20th Anniversary TVW Spots
TVW Sponsorship Partners

- Washington Public Ports Association
- Washington Association of Counties
- Association of Washington Cities
- Burlington Northern Santa Fe Railway
- Washington Trucking Associations
- SSA Marine
FMSIB in Three Words

• Economy
• Efficiency
• Leveraging
Four Things

• FMSIB Purpose
• Projects Funded
• Funding Sources
• Project Scoring
Mission Statement

“Improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.”

– Advocate for strategic freight transportation projects that bring economic development and a return to the state;
– Focus on timely construction and operation of projects that support jobs;
– Leverage funding from public and private stakeholders;
– Create funding partnerships across modal and jurisdictional lines.
# FMSIB Members

<table>
<thead>
<tr>
<th>Dan Gatchet</th>
<th>Art Swannack</th>
<th>Bob Watters</th>
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<tbody>
<tr>
<td>Dabob Bay</td>
<td>Commissioner</td>
<td>Director of Business Development</td>
</tr>
<tr>
<td>Chair</td>
<td>Whitman County Counties</td>
<td>SSA Marine</td>
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<tr>
<td>Citizen Member</td>
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<td>Marine Industry</td>
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<thead>
<tr>
<th>Leonard Barnes</th>
<th>Matt Ewers</th>
<th>Ben Wick</th>
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<tbody>
<tr>
<td>Deputy Executive Director</td>
<td>Vice President</td>
<td>Councilmember</td>
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<tr>
<td>Port of Grays Harbor</td>
<td>IEDS Logistics</td>
<td>City of Spokane Valley</td>
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<tr>
<td>Ports</td>
<td>Trucking</td>
<td>Cities</td>
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<tr>
<th>John McCarthy</th>
<th>Johan Hellman</th>
<th>Pat Hulcey</th>
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</thead>
<tbody>
<tr>
<td>Commissioner</td>
<td>Reg. Asst. VP, Gov’t Affairs</td>
<td>Deputy Mayor</td>
</tr>
<tr>
<td>Port of Tacoma</td>
<td>BNSF Railway</td>
<td>City of Fife</td>
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<tr>
<td>Ports</td>
<td>Railroad</td>
<td>Cities</td>
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<tr>
<th>Erik Hansen</th>
<th>Vacant</th>
<th>Roger Millar</th>
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<tbody>
<tr>
<td>Senior Budget Analyst</td>
<td>Counties</td>
<td>Secretary</td>
</tr>
<tr>
<td>Governor’s Office</td>
<td></td>
<td>WSDOT</td>
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<tr>
<td>Olympia</td>
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<tr>
<th>Aaron Hunt*</th>
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<tbody>
<tr>
<td>Director of Public Affairs</td>
<td>Union Pacific</td>
<td></td>
</tr>
<tr>
<td>*ex-officio</td>
<td></td>
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</table>
Completed FMSIB Projects

61 Projects Completed
Project Total: $2.1 billion
FMSIB Share: $318 million
South Lander Street Grade Separation

**Location:** City of Seattle, King County

**Project Description:** Will cross over BNSF mainline tracks between 1st Ave S and 4th Ave S., removing over 120 train conflicts per day. In the heart of the Duwamish Manufacturing/Industrial Center (MIC), including the Port of Seattle, Seattle International Gateway (BNSF) Yards, Argo (UP) Yards and associated businesses.

**Total Project Cost:** $100M
- FMSIB Share: $5.7M
- Received $45M in FASTLANE grant funding
- One of the remaining “FAST” corridor projects

**Daily use:**
- 100+ Trains
- 13,000+ Vehicles
- 1,400 Pedestrians
- 100 Bicycles
- 75,000 Jobs supported (100,000 by 2040)

**Daily closures:** 100+
- Average traffic delay per closure: 2 minutes, 40 seconds
- Average closure time per day: 4 hours, 50 minutes
- Crossing violations per day: 485
- Collisions over the past five years: 85
- Fatalities over the past five years: 3

Under Construction!!
Port of Kalama

Kalama River Industrial Park Bridge
(Opened 2015)
$3.8 Million Bridge Investment
-$844,000 Fed Grant
-$2.15M FMSIB
-$500,000 County ED Fund
- $300,000 Port Funds

**Port:** $10M in five buildings

**Bennu Glass:**
$110M, jobs, + planned expansion

**BNSF:** Mainline improvements, up to 200 jobs for 2-3 years

**TEMCO Grain Elevator Expansion:**
Modernize or Demolish Facility?

**2005 Improvements**
FMSIB $1.25M
Port $1.25M
Unit train capable rail yard, upgraded unload capacity

**2010**
$6M by TEMCO for additional unit train capacity

**2014:**
$7M by Port for additional rail capacity
$200M (est) by TEMCO for modernization of elevator
I-5, Port of Tacoma Rd Intersection

Location: City of Fife, Pierce County

Project Description: Improve truck access to the Port of Tacoma.

