

2021

FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

ANNUAL REPORT



COMMUNITY DEPENDS ON FREIGHT MOBILITY: ECONOMY || EQUITY || SAFETY || CLIMATE CHANGE



793 795 797 799

STOP

857 859 861

STOP

STOP

793 795 797 799

851 853 855 857 859 861

PP700

847

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INTRODUCTION

DEAR FRIENDS OF FREIGHT,

Consumers and businesses are all experiencing fallout related to disruptions in the global supply chain. The delays and bottlenecks are demonstrating for all how very complex the freight network is and how reliant everyone is on an efficient freight system. For the last 23 years, the Freight Mobility Strategic Investment Board (FMSIB) has been funding freight transportation projects that help the economy and communities. By removing delays and barriers on the transportation network, FMSIB projects help make our state more competitive and improve the velocity and safety of freight movement. The freight network provides access to markets for our state's businesses from manufacturers to farmers and creates living wage jobs. Importantly, FMSIB's projects also mitigate freight impacts on communities, including historically disadvantaged neighborhoods located near freight hubs.

The Washington State Legislature created FMSIB in 1998 and their funding support has given FMSIB the opportunity to make a meaningful contribution to an improved freight network throughout the state. Between 1998 and 2021, FMSIB invested \$353 million of state funds and leveraged \$2.3 billion in new asset value. Each dollar FMSIB invests leverages \$6.50 in additional city, port, state, federal and private sector funding. Working with our project partners, we have completed 89 projects statewide.

During the 2021 legislative session, the Legislature passed a proviso directing FMSIB to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state. In response to the proviso, FMSIB took the opportunity to spend extensive and meaningful time exploring our mission, goals, and strategic outcomes. Included in this 2021 Annual Report is a summary of our response to the legislative proviso.

We look forward to working in tandem with the Legislature and Governor to make broad strides in strategically advancing freight infrastructure for our state.

Sincerely,



Dan Gatchet

Chair

Freight Mobility Strategic Investment Board

FMSIB

PROVISO RESPONSE

IN SSB 5165, Sec. 301(3), the Washington State Legislature directed the state's Freight Mobility Strategic Investment Board (FMSIB) accordingly:

"It is the intent of the legislature to continue to make strategic investments in a statewide freight mobility transportation system with the help of the freight mobility strategic investment board, including projects that mitigate the impact of freight movement on local communities. To that end, and in coordination with WSDOT as it updates its federally compliant freight plan, the board is directed to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state.

- || By December 1, 2021, the board must submit a preliminary report providing a status update on the process and methodology for identifying and prioritizing investments.
- || By December 1, 2022, the board must submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner. The prioritized freight project list for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects."

FMSIB welcomes the opportunity to offer our Board's expertise on system-wide strategic investments that maximize state investment dollars, advance the growing and complex needs of our freight system, and support the state's overall transportation goals. FMSIB dedicated many hours to reviewing and critiquing our own processes and communications, consulting with freight stakeholders, and developing a fresh perspective on the most effective ways to manage precious freight mobility dollars.

FMSIB agrees that the state must follow through on its commitment to fund freight projects identified in Connecting Washington and looks forward to working with the Legislature, Governor, and WSDOT on this issue. Those projects should be the highest funding priority. This proposal addresses funding beyond those commitments, to continue advancing the state's transportation and freight mobility goals.

FMSIB PROPOSES that future funding, beyond the Connecting Washington commitments, be allocated according to the following weighted investment categories to achieve highest system function:



45%
Asset
Preservation
& Safety

5%
Improving the
Operations of the
Existing System

20%
Expanding
the Existing
System

30%
Achieving the
Freight System
of the Future

For the 2022 report of prioritized investments, investments will be based on these categories and FMSIB selection criteria will reflect these categories as well as:

- || **Geographic balance across the state as identified by the Legislature in the proviso;**
- || **Balance of funding across the target areas;**
- || **Volume of freight impacted by the project; and**
- || **Readiness of the project to proceed to construction.**

Recognizing that larger freight projects (such as system expansion projects) require additional steps (i.e., right-of-way acquisition) and are typically more complex but equally important to help advance to construction, FMSIB may consider funding pre-construction activities. The Board may also consider allowing for some portion of funding allocation further-out than one biennium. Planning for future biennia gives larger, more complex projects a greater chance of success and allows for predictability in budgeting.

