



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

Counties

Bob Watters

Director of Business Development
SSA Marine
Marine Industry

Vacant

Ports

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

Accountability and Transparency



Freight Mobility Strategic Investment Board | RUSIB Quarterly Project Report | Q1 FY 2016
 RUSIB Project # 88-0

City of Des Moines S. 216th St. Segment 1-A

Project Description:
 The project will widen S. 216th Street to 6 lanes from 20th Avenue S to 216th Street. The project will be completed with eight improvements on 24th Avenue S, north of S. 216th Street, and S. 216th Street Segment 2, west of 24th Avenue S. The west side of S. 216th Street at 216th will be widened to accommodate an additional WB through lane and an EB to WB U-turn crossing point. The project will provide 6' drop-off/pick-up zones, street lighting and 10' sidewalks on each side of the street to provide greater separation from motor vehicle traffic. Utility design features identify that roadway and a gateway to the city. Construction and electrical distribution facilities will be undergrounded and roadway illumination will be provided to meet current standards within 100' of roadways. ROW data acquisition will be provided in three parcel boundaries within 100' of roadways. ROW data acquisition will be provided in three parcel boundaries within 100' of roadways.

Progress Report:
 The City secured right of way and construction funding for this project. RUSIBOT is reviewing environmental documents and selected the City from FHWA ROW funds were allocated on March 3, 2015. Agreements were completed and the City made effort to secure. Next steps are to secure and submit environmental documents, that early agreements are being reviewed by Council Approval. Environmental documents are being reviewed per RUSIBOT requirements and PS&E final documents are expected to be completed for environmental review.

Project Schedule & Scope Changes:
 No changes. Project is on schedule.

Project Cost Summary:

Project Phase	State Fund Impacts	Fed Fund Impacts	Total Costs
Prelim. Engineering	✓		\$929,136
Right of Way			\$1,245,716
Construction			\$5,284,260
Total Project Costs			\$7,459,112

Project Cost Breakout

Funding Sources

Source	Total Funds	Secured	Date Secured
FMSIB	\$892,000	✓	Jul 01, 2014
City of Des Moines	\$2,617,000	✓	
State Agency	\$2,800,000	✓	Nov 14, 2014
MPO	\$0		
Federal	\$1,000,000	✓	Mar 18, 2015
Private	\$0		
Other	\$150,000	✓	Sep 12, 2015
Other	\$0		
Total Funding	\$7,459,000		

Project Milestones

Project Milestone	Original	Revised	Actual
PE Design 30%			
PE Design 60%			
PE Design 90%	Oct 01, 2010		Oct 01, 2010
Env. Documents Approved	Oct 01, 2010	Oct 13, 2010	Oct 13, 2010
RW Complete	Oct 01, 2015	Nov 19, 2015	
Ad Date	Oct 01, 2015	Dec 10, 2015	
Award Date	Jan 01, 2016	Jan 30, 2016	
Notice to Proceed	Mar 01, 2016	Mar 28, 2016	
Substantial Completion	Nov 01, 2016	Dec 31, 2016	

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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



