



State of Washington

# Freight Mobility Strategic Investment Board

2002 ACTIVITIES AND RECOMMENDATIONS REPORT





State of Washington

Freight Mobility Strategic Investment Board

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State of Washington

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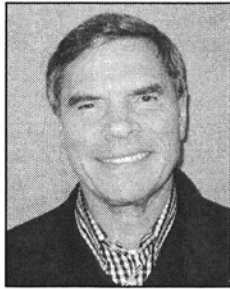
2002 Activities and  
Recommendations Report

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# 2002 Freight Mobility Strategic Investment Board Members

EXECUTIVE SUMMARY



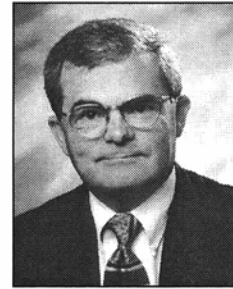
**Dan O'Neal**

*Greenbrier Companies, Inc  
Former ICC Chairman*



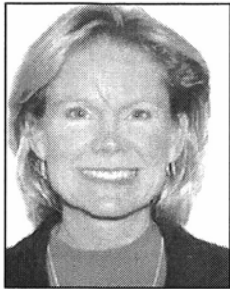
**Pati Otley**

*Director Govt. Affairs BNSF Railway  
Railroad Representative*



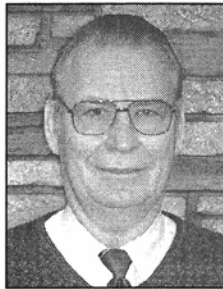
**Jim Toomey**

*Executive Director Port of Pasco  
Port Representative*



**Carol Moser**

*Mayor, Pro-Tem, City of Richland  
City Representative*



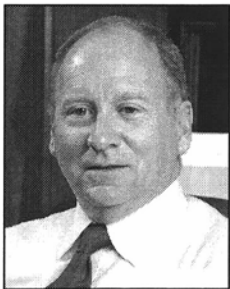
**Don Lemmons**

*President Interstate Wood Products  
Trucking Representative*



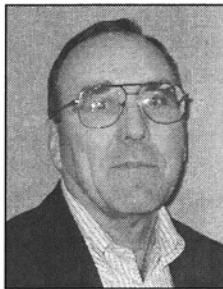
**Dick Marzano**

*Port Commissioner, Port of Tacoma  
Port Representative*



**Mark Asmundsen**

*Mayor, City of Bellingham  
City Representative*



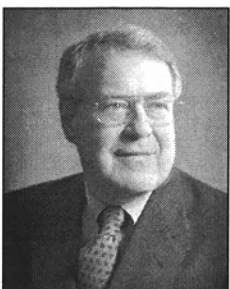
**Cliff Benson**

*Past President, Puget Sound Steamship Operators  
Shipping Representative*



**Julia Patterson**

*King County Councilwoman  
County Representative*



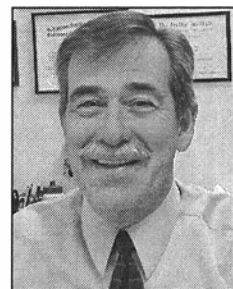
**Doug MacDonald**

*Secretary WSDOT  
Washington State Dept. of Transportation*



**Andrew Johnsen**

*Transportation Policy Advisor  
Governor Locke*



**Ross Kelley**

*Spokane County Engineer  
County Representative*

**Staff:**

**Karen Schmidt**

*Executive Director*

**Sandra Jensen**

*Confidential Secretary*

# Executive Summary

## Mission Statement

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

Washington's economy is very dependent upon trade and reliant on our ability to compete in a global economy. To remain competitive we need to move our products and goods efficiently. The State's economic competitiveness depends on the efficiency of the multimodal transportation system for the movement of freight

The Board will propose policies, projects, corridors and funding to the Legislature to promote strategic investments in a statewide freight mobility transportation system. They will also propose projects that soften the impact of freight movement on local communities.

## Agency goals:

- Optimize freight mobility by reducing barriers on Washington's strategic freight corridors.
- Take leadership role informing the public regarding freight mobility transportation needs and issues.
- Cooperate and coordinate with the public and private transportation partners so that we work together cost effectively.



EXECUTIVE SUMMARY



# Executive Summary

EXECUTIVE SUMMARY

**2002** has been an exciting year full of promise and challenge. The legislature paved the way for new funding by adopting a revenue proposal that included funds for freight mobility projects. Unfortunately, the measure failed at the ballot and funding for many worthwhile projects remains in doubt. The movement of freight has also been impacted by new security requirements, a worldwide economic downturn, labor disputes and new technology requirements. The Freight Mobility Board is pleased however, to present some positive advances through this annual report.

Six more freight improvements have now been completed using existing funds including one project that has been completed using the savings from other projects.

The private sector and Washington State ports continue to voice their support for the work being done by the Freight Mobility Board, and many local governments have also expressed their support for the assistance being provided by the Board and staff. Additionally, the Federal Highway Administration has held up Washington as a model for the nation in creating a successful freight mobility program, and a video presentation, highlighting the Freight Mobility Board was presented to the APEC conference in Manila.

**Grain exports through Lower Columbia River ports will rise by half to about 15.5 million tons by 2020.**

**Wheat exports by Washington growers, barged down the Columbia/Snake Rivers to export elevators should grow at an annual average rate of 2.3% to 6.6 million tons in 2005.**

**Washington Public Ports Association**



The Board has also worked with the newly authorized Freight Mobility Advisory Committee in Oregon and with legislators in California drafting legislation to create their own Freight Mobility Board. With freight planning elevated in all three states, the opportunity to develop seamless NAFTA freight corridors will be greatly improved.

Project funding remains the most critical challenge. The failure of R-51 is a setback for many projects that have been put on hold and for the entire transportation system that needs additional capacity, safety and freight mobility improvements. The Board renews its commitment to work with the Legislature to ensure freight mobility needs are addressed in a new revenue package.

Freight mobility continues to be identified as an important component in developing a healthy economy and has been mentioned by key businesses in our state as a critical element for their companies to be able to compete internationally.

Washington State is becoming more dependent on trade with statistics from the Washington Council for International Trade indicating one in every three jobs in our state is trade related. Washington ranks as the fifth

# Executive Summary

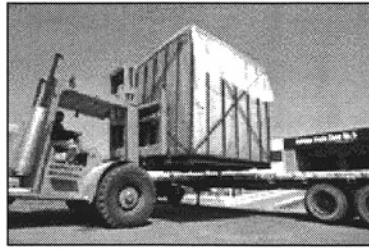
largest exporting state in the U.S., and foreign exports directly and indirectly account for 25% of the state's gross state product.

The Board is looking to the future to determine transportation patterns and needs so that our state will continue to be able to sustain the volumes necessary to support our economy.

Following the Blue Ribbon Commission on Transportation's recommendation, the Freight Mobility Strategic Investment Board has developed measurements that will lead to a benchmark for highway freight and is working on a similar measure for rail freight. The Board received a Federal Grant to purchase the technology necessary for gathering data to support this effort. The committee developing the benchmarks has been broadened to include the private sector, CVISN, UW-TRAC, PSRC, WSDOT and CRAB.\* This multiagency approach will assure the data gathered will be beneficial for other applications as well as for the freight benchmark.

The Board continued to meet in a variety of locations around the state to improve its knowledge about local and regional freight concerns and to familiarize themselves with local projects as well as modal concerns, new innovative programs and changes in cargo flows. By listening to the various regions the Board can ensure that the information is shared with other regions so that planning from one area to the next reflects the long corridor development necessary to improve freight movement.

\* CVISN – Commercial Vehicle Information Systems and Networks  
UW-TRAC – Washington State Transportation Center  
PSRC – Puget Sound Regional Council  
WSDOT – Washington State Department of Transportation  
CRAB – County Road Administration Board



The Board and staff continue to use every opportunity to spread their message that if you care about jobs, you care about freight mobility. Disseminating the facts about freight and the connection to the health of the state's economy is an ongoing responsibility and we continue to seek opportunities to carry our message to broader audiences.

**An integrated transportation system is an essential element in the movement of goods, people and services. Transportation infrastructure is a trade competitiveness issue. Without it, the state will lose business, and people will lose jobs.**

**Washington Council  
on International Trade**

The activities of the Board continue to be carried out by a two person staff in keeping with the Board's desire not to create additional positions but instead to purchase whatever technical assistance it needs from either the private sector or other state agencies, whichever is more cost effective.


This report presents the FMSIB's activities during 2002 and the Board's recommendations to the Governor and 2003 legislature. Meeting minutes recording the FMSIB's activities are available on our website at [www.fmsib.wa.gov](http://www.fmsib.wa.gov).



In 1996, the Legislative Transportation Committee (LTC) designated the Freight Mobility Advisory Committee (FMAC) to analyze the state's freight mobility needs, identify high-priority freight transportation projects, and recommend policy to the legislature. The FMAC recommended that the state take the lead in implementing a freight mobility transportation program that would form funding partnerships among all the interested parties for improvements statewide along strategic freight corridors.

In 1997, the Washington State Department of Transportation (WSDOT) convened the Freight Mobility Project Prioritization Committee (FMPPC) to recommend specific criteria for use in ranking freight mobility projects and established a statewide freight mobility project list.

## Freight Mobility History:

- 
- 1996 – FMAC Designated
  - 1997 – FMPPC Established
  - 1998 – FMSIB Created
  - 1999 – FMSIB Office Opened
  - 2000 – FMSIB Project Scoring Criteria Revised
  - 2001 – First Three FMSIB Projects Completed
  - 2002 – Development of Benchmark Standard Initiated

In 1998, the legislature created Chapter 47.06A RCW Freight Mobility, which established a state freight mobility policy and also the Freight Mobility Strategic Investment Board (FMSIB) for the purpose of reviewing, prioritizing, and recommending freight mobility transportation projects that are of strategic importance to the State of Washington.

The 12-member FMSIB includes representatives from cities, counties, ports, railroads, steamship operators, the trucking industry, the Governor's office, the Secretary of the Department of Transportation, and a public member. The Board is required to provide periodic progress reports on its activities to the Office of Financial Management and the Legislative Transportation Committee.

The Board opened an independent office in 1999 to represent freight needs without regard to jurisdiction. It hired an Executive Director and Secretary to work directly with project partners, plan and execute board meetings, retreats and coordinate with the legislature, Governor's office, and others interested freight mobility.

The Board was directed to solicit proposed freight mobility projects from public entities that meet the eligibility criteria summarized as follows:

- The project must be on a strategic freight corridor;
- The project must meet one of the following conditions:
  1. It is primarily aimed at reducing identified barriers to freight movement with only incidental benefits to general or personal mobility;
  2. It is primarily aimed at increasing capacity of the movement of freight with only incidental benefits to general or personal mobility; or
  3. It is primarily aimed at mitigating the impacts on communities of increasing freight movement, including roadway/railway conflicts; and
- The project must have a total public benefit/total public cost ratio of equal to or greater than one.

Chapter 47.06A RCW charged the FMSIB to evaluate and rank eligible freight mobility and freight mitigation



# History of FMSIB

HISTORY

projects by using the multi-criteria analysis and scoring framework developed by the FMPPC.

In addition, the FMSIB was directed to leverage the most partnership funding possible and give priority ranking to projects with the highest level of non-program funding. Furthermore, the legislation allows the Board to supplement and refine the priority criteria when they have gained expertise and experience in administering the freight mobility program. The Board refined the original criteria in 2000.

By applying these conditions to the projects submitted, in 1998, FMSIB recommended to the legislature a list of prioritized freight mobility projects with a total value of \$1.23 billion. This recommendation leveraged a state investment of approximately \$472 million, with almost \$760 million in partnership funding.

Passage of Initiative 695 in 1999 eliminated all dedicated funding for the freight projects previously approved by the legislature. Funding for 13 of the 33 projects was reinstated by the 2000 legislature. The Board issued their first “call for projects” and selected 19 additional projects out of 52 applications.

In 2002 the Board developed benchmark standards and created a multiagency steering committee to assure that the applications would provide meaningful data to a broad range of other agencies as well as FMSIB.

All the Freight Mobility projects funded by the 2000 legislature are either completed and open to the traveling public, or are currently under construction.



*Longview ribbon cutting with Congressman Brian Baird and Representatives Mark Doumit and Ed Orcutt.*

# Project Status

PROJECT STATUS

In 2002, FMSIB saw the completion of six additional projects with six other projects in various stages of construction. The project sponsors have worked hard to keep their projects on schedule—and either on budget or under budget.

While phase 1, the Atlantic Street eastbound ramp of the SR-519 Intermodal Access project is proceeding, the second half of the project has been delayed due to design disagreements between the sports stadiums and the sponsor (WSDOT). The stadiums do not want the second phase to proceed, which calls for grade separating Royal Brougham and providing a westbound connection from I-5 and I-405. WSDOT Secretary Doug MacDonald, has kept the board updated on attempts to resolve the dispute.

The Port of Kalama needed to proceed with their project this year or potentially lose funding from a major customer. While FMSIB had no funds available for their

commitment, the Board authorized the project to proceed in the hope that the legislature would reimburse the project at a later date for the FMSIB funds anticipated. The port is using funds intended for another purpose to assure construction completion.

A number of projects have all of their permitting, right-of-way acquisition and partnership funding secure and are ready to proceed to advertisement this spring with construction beginning by summer. The only piece missing is the FMSIB share of project costs. If FMSIB funding is not provided for these projects, some of the partnership money is in jeopardy and may be withdrawn. Additionally, everything that has been expended to get the project to the current position may also be lost. (permits, engineering, etc.)

Many of the projects have been able to proceed quickly by using the FMSIB funds to match federal dollars and as payment for early project construction costs.