FMSIB will also establish policy updates that will allow for timely pivots of funding toward pre-identified projects which may be able to advance more quickly.

While the 2022 report is timely, FMSIB proposes that in preparation for each biennium budget a prioritized list of investments be submitted for the Legislature's consideration.

OUR MISSION

IN 1998 the Washington State Legislature created the first program in the country to tackle freight mobility issues and established the Washington State Freight Mobility Strategic Investment Board (FMSIB) to oversee the program.

EXPERTISE & STRATEGIC VISION

- || Skilled at assessing freight projects
- || Ability to start-up and deliver projects for velocity and safety
- || Specialized knowledge about how the freight system works
- || Expertise at identifying gaps in the freight system and aligning partners
- || Track record improving freight system connectivity and eliminating bottlenecks
- || Fosters participation by community and local governments
- || Committed to reversing historical damage to communities by solving freight hub issues
- || Understands trade, markets, and the economy
- || Provides technical assistance



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 COMMUNITY AND ENVIRONMENTAL BENEFITS OF FREIGHT MOBILITY PROJECTS?

Since its founding 23 years ago, FMSIB has been investing in freight mobility projects located in the most disadvantaged parts of the state. The Washington State Department of Health created a statewide ranking and mapping system to highlight the state's most disadvantaged areas from an environmental health disparities perspective. This information was used to provide data related to the Healthy Environment for All Act (HEAL Act). The mapping system identifies Environmental Health Disparities (EHD) zones. More than 57 percent of FMSIB's projects are in the very worst EHD zones (Zone 10). And almost 90 percent of FMSIB's projects are in the worst EHD Zones (7 thru 10). FMSIB projects reduce congestion and related air quality emissions, restore habitat, provide stormwater management, remediate contamination, provide sidewalks and trails, improve safety, and encourage 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.



WHY FREIGHT MOBILITY MATTERS

Between 1998 and 2021, FMSIB invested \$353 million of state funds and leveraged \$2.3 billion in asset value. Each dollar FMSIB invests leverages \$6.50 in additional city, port, state, federal and private sector funding.