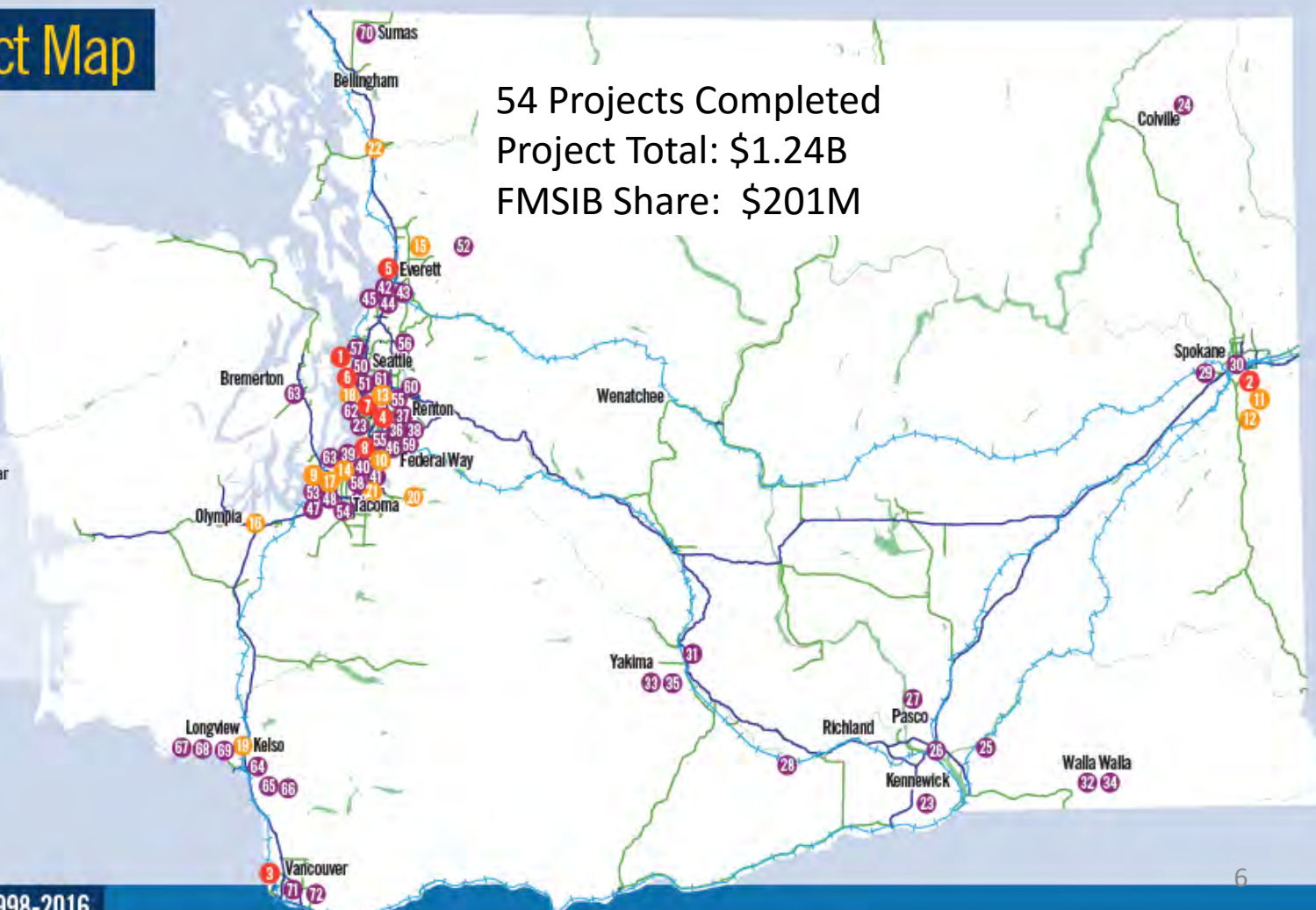
FMSIB Project Map

54 Projects Completed
Project Total: \$1.24B
FMSIB Share: \$201M

FREIGHT CORRIDORS

-  R-1 corridors: carrying more than 5 million gross tons per year
-  T-1 corridors: carrying more than 10 million tons per year
-  T-2 corridors: carrying 4 to 10 million tons per year

FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.

