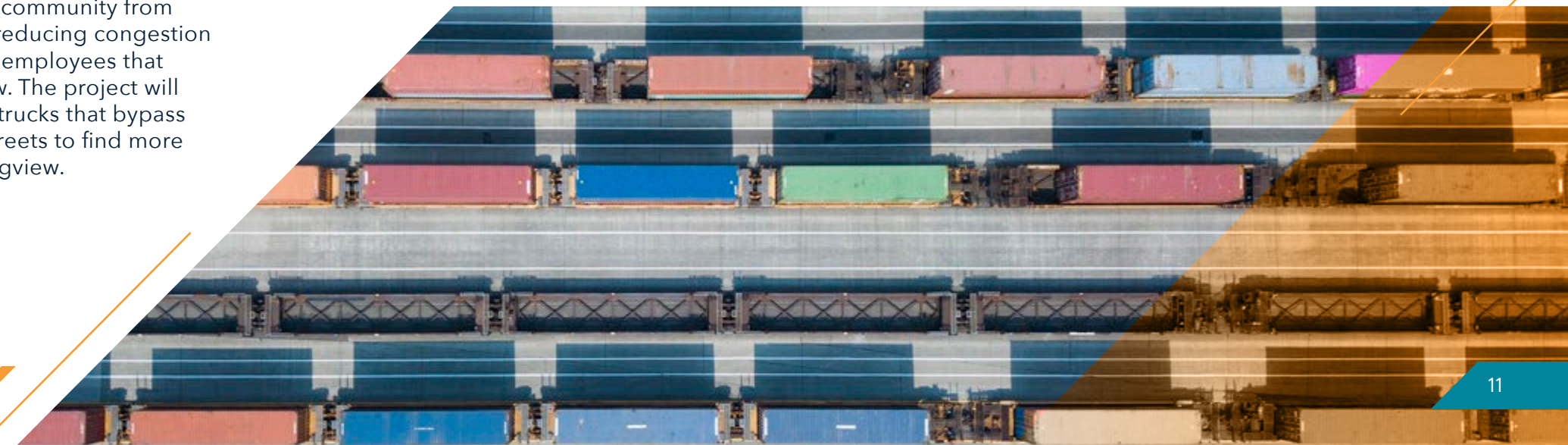
This project will complete the existing half-interchange at the junction of I-5 and SR 529 by constructing new ramps to and from the south. The project will yield a northbound ramp from I-5 to SR 529 and a ramp from SR 529 to southbound I-5 and will alleviate traffic congestion and operational issues on I-5 and on SR 528, directly to the north. Among its various anticipated benefits, the project will provide a direct link into and through Marysville's central business district which allows motorists to avoid congested at-grade rail crossings, thereby improving overall throughput and connectivity between I-5 and SR 9 to the east.

CITY OF SUMNER, SR 410 TRAFFIC AVENUE/EAST MAIN

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

Funding partners include FMSIB, City of Sumner, WSDOT, Puget Sound Regional Council, Sound Transit, Port of Tacoma, and Schnitzer Steel

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 up 613 percent. These intersections and the overpass benefit the Sumner-Pacific Manufacturing Industrial Center and the freight being moved by 3,000+ trucks daily trying to deliver goods to and from the ports.



SPOKANE COUNTY, BIGELOW GULCH - FORKER ROAD REALIGNMENT

Total Project Cost \$45.4M - FMSIB Share \$6.0M

Funding partners include FMSIB and Spokane County

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 Cities 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.



CITY OF TACOMA, TAYLOR WAY REHABILITATION

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

Funding partners include FMSIB, City of Tacoma, and Puget Sound Regional Council

The Taylor Way Rehabilitation Project will reduce barriers to freight movement and increase safety by addressing design deficiencies, improving the roadway driving surface, decreasing rail conflicts, and implementing intelligent transportation system (ITS) components. Proposed improvements include: replacing the failing asphalt pavement with concrete pavement designed to heavy haul corridor standards, widening and improving channelization on three of the four approaches to the SR 509/Taylor Way intersection, and upgrading all street lighting along Taylor Way.

Other improvements include upgrading and interconnecting traffic signals, installing a roadway traffic camera system to monitor freight flows, terminal queueing, rail conflicts, security, and emergency response, removing up to four rail crossings and upgrading the remaining seven crossings, improving channelization at East 11th Street/Alexander Avenue with designated turn lanes and an overflow lane, and improving sidewalks along Taylor Way.