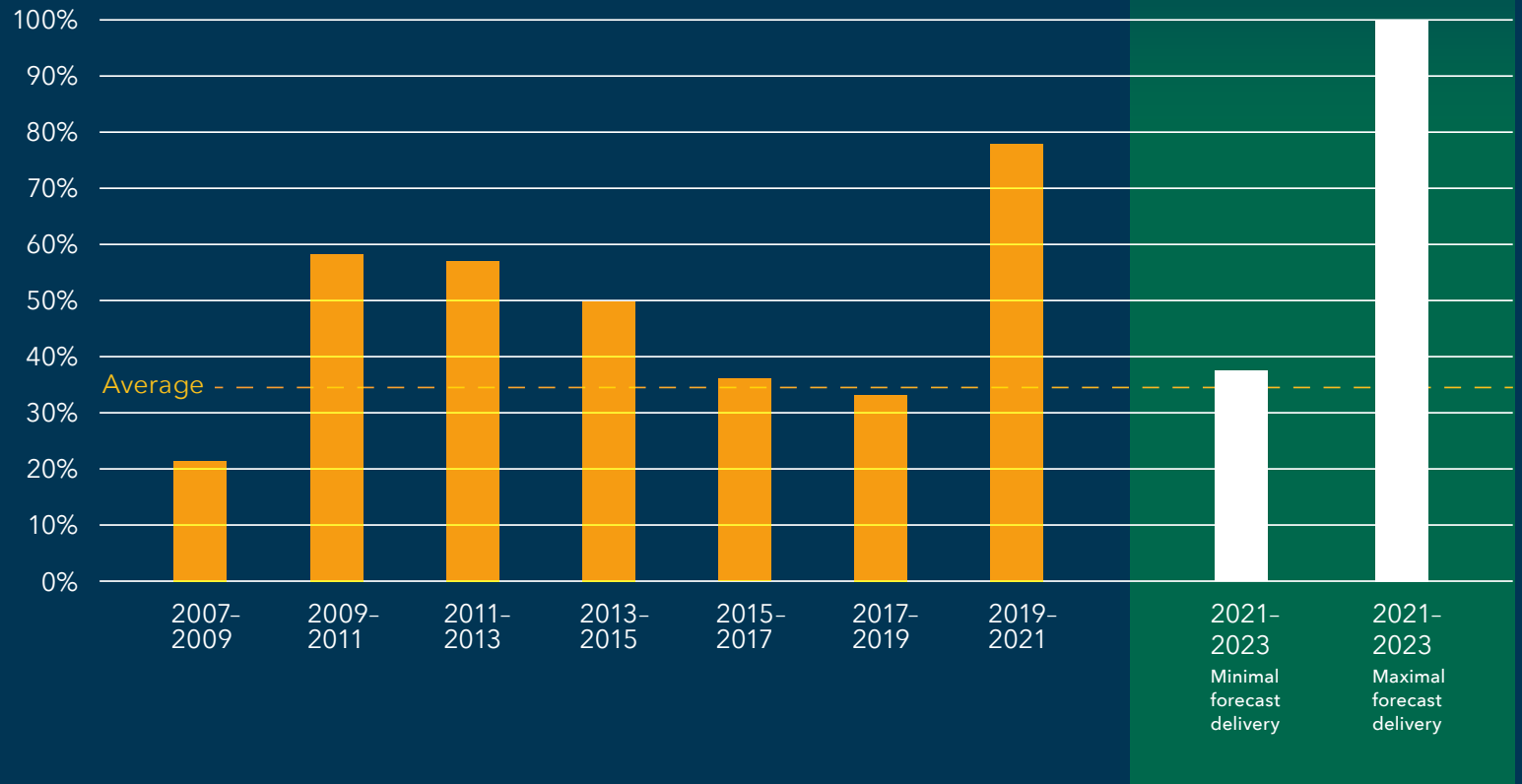
Working with our project partners, we have completed 89 projects statewide. Projects typically involved multiple stakeholders joining to achieve complex intermodal and interjurisdictional projects. (See project map.) Projects often include private sector interests and require right-of-way acquisition, environmental permits, and complicated traffic routings during construction. The table to the right shows how FMSIB has successfully managed its fund balance to leverage projects and to achieve this successful record.

\$1 = \$6.40

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

PROJECT DELIVERY 2007-2021

FMSIB BIENNIAL EXPENDITURES (as a percentage of appropriation)



The 2019-21 Biennial Budget ended June 30, 2021. FMSIB's operating expenditures were \$724,234 compared to an appropriation of \$756,000, for a 96 percent delivery rate. FMSIB's capital expenditures were \$28,193,000 compared to an appropriation of \$36,144,000, for a 78 percent delivery rate. Both delivery rates represent historic highs for FMSIB.

PROJECT MAP

PROJECTS SCHEDULED 2021-2026

- 1 **City of Fife**, Port of Tacoma Rd. Interchange, Phase 2
- 2 **Port of Kalama**, Industrial Rail Additions
- 3 **City of Seattle**, East Marginal Way, Heavy Haul Corridor Improvements
- 4 **City of Sumner**, Stewart Rd. Corridor, White River Bridge Replacement

PROJECTS UNDERWAY 2021

- 5 **City of Spokane Valley**, Barker Rd./BNSF Grade Separation
- 6 **City of Marysville**, SR 529/I-5 Interchange Expansion
- 7 **City of Spokane Valley**, Barker Rd. Corridor Widening, Spokane River to SR-290 - Phase 2b
- 8 **Spokane County**, Bigelow Gulch/Forker Rd. Realignment, Phases 5 and 6

