ANNUAL REPORT 2020

FMSIB

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD
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.
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.
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
### ACTIVE PROJECT LOCATIONS

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<thead>
<tr>
<th>Puget Sound</th>
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<td>Kent</td>
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<td>Spokane County (2)</td>
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<td>Spokane Valley (2)</td>
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### 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
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

Brian Ziegler, Director
ziegleb@fmsib.wa.gov
360.586.9695
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

$52.8 billion imported to the state of Washington in 2019

16,670 trucking companies primarily small, locally owned in the state

Washington is home to 12,000 exporters 90% have fewer than 500 employees

940,000 jobs are supported by international trade

75 ports in the state of Washington

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.
FMSIB

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

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