PROJECTS SCHEDULED 2020-2023

CITY OF FIFE, PORT OF TACOMA ROAD INTERCHANGE, PHASE 2

Total Cost \$35.4M - FMSIB Share \$7.5M

PORT OF KALAMA, INDUSTRIAL RAIL ADDITIONS

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

SPOKANE COUNTY, BIGELOW GULCH-FORKER ROAD REALIGNMENT, PHASE 3

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

CITY OF SEATTLE, EAST MARGINAL WAY, HEAVY HAUL CORRIDOR IMPROVEMENTS

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

CITY OF SPOKANE VALLEY, BARKER ROAD/BNSF GRADE SEPARATION

Total Cost \$29.2M - FMSIB Share \$9.0M

CITY OF SUMNER, STEWART ROAD CORRIDOR - WHITE RIVER BRIDGE REPLACEMENT

Total Cost \$21.5M - FMSIB Share \$3.0M

PROJECTS SCHEDULED 2020-2023

- 1 **City of Fife**, Port of Tacoma Rd. Interchange, Phase 2
- 2 **Port of Kalama**, Industrial Rail Additions
- 3 **Spokane County**, Bigelow Gulch-Forker Rd. Realignment, Phase 3
- 4 **City of Seattle**, East Marginal Way, Heavy Haul Corridor Improvements
- 5 **City of Spokane Valley**, Barker Rd./BNSF Grade Separation
- 6 **City of Sumner**, Stewart Rd. Corridor, White River Bridge Replacement

PROJECTS UNDERWAY 2020

- 7 **Chelan County**, West Cashmere Bridge
- 8 **City of Fife**, 70th Ave. East Freight Bottleneck Relief
- 9 **City of Kent**, S. 228th St. Grade Separation, Phase 3
- 10 **City of Longview**, SR 432 – SR 411 Intersection Improvements
- 11 **City of Marysville**, SR 529/I-5 Interchange Expansion
- 12 **City of Sumner**, SR 410 Traffic Ave./E. Main
- 13 **City of Tacoma**, Taylor Way Rehabilitation
- 14 **Spokane County**, Bigelow Gulch/Forker Rd. Realignment

PROJECTS COMPLETED 1998-2020

PUGET SOUND REGION

- 15 **City of Auburn**, 3rd St. SW BNSF Crossing
- 16 **City of Auburn**, S. 277th St. Grade Separations
- 17 **City of Auburn**, M Street S. Grade Separation
- 18 **City of Des Moines**, S. 216th St. Segment 1-A
- 19 **City of Everett**, 1-5/41st St., Phase 1 Ramp
- 20 **City of Everett**, E. Marine View Dr. Widening
- 21 **City of Everett**, Port of Everett to I-5 Improvements
- 22 **City of Everett**, 41st St. Overcrossing/Riverfront Pkwy
- 23 **Port of Everett**, California St. Overcrossing to Port of Everett
- 24 **City of Fife**, Port of Tacoma Road Interchange, Phase 1
- 25 **City of Fife**, 70th Ave. and Valley Ave. Widening
- 26 **City of Fife**, Pacific Hwy E./Port of Tacoma Rd. to Alexander Ave.
- 27 **City of Fife**, I-5/54th Avenue East Intersection Improvement, Phase 1A
- 28 **City of Kent**, S. 228th St. Grade Separation, Phase 1 and 2
- 29 **City of Puyallup**, Shaw Rd.
- 30 **City of Renton**, SW 27th/Strander Blvd. Connection
- 31 **City of SeaTac**, Connecting 28th and 24th Ave. S.
- 32 **City of Seattle**, Duwamish Intelligent Transportation System - Phase 1, 2 and 3

- 33 **City of Seattle**, S. Lander St. Grade Separation
- 34 **City of Seattle**, Duwamish Truck Mobility Improvements
- 35 **Port of Seattle**, E. Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 36 **Port of Seattle**, SR 518 at Airport Drive Eastbound Lane Addition
- 37 **Port of Seattle**, E. Marginal Way Truck Crossover
- 38 **King County**, South Park Bridge Replacement
- 39 **City of Tacoma**, SR 99 Puyallup River Bridge
- 40 **City of Tacoma**, D St. Grade Separation
- 41 **Port of Tacoma**, Lincoln Ave. Grade Separation