PROJECTS COMPLETED 1998-2021

PUGET SOUND REGION

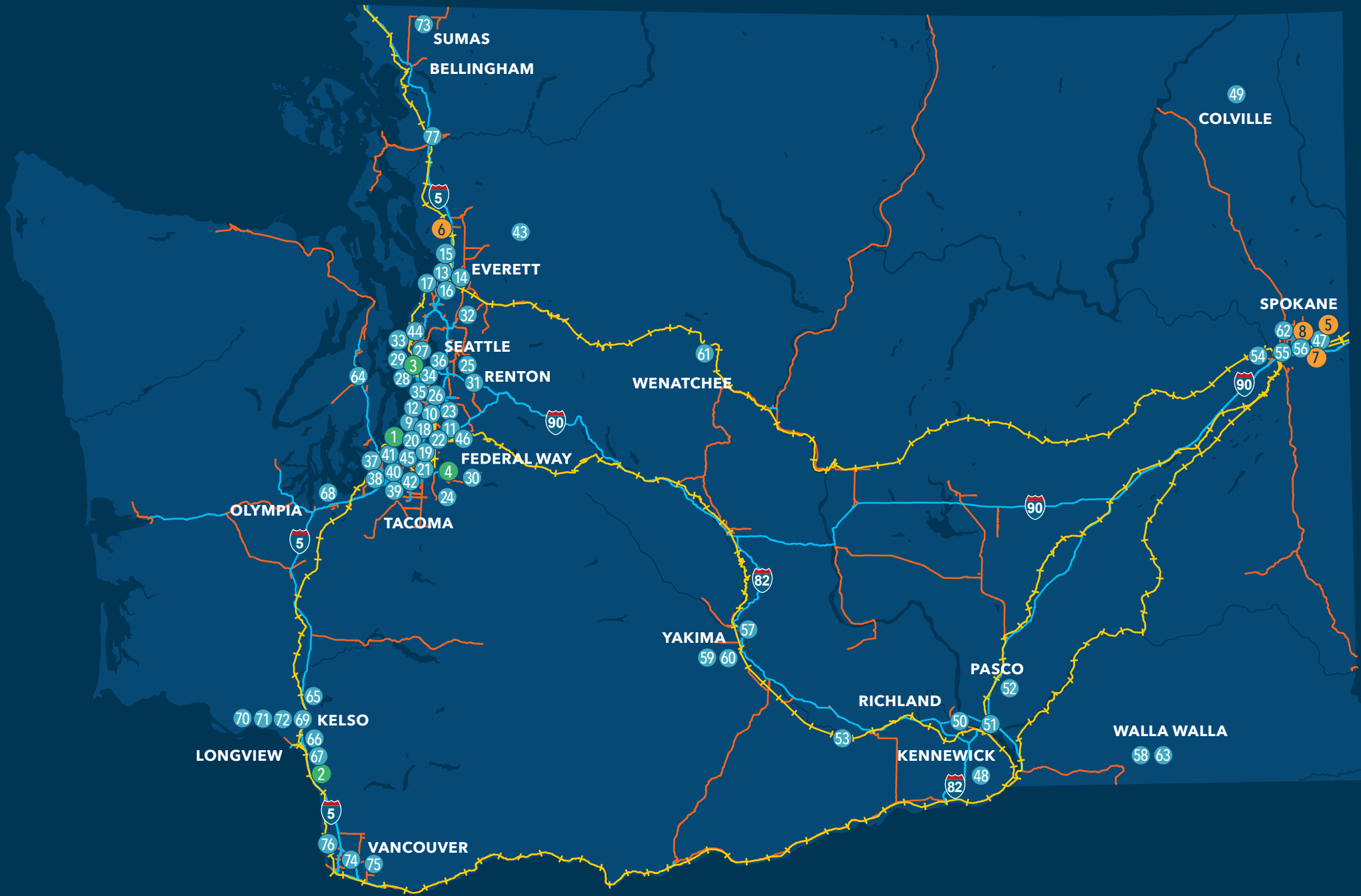
- 9 **City of Auburn**, 3rd St. SW BNSF Crossing
- 10 **City of Auburn**, S. 277th St. Grade Separations
- 11 **City of Auburn**, M Street S. Grade Separation
- 12 **City of Des Moines**, S. 216th St. Segment 1-A
- 13 **City of Everett**, 1-5/41st St., Phase 1 Ramp
- 14 **City of Everett**, E. Marine View Dr. Widening
- 15 **City of Everett**, Port of Everett to I-5 Improvements
- 16 **City of Everett**, 41st St. Overcrossing/Riverfront Pkwy
- 17 **Port of Everett**, California St. Overcrossing to Port of Everett
- 18 **City of Fife**, Port of Tacoma Road Interchange, Phase 1
- 19 **City of Fife**, 70th Ave. and Valley Ave. Widening
- 20 **City of Fife**, 70th Ave. East Freight Bottleneck Relief
- 21 **City of Fife**, Pacific Hwy E./Port of Tacoma Rd. to Alexander Ave.
- 22 **City of Fife**, I-5/54th Avenue East Intersection Improvement, Phase 1A
- 23 **City of Kent**, S. 228th St. Grade Separation, Phase 1,2 and 3
- 24 **City of Puyallup**, Shaw Rd.
- 25 **City of Renton**, SW 27th/Strander Blvd. Connection
- 26 **City of SeaTac**, Connecting 28th and 24th Ave. S.
- 27 **City of Seattle**, Duwamish Intelligent Transportation System - Phase 1, 2 and 3
- 28 **City of Seattle**, S. Lander St. Grade Separation
- 29 **City of Seattle**, Duwamish Truck Mobility Improvements
- 30 **City of Sumner**, SR 410 Traffic Ave./E. Main
- 31 **City of Tukwila**, 180th St. Grade Separation
- 32 **City of Woodinville**, SR 202 Corridor Improvement
- 33 **Port of Seattle**, E. Marginal Way Truck Crossover & Argo Yard Truck Roadway
- 34 **Port of Seattle**, SR 518 at Airport Drive Eastbound Lane Addition
- 35 **Port of Seattle**, E. Marginal Way Truck Crossover
- 36 **King County**, South Park Bridge Replacement
- 37 **City of Tacoma**, SR 99 Puyallup River Bridge
- 38 **City of Tacoma**, D St. Grade Separation
- 39 **Port of Tacoma**, Lincoln Ave. Grade Separation
- 40 **City of Tacoma**, Taylor Way Rehabilitation
- 41 **Pierce County**, 8th St. E. Grade Separation
- 42 **Pierce County**, Cross Base Hwy, Phase 1
- 43 **Snohomish County**, Granite Falls Alternative Rt., Phase 1
- 44 **WSDOT**, SR 519 Intermodal Access Project
- 45 **WSDOT**, SR 509/Port of Tacoma Rd. Grade Separation
- 46 **WSDOT**, SR 18 Weyerhaeuser Way to SR 167 Truck Lane