## FUNDED FMSIB PROJECT UPDATE

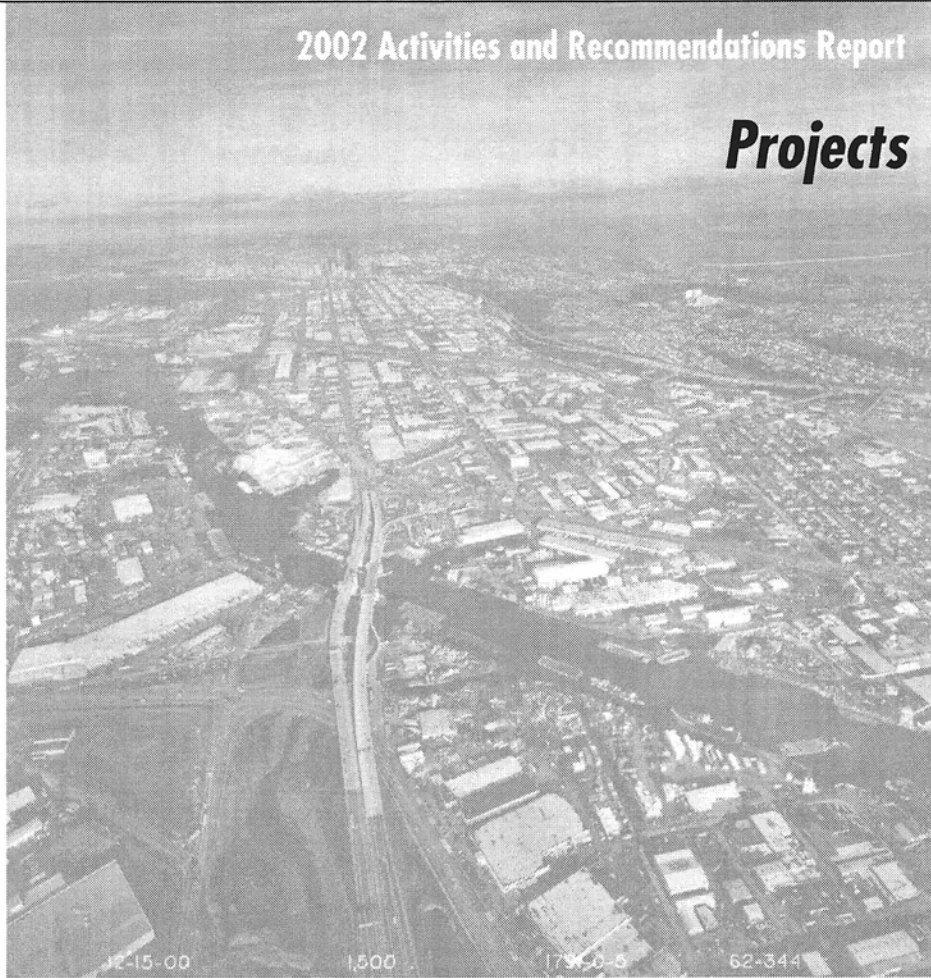
Rank	Agency	Region	Project Name	Status
(see legend)				
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)	under construction
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd. Grade Separation	Completed
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	Completed
8	Kelso	WW	Allen Street Bridge Replacement	Completed
9	Port of Everett	PS-F	California St. Overcrossing/ Port of Everett	Completed
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 1)	under construction
12	Union Gap	EW	Valley Mall Blvd. Extension	under construction
14	Auburn	PS-F	South 277th St. (BNSF & UPSP)	Completed
16	Prosser	EW	Wine Country Rd. (Phase 1/2/3)	under construction
19	Auburn	PS-F	3rd St. SW/BNSF	Completed
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	under construction
23	Tukwila	PS-F	S. 180th St. Grade Separation	under construction
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	Completed
30	WSDOT	PS	SR 18 Weyerhaeuser Way to SR 167 Truck Lane	Completed
H	Longview	WW	SR 432 Short Term Improvement/3rd Ave Off Ramp	Completed

State of Washington

**Freight Mobility  
Strategic Investment Board**

2002 Activities and Recommendations Report

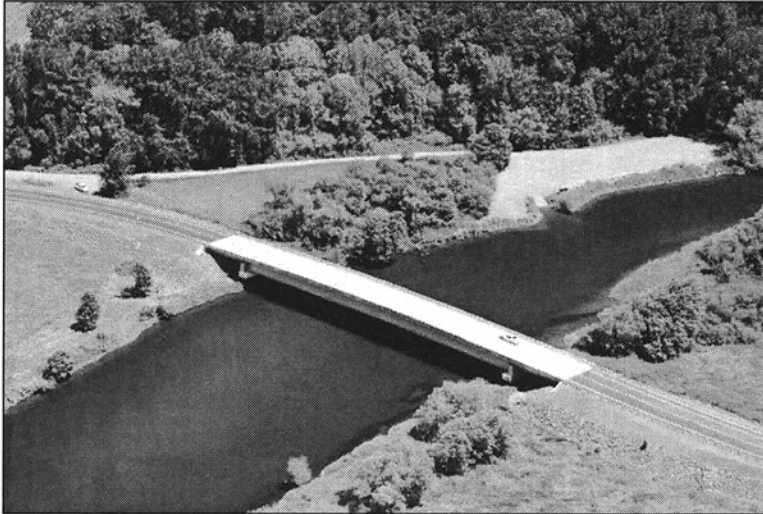
***Projects***





## Projects Completed - Barriers Eliminated

Five projects funded by the 2000 legislature were completed this year, plus an additional project funded from money saved from the completion of one of the other freight projects.



### Industrial Park Bridge, Port of Kalama

Project will provide better traffic flow to from and within the port, and improved “off I-5” traffic travel between port property on both sides of the river.

### 3<sup>rd</sup> Street, Auburn

Grade separation of road and rail traffic in Auburn also improving emergency vehicle response for local citizens.



### Fibre Way, Longview

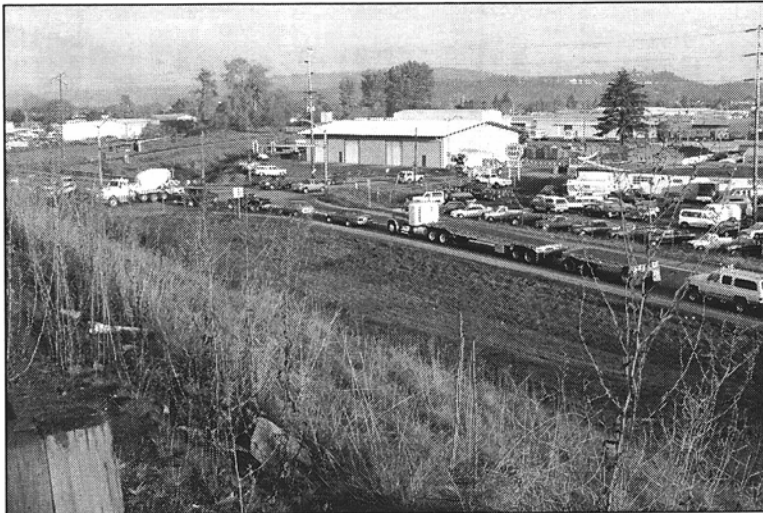
Elimination of 3 at-grade crossings on SR 432 connecting Longview and Kelso to I-5. State wheat arrives by barge and rail, as do other dry bulk products.

# 2002 Project Status

## Projects Completed – Barriers Removed

### S. 277<sup>th</sup>, Kent

Phase 2 of corridor development to improve flow of freight from the area's 30 million square feet of warehouse space. Grade separation of both the BNSF and UP rail lines.



### SR 432-3<sup>rd</sup> Ave Off-ramp, Longview

Elimination of chokepoint causing trucks on the off ramp to back up onto SR 432. Project was developed with local truckers to find the most cost effective solution. Project was constructed with surplus funds from another freight project that was completed under bid.

### California St, Everett

The new alignment provides better truck access into and out of the Port of Everett by constructing a grade separation. The project also closes 3 other at-grade crossings improving safety in the area.



*Projected look of new California Street improvement.*

ACTIVITIES

# Project 1 - SR 519 Grade Separation (Phase I) (FAST)

**Under Construction**

## LEAD

WSDOT

## PARTNERS

WSDOT

City of Seattle

King County

Port of Seattle

King County

BNSF

TEA 21 (High Priority)

Public Facility District

PSRC

TEA 21 (FAST)

## ADDITIONAL BENEFICIARIES

Sound Transit

Inter-city Rail (Talgo) (3.2M riders per year anticipated)

Duwamish/Mfg & Industrial (750,000 psgrs. in '97)

(Nearly 2000 businesses and 87,000 jobs in area)

## NON ATTAINMENT AREA

Air quality improvements.

## SAFETY

Removes risks of rail and vehicular accidents by elimination of at grade crossings on Royal Brougham and Atlantic Ave.

## COST EFFECTIVENESS

1.58 hours saved per day per million dollars invested

Truck delay  
215 hours per day

All vehicle delay  
2,383 hours per day

In this one location, more cars, trucks and trains physically cross each other than anywhere else in the state. This project increases the ability to move freight by all these modes and improves competitiveness for the states agriculture, manufacturing communities as well as improving the port's ability to compete. (1995 - \$38 Billion in trade passed through the Port of Seattle. Additionally, export advantage is lost for Washington businesses statewide if empty containers are shipped back to Asia via non Washington Ports.)

The project will be constructed in phases beginning with the Atlantic Street connection to I-5/I-90 followed by the Royal Brougham Overcrossing from I-5/I-90. Surface street improvements are also to be built by the City of Seattle. When completed, Atlantic Street will provide one way access eastbound from Alaska Way to the freeways and Royal Brougham will provide Westbound access without any road/rail conflicts.



\*Data for each project is provided by Project Lead



# Project 11 - 41st Street Over crossing/Riverfront Parkway (Phase I)

**Under Construction**

**LEAD**

City of Everett

**PARTNERS**

City of Everett  
BNSF  
TEA 21

**ADDITIONAL BENEFICIARIES**

Port of Seattle  
Port of Tacoma  
Sound Transit  
Snohomish Co.  
WSDOT

**SAFETY**

There have been 16 accidents in the project location in the most recent 3-year period. Elimination of at grade crossings will improve safety.

The new 41st St. over crossing will become the emergency route to the industrial redevelopment area.

**COST EFFECTIVENESS**

2.12 hours saved per day per million dollars invested

Truck delay  
2.5 hours per day

All vehicle delay  
28.64 hours per day

The project will build a grade separation at 41st St. and close two at grade rail crossings at 36th Street and Lowell-Snohomish River Rd. All three crossings are on the BNSF mainline. It will also provide direct vehicle and truck access from I-5 to a large industrial redevelopment area. When this project is completed, closing two at grade crossings, combined with the Pacific Avenue grade separation project being built by Sound Transit, all mainline at grade crossings in Everett will be eliminated. The new route is expected to divert some traffic off the congested Hwy 2 trestle and relieve traffic impacts on the local Lowell neighborhood.

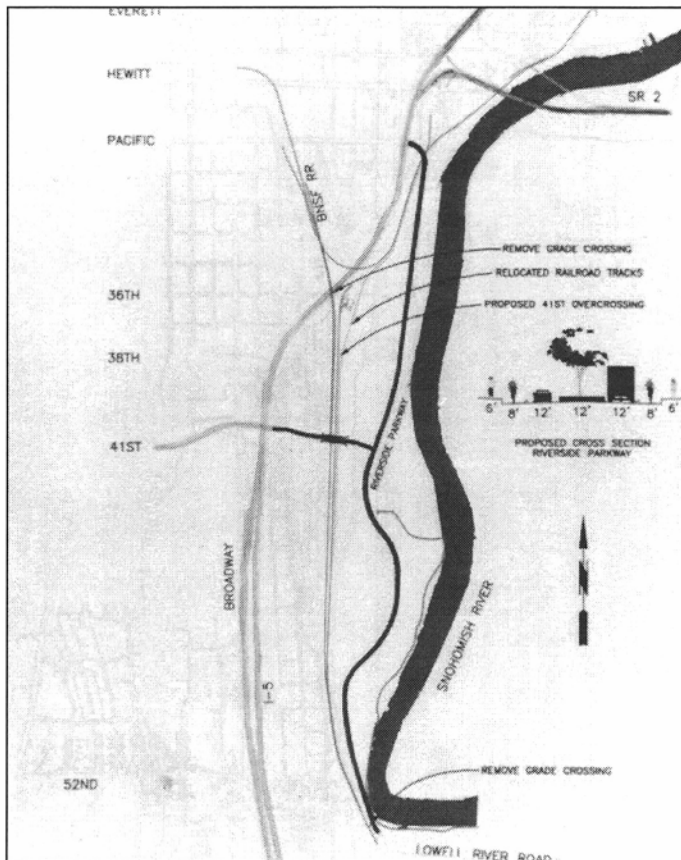
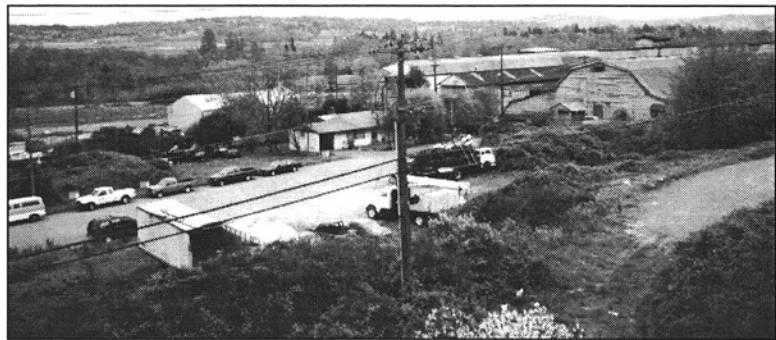


Diagram of project.

\*Data for each project is provided by Project Lead

# Project 12 - Valley Mall Boulevard

**Under Construction**

## **LEAD**

*City of Union Gap*

## **PARTNERS**

*City of Union Gap*

*City of Yakima*

*Yakima County*

*TIB*

*Yakima COG*

*C.E.R.B.*

*Pacific Corp*

*WSDOT*

*Yakima Air Terminal*

*F.A.A.*

## **ADDITIONAL BENEFICIARIES**

*Sun Transit*

*UPSP*

*BNSF*

## **NON ATTAINMENT AREA**

*Yes*

## **SAFETY**

*Will become the principle emergency vehicle route from south I-82 and the south Yakima metropolitan area to regional hospitals and the airport.*

*Eliminates the need for freight traffic to use a corridor that fronts an elementary school and public library.*

## **COST EFFECTIVENESS**

**429.5 hours saved per day per million dollars invested**

*Truck delay*

*4080 hours per day*

*All vehicle delay*

*40,800 hours per day*

*\*Data for each project is provided by Project Lead*

This project will create the only grade separated crossing in the south Yakima metropolitan area and is part of the Yakima Rail Separation Corridor. Among the project goals are to reduce interstate traffic and accidents on local streets by increasing capacity and access to I-82 on Valley Mall Blvd, developing a direct gateway to the Yakima Air Terminal for both freight and passenger movement, and allow development of commercial and industrially zoned land. The project will allow the Yakima Air Terminal to develop the necessary infrastructure to support trade related activities such as expanded air cargo services, warehouse storage facilities, industrial parks and foreign trade zone assembly at the airport.