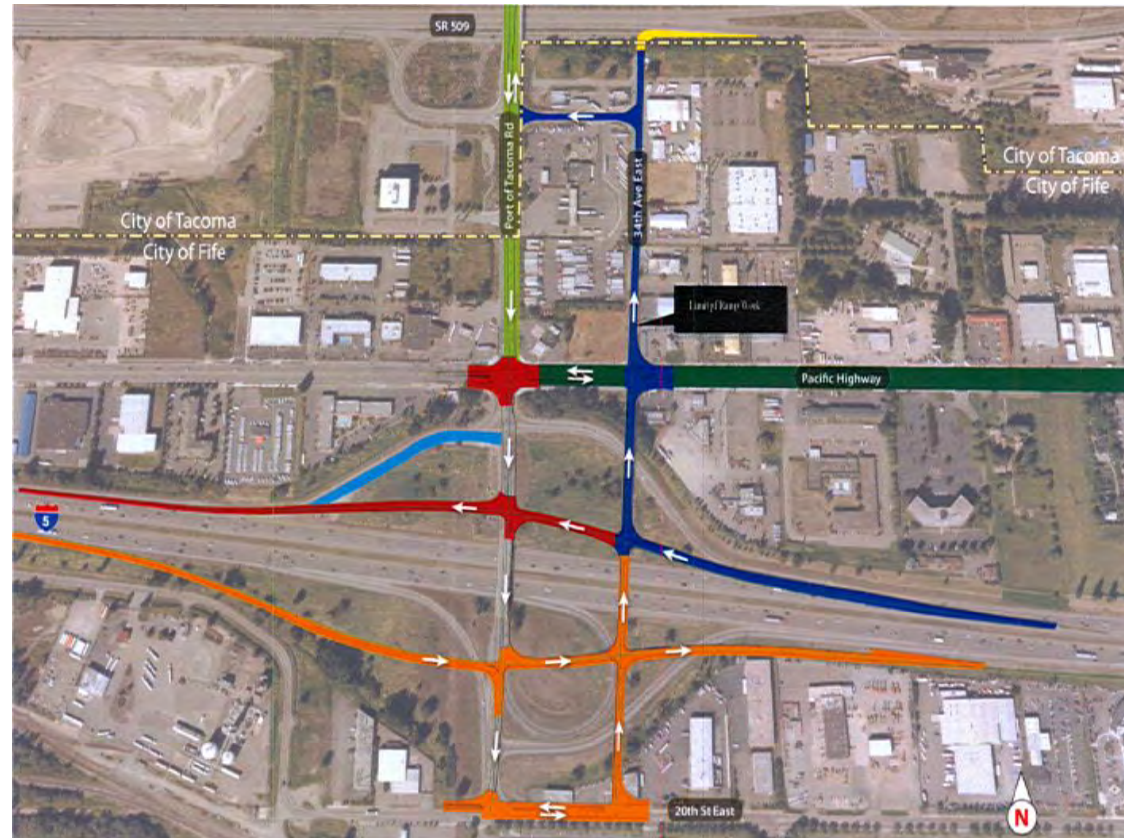


Port of Tacoma Rd Intersection

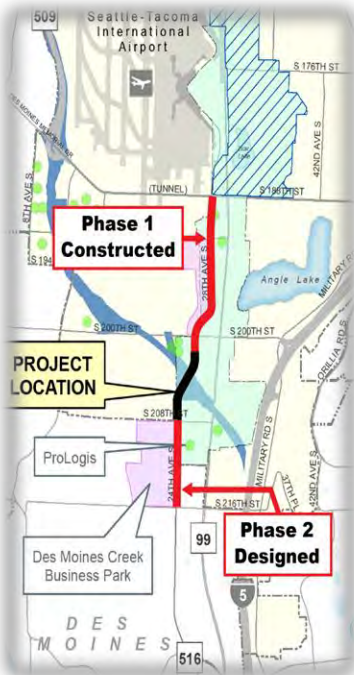


Location: City of Fife, King County
Project Description: Improve truck access to the Port of Tacoma.

- 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 28th/24th 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 Advisory Committee