EASTERN WASHINGTON REGION

- 47 **City of Spokane Valley**, Barker Rd. Corridor Widening, Spokane River to SR 290, Phases 1, 2a & 3
- 48 **Benton County**, Piert Rd. Extension
- 49 **City of Colville**, Colville Alternate Truck Route
- 50 **City of Kennewick**, Columbia Center Boulevard Railroad Crossing
- 51 **Port of Pasco**, SR 397 Ainsworth Ave. Grade Crossing
- 52 **WSDOT-City of Pasco**, US 395 Hillsboro St. Interchange
- 53 **City of Prosser**, Wine Country Rd.
- 54 **City of Spokane**, Havana St./BNSF Grade Separation
- 55 **City of Spokane**, Freya Ave. Bridge
- 56 **City of Spokane Valley**, Sullivan Rd. West Bridge Replacement
- 57 **City of Union Gap**, Valley Mall Blvd. Extension
- 58 **City of Walla Walla**, Myra Road at the Dalles-Military Rd & US 12/SR 125 Interconnect
- 59 **City of Yakima**, River Road Improvements
- 60 **City of Yakima**, Lincoln Ave. and MLK/BNSF Grade Separation
- 61 **Chelan County**, West Cashmere Bridge
- 62 **Spokane County**, Bigelow Gulch-Forker Rd. Realignment, Phase 3
- 63 **WSDOT**, US 12/124 to SR 730