# Project 16 - Wine Country Road

**Under Construction**

## **LEAD**

*City of Prosser*

## **PARTNERS**

*City of Prosser  
Benton County  
Port of Benton  
WSDOT  
ISTEA  
TEA 21 (REV)  
Hogue Cellars  
Regency Development  
TIB  
TEA 21  
Milne Fruit  
Kenyon Zero Storage  
WA Frontier Juice  
Tree Top  
Hall Chevrolet  
Les Schwab Tires  
Tom Denchel Ford  
Bleyhl Farm Services*

## **ADDITIONAL BENEFICIARIES**

*Ben Franklin Transit  
Chukkar Cherries  
Prosser Public Schools*

## **SAFETY**

*Numerous accidents have taken place due to lack of a left turn lane and poor geometry at 3 intersections. The Prosser Fire Station is on Wine Country Road.*

## **COST EFFECTIVENESS**

**12.18 hours saved per day per million dollars invested**

*Truck delay  
130.2 hours per day*

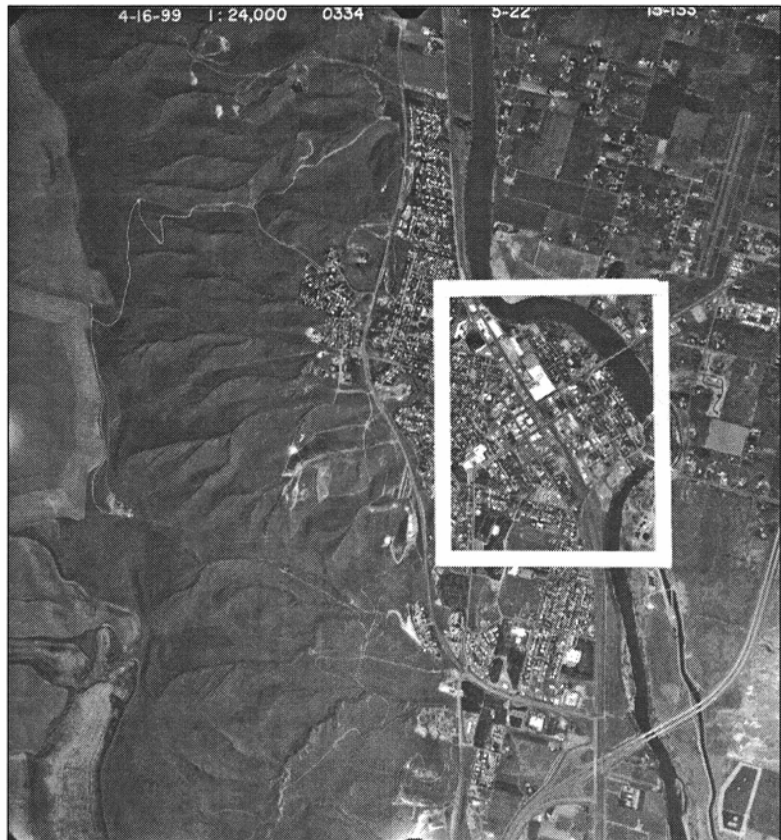
*All vehicle delay  
1416 hours per day*

*\*Data for each project is provided by Project Lead*

The project will improve access to the Port of Benton, the Prosser Airport and the East Prosser Industrial Park. The project will be constructed in phases.

The 1st phase will improve the roadway by creating a turn lane, improved lighting, realignment of three of the intersections, and installation of a traffic signal at the busy Sixth St. intersection.

During phases two and three, a new bridge will be built over the Yakima River that will be wider to accommodate larger vehicles, and the BNSF undercrossing will be reconstructed to increase width and vehicle height clearance.



# Project 22 – 8th St East BNSF Grade Separation (FAST)

**Under Construction**

## **LEAD**

*Pierce County*

## **PARTNERS**

*Pierce County  
Terrace View Developers  
TEA 21 (STP)  
Port of Tacoma  
Evergreen/Tucci Partnership  
TIB  
BNSF  
TEA 21 (1118)*

## **ADDITIONAL BENEFICIARIES**

*City of Sumner  
City of Auburn  
Sound Transit  
City of Bonney Lake*

## **SAFETY**

*There have been 20 accidents in a three year period at the project location.*

## **COST EFFECTIVENESS**

*.0196 hours saved per day per million dollars invested*

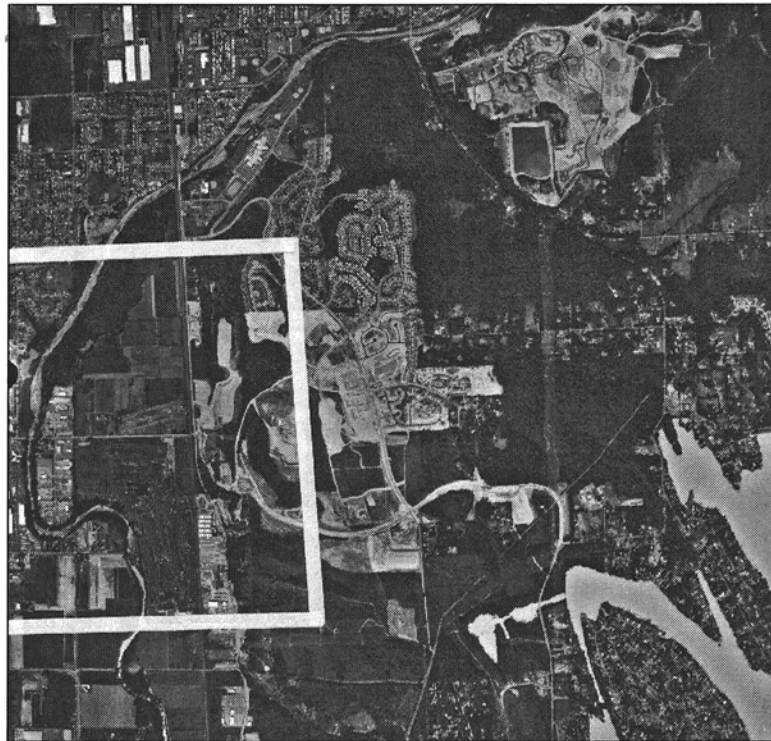
*Truck Delay  
.196 hours per day*

*All vehicle delay  
1.31 hours per day*

**T**his FAST Corridor project continues to improve rail movement on the north south BNSF tracks by removing a bottleneck. The project is a grade separation over the BNSF Mainline and over East Valley Highway. The 8th St/East Valley Highway Intersection will be eliminated. Truck movement to the Port and elsewhere will also be improved on 8th St. East which is a T-1 truck route.

Pierce County identifies this project as a "Premier Priority Project", a "Key Truck Route" in their Comprehensive Plan.

This project is part of the Lake Tapps Parkway Corridor project. This \$35M corridor will connect Lake Tapps to SR 167. The development that is taking place in the area is expected to retain and create 2000-4000 new jobs.



*\*Data for each project is provided by Project Lead*



# Project 23 - S. 180th Street Grade Separation (FAST)

**Under Construction**

## **LEAD**

*City of Tukwila*

## **PARTNERS**

*City of Tukwila*

*TIB*

*TEA 21*

*BNSF*

*UPSP*

*Port of Seattle*

*Port of Tacoma*

*City of Renton*

*King County*

## **ADDITIONAL BENEFICIARIES**

*Sound Transit*

*Amtrak*

## **SAFETY**

*Vehicle safety will be improved over the current at grade crossing.*

## **COST EFFECTIVENESS**

*.3 hours saved per day per million dollars invested*

*Truck delay*

*3.6 hours per day*

*All vehicle delay*

*42.6 hours per day*

The project has been in the planning and development stage for more than six years. This is a principal arterial for East/West traffic in the Tukwila, Renton, and Kent area. The existing 4 lane route is a central corridor to SR 167 and SR18. It is also the only major crossing of the railroad tracks for three and a half miles between I-405 and S. 212th St. and carries traffic volumes in excess of 33,000 vehicles per day. The rail lines are heavily used for both freight and passenger rail movements with more than 60 trains per day. Sound Transit and Amtrak also use these lines.

The project will construct a grade separation under both the Burlington Northern and Union Pacific tracks to avoid the conflicts inherent in a street level crossing. There is a proposed train speed increase in this area after the project is completed.



*\*Data for each project is provided by Project Lead*



## Projects and Facts



The largest of the post-Panamax vessels coming into Puget Sound carries around 4,000 40-foot containers. A standard "unit train" transports about 220 containers, so one ship would comprise 12 to 13 trains with each train about one and three-quarter miles long.



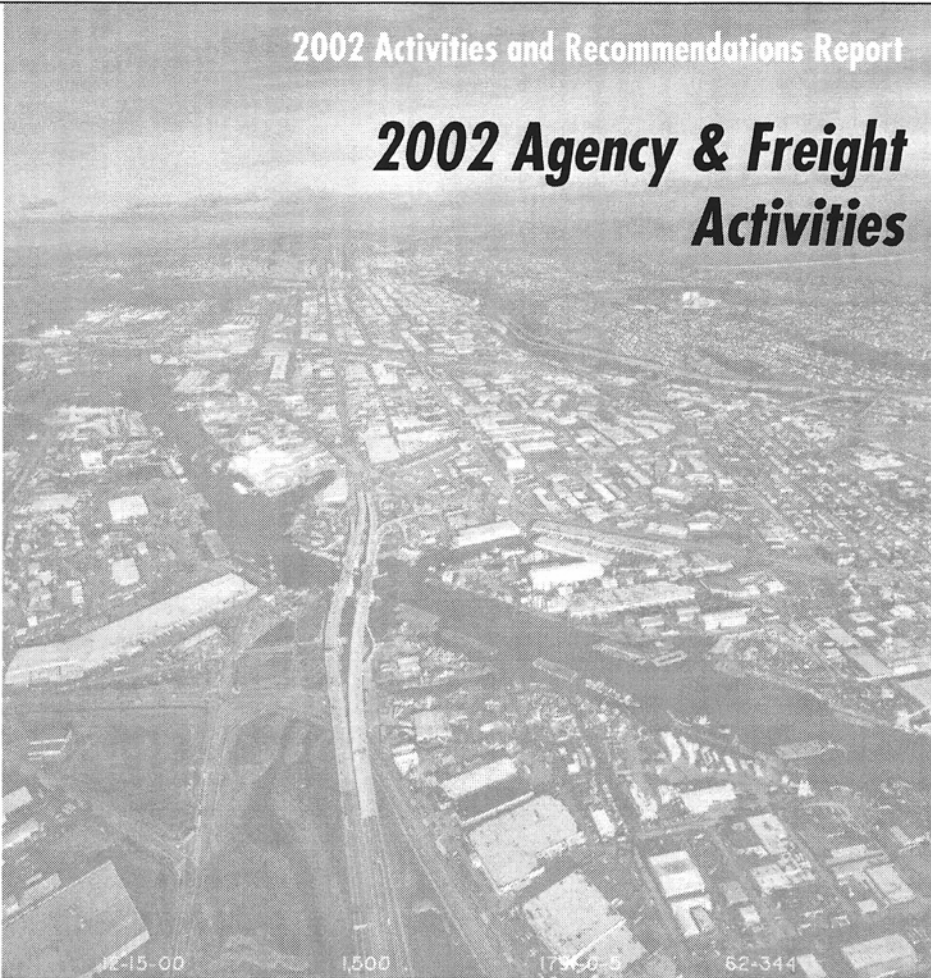
Photo courtesy of Don Wilson - Port of Seattle.

State of Washington

# Freight Mobility Strategic Investment Board

2002 Activities and Recommendations Report

## ***2002 Agency & Freight Activities***



12-15-00 1,500 17500-5 62-344

ACTIVITIES

# 2002 Agency & Freight Activities

## ACTIVITIES

### Outreach

**B**oard members committed considerable personal time to meet with state policymakers explaining how the agency is improving freight mobility statewide. The Board has also met on numerous occasions with our Congressional legislators to encourage continued investment in freight mobility solutions, and the director joined Senator Patty Murray on a panel hosted by the Washington Council on International Trade entitled the Senators Conference – Freight, Jobs and Gridlock. Board member Dick Marzano also participated in the forum. Board members are also active at the local level with three members encouraging freight planning through regional organizations- Carol Moser (Benton-Franklin), Cliff Benson (PSRC) and Ross Kelley (Spokane). The board continues to work with other regional organizations to develop plans that are complementary to freight needs.

The Board continued their statewide outreach efforts by conducting meetings in Olympia, Vancouver USA, Moses Lake, Tacoma, Spokane and Bellevue in 2001 and meeting with local freight interests, ports and local governments involved in freight movements. Working with diverse groups statewide provides opportunities to blend regional solutions, understand changing patterns and share successful local efforts that may be applicable elsewhere in the state.

Freight mobility and the success of the legislatively created Freight Mobility Strategic Investment Board were highlighted in a video presented to the 2002 APEC conference held in Manila. The Federal Highway Administration also produced a video describing model freight programs nationwide and included FMSIB as an exemplary program along with similar programs in Florida, Chicago and Pennsylvania.

The premier edition of the Association of Washington Business magazine featured a question and answer section on freight with the Freight Board director, and Senator Mary Margaret Haugen provided the agency with an opportunity to explain the program and answer committee member's questions. The Senate hearing also included testimony on freight needs with a private sector/port panel that included board members Dan O'Neal, Don Lemmons and Pati Otley.



*Chairman Mary Margaret Haugen and Senator Karen Kaiser hear about freight challenges from FMSIB Director Schmidt.*

Working with the Discovery Institute, FMSIB board members and staff presented a program focusing on the importance of freight mobility to the economy for Lloyd Jones the Chief of Staff for the House Transportation Committee during a state visit. The board made a presentation and numerous freight mobility recommendations to the Governor's TEA-21 reauthorization committee, chaired by Andrew Johnsen, that were included in the final recommendation.

**"... a statewide coalition of Davis Administration, state legislative representatives, regional, local and private stakeholders should be created, modeled similar to the Washington State's Freight Mobility Strategic Investment Board (FMSIB)."**

**California Global Gateway  
Development Program Report**



# 2002 Agency & Freight Activities

FMSIB has been working with the state of California where they are developing a program similar to ours called the Global Gateways Development Program and with the newly created Oregon Freight Advisory Committee to coordinate efforts to support strategic freight projects on both sides of the Columbia River. The opportunities for Washington, Oregon and California to develop seamless NAFTA corridors for freight as well as complementary policies for APEC freight flows would be possible through the multi-state coordination.

## **www.fmsib.wa.gov**

The Freight Board maintains a web site with assistance provided through an agreement with the County Road Administration Board (CRAB). A list of contact numbers for board members, meetings, project information and tips for getting through the SODO and Duwamish Industrial areas are included on the site as well as other helpful links.

