Freight Mobility Strategic Investment Board

Washington State Transportation Commission
January 15, 2020
Olympia, WA

Brian J. Ziegler, P.E.
Director
FMSIB in Three Words

- Economy
- Efficiency
- Leveraging
Three Things

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

*ex-officio
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**

**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

**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
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

Under Construction!!
Location: City of Tacoma

Project Description:
The previous bridge was weight restricted. The project removed 950 ft. of this 2,500 ft. bridge and replaced it with concrete girders.

- Open to traffic!
- 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 complete ($2M FMSIB)
  - Project 5: CN is scheduled for 2020 ($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>
</tbody>
</table>
# Project Priority Criteria

## Summary of Evaluation Criteria: Weight

<table>
<thead>
<tr>
<th>Criterion</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
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)
2019 Legislative Actions

- A one-time removal of cash from fund balance ($14.5 m).
- Changing fund source for agency operations from MVF-State Account to the Freight Mobility Investment Account (an ongoing $800,000 reduction in available capital).
- Institution of a LEAP List requirement.
- Requiring a report on options for reducing reappropriations (2020 Call for Projects conditioned by this report).
2020 Legislative Priorities

• Keep FMSIB an independent state agency.
• Conduct a 2020 Call for Projects.
• Limit effects of I-976 reductions (FMSIB already contributed 50% reduction).

• Governor’s Supplemental Budget proposal eliminates the LEAP list requirement.
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