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

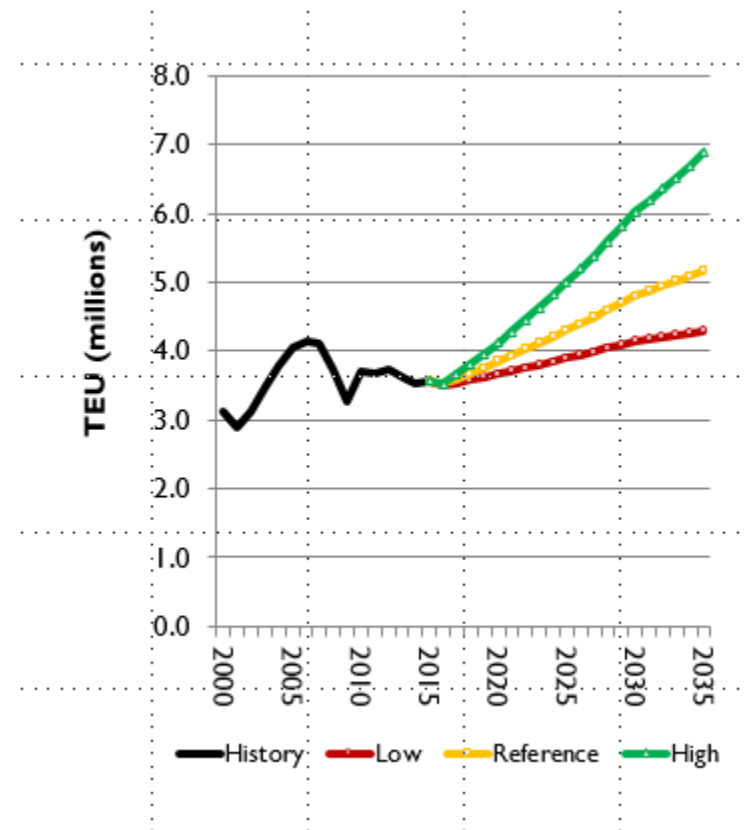


May 2014

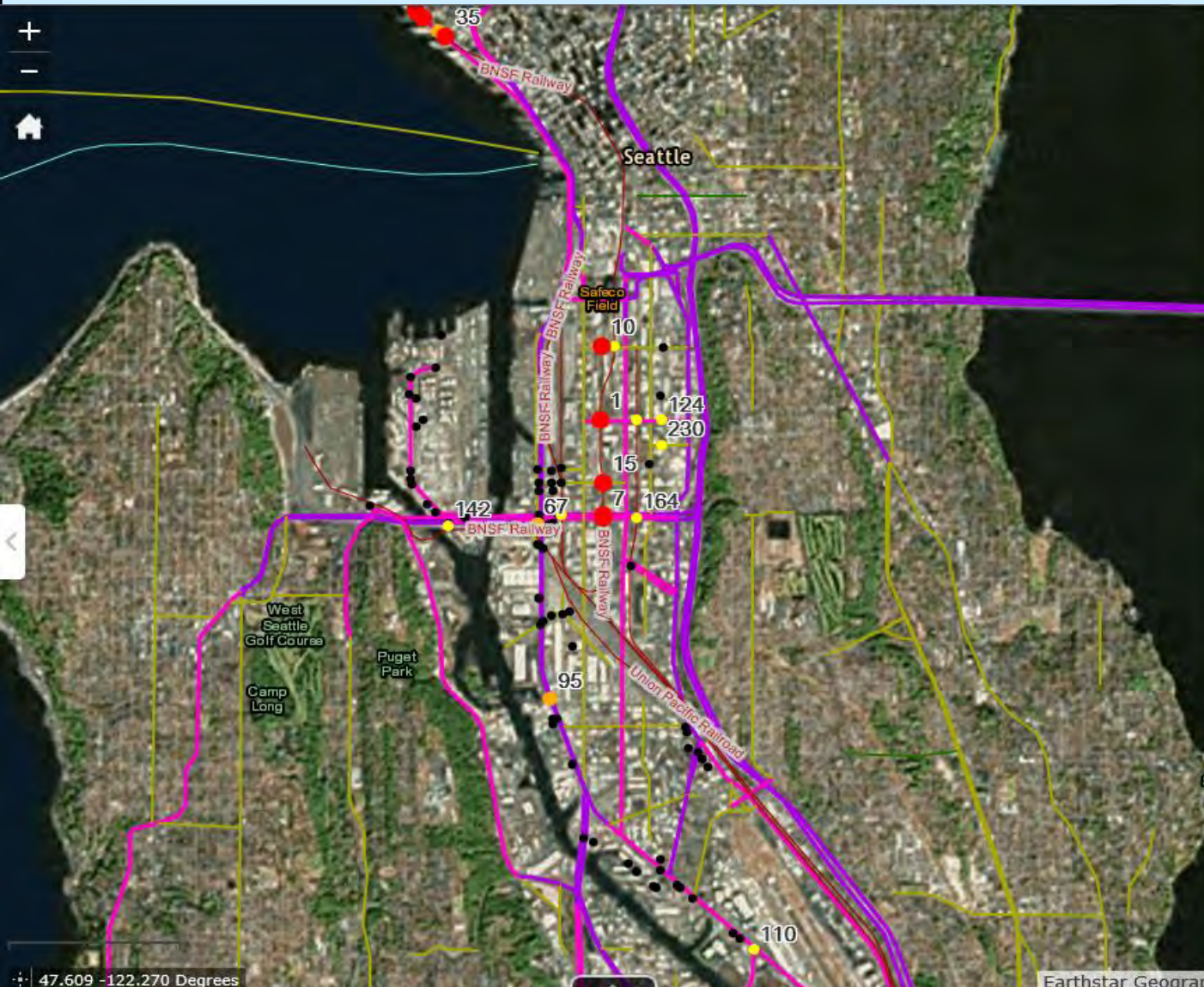
Studies: Marine Cargo Forecast



- 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 (FGTSWA)

Joint Transportation Committee
**PRIORITIZATION OF PROMINENT
ROAD-RAIL CONFLICTS IN
WASHINGTON STATE**
January 2017

Prepared by:
transpogroup

In partnership with:
Parametrix

BERK



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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