## **Benchmark**

The Blue Ribbon Committee on Transportation recommended that the Freight Mobility Board develop a Benchmark for freight with private sector input. The board convened a committee to create a benchmark and has been working throughout the year on the measures, indicators and data gathering requirements. The board's benchmark committee, chaired by Cliff Benson has now been expanded to include truckers, railroad representatives, TRAC at the University of Washington, CVISN, WSDOT, CRAB and PSRC. The goal is to not only create a measurement for freight, but to have measuring devices that are compatible with the existing technology, and can also provide data to other state and local government agencies. No other state has a

benchmark for freight and it is hoped that the standard developed here will be a model for other states. A funding request for the necessary IT technology was approved by the Federal Highway Administration and the necessary equipment has been ordered.

## **Project Selection**

Efforts to keep projects moving using available funds resulted in using surplus funds from one freight project to construct another project. A policy on procedure dealing with surplus funds was also developed through this process.

Through the cooperation of FMSIB and the FAST corridor, the project selection application developed by FMSIB was adopted by FAST allowing applicants to use one application to request selection for either program thus eliminating an unnecessary duplication of effort.

Following the encouragement from a number of partners, the Board issued a call for projects to allow continued project development to commence. While projects were advised that there was no funding available at this time and no future funding assured, we still received 25 applications to review and score. Seven of the projects were from WSDOT and the remaining applications were from local governments and ports. Project development takes many years and if projects have received FMSIB designation as a recommended freight project, sponsors have indicated that it helps in attracting other funding partners. The Board will receive the project recommendations from Jim Toomey at the full Board meeting in January 2003 and the projects selected will be added to the existing list to maintain a six-year list of FMSIB projects.

## Looking to the Future

A 2003-05 budget was developed under a current law scenario and additional provisions were added in there was new revenue.

The Board strongly supports the continued work of developing statewide freight data through the Strategic Freight Transportation Analysis (SFTA) project currently underway at WSU (see page 29).

The Board supported and continues to work with WSDOT to resolve the disputes on the future of the SR-519 project that have been raised by the Mariners and Seahawks. While phase 1, the eastbound ramp to I-5 and I-90 is currently under construction, phase 2 the westbound ramp down Royal Brougham is being challenged by two sports teams that signed the original agreement allowing construction of both Atlantic Street and Royal Brougham to proceed.

The Board is working with the "Bridge the Valley" project sponsors in Spokane as they develop an ambitious plan, along with counterparts in Idaho to combine the Union Pacific and BNSF onto one set of tracks, and either grade separate or close the remaining at-grade crossings.

A concept to build an intermodal terminal at the Port of Quincy is being developed which could, in the future, relieve some of the problems associated with building intermodal trains in highly populated areas. For the project to be viable, the major railroads will need to see sufficient volumes to support their participation however.

The failure of a new funding package has placed a number of projects in jeopardy of losing partnership

funding and has created the only obstacle for the projects to proceed during this construction season.

This year we welcomed some new voices on our board. The retirement of two of our members created vacancies that Governor Locke filled by appointing Bellingham Mayor Mark Asmundsen and King County Council woman Julia Patterson to represent Western Washington cities and counties on the Board.

## From a Port and Private Perspective

The downturn in the local and international economy, increased security requirements, a cargo strike, and stiff competition from other ports have created a challenge for Washington's ports moving freight on and off our shores this year. New technology will have to be coupled with improved infrastructure to meet the challenge of moving cargo safely with wider ships carrying more containers that cannot be moved efficiently with existing cranes and older equipment. These port upgrades will require complementary improvements to the freight delivery system off of port property to realize the goal of moving freight quicker, faster, cheaper. Despite a rocky beginning in early 2002, the ports of Seattle/Tacoma are positioning themselves to remain competitive and meet these new challenges.

"In the next 5 years, the Port of Tacoma anticipates one new steamship line customer will start to call Tacoma. Three of the Port's existing customer will expand their services. Taken together, these additions will result in the Port's container business growing 40% over the next five years."

The Port of Seattle is engaged in broad strategic planning about the future look of the harbor and the most beneficial use of valuable waterfront properties.



# 2002 Agency & Freight Activities

More than a half-billion dollars of terminal improvements in the southern harbor area over the last few years have increased container shipping acreage from 353 acres to 530 acres and expanded capacity by more than 50 percent. By late 2002, container volume ran nearly 8 percent higher than the previous year. Overall competitiveness, however, remains enormously dependent on investments by the state and other general governments in transportation infrastructure to accommodate growing freight mobility needs.

## Improvements targeted by truck and rail interests

The Board began direct outreach efforts this year with the two mainline railroads serving Washington State and the trucking community to determine what they

viewed as necessary improvements to handle the anticipated doubling of freight in the next 20 years. The result has been the creation of a partial list of chokepoints in the state and identification of weak links that must be addressed if freight flows are to move efficiently.

Communities around the state will also benefit from seeing these improvements so that local traffic and emergency response capabilities are not compromised by heavier truck movements or mile long trains closing cross streets. The efforts to work with the private sector freight delivery system will continue so Washington can be assured that investments made in the freight system are complementary with improvements being made by the private sector.

ACTIVITIES



## Some Identified Rail Needs

- ✓ Grade separations and closures at Lander and through the Green River Valley.
- ✓ Construction of sidings on Stampede Pass.
- ✓ Implementation of CTC on the entire Stampede Pass corridor.
- ✓ Improved road and rail access to Union Pacific ARGO yard.
- ✓ Seattle International Gateway (SIG) intermodal connections with Port of Seattle Terminals 5 and 18.
- ✓ Assistance to Spokane County for Geiger Spur upgrade needed to preserve local economic development and connect with Palouse River and Coulee City line.



## *Some Examples of Truck Mobility Problems*

### **I-405**

*SB 405 Exit to SB 167 - concern for turn radius of flyover.*

*NB 405 in Downtown Bellevue area - merge of oncoming NE 8th/outgoing 520 traffic.*

### **I-90**

*EB I-90 - Exit 17 (Issaquah) - Backs up onto freeway because of immediate stoplight on SR 900, then Gilman Rd.*

### **I-5**

*NB I-5 to EB 512 - radius of ramp, length of on-ramp.*

*NB I-5 Exit to NB 405 - radius of ramp.*

*SB 405 to SB 5 - ramp radius too tight.*

### **SR 167**

*NB 167 to NB 405 - Need longer on-ramp.*

*SB 167 - 277th - By Smith Dairy - Stop light at exit backs up traffic.*

### **SR 512**

*EB 512 - Pacific Ave exit - backs up onto freeway. Extend the off-ramp. Synchronize lights.*

*EB and WB 512 - Canyon Road exit - Extend off-ramp East Bound. West Bound - add additional left turn lane. Synchronize lights*

### **SR 18**

*EB 18 to SB 167 - direct connection needed.*

*NB 167 to WB 18 - direct connection needed.*

### **I-82**

*Yakima area - Rudkin Rd exit off of EB I-82 - Put in exit directly onto Rudkin Road just south of Nob Hill.*

Washington State handles over \$103 Billion in trade annually (\$36 Billion are state originated exports).

Washington Public Ports Association

### 2003 Goals

1. *Continue to emphasize the importance of freight to the economy and the board's strategic role.*
2. *Intensify the Board's outreach and communication efforts throughout the state.*
3. *Continue to assist project sponsors and provide project oversight for the current list of FMSIB selected projects.*
4. *Encourage investment in freight projects by the legislature and our congressional delegation.*
5. *The Board members will offer their knowledge and insights to assist policy makers in Olympia and Washington D.C. when weighing freight mobility options.*
6. *Work through SFTA to develop solid data on freight movement.*
7. *Continue efforts creating a multi-agency benchmark standard for freight movement.*

Freight projects require ongoing funding for corridor development and to attract leveraged dollars through the creation of partnerships. We look to the legislature to provide the resources to solve our state's freight transportation needs that will in turn help existing businesses compete globally and attract new businesses to locate on our state's freight corridors.

*"There's a lot at stake in this Global game and we've got to step up and meet the challenge. We must send a clear signal that Washington State is not only open for business, but we are going after it - keeping and growing the jobs we already have and attracting new ones."*

Governor Gary Locke



Photo courtesy of Don Wilson - Port of Seattle.



## 2002 Agency Partnerships

# PARTNERSHIPS

While private public partnerships are a key to the success of many of our projects, the partnership and cooperation between agencies is also critical. The FMSIB works closely with CRAB, TIB, and WSDOT who are also partners in some of the freight projects we support. Priorities like congestion relief are important to both FMSIB and TIB projects and when FMSIB lost project funding after passage of I-695, the two agencies worked together to find funding that would keep the projects on schedule.

Many projects are designed to solve multiple problems like freight movement, safety and roadway geometrics so TIB and FMSIB may both support the same project but for different reasons. In these cases, TIB and FMSIB coordinate efforts on the projects to assure cost effective solutions.



Board members Pati Otley, Julia Patterson and Dan O'Neal at the dedication of the South 277th Street grade-separation.



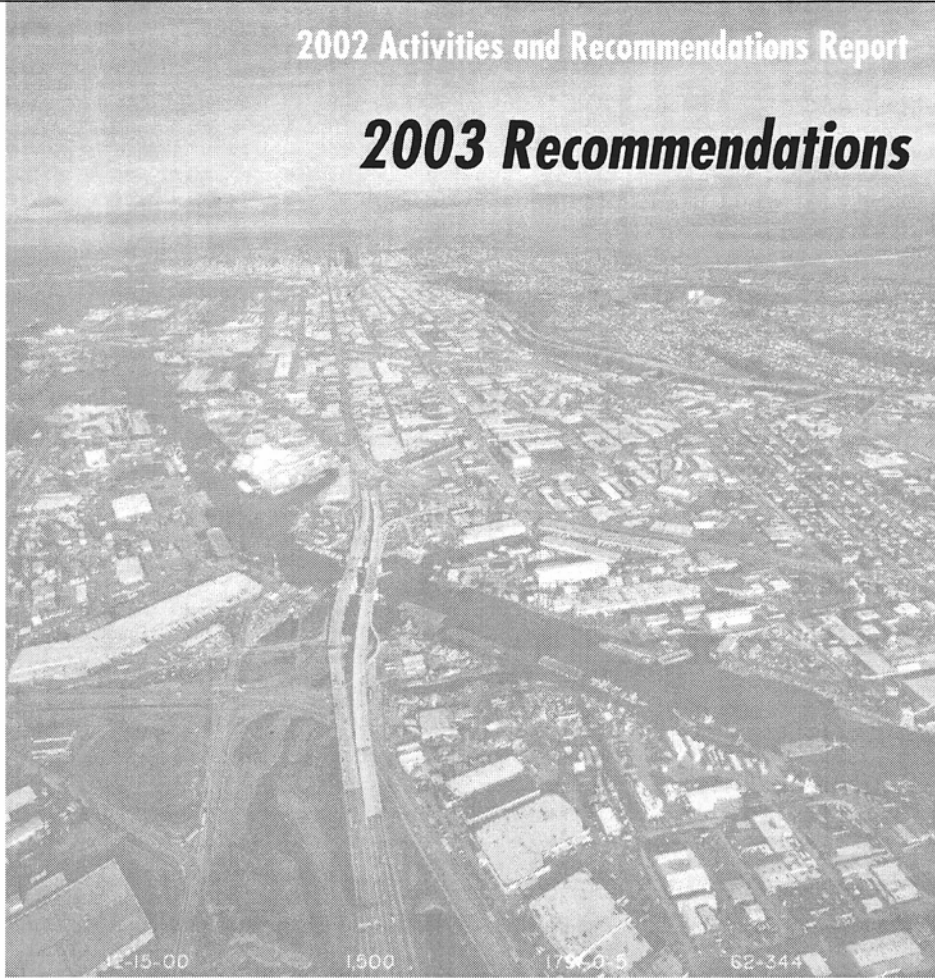
Trucks rumble across the totally grade separated South 277th Street at the dedication festivities.

State of Washington

# Freight Mobility Strategic Investment Board

2002 Activities and Recommendations Report

## ***2003 Recommendations***



RECOMMENDATIONS



## Fund 2003-05 Project List

The Board understands the difficult situation that exists for transportation funding in light of the failure of R-51, however the Board encourages the state's leaders to put a package together that provides funding to address, at a minimum, the projects that are needed to retain jobs and keep Washington's commerce moving. The economy of the state will suffer if transportation improvements are not made. The list of projects that we are recommending to you that need funding in this biennium accompanies this report. Some of the projects need immediate funding or they will miss this year's construction season. The remaining projects are nearly ready to begin construction but do not have the same urgency as the first list.

### Immediate Action Needed

There are four projects that only lack the FMSIB share of project costs but cannot proceed until the funding is secured. We fear that partnership dollars will be lost and dollars previously spent developing the engineering and permitting for projects will have been wasted unless

funding is provided soon. Consider either passing a revenue package early in the session or authorize projects that are ready to go to construction in a supplemental budget so they can advertise and begin construction this summer.

**THE POLICY ADOPTED IN CHAPTER 47.06A RCW READS:**

"Limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost effectiveness, yield a return on the state's investment, require complementary investments by public and private interests and solve regional freight mobility problems. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources including federal, county, city, port district and private capital."

## Projects Requiring Immediate Assistance

Rank	Agency	Region	Project Name	Original Cost	Current Cost	FMSIB Share
		(see legend)		(\$ millions)	(\$ millions)	(\$ millions)
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	8.35	5.18
18	Tacoma	PS-F	D St. Grade Separation	22.50	28.16	9.15
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	15.00	6.00
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	2.50	1.25
<b>Totals</b>				<b>47.97</b>	<b>54.01</b>	<b>21.58</b>

# 2003 Recommendations

## Strategic Freight Transportation Analysis (SFTA) Phase 2

To assure that freight transportation dollars are being committed to the most critical needs requires accurate, current data. New and increased NAFTA, regional, and intercounty freight flows are coming through border ports and using the state's transportation system in significantly increasing volumes. Increased congestion in the major transportation corridors are causing delays and traffic shifts to other routes and new maritime ship sizes cause instantaneous congestion at our ports and the highways serving those ports. New larger rail cars put stress on the rail system and present new challenges for shortline railroads that serve much of the state's agriculture and forest products industries. The desire for economic development in all parts of the state, not just the urban areas, means new investments may be needed, and current, accurate information to guide these investments is essential.

Phase one has provided much needed information indicating current freight movement and trends. The second phase will build on this data to provide more critical information for both planners and policymakers at the state and local level. In addition, the second

phase will explore the relationships of customs, ports of entry, and increased security; develop a methodology to define chokepoints (physical, regulatory, and institutional); conduct economic analyses of freight movements and their corresponding viability and sustainability; and investigate modal trade-offs. This information combined with FMSIB's project scoring criteria will assure that investments are targeted to respond to the most critical needs in the freight delivery system.

