



ANNUAL REPORT 2020

FMSIB

FREIGHT MOBILITY STRATEGIC
INVESTMENT BOARD

KEY POINTS FOR 2020 ANNUAL REPORT ON ACCOMPLISHMENTS

The people of Washington State depend on freight mobility for their **lives and livelihood**.

FMSIB **leverages state funding** and partners with multiple jurisdictions and modes.

FMSIB projects are selected through an open process that is **transparent and accountable**.

FMSIB's **project delivery is continuously improving** while keeping project partners working together to achieve complex intermodal and interjurisdictional projects.

FMSIB governance is established by the **Legislature** and appointed by the **Governor**.

THE PEOPLE IN WASHINGTON STATE DEPEND ON FREIGHT MOBILITY FOR THEIR LIVES AND LIVELIHOODS

Trade and freight movement is essential to the people of Washington.

COVID-19 has highlighted our reliance on the supply chain for basic and essential supplies.

FMSIB projects remove freight bottlenecks and integrate access across multiple modes — ships, trucking, rail, barge — and jurisdictions — ports, state, counties, cities.

FMSIB projects address the first and last mile in the transportation system linking strategic freight corridors.

FMSIB LEVERAGES STATE FUNDING AND PARTNERS WITH MULTIPLE JURISDICTIONS AND MODES

Between 1998 and 2020, FMSIB invested \$331 million of state funds and leveraged \$2.1 billion in asset value. Each dollar FMSIB invests leverages another \$6.40 in additional city, port, state, federal, and private sector funding.

CASE STUDY: SOUTH LANDER STREET GRADE SEPARATION

Completed in 2020 South Lander Street is an essential east-west connection in Seattle's SODO neighborhood. Every day, the street serves 13,000 vehicles, 1,400 pedestrians, and 100 bicycles. This project eliminates the 4.5-hour daily delay caused by 100 trains crossing. In addition to safety improvements, this project reduces carbon emissions due to traffic idling. The new grade separation provides access between regional transit hubs and employment centers.

Project Partners: FMSIB, City of Seattle, U.S. Department of Transportation, the state of Washington, Port of Seattle, and BNSF.

FMSIB PROJECTS SELECTION PROCESS IS OPEN AND TRANSPARENT

- Call for Projects is advertised with application process explained and 198-point scoring criteria are published
- Project applicants prepare and submit applications
- Staff review applications for eligibility and completeness
- Project Selection Committee is formed and leads two concurrent committee reviews and **scoring**:
 - Technical Committee Scoring with representatives from Cities, Counties, Ports, Trucking, Rail, WSDOT
 - Five-member Board Committee Scoring
 - Scoring Reconciliation: The two committees compare scores and create a first-cut list and interview questions
- Highest scoring project sponsors are interviewed by both scoring committees
- Project Selection Committee makes recommendation to the Board
- Board reviews, develops consensus and approves
- FMSIB submits project list to Governor and Legislature

FMSIB'S PROJECT DELIVERY IS CONTINUOUSLY IMPROVING WHILE KEEPING PROJECT PARTNERS WORKING TOGETHER TO ACHIEVE COMPLEX INTERMODAL AND INTERJURISDICTIONAL PROJECTS

81 total projects are now completed by FMSIB and its partners. (Many project have multiple phases.)