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 Lacey**, Hogum Bay Road
- 69 **City of Longview**, SR 432 - SR 411 Intersection Improvements
- 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

COMPLETED PROJECT HIGHLIGHTS

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 is a fracture-critical bridge that is 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 built in approximately the same location as the original bridge. The new bridge is 44 feet wide and 1,000 feet long. Construction began in April 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, WSDOT, and the private sector.

The 70th Avenue East corridor is a highly congested T-1 truck route and principal arterial. The original two-lane bridge over I-5 was a freight access bottleneck to the Port of Tacoma Manufacturing Industrial Center (MIC) and freight-related businesses. This project relocated and widened the 70th Avenue East bridge over I-5 to four lanes with a protected shared-use, non-motorized trail on the east side. This was the final segment of major widening from Valley Avenue to Pacific Highway East, SR 99, and is the first segment of the SR 167 Corridor completion group of projects (The Puget Sound Gateway).

CITY OF KENT SOUTH 228TH STREET GRADE SEPARATION [PHASE 3]

Total Project Cost \$25.0M · FMSIB Share \$4.5M

Funding partners include FMSIB, City of Kent, WSDOT, Puget Sound Regional Council, federal funds, and the private sector

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 railroad grade separation at the Burlington Northern Santa Fe rail lines on South 228th Street. This phase includes a rail grade separation at the UP Railroad on S. 228th Street. This project completed the corridor and connected the valley with I-5 and the future SR 509. The corridor opened to traffic April 15, 2021.



FMSIB Chair Dan Gatchet congratulates the City of Kent on completion of the South 228th Street Grade Separation project.





CITY OF TACOMA

TAYLOR WAY REHABILITATION PROJECT

Total Project Cost \$27.4M · FMSIB Share \$2.5M

Funding partners include FMSIB, City of Tacoma, federal funds, and the private sector.

The Taylor Way Rehabilitation Project is designed to reduce barriers to freight movement and increase safety by focusing on improving the roadway's driving surface, decreasing rail conflicts, and implementing intelligent transportation system (ITS) components. These investments improve freight and emergency response efficiencies. Improvements include replacing the failing asphalt pavement with concrete pavement designed to heavy haul corridor standards. These improvements begin at and include the SR 509/Taylor Way intersection and continue to East 11th Street, widening and improving



channelization on three of the four approaches to the 509/Taylor Way intersection. The improvements also accommodate new turn lanes and increase vehicle roadway capacity. The project upgrades all street lighting along Taylor Way and upgrades and interconnects traffic signals. A roadway traffic camera system monitors freight flow, terminal queueing, rail conflicts, security, and emergency response. The project included removal of four rail crossings and upgrading of seven other rail crossings. Traffic lanes are channelized at East 11th/Alexander Avenue with designated turn lanes and an overflow lane. Sidewalks are installed along Taylor Way to ensure pedestrians no longer walk in the roadway.

CITY OF LONGVIEW

SR 432/SR 411 INTERSECTION IMPROVEMENTS

Total Project 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 the 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 rollovers. 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 SPOKANE VALLEY

BARKER ROAD, CORRIDOR WIDENING, SPOKANE RIVER TO SR-290 [PHASE 1, 2A & 3]

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.

The total project has three phases: Phase 1 of the Barker Road Corridor Widening Project from East Euclid Avenue to Garland Avenue was completed in 2020. Phase 2 is from the Spokane River to East Euclid Avenue, and Phase 3 is 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 also 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 along 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 provided 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 paralleling 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 (see "City of Spokane Valley, Barker Road/BNSF Grade Separation" project below). 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.



FMSIB

SPOKANE COUNTY

BIGELOW GULCH-FORKER ROAD REALIGNMENT [PHASE 3]

Total Project Cost \$6.9M · FMSIB Share \$2.27M

Funding partners include FMSIB and Spokane County.