### The Freight Mobility Board is requesting \$100,000 for its share of the \$600,000 phase 2 analysis

The Department of Transportation supports the continuation of SFTA to allow the gathering and analysis of data, however, the Department was severely constrained with currently estimated funding and could not reflect a direct line item appropriation request in its budget submittal. Funding options have been discussed with staff from the Governor's Office, OFM, Senate and House Transportation staff. The concept of using the multijurisdictional study funds has been discussed with the Association of Washington Cities and the County Road Administration Board who have indicated their support.

*"The freight data being developed by SFTA will benefit the counties by continuing to ensure that construction dollars remain targeted upon freight critical routes. Every county arterial will benefit from this analysis"*

*Jay Weber  
Executive Director – CRAB*

*"It is the intention of the Department of Transportation to continue to pursue funding for phase 2 of SFTA."*

*John Doyle  
Freight Policy Office – WSDOT*

# RECOMMENDATIONS

## 2003-05 FMSIB RECOMMENDED PROJECTS

Rank	Agency	Region (see legend)	Project Name	Original Cost (\$ millions)	Current Cost (\$ millions)	FMSIB Share (\$ millions)
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 2)	7.16	7.16	4.30
13	Seattle	PS-F	South Spokane St. Viaduct	57.57	92.49	25.00
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	8.35	5.18
18	Tacoma	PS-F	D St. Grade Separation	22.50	28.16	9.15
20	Pierce County	PS-F	North Canyon Rd. Exten./BNSF Overcrossing	6.00	13.60	2.00
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	15.00	6.00
24	Colville	EW	Colville Alternate Truck Route	5.50	5.50	2.00
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.50	8.07	4.23
31	Benton County	EW	Port of Kennewick Road (Exten. of Pier Rd.)	1.84	1.85	0.52
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	66.78	8.50
36	Yakima	EW	City of Yakima Grade Separated Rail Crossing	14.00	25.00	7.00
37	Seattle	PS	Duwamish Intelligent Transportation Systems (ITS)	5.11	7.21	2.50
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	2.50	1.25
A	Spokane County	EW	Park Road BNSF Grade Separation Project	10.00	10.00	5.00
<b>Totals</b>				<b>217.48</b>	<b>306.64</b>	<b>88.63</b>

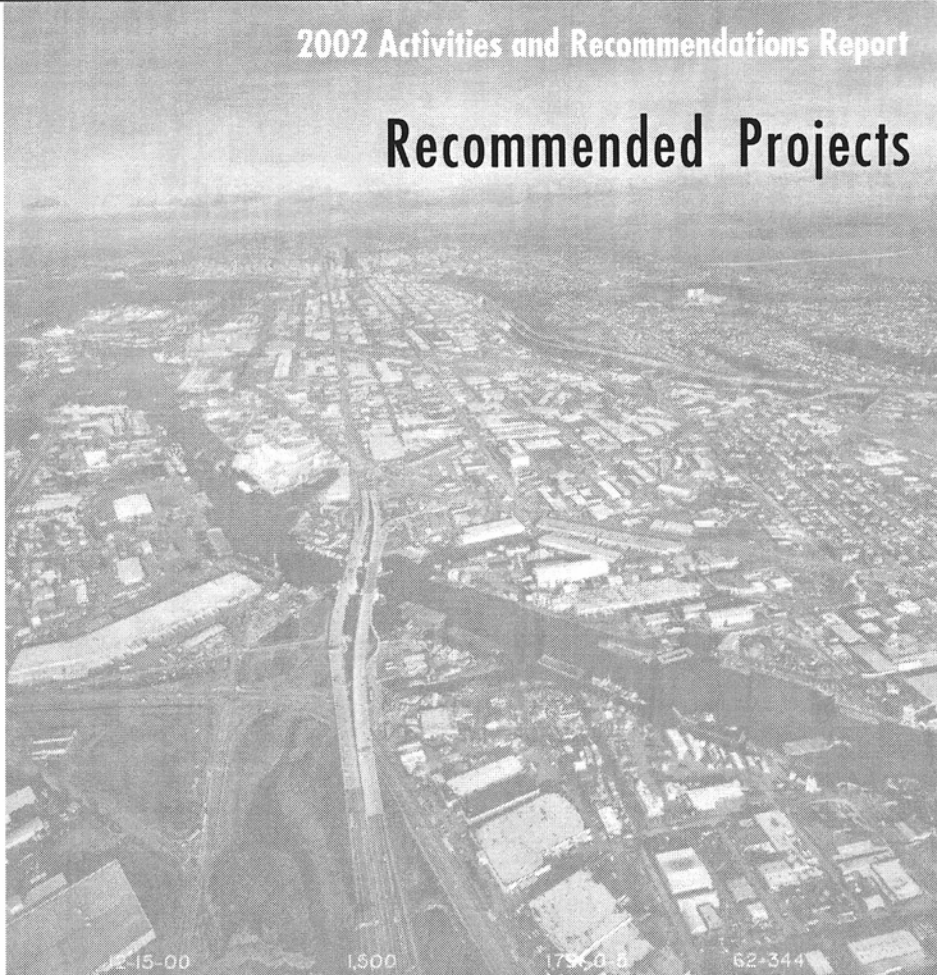
\*Total project cost for phase 1 & 2 \$23,652,000

State of Washington

# Freight Mobility Strategic Investment Board

2002 Activities and Recommendations Report

## Recommended Projects



12-15-00

1,500

17500 ft

62-344

RECOMMENDED PROJECTS



# Project 11 - 41st Street Over crossing/Riverfront Parkway (Phase 2)

## Recommended Projects

### LEAD

City of Everett

### PARTNERS

City of Everett  
BNSF  
TEA 21

### ADDITIONAL BENEFICIARIES

Port of Seattle  
Port of Tacoma  
Sound Transit  
Snohomish Co.  
WSDOT

### SAFETY

There have been 16 accidents in the project location in the most recent 3-year period. Elimination of at grade crossings will improve safety.

The new 41st St. over crossing will become the emergency route to the industrial redevelopment area.

### COST EFFECTIVENESS

2.12 hours saved per day per million dollars invested

Truck delay  
2.5 hours per day

All vehicle delay  
28.64 hours per day

The project will build a grade separation at 41st St. and close two at grade rail crossings at 36th Street and Lowell-Snohomish River Rd. All three crossings are on the BNSF mainline. It will also provide direct vehicle and truck access from I-5 to a large industrial redevelopment area. When this project is completed, closing two at grade crossings, combined with the Pacific Avenue grade separation project being built by Sound Transit, all mainline at grade crossings in Everett will be eliminated. The new route is expected to divert some traffic off the congested Hwy 2 trestle and relieve traffic impacts on the local Lowell neighborhood.

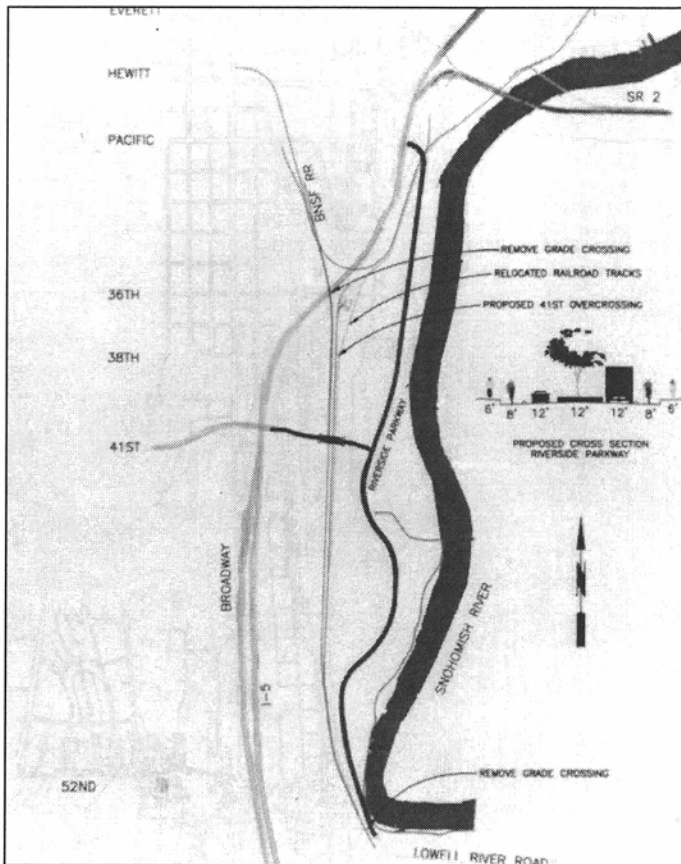
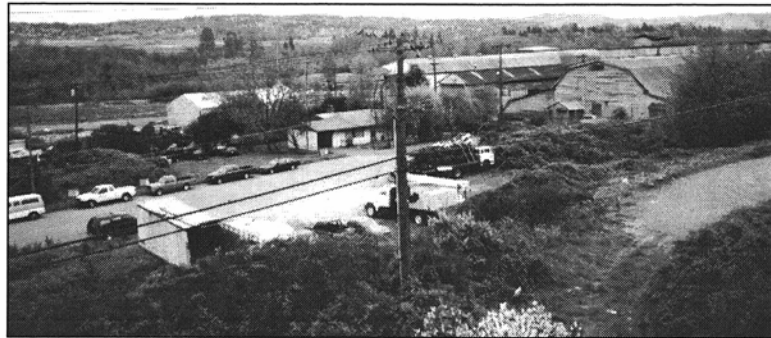


Diagram of project.

\*Data for each project is provided by Project Lead

# Project 13 - South Spokane Street Viaduct (FAST)

## Recommended Projects

### LEAD

City of Seattle

### PARTNERS

City of Seattle  
WSDOT  
BNSF  
TEA 21 (Reg)  
Local Transp. Improve. Program  
TIB  
Port of Seattle  
Tea 21 (Demo)  
Tea 21 (High Priority)

### ADDITIONAL BENEFICIARIES

Sound Transit

### NON ATTAINMENT AREA

Yes

### SAFETY

Heavy accident area with an average of 40 accidents per year. The viaduct is an essential emergency route for West Seattle and the Port area. Seismic improvements are also being made.

### COST EFFECTIVENESS

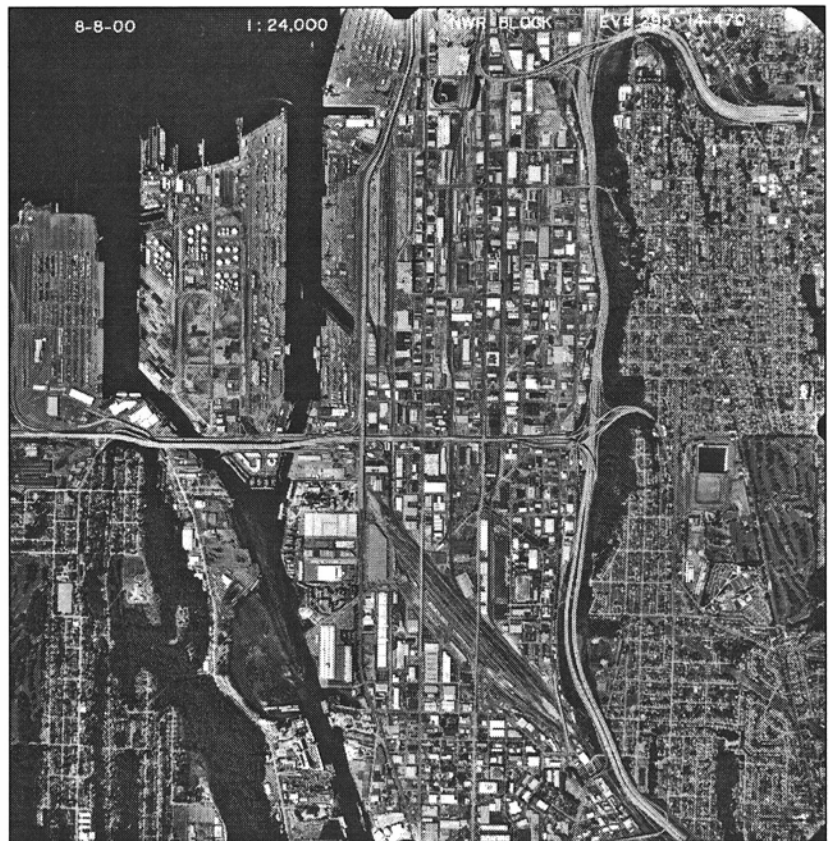
18.7 hours per million dollars

Truck delay  
1027 hours annually

All vehicle delay  
8000 hours annually

The S. Spokane St corridor carries about 45% of the truck traffic to and from the Port of Seattle intermodal facilities from I-5. The viaduct is the bottleneck to traffic flow with heavy traffic congestion and high accident rates. Accident data indicates that an average of 40 accidents per year occur in this area and after the improvement, it is anticipated that there will be an 80 % reduction in accidents.

The project will widen the viaduct to allow increased capacity and improved safety. The impact of freight movement on the West Seattle community will also be mitigated. This is the highest priority transportation project for the City of Seattle. The city has already done seismic retrofitting of the viaduct and has installed a temporary median barrier until the widening has been completed. The lower roadway will also be improved.



\*Data for each project is provided by Project Lead

# Project 17 – SR 397 Ainsworth Grade Crossing

## Recommended Projects

### LEAD

*Port of Pasco*

### PARTNERS

*City of Pasco  
TEA 21 (Regional)  
ISTEA (Regional)  
Port of Pasco  
BNSF*

### ADDITIONAL BENEFICIARIES

*Ben Franklin Transit  
Pasco School District  
U.S. Army  
NMFS  
Boise Cascade  
Army Corps of Engineers  
Simplot  
Georgia Pacific  
Neil F. Lampson Co.  
Regional Agribusinesses*

### SAFETY

*SR397 & Ainsworth is the primary access for fire, ambulance and police vehicles to the Port property.*

### COST EFFECTIVENESS

**2.5 hours saved per day per million dollars invested**

*Truck Delay  
20 hours per day*

*All vehicle delay  
154 hours per day*

The grade separation will remove the conflicts between rail and highway traffic. Currently, train traffic blocks trucks, employees and emergency vehicles from reaching the BPIC. Rail traffic averages 35 trains per day at an average delay of between 12 to 20 minutes per train. There are over 1421 vehicle trips daily.