- 42 **Pierce County**, 8th St. E. Grade Separation
- 43 **Pierce County**, Cross Base Hwy, Phase 1
- 44 **Snohomish County**, Granite Falls Alternative Rt., Phase 1
- 45 **City of Tukwila**, 180th St. Grade Separation
- 46 **City of Woodinville**, SR 202 Corridor Improvement
- 47 **WSDOT**, SR 519 Intermodal Access Project
- 48 **WSDOT**, SR 509/Port of Tacoma Rd. Grade Separation
- 49 **WSDOT**, SR 18 Weyerhaeuser Way to SR 167 Truck Lane

EASTERN WASHINGTON REGION

- 50 **City of Spokane Valley**, Barker Rd. Corridor Widening, Spokane River to SR 290
- 51 **Benton County**, Piert Rd. Extension
- 52 **City of Colville**, Colville Alternate Truck Route
- 53 **City of Kennewick**, Columbia Center Boulevard Railroad Crossing
- 54 **Port of Pasco**, SR 397 Ainsworth Ave. Grade Crossing
- 55 **WSDOT-City of Pasco**, US 395 Hillsboro St. Interchange
- 56 **City of Prosser**, Wine Country Rd.
- 57 **City of Spokane**, Havana St./BNSF Grade Separation

- 58 **City of Spokane**, Freya Ave. Bridge
- 59 **City of Spokane Valley**, Sullivan Rd. West Bridge Replacement
- 60 **City of Union Gap**, Valley Mall Blvd. Extension
- 61 **City of Walla Walla**, Myra Road at the Dalles-Military Rd & US 12/SR 125 Interconnect

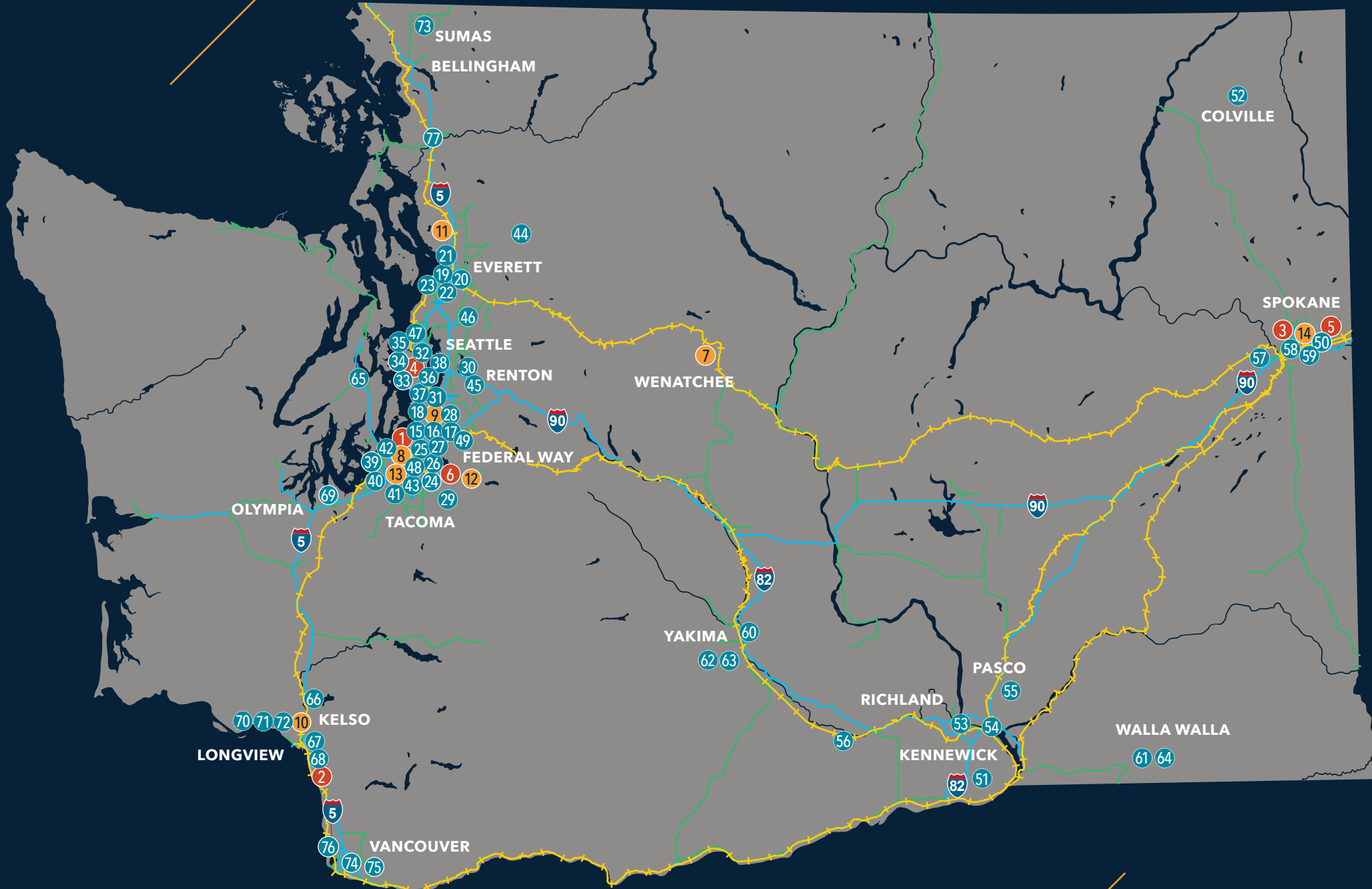
- 62 **City of Yakima**, River Road Improvements
- 63 **City of Yakima**, Lincoln Ave. and MLK/BNSF Grade Separation
- 64 **WSDOT**, US 12/124 to SR 730

