Freight Mobility Strategic Investment Board

Washington State Transportation Commission
January 24, 2019
Olympia, WA

Brian J. Ziegler, P.E.
Director
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.
<table>
<thead>
<tr>
<th>Dan Gatchet</th>
<th>Art Swannack</th>
<th>Bob Watters</th>
</tr>
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<tbody>
<tr>
<td>Dabob Bay</td>
<td>Commissioner</td>
<td>Director of Business</td>
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<tr>
<td>Chair</td>
<td>Whitman County Counties</td>
<td>Development</td>
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<td>Citizen Member</td>
<td>Commissioner</td>
<td>SSA Marine</td>
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<td>Marine Industry</td>
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<tr>
<td>Leonard Barnes</td>
<td>Matt Ewers</td>
<td>Ben Wick</td>
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<tr>
<td>Deputy Executive Director</td>
<td>Vice President</td>
<td>Councilmember</td>
</tr>
<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>
</tr>
<tr>
<td>John McCarthy</td>
<td>Johan Hellman</td>
<td>Pat Hulcey</td>
</tr>
<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>
<td>Erik Hansen</td>
<td>Vacant</td>
<td>Roger Millar</td>
</tr>
<tr>
<td>Senior Budget Analyst</td>
<td>Governor’s Office</td>
<td>Secretary</td>
</tr>
<tr>
<td>Olympia</td>
<td>Counties</td>
<td>WSDOT</td>
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<tr>
<td>Aaron Hunt*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Director of Public Affairs</td>
<td>Union Pacific</td>
<td></td>
</tr>
<tr>
<td>*ex-officio</td>
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Completed FMSIB Projects

FMSIB Project Map

61 Projects Completed
Project Total: $2.1 billion
FMSIB Share: $318 million

Freight Corridors
- R-1 corridors: carrying more than 5m gross tons per year
- I-1 corridors: carrying more than 10m tons per year
- T-2 corridors: carrying 4 to 10m tons per year


Projects Completed 1998-2017
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

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
SR 99 Puyallup River Bridge

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>
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<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>
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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>
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<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>
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</table>

**Total:** 198 points
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?

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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

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
9. Future Vehicle Volumes
10. Network Sensitivity
11. Crossing Density
12. Gate Down Time
13. Employment Density
14. First/Last Mile Freight Facilities
15. Population Density
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

Legend:

- Tier 1
- Tier 2
- Tier 3

Rail-Road Project Prioritization

FIGURE 2