The projects will reduce trucking and barge delays and eliminate daily traffic conflict for approximately 580 employees. The BNSF tracks wrap around the Port property isolating it from the main circulation system. It is important for the region that there is uninterrupted access to cold storage facilities in Kennewick for frozen vegetable distribution, and for grain movement to barge terminals. The project is expected to allow the development of an additional 500 manufacturing and industrial jobs in the next ten years.



*\*Data for each project is provided by Project Lead*

# Project 18 – D Street Grade Separation (FAST)

## Recommended Projects

### LEAD

*City of Tacoma*

### PARTNERS

*City of Tacoma  
TEA 21 (STP)  
TEA 21 (1118)  
BNSF  
Port of Tacoma  
TIB*

### ADDITIONAL BENEFICIARIES

*Sound Transit  
Businesses in port Industrial Area*

### SAFETY

*This is an essential emergency route.*

### COST EFFECTIVENESS

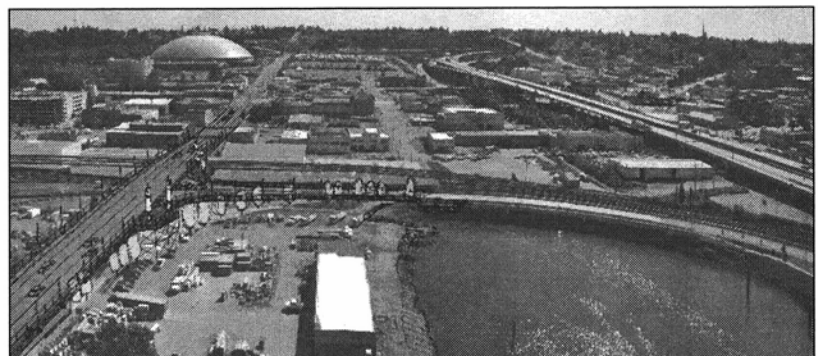
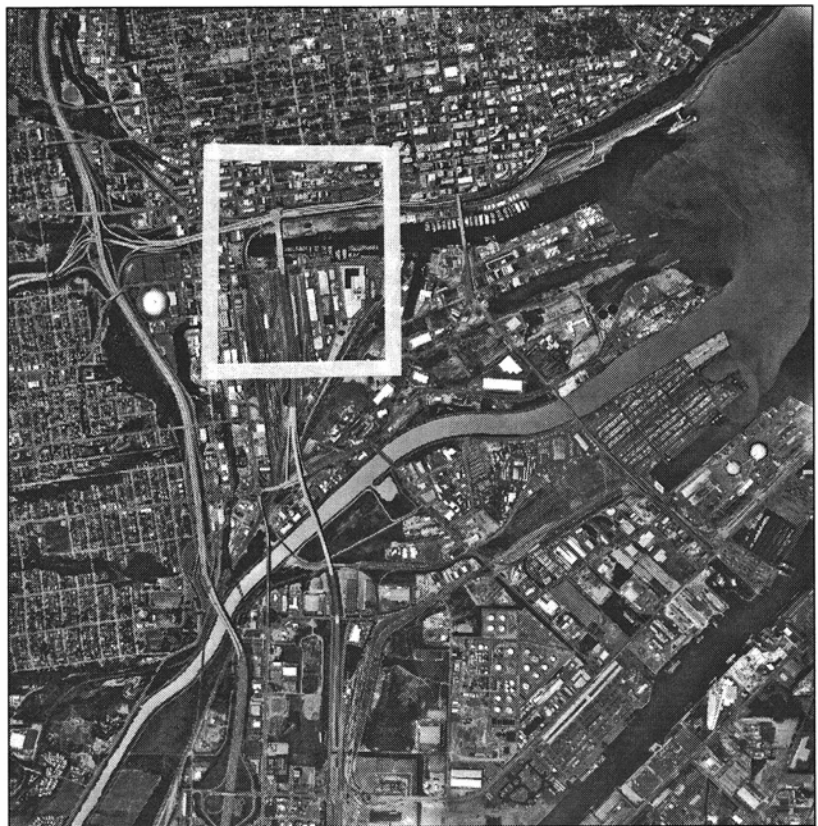
*1.50 hours per million dollars*

*Truck Delay  
34 hours*

*All vehicle delay  
563 hours*

Both truck and rail freight will benefit from this project. The grade separation will reduce delays for trucks serving several local industries and the port. The rail line is the mainline between Seattle and Portland. The curve is a major bottleneck along this route. The improvement to the rail alignment will allow train speeds to increase from 10 MPH to 30 MPH.

Improvement is essential for Sound Transit to be able to operate on the line for trips from Tacoma to Seattle.



*\*Data for each project is provided by Project Lead*



# Project 20 – North Canyon Rd. Extension/BNSF Overcrossing

## Recommended Projects

**LEAD**  
Pierce County

**PARTNERS**  
Pierce County  
BNSF  
Port of Tacoma  
TIB  
TEA 21 (STP)

**ADDITIONAL BENEFICIARIES**  
City of Fife  
Manufacturing businesses  
of mid-Pierce County  
Sound Transit  
Boeing

**SAFETY**  
Elimination of at-grade crossing.  
Traffic diverted from vicinity of school

**COST EFFECTIVENESS**  
.0075 hours saved per day per  
million dollars invested

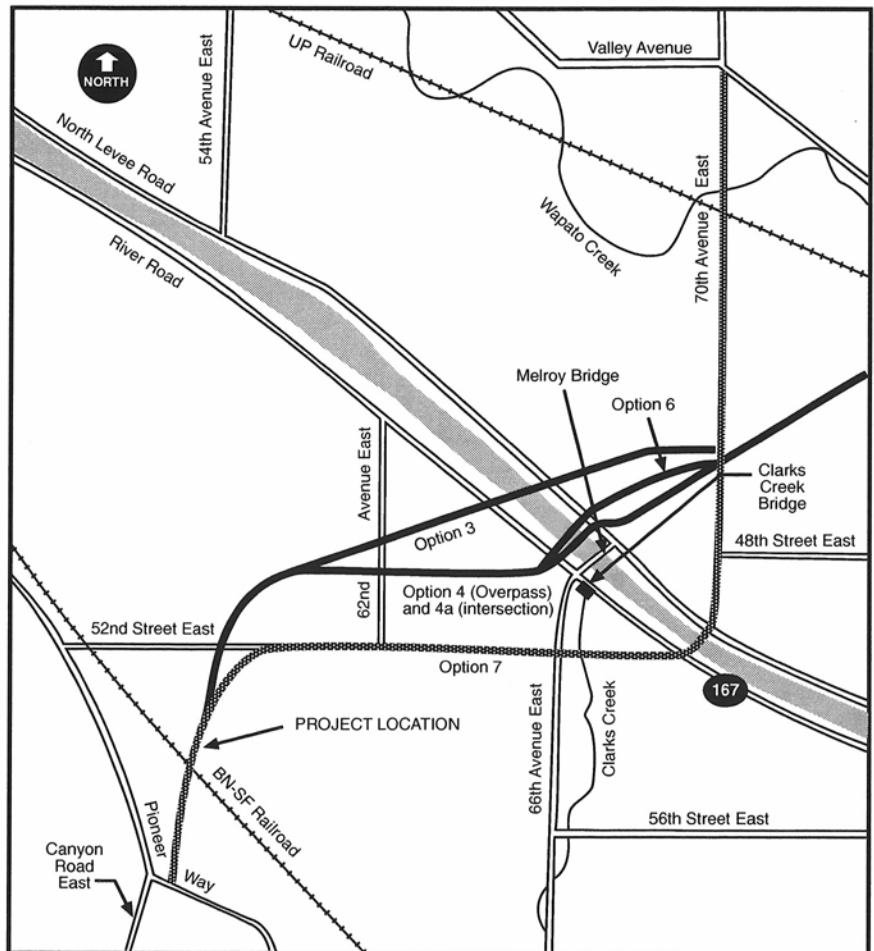
Truck delay  
52.32 hours per day

All vehicle delay  
1744 hours per day

(project will divert traffic from another  
route/current delay does not reflect  
existing route)

**P**roject will construct new grade-separated crossing of the BNSF mainline. The overcrossing will be sited to accommodate a new arterial roadway extension of Canyon Road to connect with 70<sup>th</sup> Ave E in Fife and ultimately with SR 167. Construction of this project will enable the closure of the existing at grade crossing. Capacity will be increased on the new route and freight movement between the Port of Tacoma and the manufacturing and industrial businesses in mid Pierce County. Will improve movement of wing sections between the Fredericksen plant and the Everett Boeing facility

Once constructed, the new corridor will also provide an improved emergency vehicle route and greater safety in the vicinity of the Chief Leschi School.



\*Data for each project is provided by Project Lead

# Project 21 – Columbia Center Blvd. RR Crossing

## Recommended Projects

### LEAD

*City of Kennewick*

### PARTNERS

*City of Kennewick  
TEA 21 (Regional)  
Port  
BNSF  
School District  
TIB  
Transit*

### ADDITIONAL BENEFICIARIES

*Cadwell Laboratories  
TriTech*

### SAFETY

*FEMA Route, School Bus Route and Transit route*

### COST EFFECTIVENESS

**4.2 hours saved per day per million dollars invested**

*Truck delay  
52.32 hours per day*

*All vehicle delay  
1744 hours per day*

The grade separation will mitigate the impact of a projected 22 trains per day. The route provides access to the Clearwater business district and connects with SR 240 and SR 395. Numerous warehouses and distribution centers utilize this corridor and it provides access to a business incubator site. UPS has a regional distribution center that uses this corridor. The Kennewick School District Bus Barn also uses this route.



*Freight Mobility projects are important to local communities.*

*\*Data for each project is provided by Project Lead*

# Project 24 – Colville Alternate Truck Route

## Recommended Projects

### LEAD

*City of Colville*

### PARTNERS

*City of Colville  
Stevens County  
WSDOT  
BNSF  
Vaagens Lumber  
LID (locally authorized)*

### ADDITIONAL BENEFICIARIES

*Boise Cascade Corp.  
Colmac Coil  
Aladdin Hearth Products*

### SAFETY

*There have been 112 accidents in a three year period in the project area.*

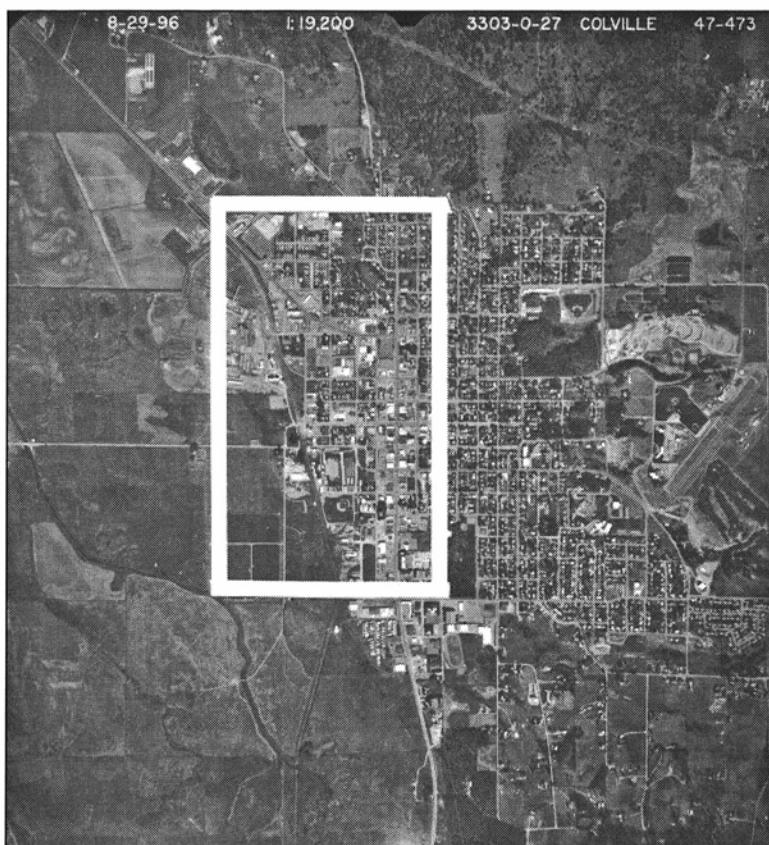
### COST EFFECTIVENESS

**25.6 hours saved per day per million dollars invested**

*Truck Delay  
142.3 hours per day*

*All vehicle delay  
1658 hours per day*

**S**R 395 currently bisects the City of Colville. There has been an annual increase in traffic of 3.5% for the past several years. The route collects traffic from 4 border crossings and is the principle route for regional truck movements traveling north and west of Colville and south to Spokane and beyond. The principle freight movement in the area is lumber and wood chips, fabricated metal, metal stock, chiller equipment and wood stoves. The City has worked with the local citizens (Colville 2000) in developing a three phase plan for improving this part of the SR 395 corridor. The 3rd phase of the project is the construction of a truck bypass. The project will construct a truck bypass route removing the heavy truck traffic off the main street of Colville. The Colville City Council has voted to transfer the remaining partnership dollars needed to phase 3 emphasizing the importance of this project to the local community.



*\*Data for each project is provided by Project Lead*

# Project 25 - SR 125 / SR 12 Interconnect (Myra Rd. Extension)

## Recommended Projects

### LEAD

City of Walla Walla

### PARTNERS

City of Walla Walla  
City of College Place  
Port of Walla Walla  
Walla Walla County  
Valley Transit  
WSDOT  
Blue Mountain Mall  
Walmart  
Other Port Tenants

### ADDITIONAL BENEFICIARIES

All businesses along 9th Avenue

### SAFETY

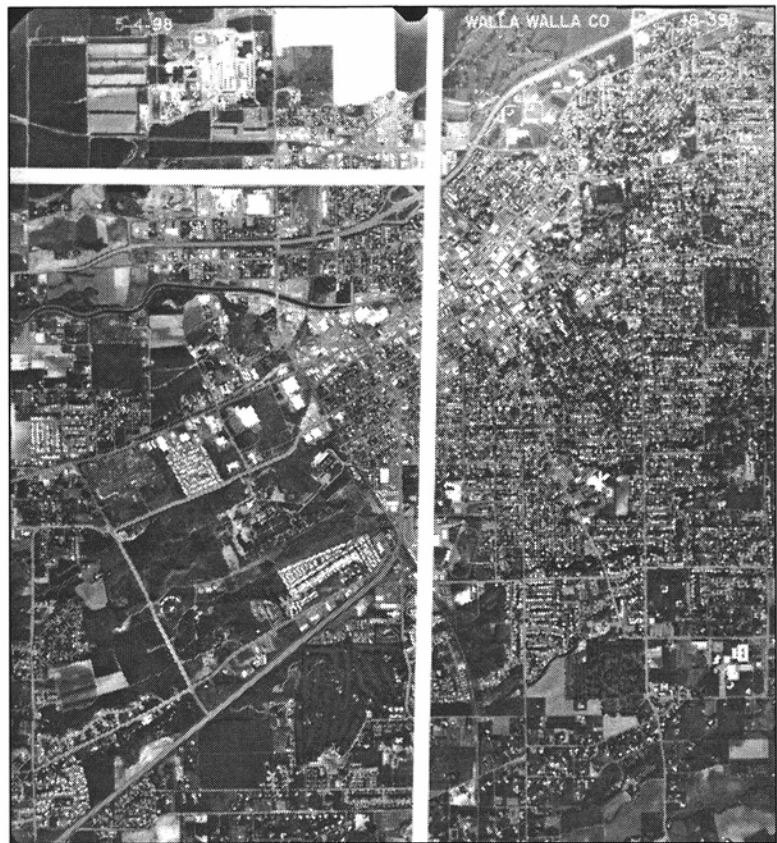
This will be an essential emergency route for fire trucks and ambulances.

