

Freight Mobility Strategic Investment Board

1998 Activities & Recommendations Report

1998 FMSIB Members

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Freight Mobility Strategic Investment Board

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Table of Contents

	Introduction	1
1.	Executive Summary of Recommendations	2
2.	Background of Legislation that Created FMSIB	7
3.	Adoption of Strategic Freight Corridors	10
4.	Development of Project List	13
5.	Determination of State Freight Mobility Share	15
6.	Project Portfolio and Improved Freight Mobility	18
7.	FMSIB Budget	22
8.	Recommendations to the Legislature	23

Freight Mobility Strategic Investment Board

Introduction

The 1998 Washington State Legislature created the Freight Mobility Strategic Investment Board (FMSIB) for the purpose of reviewing and recommending funding, on a prioritization basis, for freight mobility projects that are of strategic importance to the state of Washington.

The legislature determined that Washington's economy is highly dependent on an efficient multimodal transportation system to remain competitive, and therefore established a freight mobility policy for the state. That policy is part of Engrossed Substitute House Bill 2615 (ESHB 2615), and 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.”

ESHB 2615 is codified in the Revised Code of Washington (RCW) as Chapter 47.06A RCW, *Freight Mobility*. The governor appointed twelve members to the FMSIB as required by RCW 47.06A.030, and they convened in July 1998. Over the six-month period from July through December 1998, the FMSIB designated strategic freight corridors; recommended to the legislature a list of freight mobility projects with a total value of \$1.23 billion, and evaluated and recommended a method to leverage the FMSIB's share in funding freight mobility projects. The recommended funding strategy would leverage a state investment of approximately \$472 million, with almost \$760 million in partnership funding. Overall, the state would leverage its investment two and one-half times, by over 60%. This report presents the FMSIB's activities during 1998 and its recommendations to the 1999 legislature.

1. Executive Summary of Recommendations

The FMSIB recommends a portfolio of 48 projects to address the state's most urgent freight mobility needs.

The FMSIB also recommends that the state use its freight mobility funding share for these projects to leverage partnership contributions by providing that no project will receive over \$50 million, and that no project will receive more than 65% of its project funds from this source.

If funded, the FMSIB's project portfolio will eliminate many points of conflict that now cause delays and safety concerns. These projects will allow for quicker movement of both truck and rail freight along strategic corridors. These outcomes, reducing freight delay and improving safety, are the solutions that are necessary to ensure that Washington state maintains and enhances its vitality as a trade-driven economy.

The transportation projects identified in this report are part of a strategic transportation system. The state's transportation network is interconnected. The recommended projects serve various modes and extend beyond confined geographic boundaries.

The FMSIB used an objective process to prioritize these projects and urges the legislature to consider the project priority ranking as they determine funding levels. The FMSIB followed the requirements for evaluation and scoring set forth in Chapter 47.06A RCW and is prepared to follow the procedures for ensuring geographic distribution of funding once funds are appropriated.

The result of these recommendations is a balance of potential funding among the regions of the state. The FMSIB project list leverages almost \$760 million in partnership funding including local, state, and federal funds.

The project list is presented following page 6.

Strategic Corridors

Strategic corridors are a central concept to the state's freight mobility policy. To be eligible for funding through the state's Freight Mobility Strategic Investment Program, projects must be located along strategic corridors. Chapter 47.06A RCW defines a strategic corridor to be a transportation corridor of great economic importance within an integrated freight system. Specifically, strategic corridors:

- Serve international and domestic interstate and intrastate trade;
- Enhance the state's competitive position through regional and global gateways;
- Carry freight tonnages of at least four million gross tons annually on state highways, city streets, and county roads; five million gross tons annually on railroads; and two and one-half million net tons on waterways.

RCW 47.06A.020 (3) requires the FMSIB to designate strategic freight corridors within the state and to update the list of such corridors not less than every two years.

Designated strategic state highways, city streets, and county roads

The FMSIB met with the Washington State Transportation Commission during the fall of 1998 to discuss a way to coordinate the strategic corridor designation process with other data collection processes underway by WSDOT. The commission and the FMSIB agreed to use the WSDOT Freight and Goods Transportation System (FGTS) as the data source for designating strategic roadways. The FGTS designates state highways, county roads and city streets according to the tonnage carried on them. The FGTS designates T1 and T2 roadways that carry more than 4 million gross tons annually. This threshold corresponds with the FMSIB's requirements to designate strategic highways, streets and roads.

