

Freight Mobility Strategic Investment Board

POLICY ASSISTANCE

Karen Schmidt
Executive Director

P.O. Box 40965
Olympia, WA 98504-0965

Telephone: (360) 586-9695

FAX: (360) 586-9700

Email: schmidk@fmsib.wa.gov

FMSIB BOARD MEMBERS

Patricia Otley
Chairman

Larry Paulson
Port of Vancouver

Rebecca Francik
City of Pasco

Dave Gossett
Snohomish County

Steve Holtgeerts
Trucking Association

Clifford Benson
Steamship Operators

John Creighton
Port of Seattle

Dave Edler
City of Yakima

Brian Ziegler
Pierce County

Jill Satran
Governor's Office

Terry Finn
BNSF

Paula Hammond
WSDOT

Brock Nelson
Ex Officio
UP Railroad

Please visit our website for grant application
and guidelines

www.fmsib.wa.gov



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD



2009 CALL FOR PROJECTS

State of Washington Freight Mobility Strategic Investment Program

The mission of the Freight Mobility Strategic Investment Board (FMSIB) is to create a comprehensive and coordinated state program to facilitate freight movement to local, national, and international markets, which enhances trade opportunities. The Board is also charged with finding solutions that lessen the impact of the movement of freight on local communities.

Freight Mobility Strategic Investment Program

Funding Outlook

The Freight Mobility Strategic Investment Board is issuing a call for projects to maintain a six-year list of active projects. The Legislature has approved staggered funding for most of the existing list of FMSIB projects. The Board recognizes that due to the dynamic nature of freight movement, there are emergent infrastructure needs driven by market forces that require evaluation to determine if they should be added to the list of chokepoints within our freight corridors. Since FMSIB funds are committed for the next few biennia, the question of funding additional projects is on a case-by-case basis and remains at the discretion of the Governor and Legislature. Additionally, inclusion on the FMSIB project list may better position your project to compete for partnership funding in the next Federal authorization that is anticipated to include dedicated freight funding. The Board wants to be sure that if the Legislature approves new funds in the future that the FMSIB projects are positioned to be recipients. FMSIB advocates for project funding each year based upon an individual project's ability to proceed to construction.

Board Priorities

Projects must directly improve freight movement and/or mitigate freight movement on communities, not be a secondary beneficiary. Studies will not be considered at this time due to the large unmet backlog of freight construction needs. Only fully completed applications will be considered, partially completed applications will be eliminated from consideration. Project sponsors will be asked to attend a juried review consideration after the initial scoring is completed. Statements indicating project benefits for rail, truck or port operations will need to be supported by endorsement letters from the beneficiary freight mode.

Eligible Lead Agencies

Cities, counties, ports, and WSDOT.

Matching Requirements

A 35 percent match is required by statute and higher matches will improve scores. The Board however has not approved a match amount below 50 percent in the last four calls for projects, and the Legislature favors a higher partnership percentage match to state funds in projects.

Call for Projects

- Call for Projects Initiated April 27, 2009
- Submittals Due June 2, 2009
- Preliminary Selection July 15, 2009
- Project Interviews August 13, 2009
- Final List Adoption September 11, 2009

Project Priority Criteria

Evaluation Criteria

Initial project evaluation will be made on the following criteria.

Freight Mobility for the Project Area **35 points**

Reduce truck, train, or rail car delays	25
Increase capacity for peak truck or train movement	10

Freight Mobility for the Region, State and Nation **35 points**

Importance to regional freight system and regional economy	10
Importance to state freight system and state economy	10
Direct access to ports or international border	10
Provide a corridor/system solution	5

General Mobility **25 points**

Reduce vehicular traffic delay	10
Reduce queuing and backups	7
Reduce delay from use of alternative railroad crossing	5
Address urban principal arterials	3

Safety **20 points**

Reduce railroad crossing accidents	5
Reduce non-railroad crossing accidents	5
Provide emergency vehicle access	5
Close additional related railroad crossings	5

Freight and Economic Value **15 points**

Benefit mainline rail operations	5
Access to key employment areas	5
Support faster freight train movements	5

Environment **20 points**

Non-attainment area	5
Reduce train whistle noise in crossing vicinity	5
Air quality or improved carbon footprint	5
Environmental and other permits/agreements required	5

Partnership **25 points**

Public sector/Private sector participation	20 max
Critical timing of partner investments	5

Consistency with Regional and State Plans **5 points**

Address in regional and/or state-level transportation plan	5
--	---

Cost **10 points**

Cost-effectiveness	7
Degree to which least-cost alternatives are considered	3

Special Issues **8 points**

Address special or unique circumstances	8
---	---