### COST EFFECTIVENESS

Truck delay N/A

All vehicle delay N/A

**M**yra Road has been designated as a regional corridor by the RTPO. Currently, freight traffic traveling on SR 125 from Southeast Washington and Northeast Oregon must travel through Walla Walla on 9th Avenue, the busiest street in town. This is a heavily developed arterial with an ADT of 20,000 vehicles per hour. Truck traffic is approximately 6.5%. One key intersection is already operating at level of service E. The Myra route will restrict local access, have fewer lights, improve travel time, and will make the ports commercial and industrial area more marketable. 22% of the truck traffic on SR 125 is through traffic to SR 12. The project is expected to cut the delay time through Walla Walla for truck traffic by half.



\*Data for each project is provided by Project Lead



# Project 31 - Port of Kennewick Rd. (Piert Rd)

## Recommended Projects

### LEAD

Benton County

### PARTNERS

Benton County  
Port of Kennewick  
Private funds  
TIB

### ADDITIONAL BENEFICIARIES

Pacific Railcar  
Kerley Chemical  
Air Liquid  
UNOCAL  
Columbia Colstor  
Sandvik Special Metals

### SAFETY

45 accidents between 1992-1997. Truck traffic will be diverted off of SR 397, which passes through the main section of Finley and near local schools

### COST EFFECTIVENESS

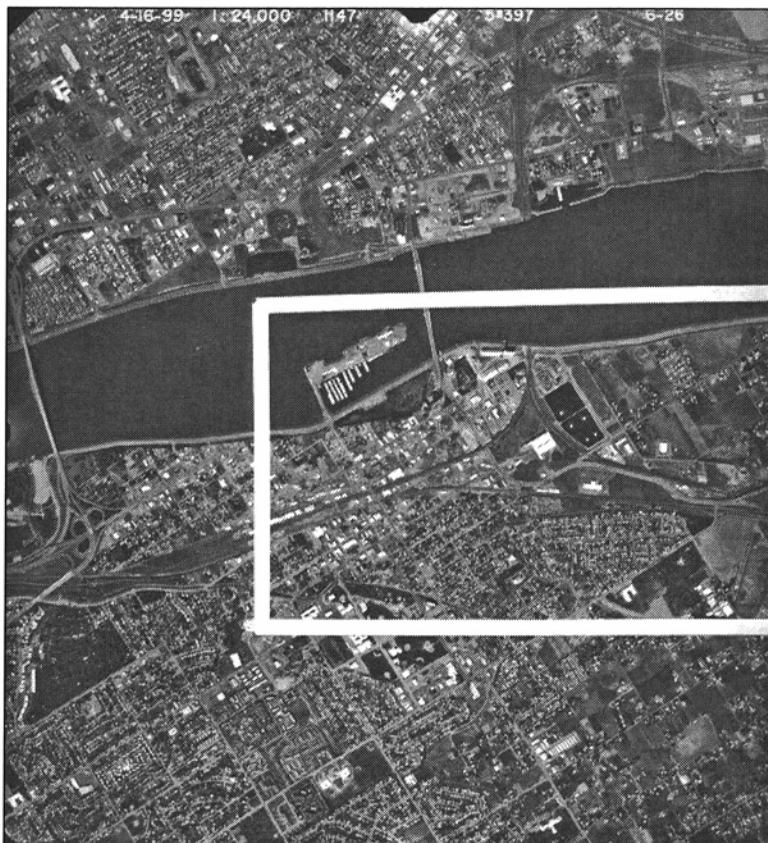
10.9 hours saved per day per million dollars invested

Truck delay  
17.5 hours per day

All vehicle delay  
50 hours per day

Currently the only access into the Finley Industrial area is SR 397, which is a two-lane route with no access control. The Port is developing an additional 525 plus acres, which will further intensify traffic. The principal businesses in this area are agriculture related food transport and chemical manufacturing which are heavily dependent on the transportation network. Recently, Columbia Colstor more than doubled the size of their frozen food warehouse. Most of Lamb Weston's frozen potato products produced in the Columbia Basin will pass through this facility. An estimated 40,000 truck trips will be made annually. This project will close the loop between SR 397, SR 395, I-82 the Intertie Route and Bowles Rd. Access will be improved allowing businesses to use the port road and the Intertie. Seventy percent of the 40,000 trucks are expected to use this new route.

The Port of Kennewick is located along the Columbia River near the mouth of the Snake River and provides access to barge facilities, both UP and BNSF rail lines as well as truck movement. The port is a major employer for residents in the town of Finley.



\*Data for each project is provided by Project Lead

# Project 35 - S. 228th Street

## Recommended Projects

### LEAD

City of Kent

### PARTNERS

City of Kent  
LID (Locally approved)  
TIB  
BNSF  
UPSP

### ADDITIONAL BENEFICIARIES

King County

### SAFETY

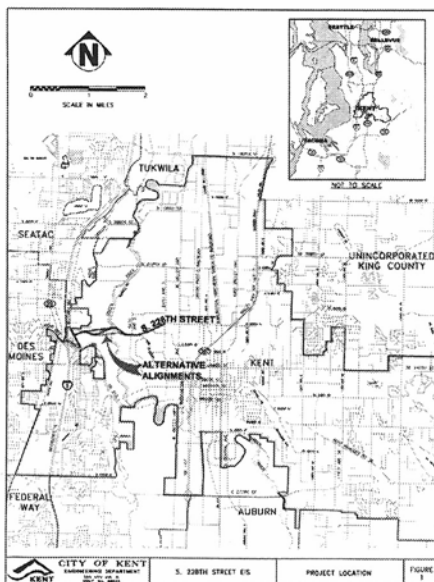
This is an essential emergency vehicle route for the area.

### COST EFFECTIVENESS

4.21 hours saved per day per million dollars invested

Truck delay  
196 hours per day

All vehicle delay  
1,635 hours per day



**K**ent and Auburn have been aggressively pursuing a strategy to improve freight movement through the Green River Valley which is home to one of the largest warehousing districts in the nation. Recent improvements have been made to the northern and southern portions of the valley. This project will create a new strategic freight route in the center of the valley and could become a connection to the SR 509 corridor.

The freight project will be built in two phases. Phase 1 will extend S. 228th St from 64th Ave to Military Road including a new bridge over the Green River and a new roadway up the West Hill. The current configuration funnels 5 lanes of traffic down to 3 lanes. Construction of this project will create a seamless 5 lane route from SR 167 to I-5, with better geometry for truck movement. Phase 2 will construct a grade separation over both the BNSF and UP railroad tracks.

Developer agreements that will expire in the next several years have committed a 30% private sector, financial participation share in this project to be collected through a locally approved LID.



\*Data for each project is provided by Project Lead

# Project 36 – City of Yakima Grade Separated Rail Crossing

## Recommended Projects

### LEAD

City of Yakima

### PARTNERS

City of Yakima  
TEA 21 (CMAQ)  
FHWA (Rail)  
TEA 21 (1118)  
Yakima Transit  
Clean Air Authority  
BNSF  
Fruit Industry  
Yakima School District

### ADDITIONAL BENEFICIARIES

Yakima County  
Central Yakima Business District

### SAFETY

37 accidents at "I" Street and Lincoln Avenue from 1994-96

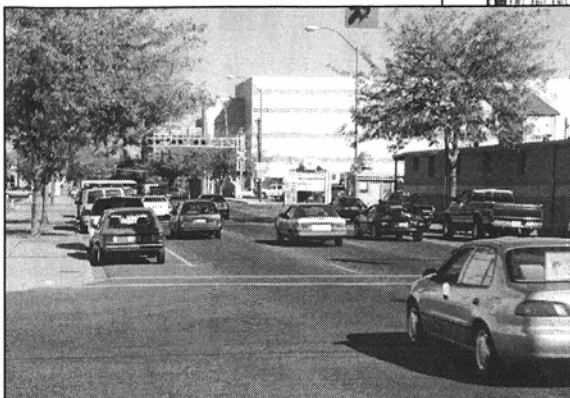
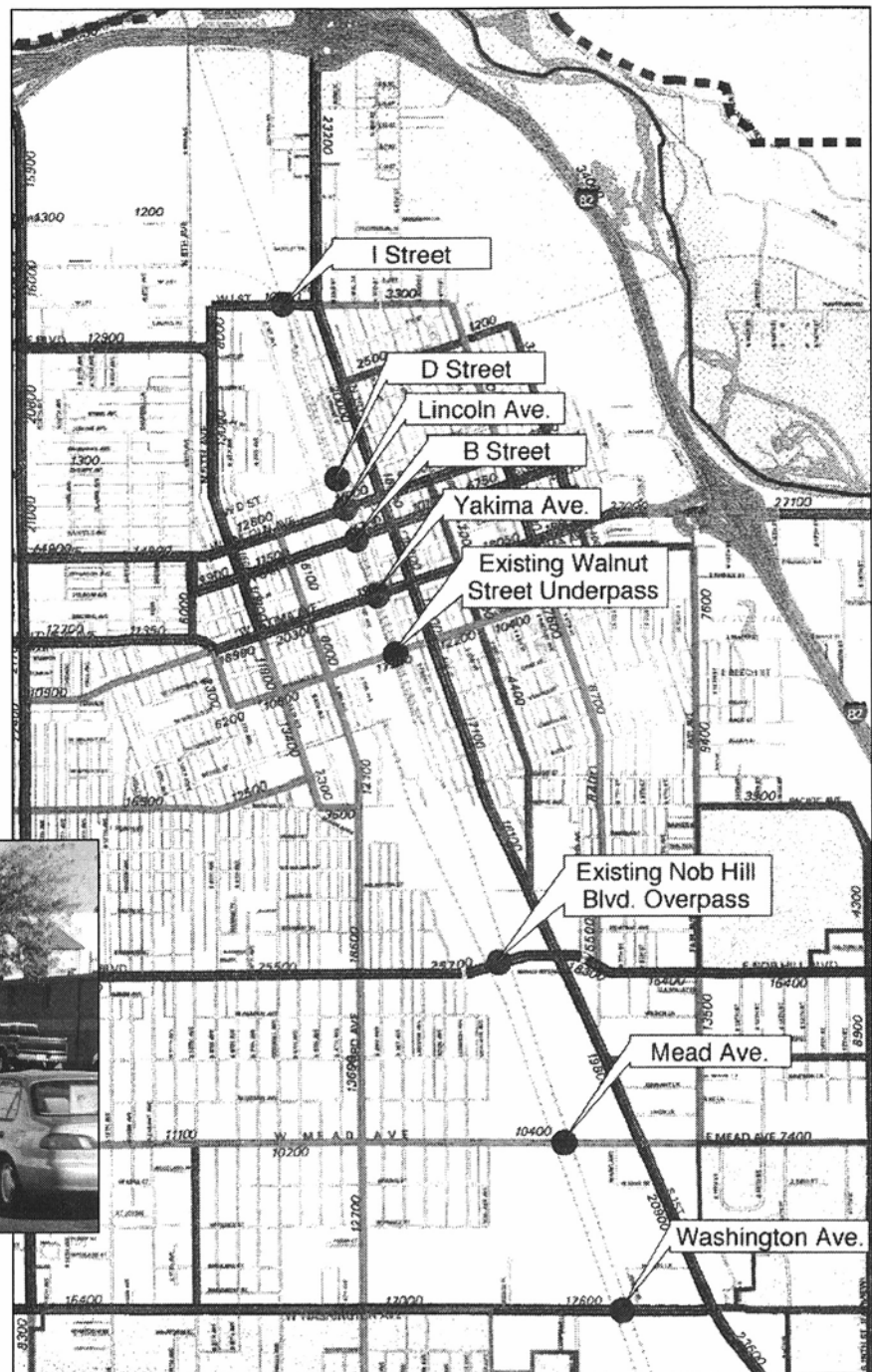
### COST EFFECTIVENESS

40.5 hours saved per day per million dollars invested

Truck delay  
274.4 hours per day

All vehicle delay  
4,914 hours per day

**P**roject will grade separate "B" Street and Lincoln Avenue as the first of a series of grade separations and closures planned at 7 crossings creating a totally grade separated corridor through the City of Yakima. Rail freight will be able to safely increase speed through the city from the current 12 miles per hour up to 25 miles per hour. Vehicle traffic, including trucks, would also be enhanced by elimination of the at grade crossings which backs up traffic for approximately 11 minutes per intersection for each train passing through Yakima.



B Street intersection east from 1st avenue.