2020 COMPLETED PROJECTS INCLUDE:

City of Fife, Port of Tacoma Road Interchange, Phase 1

City of Fife, I-5/54th Avenue East Intersection Improvement, Phase 1A

City of Seattle, Duwamish Truck Mobility Improvements, Final Phase

City of Seattle, South Lander Street Grade Separation

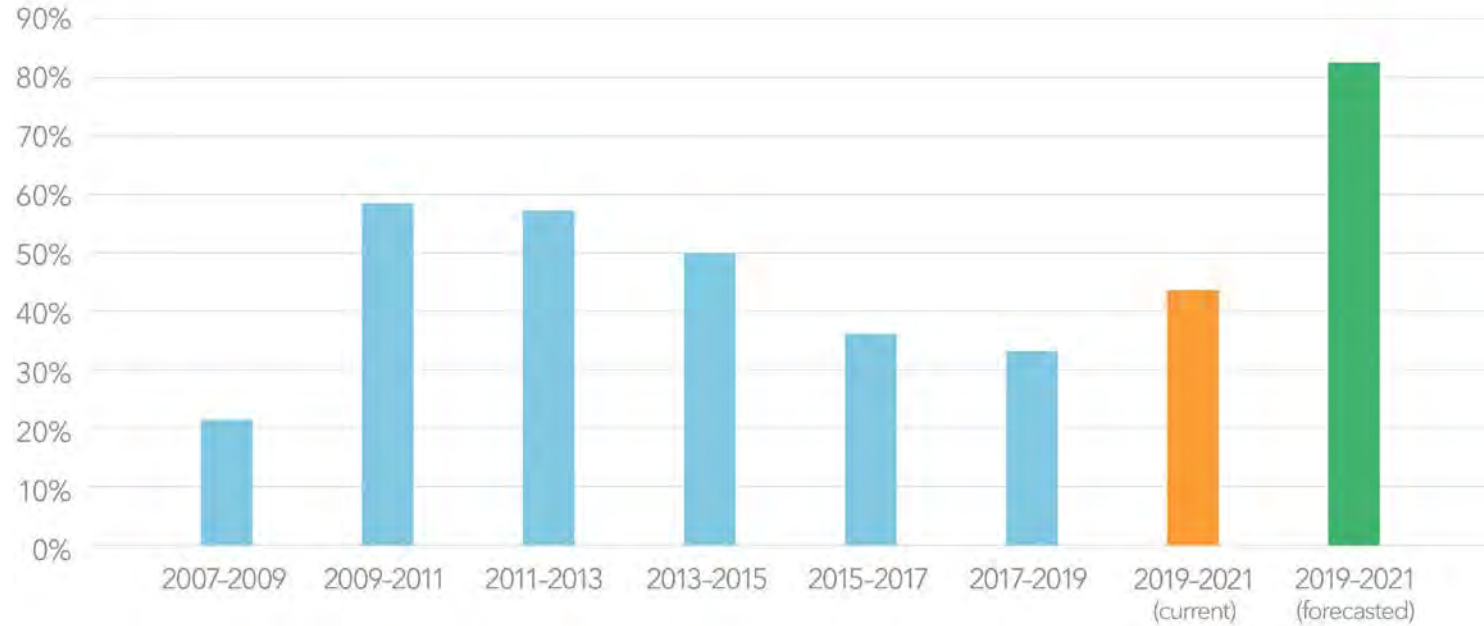
City of Spokane Valley, Barker Road Corridor Widening, Spokane River to SR 290, Phase 1

City of Tacoma, SR 99 Puyallup River Bridge

[PROJECT MAP](#)

PROJECT DELIVERY 2007–2020

FMSIB BIENNIAL EXPENDITURES (AS A PERCENTAGE OF APPROPRIATION)



ACTIVE PROJECT LOCATIONS

Puget Sound

Fife (2)

Kent

Seattle (3)

Sumner (2)

Tacoma (2)

WSDOT NW Region

Western WA

Longview

Port of Kalama

Eastern WA

Chelan County

Spokane County (2)

Spokane Valley (2)

PROJECTS UNDERWAY

Chelan County, West Cashmere Bridge

City of Fife, 70th Ave. East Freight Bottleneck Relief

City of Kent, S. 228th St. Grade Separation – Phase 3

City of Longview, SR 432/SR 411 Intersection Improvements

City of Marysville, SR 529/I-5 Interchange Expansion

City of Sumner, SR 410 Traffic Ave./E. Main

City of Tacoma, Taylor Way Rehabilitation Project

Spokane County, Bigelow Gulch/Forker Rd. Realignment

PROJECTS SCHEDULED

Port of Kalama, Industrial Rail Additions

Spokane County, Bigelow Gulch – Phase 3

City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements

City of Sumner, Stewart Rd.

City of Spokane Valley, Barker Rd./BNSF Grade Separation

FMSIB GOVERNANCE IS ESTABLISHED BY THE LEGISLATURE AND APPOINTED BY THE GOVERNOR

The Legislature established FMSIB to provide expertise on prioritizing funding for freight mobility projects.

The Board proposes policies, projects, corridors and funding to the Legislature to promote strategic investments in a statewide freight mobility transportation system. They also propose projects that soften the impact of freight movement on local communities ([RCW 47.06A](#)).

The Governor appoints the 12-member FMSIB Board according to [RCW 47.06A.030](#) with membership as follows: two cities, two counties, two port districts, Office of Financial Management, one steamship industry, one railroad, one trucking industry, the state secretary of transportation, and one member of the general public.

2020 FMSIB MEMBERS

Dan Gatchet, Chair

Leonard Barnes, Port District's Representative

Matt Ewers, Trucking Industry Representative

Erik Hansen, Office of Financial Management

Johan Hellman, Railroad Representative

Pat Hulcey, Cities' Representative

Temple Lentz, Counties' Representative

John McCarthy, Port District's Representative

Roger Millar, Secretary of Transportation

Arthur Swannack, Counties' Representative

Bob Watters, Marine Industry Representative

Ben Wick, Cities' Representative

EX OFFICIO:

Aaron Hunt, Union Pacific Railroad

STAFF:

Brian Ziegler, Director

Gena Workman, Executive Assistant

THANK YOU FOR LISTENING!

CONTACT INFORMATION

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\$1 = \$6.40

Each dollar FMSIB invests leverages another \$6.40 in additional port, federal, state, county, city & private sector funding.