Bigelow Gulch Road from the City of Spokane city limits to Argonne Road is an identified Strategic Freight Corridor and is currently classified as a T-2 truck route. The Bigelow Gulch/Forker Road corridor is a narrow, two-lane Rural Minor Arterial and a Principal Arterial that carries significant car and truck traffic between the City of Spokane Valley and the north side of the City of Spokane. Phase 3 is a 1.1-mile segment of the approximately 7-mile Bigelow Gulch/Forker Road corridor. The improved roadway adds capacity, mitigates congestion, improves travel times and intersection safety. This project brings roadway alignment up to current standards and reconstructed the curve at Weile Road that has a high accident record. The overall completion of the Bigelow Gulch/Forker Corridor Project will mitigate the safety and delay concerns by adding additional lanes, turn lanes, widening shoulders, eliminating stop-and-turn intersections, reducing excessive grades, and eliminating unsafe curves. This project will allow for Bigelow Gulch Road to maintain all-season access.

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.





FMSIB PROJECTS

2021-2026

SCHEDULED:

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

Total Project Cost \$35M,
FMSIB Share \$7.5M

**PORT OF KALAMA,
INDUSTRIAL RAIL ADDITIONS**

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

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

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

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

Total Cost \$21.5M,
FMSIB Share \$3.7M

UNDERWAY:

**CITY OF SPOKANE VALLEY,
BARKER ROAD/BNSF GRADE
SEPARATION**

Total Cost \$29.2M,
FMSIB Share \$6.0M

**CITY OF SPOKANE VALLEY,
BARKER ROAD CORRIDOR
WIDENING, SPOKANE RIVER
TO SR 290, PHASE 2B**

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

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

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

**SPOKANE COUNTY,
BIGELOW GULCH- FORKER
ROAD REALIGNMENT,
PHASES 5 AND 6**

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

FMSIB

HOW ARE FMSIB PROJECTS SELECTED FOR FUNDING?



FOR 23 YEARS, FMSIB HAS RELIED ON AN OPEN AND TRANSPARENT PROJECT SELECTION PROCESS:

1

Call For Projects is advertised with application process explained
– 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, create first-cut list and interview questions

5

Highest scoring project sponsors are interviewed by both scoring committees

6

Project Selection Committee makes final cut recommendation to the Board

7

Board reviews, develops consensus, and approves

8

FMSIB submits project list to Governor and Legislature

BOARD & STAKEHOLDER TESTIMONIALS

DAN GATCHET, Chair

FMSIB members have expertise in freight movement and understand how transportation modes work together. Staying narrow and focused gives us strength to get complex projects delivered. It also keeps us nimble. A great example of this is the South 228th Street project in Kent from 64th Avenue South to Military Road which connects the Green River Valley with I-5 and the future SR-509. FMSIB funding enabled multiple transportation agencies, federal, state, and local government, and two railroads to work together and get this project built.

SHERI CALL, President/CEO, Washington Trucking Associations

FMSIB does and always has done a fine job evaluating freight projects. They are a good watchdog for freight transportation dollars and freight mobility issues. The biggest barrier for FMSIB is a lack of funding to do a call for projects in order to provide stewardship of commitments made with passage of the Connecting Washington package. A focus on freight and investment in infrastructure is pivotal for the industry to serve our communities efficiently and effectively in order to keep delivery costs in check for the benefit of all Washington consumers.

JANE WALL, Executive Director, County Road Administration Board

FMSIB was created to fill a void. Locals didn't feel their freight needs were being met but FMSIB heard them and invested strategically with its scarce resources. The Board is a diverse group, not always in agreement, but they epitomize working cooperatively and transparently on the project selection process.

LEONARD BARNES, Deputy Executive Director, Port of Grays Harbor

Ports are supportive of a strong FMSIB. They see the need for a nimble organization that can fill funding gaps to keep our ports competitive. FMSIB funding helps local sponsors, including ports, meet community and environmental goals like lessening the impact of unit trains on small communities, addressing road-rail separation projects, finding solutions for truck access to ports and parking, addressing carbon emissions, and enhancing water quality and habitat. Meeting these goals makes it possible for our ports to operate competitively and as a good neighbor.