\*Data for each project is provided by Project Lead

# Project 37 - Duwamish Intelligent Transportation System

## Recommended Projects

### LEAD

City of Seattle

### PARTNERS

City of Seattle  
King County  
S. Downtown Foundation

### ADDITIONAL BENEFICIARIES

BNSF  
UP  
Sound Transit  
Amtrak  
First & Goal  
Public Facilities District  
Duwamish neighborhood

### SAFETY

*There are two emergency response facilities located within the project area providing fire, aid vans and emergency response vehicles that respond locally and throughout the city to approximately 900 incidents per month.*

### COST EFFECTIVENESS

**47.5 hours saved per day per million dollars invested**

*Truck delay  
242 hours per day*

*Reduction due to traveler information  
57 hours per day*

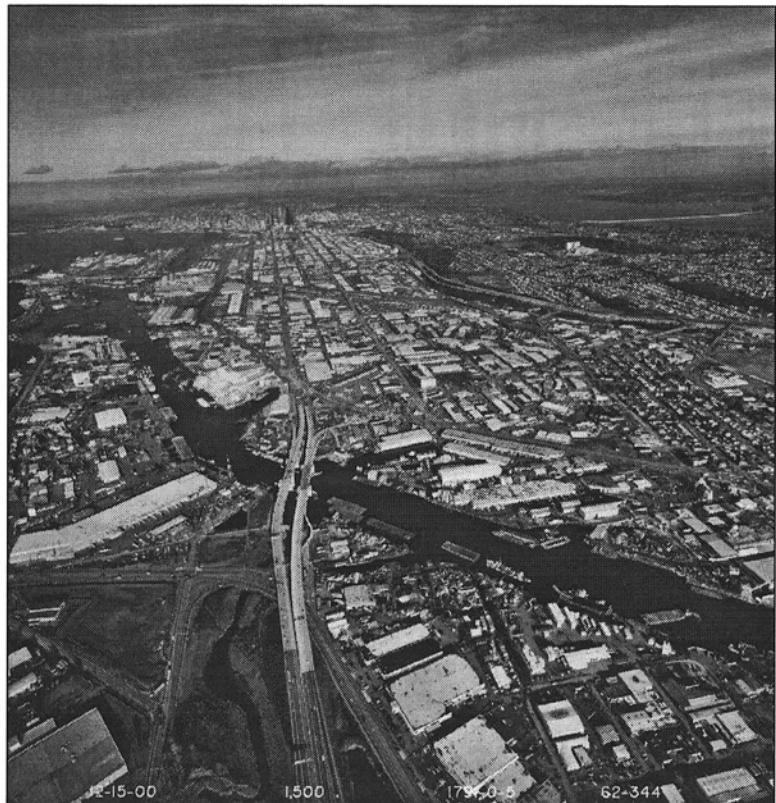
*Reduction due to signal coordination  
185 hours per day*

*All vehicle delay  
3962 hours per day*

*\*Data for each project is provided by Project Lead*

The Duwamish area is home to the largest manufacturing and industrial center in the state. The area has more than 2,071 businesses providing 87,000 jobs with an annual payroll of nearly \$2.5 billion. Over 200,000 vehicle trips are made in the area daily. There are over 80 intersections in the Duwamish area that do not have signal coordination. This ITS project will also complement the freight construction projects in the area like SR 519 and Spokane Street. The Duwamish ITS project will deploy the following strategy to improve freight movement in the area:

- Complete the interconnection of the areas 80+ traffic signals.
- Development of traffic control strategies for all 80+ signals in response to changing traffic conditions caused by train movements, bridge openings, etc.
- Installation of improved surveillance of live conditions on area roads using CCTV cameras.
- Installation of several dynamic message signs.
- Establishment of an information link to the railroad control centers to provide notification of train movements predicting arrival times and duration of grade crossing closures.
- Development of real-time traffic condition information.
- Training for industry and city on how to use the new technology.
- Participation with the CVISN program.





# Project 41 - Grain Terminal Track Improvements

## Recommended Projects

### LEAD

Port of Kalama

### PARTNERS

Port of Kalama  
Grain Exporters

### ADDITIONAL BENEFICIARIES

Amtrak

### SAFETY

Emergency vehicles cannot use the most direct route when unit trains are being assembled due to road blockage.

### COST EFFECTIVENESS

53.2 hours per million dollars

Truck delay  
8.2 hours

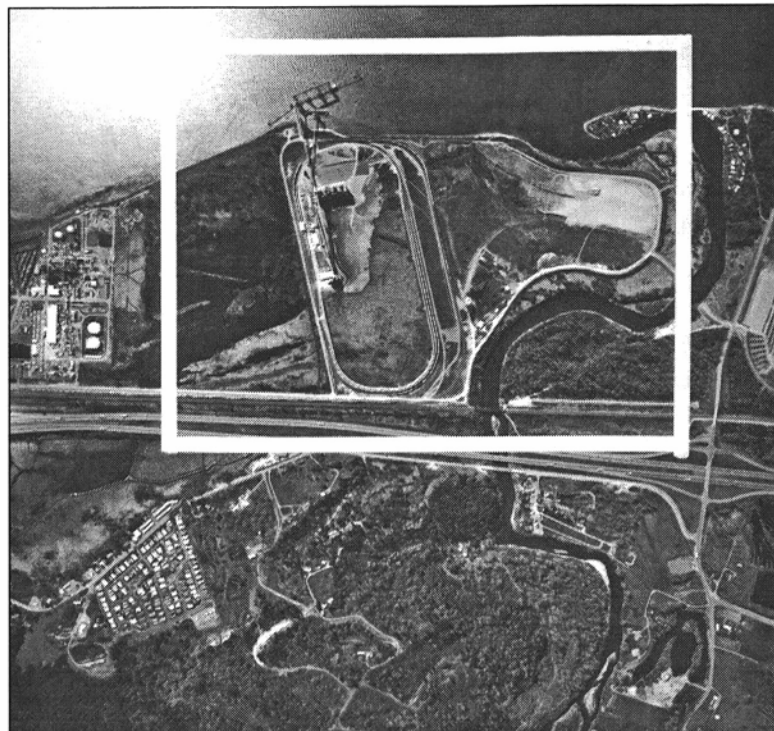
All vehicle delay  
27.4 hours

Approximately 95% of Washington's wheat and barley production is exported. More grain is moved through the Port of Kalama than any other port on the West Coast. Grain exports are expected to increase due to two events. The Harvest States elevator operation was purchased by Cenex and United Grain who are planning to double the export tonnage through the Kalama elevator. The Peavey Corporation and Archer Daniels Midland have developed a joint venture called the Kalama Export elevator which principally moves feed grain exports such as corn, soybeans and sorghum.

The proposed project will improve rail access to the United Harvest elevator and will eliminate the current switches required on the BNSF mainline which take 2-2.5 hours a day. The project will extend the elevator track to accommodate a full unit train on two tracks. The improvement will increase capacity on the mainline tracks which currently have 45 trains per day moving through the Kalama area.

The project will improve traffic flow on Toteff road, the ports south access which currently has delays that last up to an hour as breaking up and reassembling unit trains blocks the route.

\*Project is not eligible for 18th amendment funds



\*Data for each project is provided by Project Lead

# Project A - Park Road/BNSF Grade Separation Project

## Recommended Projects

### LEAD

Spokane County

### PARTNERS

Spokane County

TIB

TEA 21

### ADDITIONAL BENEFICIARIES

BNSF

United Parcel

Tri States Rebar

Several local motels

### SAFETY

This is an essential emergency route.

### COST EFFECTIVENESS

4.47 hours per million dollars

Truck delay

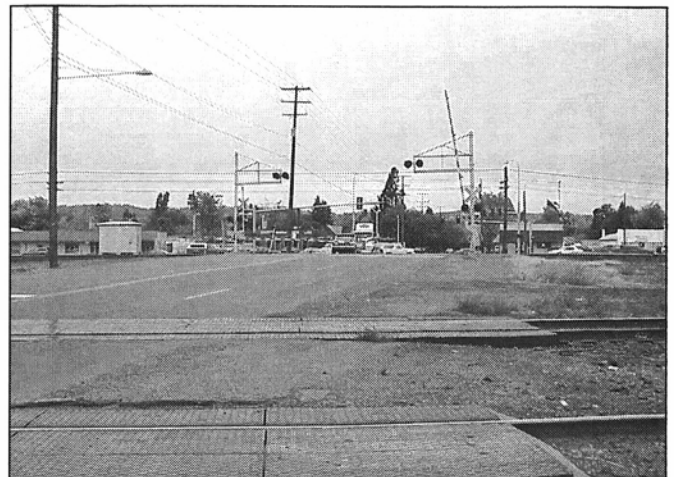
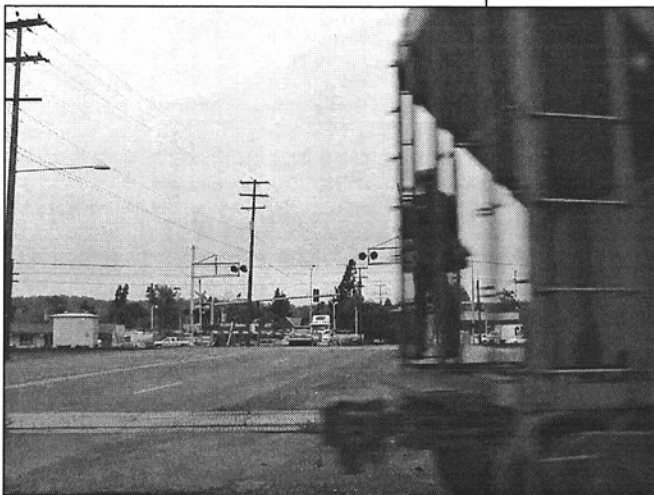
44.7 hours

All vehicle delay

449 hours

**P**ark Road is a principal north/south arterial in the Spokane Valley carrying about 6,700 vehicles per day. The BNSF mainline carries 60-80 trains per day. The project would build a grade separation allowing vehicular traffic to pass under the rail lines.

The Spokane Regional Transportation Council is studying the consolidation of rail lines in this area. The "Bridge The Valley" proposal would include this enhancement. The crossing at Vista Rd. will be petitioned for closure when this project is completed. This grade separation will eliminate the need for train whistles and will create a mile long quiet zone.



*\*Data for each project is provided by Project Lead*



Mayor Lewis (Auburn) and Mayor White (Kent) join Congressman Adam Smith and State Representative Jack Cairnes at the Ribbon Cutting for South 277<sup>th</sup> Street.

<b>FUNDED FMSIB PROJECT UPDATE</b>				
Rank	Agency	Region	Project Name	Status
(see legend)				
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)	under construction
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd. Grade Separation	Completed
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	Completed
8	Kelso	WW	Allen Street Bridge Replacement	Completed
9	Port of Everett	PS-F	California St. Overcrossing/ Port of Everett	Completed
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 1)	under construction
12	Union Gap	EW	Valley Mall Blvd. Extension	under construction
14	Auburn	PS-F	South 277th St. (BNSF & UPSP)	Completed
16	Prosser	EW	Wine Country Rd. (Phase 1/2/3)	under construction
19	Auburn	PS-F	3rd St. SW/BNSF	Completed
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	under construction
23	Tukwila	PS-F	S. 180th St. Grade Separation	under construction
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	Completed
30	WSDOT	PS	SR 18 Weyerhaeuser Way to SR 167 Truck Lane	Completed
H	Longview	WW	SR 432 Short Term Improvement/3rd Ave Off Ramp	Completed



Photo courtesy of Don Wilson - Port of Seattle.



# FMSIB ACTIVE PROJECT LIST

Rank	Agency	Region	Project Name	OriginalCost (\$ millions)	Current Cost (\$ millions)	FMSIB Share (\$ millions)
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)	146.89	101.03	4.88
1	WSDOT*	PS-F	SR 519 Intermodal Access Project (Phase 2)	**	52.26	33.72
2	WSDOT*	PS	SR 509 South Access Completion	167.04	1016.80	50.00
3	Port of Seattle	PS-F	East Marginal Way Ramps	23.60	33.33	6.92
5	WSDOT*	PS-F	SR 167, SR 509 to SR 161	44.53	45.02	12.20
7	WSDOT*	GN	I-90 Snowshed	153.80	360.40	45.60
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	8.40	26.10	4.20
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 1)	16.00	16.50	3.00
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 2)	**	7.15	4.30
12	Union Gap	EW	Valley Mall Blvd. Extension	10.00	12.51	4.00
13	Seattle	PS-F	South Spokane St. Viaduct	57.57	92.49	25.00
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	15.00	6.00
16	Prosser	EW	Wine Country Rd. (Phase 1/2/3)	13.50	15.25	8.78
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	8.35	5.18
18	Tacoma	PS-F	D St. Grade Separation	22.50	28.16	9.15
20	Pierce County	PS-F	North Canyon Rd.Exten./BNSF Overcrossing	6.00	13.60	2.00
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	15.00	6.00
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	10.00	12.80	3.00
23	Tukwila	PS-F	S. 180th St. Grade Separation	15.00	23.30	5.00
24	Colville	EW	Colville Alternate Truck Route	5.50	5.50	2.00
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.50	8.07	4.23
26	Kennewick	EW	Edison St. Railroad Crossing	13.00	13.00	5.20
27	Kennewick	EW	Washington St. Railroad Crossing	12.00	12.00	4.80
29	Everett	PS-F	E. Marine View Drive Widening	6.10	13.00	0.60
31	Benton County	EW	Port of Kennewick Road (Exten. of Pier Rd.)	1.84	1.84	0.52
32	WSDOT*	EW	SR 28, SR 2 / 97 to 9th St.	31.50	31.89	17.26
33	WSDOT*	EW	I-90 Argonne to Sullivan	28.75	37.19	14.00
34	DOT*-Burlington	WW	SR 20 - Fredonia to I-5	46.95	77.12	13.50
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	66.78	8.50
36	Yakima	EW	City of Yakima Grade Separated Rail Crossing	14.00	25.00	7.00
37	Seattle	PS	Duwamish Intelligent Transportation Systems (ITS)	5.11	7.21	2.50
38	DOT*-Blaine	WW	SR 543 - I-5 to International Boundary/Border X'ing	24.89	27.55	9.60
39	Seattle	PS	Lander Street Overcrossing	23.93	23.93	8.40
40	DOT*-Walla Walla	EW	US 12 - SR 124 to SR 730	13.95	49.01	6.98
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	2.50	1.25
43	DOT*-Easton	GN	I-90, Hyak to Easton Hill - Capacity Improvements	116.38	381.60	30.70
A	Spokane Co	EW	Park Road BNSF Grade Separation Project	10.00	10.00	5.00
B	Bremerton	WW	SR 3/304 Transportation Improvement Project	8.22	8.22	3.06
C	DOT*-Sumas	WW	SR 9 - SR 546/Nooksack Rd Vic to SR 547 Cherry St	13.27	14.61	5.30
D	DOT*-Spokane	EW	SR 27 - Pines Rd BNSF Grade Crossing Separation	11.20	11.72	3.36
E	Richland	EW	SR 240 & SR 224 Interchange & Railroad Overcrossing	9.30	9.30	4.50
F	DOT*-Moses Lake	EW	SR 17 Pioneer Way to Stratford Rd Mobility Project	14.00	17.31	4.20
G	DOT*-Spokane	EW	I-90 Sullivan Rd to Harvard Rd	32.00	39.37	9.60
I	Pierce Co	PS	8th Street East UP Railroad Undercrossing	14.00	14.70	5.60
<b>TOTALS</b>				<b>1,231.68</b>	<b>2,788.86</b>	<b>416.58</b>

\*Partial portion of larger project/update cost not verified by WSDOT

\*Original cost figure for phase 1 and 2 reflected in phase 1 total

Projects currently under construction

2003-2005 recommended Projects







**State of Washington  
Freight Mobility Strategic Investment Board**

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