\$60.0 billion



exported from the state of Washington in 2019

Washington is home to
12,000 exporters

90% have fewer than 500 employees

\$52.8 billion



imported to the state of Washington in 2019

940,000 jobs

are supported by international trade

16,670 trucking companies

primarily small, locally owned in the state

75 ports

in the state of Washington

(sources: Washington Council on International Trade, U.S. Census Bureau, Business Roundtable, Trade Partnership Worldwide 2020)



COVID-19 HEROES

WASHINGTONIANS RECOGNIZE THE HARD WORK OF THE PEOPLE KEEPING OUR STATE'S FOOD, SUPPLIES, AND GOODS MOVING AS SAFELY AND EFFICIENTLY AS POSSIBLE. HERE IS A SHOUT-OUT TO A FEW OF THOSE HEROES.

Freight and delivery personnel from truck and rail, barge and ships, dock workers, and all of the workers in the logistics chain for working around the clock doing critically important work and going to heroic lengths to ensure medical supplies are delivered to hospitals, consumer goods are stocked on shelves, and freight remains on the move to bolster our economy.

Custodian crews at WSDOT rest areas who are keeping these waystations open and safe with enhanced protocols for more frequent cleaning and disinfecting handrails, doors, and other high touch point areas.

Ports, cities, counties, and the state who are showing leadership with economic recovery strategies, technical assistance to small businesses, and commitment to constructing transportation projects.

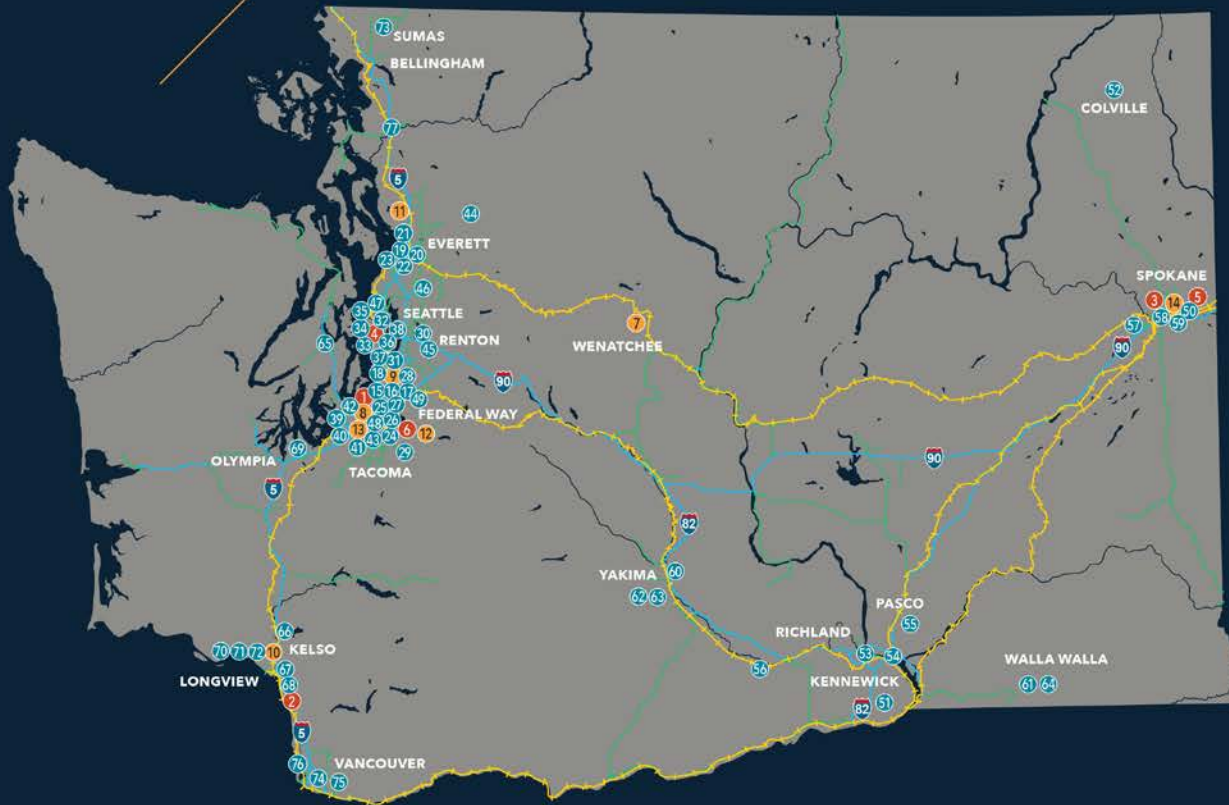


IT teams everywhere for doing extra work during this time to set up organizations for telecommuting and using variable message signs to communicate public health messages.

Farmers who have kept food on our table and who have donated food to feed the hungry. Potato farmers donated over 1 million pounds of potatoes to those in need in 2020.

Employers throughout the freight network who are currently trying their best to keep their employees safe and healthy while also staying compliant with regulations and continuing to operate efficiently.





PROJECT MAP

FREIGHT CORRIDORS

R-1 corridors: carrying more than 5m tons per year

T-1 corridors: carrying more than 10m tons per year

T-2 corridors: carrying 4 to 10m tons per year

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