- Project is in three phases
  - Phase 0: Environmental mitigation site, dedicated in 2018.
  - Phase I: Groundbreaking Summer of 2018. Completion in 2020
  - Phase II: Still awaiting gap funding (2021 maybe?)

- Total Project Cost: $69.3M
- FMSIB Share: $16.2M
Location: City of Tacoma

Project Description:
The current bridge is weight restricted. The project will remove 950 ft. of this 2,500 ft. bridge and replace it with concrete girders.

- Design-Build Project underway
- Total Project Cost: $38.7M
- FMSIB Share: $5M
Location: Spokane County

Project Description: Reconstructs and adds capacity to Bigelow Gulch/Forker Corridor from Bigelow Gulch Road to Progress Road.

• Project divided into seven projects, FMSIB is partner on three (one is complete)
• FMSIB funding:
  – Project 4A: CN is underway ($2M FMSIB)
  – Project 5: CN is scheduled for 2018 ($4M FMSIB)
• Total Project Cost: $36.25M for FMSIB related projects, $64.9M for corridor
• FMSIB Share: $7.69M
## FMSIB Project Mix

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Number (Active and Completed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>53</td>
</tr>
<tr>
<td>Rail</td>
<td>6</td>
</tr>
<tr>
<td>Road-Rail</td>
<td>32</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>91</strong></td>
</tr>
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</table>
Funding Sources

$29M per biennium:
• $12M per biennium dedicated to freight
  $6M Freight Mobility Investment Account (Fuel Tax)
  $6M Freight Mobility Multimodal Account (LPF)

Uncodified:
• $17M per biennium from Connecting Washington
  $8.5M Freight Mobility Investment Account (Fuel Tax)
  $8.5M Freight Mobility Multimodal Account (LPF)
# Project Priority Criteria

## Summary of Evaluation Criteria:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Mobility for the Project Area</td>
<td>35 Maximum</td>
</tr>
<tr>
<td>Freight Mobility for the Region, State, &amp; Nation</td>
<td>35 Maximum</td>
</tr>
<tr>
<td>General Mobility</td>
<td>25 Maximum</td>
</tr>
<tr>
<td>Safety</td>
<td>20 Maximum</td>
</tr>
<tr>
<td>Freight &amp; Economic Value</td>
<td>15 Maximum</td>
</tr>
<tr>
<td>Environment</td>
<td>20 Maximum</td>
</tr>
<tr>
<td>Partnership</td>
<td>25 Maximum</td>
</tr>
<tr>
<td>Consistency with Regional &amp; State Plans</td>
<td>5 Maximum</td>
</tr>
<tr>
<td>Cost</td>
<td>10 Maximum</td>
</tr>
<tr>
<td>Special Issues</td>
<td>8 Maximum</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>198 points</strong></td>
</tr>
</tbody>
</table>
Project Selection Process

• Call for Projects
• Technical Committee Scoring (Cities, Counties, Ports, Trucking, Rail, WSDOT)
• Board Committee Scoring (Five Members)
• Two Committees Compare Scores and Create a First Cut List and Interview Questions
• Interviews w/Sponsors
• Committee Final Cut Recommendation
• Board Review and Approval
FMSIB in Three Words

- Economy
- Efficiency
- Leveraging
Questions?

Brian J. Ziegler, P.E., Director
ziegleb@fmsib.wa.gov
360-586-9695

More Information:
www.fmsib.wa.gov
Road – Rail Conflicts Study

Phase 1
• Completed June 2016
• Conducted by the Joint Transportation Committee (JTC)
• Cost = $250,000
• Outcome: Prioritized list of “problem” crossings

Phase 2
• Completed August 2018
• Assigned to FMSIB
• Cost = $60,000
• Outcome: Prioritized list of projects
## PHASE 1 (AND 2) EVALUATION CRITERIA
MOBILITY 50%, SAFETY 25%, COMMUNITY 25%

### SAFETY
- Increase Risks
- Safety Record
- Infrastructure Status

### MOBILITY
- Freight Demand
- People Demand
- Mobility Barrier

### COMMUNITY
- Economic
- Human Health

### Criteria
- 1. Number of Alternate Grade-Separated Crossings
- 2. Number of Mainline Tracks
- 3. Proximity to Emergency Services
- 4. Incident History: Total
- 5. Incident History: Severity
- 6. Level of Protection
- 7. Roadway Freight Classification
- 8. Existing Vehicle Volumes
- 10. Network Sensitivity
- 11. Crossing Density
- 12. Gate Down Time
- 13. Employment Density
- 14. First/Last Mile Freight Facilities
- 16. Daily Emissions
- 17. Noise: Quiet Zones
- 18. Percent Minority
- 19. Percent Low-Income

**RED HIGHLIGHTS:** Criteria used to score the projects in Phase 2
Prioritized Projects by Tier

Rail-Road Project Prioritization

Sources: Esri, HERE, DeLorme, Intermap, increment-F Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community