WESTERN WASHINGTON REGION

- 65 **City of Bremerton**, SR 3/304 Transportation Improvement
- 66 **City of Kelso**, Allen St. Bridge Replacement
- 67 **Port of Kalama**, Industrial Park Bridge
- 68 **Port of Kalama**, Grain Terminal Track Improvements
- 69 **City of Lacey**, Hogum Bay Road
- 70 **City of Longview**, SR 432/SR 433 Turn Lane Improvements
- 71 **City of Longview**, SR 432 Improvements/3rd Ave. Off Ramp Widening
- 72 **Port of Longview**, Port Alternate Rail Corridor

- 73 **WSDOT-City of Sumas**, SR 9 - SR 546/ Nooksack Rd. Vicinity to SR 547/Cherry St.
- 74 **Port of Vancouver USA**, Port Rail Access, Phases 1 and 2
- 75 **Port of Vancouver USA**, Rail Tie-in to Mainline

- 76 **Port of Vancouver USA**, Bulk Facility Track Location
- 77 **Skagit County**, Burlington Northern Overpass Replacement



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

[Click for List of Projects](#)

HOW ARE FMSIB PROJECTS SELECTED FOR FUNDING?

The FMSIB Projects Selection Process is Open and Transparent

- 1 Call for Projects is advertised with application process explained and 198-point scoring criteria are published
- 2 Project applicants prepare and submit applications
- 3 Staff review applications for eligibility and completeness
- 4 Project Selection Committee is formed and leads two concurrent committee reviews and scoring:
 - Technical Committee Scoring with representatives from Cities, Counties, Ports, Trucking, Rail, WSDOT
 - Five-member Board Committee Scoring
 - Scoring Reconciliation: The two committees compare scores and create a first-cut list and interview questions
- 5 Highest scoring project sponsors are interviewed by both scoring committees
- 6 Project Selection Committee makes recommendation to the Board
- 7 Board reviews, develops consensus and approves
- 8 FMSIB submits project list to Governor and Legislature



COVID-19 HEROES

WASHINGTONIANS RECOGNIZE THE HARD WORK OF THE PEOPLE KEEPING OUR STATE'S FOOD, SUPPLIES, AND GOODS MOVING AS SAFELY AND EFFICIENTLY AS POSSIBLE. HERE IS A SHOUT-OUT TO A FEW OF THOSE HEROES.

Freight and delivery personnel from truck and rail, barge and ships, dock workers, and all of the workers in the logistics chain for working around the clock doing critically important work and going to heroic lengths to ensure medical supplies are delivered to hospitals, consumer goods are stocked on shelves, and freight remains on the move to bolster our economy.

Custodian crews at WSDOT rest areas who are keeping these waystations open and safe with enhanced protocols for more frequent cleaning and disinfecting handrails, doors, and other high touch point areas.

Ports, cities, counties, and the state who are showing leadership with economic recovery strategies, technical assistance to small businesses, and commitment to constructing transportation projects.



IT teams everywhere for doing extra work during this time to set up organizations for telecommuting and using variable message signs to communicate public health messages.

Farmers who have kept food on our table and who have donated food to feed the hungry. Potato farmers donated over 1 million pounds of potatoes to those in need in 2020.

Employers throughout the freight network who are currently trying their best to keep their employees safe and healthy while also staying compliant with regulations and continuing to operate efficiently.



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
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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

Mayor
City of Spokane Valley
Cities' Representative

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