The FMSIB adopted strategic freight highways, streets, and roads, most of which are shown on the strategic corridor map included with this report. A complete list of the adopted highways, streets, and roads is in the appendix to this report.

Designated strategic railway corridors

The FMSIB designated the following mainlines as Washington state's strategic rail freight corridors. The FMSIB based its designation of strategic rail corridors on the data provided in the 1998 update to the State Rail Plan. A list of these corridors follows:

- Burlington Northern–Santa Fe (BNSF) and Union Pacific (UP) mainlines from Blaine through Seattle to Vancouver, WA; BNSF mainline from Everett through Wenatchee to Spokane (Stevens Pass line) and to the Idaho border;
- BNSF mainline from Auburn through Ellensburg and Yakima to the Tri-Cities (Stampede Pass line);
- BNSF mainline from Vancouver, WA to the Tri-Cities (Columbia Gorge line); BNSF mainline from the Tri-Cities to Spokane; and
- UP mainline from the Oregon border near Wallula through Spokane to the Idaho border.

STRATEGIC CORRIDORS —

- Serve international and domestic interstate and intrastate trade;
- Enhance the state's competitive position through regional and global gateways;
- Carry freight tonnages of at least four million gross tons annually on state highways, city streets, and county roads; five million gross tons annually on railroads; or two and one-half million net tons on waterways.

Designated strategic waterway corridors

The FMSIB designated the following waterways as Washington state's strategic water freight corridors based on preliminary data to be included in WSDOT's and the Washington Public Ports Association's 1999 Marine Cargo Forecast:

- Water routes connecting the Pacific Ocean with the following deep draft ports: Anacortes, Everett, Seattle, Tacoma, Port Angeles, Longview, Kalama and Vancouver;
- The Columbia–Snake River system from the Pacific Ocean to the confluence of the Snake River with the Clearwater River at the Idaho border.

Project Portfolio List

The FMSIB recommends a portfolio of 48 projects to address the state's most urgent freight mobility needs on strategic corridors. The project portfolio is based in part on the eligibility criteria set forth in RCW 47.06A.020 (4). These criteria are:

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

The FMSIB considered cost-benefit information and found that specific data for benefit–cost evaluations were not available. The board therefore determined that the minimum threshold eligibility criteria were met because the projects evaluated are the high priority projects from two legislatively-funded studies, and the ranking process includes implicit benefit measures. The FMSIB relied upon the statewide high priority project list prepared in 1997 by the Freight Mobility Project Prioritization Committee (FMPPC). The FMPPC was appointed by the Washington State Department of Transportation Secretary in 1997 for the purpose of developing a freight mobility evaluation and selection process as well as to develop a prioritized list of projects. The FMPPC high priority list had been developed from the 1996 project solicitations undertaken by the legislature's Freight Mobility Advisory Committee (FMAC) and the Eastern Washington Freight Mobility Advisory Committee (EWFMAC). In combination, the FMAC and EWFMAC solicitations involved written notification through direct mail and faxes to public works directors at the city and county level, and to WSDOT regional administrators. The cities, counties, and ports associations also notified their members of the project solicitation process. FMAC and EWFMAC each developed high priority project lists that

FMPPC further refined and evaluated.

The FMSIB updated information from the FMPPC list and re-scored projects based on new information in the safety and partnership funding categories. The process used by the FMSIB was objective. Ten project proponents voluntarily withdrew their projects from consideration. Reasons for project withdrawal include obtaining other funding, changes in the proponents' priorities, or a decision by proponents to concentrate available match funding on fewer projects.

The project list follows page 6.

Freight Mobility System and Geographic Distribution

The FMSIB will allocate the first fifty-five percent of funds to the highest priority projects, without regard to region. In accordance with Chapter 47.06A RCW, the FMSIB will allocate funding for the I-90 snow shed project, a geographically neutral project, without detracting from funding for any region of the state.

The remaining funds will be allocated equally among these three regions of the state:

Eastern Washington Counties:

Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend Orielle, Spokane, Stevens, Whitman, Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Klickitat, Walla Walla, and Yakima.

Western Washington Counties:

Clallum, Jefferson, Island, Kitsap, San Juan, Skagit, Whatcom, Clark, Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania, Thurston, and Wahkiakum.

Puget Sound Counties:

King, Pierce, and Snohomish.