MATT EWERS, Principal, Senior Vice President Business Development IEDS Logistics

FMSIB's strength is the expertise of its volunteers and their ability to prioritize projects for implementation. We get projects built.

JOHAN HELLMAN, Regional Assistant Vice President, State Government Affairs, BNSF Railway

Infrastructure projects are complex, affecting multiple stakeholders and jurisdictions. Through FMSIB, we can achieve a level of collaboration and problem solving that helps sponsors get their projects built in a timely, accountable, transparent way.

TEMPLE LENTZ, Councilor, Clark County

This Board has the expertise required to look at the system as a whole and determine strategic freight investments and priorities. The mix of volunteer Board members in industry and government has the ability to be nimble and targeted when addressing freight mobility needs.

**ANNE MCENERNY-OGLE,
Mayor, City of Vancouver**

We need to celebrate FMSIB's success working with local communities throughout the state, not just in the Puget Sound. Moving freight to get commodities to and from ports has many conflicts with local communities. Vancouver has seven major neighborhood communities between the Port and I-5. It took a lot to improve a route through two neighborhoods and to widen Mill Plain. We even needed to raise light poles to allow wind turbine blades to pass.

**ROGER MILLAR,
Secretary of Transportation**

FMSIB has a great opportunity to reinvent itself to focus on critical freight infrastructure with investments that address the first/last mile, intermodal spaces, road/rail conflicts and to emphasize projects that reduce impacts on low-income populations. FMSIB funding can benefit communities by reducing congestion, reducing noise, improving water quality, improving air quality, and of course safety. Freight investments can achieve climate change goals and provide community benefits – FMSIB can make a bigger impact by focusing on those investments that can be delivered quickly.

**ARTHUR SWANNACK,
Commissioner, Whitman County**

Most people don't have a clear vision of how freight moves and how packages get to their door. They don't see all of the intersections in the freight network. The recent supply chain disruptions are increasing that awareness.

**BOB WATTERS, Senior Vice President,
SSA Marine, Outgoing FMSIB Member**

Local support for FMSIB is strong. Everything we do has an effect on community. When we can move freight more efficiently, increasing velocity, then community impacts are reduced. Things like road/rail separation help communities by reducing congestion, reducing carbon emissions from idling vehicles, and improving safety, and emergency response.

**CHRIS HERMAN,
Senior Director, Trade and Transportation,
Washington Public Ports Association**

FMSIB's call for projects over the years has been an important outreach and advocacy effort. Now, the Legislature has given FMSIB a chance to do more with outreach and advocacy in order to enhance its mission and be as responsive as possible to current and future freight mobility needs statewide.

**JOHN MCCARTHY,
Commissioner, Port of Tacoma**

FMSIB accepts the challenge to expand its role moving forward in order to make recommendations to the Legislature about freight mobility needs throughout the state.

**AARON HUNT, Director Public Affairs,
Union Pacific Railroad**

The streamlined nature of FMSIB is a recipe for success. Still, it can take a decade to build a grade separation project which means FMSIB must prioritize emergent needs and provide leadership to get the lava flowing. The East Marginal Way Heavy Haul Corridor exemplifies how FMSIB responds to needs identified by project sponsors.

**BEN WICK,
Mayor, City of Spokane Valley**

FMSIB is getting projects done and finishing strategic freight corridors. By focusing funding on last dollars for construction we see progress; however, there is still a need for first dollars and funding for preliminary design and engineering.

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Washington Trucking Associations
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Cities' Representative

EX OFFICIO

Aaron Hunt

Director Public Affairs
Union Pacific Railroad

STAFF

Brian Ziegler

Director

Gena Workman

Executive Assistant

FMSIB

P.O. Box 40965
Olympia, WA 98504-40965

360.586.9695
www.fmsib.wa.gov