Freight Mobility Strategic Investment Board

Washington State Transportation Commission
February 15, 2017

Ashley Probart
Executive Director
Freight Mobility Strategic Investment Board
Mission Statement

The Washington Freight Mobility Strategic Investment Board (FMSIB) was created by the Legislature to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.

The Governor appointed Board consists of 12 public- and private-sector members:

• Advocates for strategic freight transportation projects that bring economic development and a return to the state;

• Focuses on timely construction and operation of projects that support jobs;

• Leverages funding from public and private stakeholders;

• Crosses modal and jurisdictional lines to create funding partnerships; and

• Serves as the de facto freight project screening agency for state and federal policy makers.
FMSIB Members

Dan Gatchet  
Dabob Bay  
Chair  
Citizen Member

Vacant  
Ports

Bob Watters  
Director of Business Development  
SSA Marine  
Marine Industry

Vacant  
Counties

Sheri Call  
Washington Trucking Associations  
Trucking

Tom Trulove  
City of Cheney  
Cities

John Creighton  
Port Commissioner  
Port of Seattle

Johann Hellman  
Director of Government Affairs  
BNSF Railway  
Railroad

Pat Hulcey  
Deputy Mayor  
City of Fife  
Cities

Erik Hansen  
Senior Budget Asst. to the Governor  
Olympia  
Governor

Mitch Reister  
County Engineer  
Spokane County  
Counties

Aaron Hunt*  
Director of Public Affairs  
Union Pacific  
*ex-officio

Roger Millar  
Secretary  
WSDOT

*ex-officio
Accountability and Transparency

Project Cost Summary

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>2022 Fund Impacts</th>
<th>2023 Fund Impacts</th>
<th>Total Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prelim. Engineering</td>
<td>$929,136</td>
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<tr>
<td>Right of Way</td>
<td>$1,245,716</td>
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<tr>
<td>Construction</td>
<td>$5,284,260</td>
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<tr>
<td><strong>Total Project Costs</strong></td>
<td><strong>$7,459,112</strong></td>
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</table>

Funding Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Total Funds</th>
<th>Secured</th>
<th>Date Secured</th>
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<tbody>
<tr>
<td>FMSIB</td>
<td>$892,000</td>
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<td>Jul 01, 2014</td>
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<tr>
<td>City of Des Moines</td>
<td>$2,617,000</td>
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<td>State Agency</td>
<td>$2,800,000</td>
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<td>Nov 14, 2014</td>
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<tr>
<td>MPO</td>
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<tr>
<td>Federal</td>
<td>$1,000,000</td>
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<td>Mar 18, 2015</td>
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<td>Private</td>
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<tr>
<td>Other</td>
<td>$150,000</td>
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<td>Sep 12, 2015</td>
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<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$7,459,000</strong></td>
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Project Milestones

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Original</th>
<th>Revised</th>
<th>Actual</th>
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<tr>
<td>PE Design 30%</td>
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<tr>
<td>PE Design 60%</td>
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<tr>
<td>PE Design 90%</td>
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<tr>
<td>Ad Date</td>
<td>Oct 01, 2015</td>
<td>Dec 10, 2015</td>
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<tr>
<td>Award Date</td>
<td>Jan 01, 2016</td>
<td>Jan 30, 2016</td>
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<tr>
<td>Notice to Proceed</td>
<td>Mar 01, 2016</td>
<td>Mar 28, 2016</td>
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<tr>
<td>Substantial Completion</td>
<td>Nov 01, 2016</td>
<td>Dec 31, 2016</td>
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Funding Sources

$29M per biennium:
• $12M per biennium dedicated to freight
  $6M Freight Mobility Investment Account
  $6M Freight Mobility Multimodal Account

Uncodified:
• $17M per biennium from Connecting Washington
  $8.5M Freight Mobility Investment Account
  $8.5M Freight Mobility Multimodal Account
Completed FMSIB Projects

54 Projects Completed
Project Total: $1.24B
FMSIB Share: $201M
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 trains per day conflicts. 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: $140M

- FMSIB Share: $8M
- Received $45M in FASTLANE Grant Funding.
- One of the remaining “FAST” corridor projects
Location: City of Fife, King County
Project Description: Improve truck access to the Port of Tacoma.

- Project is in four phases
  - Phase 0: Environmental mitigation will be complete by end of 2013-15 biennium
  - Phase I/II: City is exploring combining Phase I and II per FMSIB/Transportation Improvement Board discussion - would require FMSIB to move $2.3M of Phase II funds to 17-19 biennium
  - Phase III: $22.3M in Connecting WA Transportation Budget (2017-23)

- Total Project Cost: $53.5M
- FMSIB Share: $16.2M
Connecting 28\textsuperscript{th}/24\textsuperscript{th} Ave S.

Location: City of SeaTac, King County
Project Description: Constructs a five lane arterial section between S 200th St and S 208th St. The project is also part of the future SR 509

- Funding is secured and construction is underway.
  - Received $2.0M in State Transportation package for funding bridge over corridor and avoided $3.5M in reconstruction costs.

- Total Project Cost: $24.3M
- FMSIB Share: $2.5M
Port of Kalama

Kalama River Industrial Park Bridge
$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
Policy Support

Pictured: L-R
Renee Trueblood of Interstate Distributors, Seattle Mayor Ed Murray, USDOT Secretary Anthony Foxx, Port of Seattle CEO Ted Fick, Senator Maria Cantwell
Washington State Freight Advisory Committee

Washington State Freight Trends & Policy Recommendations for Air Cargo, Freight Rail, Ports & Inland Waterways, & Trucking

May 2014
Studies: Marine Cargo Forecast

- Marine Cargo Forecast
  - FMSIB/Washington Public Ports Association partnership
  - Continues the five-year study that dates back to 1980s
  - Forecasts cargo volumes by transportation mode (truck, rail, waterways) on strategic freight transportation corridors
  - Serves as input to Legislature, port districts, FMSIB, WSDOT, local and regional plans for infrastructure investment decisions
Studies: Road - Rail Study

Layer List
- Operational Layers
  - Study Crossings (Enabled Step 1 Data)
  - Crossings – Step 2 Prioritization Results
  - Study Crossings (Step 1 Evaluation)
  - Railroad (WSDOT)
  - State Routes (WSDOT)
  - Major Roadways (WSDOT)
  - Freight Routes (FGT5WA)
Observations:

- Keep investing: Freight continues to be Washington State’s bread and butter, but needs ongoing infrastructure investment to remain attractive nationally and internationally.
- Both a corridor and last mile connector investment approach is needed.
- The new FAST Act has created an opportunity to strategically invest in freight—(i.e. truck parking)
- Freight stakeholders continue to have concerns about uncertainty in the regulatory environment.
- Future tolling policy on the SR 509/167 Puget Sound Gateway will need to be sensitive to the freight industry.
- The freight industry continues to implement new technologies.
- Land use policy, especially protecting industrially zoned lands is an ongoing concern.
Questions?

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