State Freight Mobility Share

RCW 47.06A.020 requires the FMSIB to adopt policies to leverage state funds by using the greatest amount of non-program funding possible. The FMSIB adopted the following policy to encourage partnership funding. The policy reads:

"The Freight Mobility Strategic Investment Board recognizes the state's freight mobility program is distinguished by its emphasis on partnerships. The board will place a great emphasis on partnership participation in forming its recommendation about the freight mobility program funding share for each project it recommends to the legislature for funding. While the law specifies in most cases the minimum non-program participation would be 20%, the magnitude of partnership participation would be a major element in the competition for freight mobility program funding shares. The board's criteria will include an evaluation of the return on investment for the state's freight mobility program funding

share for each project; benefits to the strategic freight corridor system of the state; the commitment of partners; the financial participation of project beneficiaries, project staging and readiness and other such criteria that will ensure that state freight mobility funds are allocated to leverage the greatest amount of partnership funding possible.”

The FMSIB adopted these recommendations on state share:

Projects should be funded according to their order on the prioritization list. The state has an interest in seeing that the best freight mobility projects are done first because these projects have the greatest benefit to the state's freight mobility system and impact on improving the state's freight mobility system.

The freight mobility program share should not exceed 65% of total project cost unless the board grants a

special exception. A goal of the strategic investment process has been to encourage non-program sources of funding while still maintaining the flexibility to address extenuating circumstances. By capping the freight mobility program share at 65%, the board essentially requires minimum partnership funding of 35%.

The board should set a cap of \$50 million for any one project. The state has an interest in moving as many projects as possible forward in all areas of the state. Capping the number of dollars going to any one project helps to ensure that the available dollars will fund other projects on the list.

Projects can move up the list by increasing their funding from partners.

A table presenting freight mobility program share recommendations appears on the facing page.

THE FMSIB RECOMMENDATIONS —

- Projects should be funded according to their order on the prioritization list.
- The program share should not exceed 65% of total project cost unless the board grants a special exception.
- The board should set a cap of \$50 million for any one project.
- Projects can move up the list by increasing their funding from partners.

Table 1: The FMSIB Recommended Projects

Rank	Agency	Region	Project Name	Total Cost	Partner Share*	FMSIB Share	%FMSIB Share	FMSIB Share Running Total
	(see legend)			(\$ millions)	(\$ millions)	(\$ millions)		(\$ millions)
1	WSDOT	PS-F	SR 519 Intermodal Access Project	146.89	108.29	38.60	26%	38.60
2	WSDOT	PS	SR 509 South Access Completion	167.04	117.04	50.00	30%	88.60
3	Port of Seattle	PS-F	East Marginal Way Ramps	23.60	16.68	6.92	29%	95.52
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd. Grade Separation	33.67	24.67	9.00	27%	104.52
5	WSDOT	PS-F	SR 167, SR 509 to SR 161	44.53	32.33	12.20	27%	116.72
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	11.62	8.82	2.80	24%	119.52
7	WSDOT	GN	I-90 Snowshed	153.80	108.20	45.60	30%	165.12
8	Kelso	WW	Allen Street Bridge Replacement	25.50	22.39	3.11	12%	168.23
9	Port of Everett	PS-F	California St. Overcrossing/ Port of Everett	10.00	5.00	5.00	50%	173.23
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	8.40	4.20	4.20	50%	177.43
11	Everett	PS-F	38th St. Railway Overcrossing/ Riverfront Parkway	16.00	8.70	7.30	46%	184.73
12	Union Gap	EW	Valley Mall Blvd. Extension	10.00	5.02	4.98	50%	189.70
13	Seattle	PS-F	South Spokane St. Viaduct	57.57	32.57	25.00	43%	214.70
14	Auburn	PS-F	South 277th St. (BNSF & UPSP)	35.85	22.05	13.80	38%	228.50
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	9.00	6.00	40%	234.50
16	Prosser	EW	Wine Country Rd.	13.50	4.72	8.78	65%	243.28
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	2.79	5.18	65%	248.46
18	Tacoma	PS-F	D St. Grade Separation	22.50	13.35	9.15	41%	257.61
19	Auburn	PS-F	3rd St. SW/BNSF	27.60	17.60	10.00	36%	267.61
20	Pierce County	PS-F	North Canyon Rd. Northerly Exten./BNSF Overcrossing	6.00	4.00	2.00	33%	269.61
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	9.00	6.00	40%	275.61
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	10.00	6.00	4.00	40%	279.61
23	Tukwila	PS-F	S. 180th St. Grade Separation	15.00	9.00	6.00	40%	285.61
24	Colville	EW	Colville Alternate Truck Route	5.50	3.50	2.00	36%	287.61
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.50	2.27	4.23	65%	291.83
26	Kennewick	EW	Edison St. Railroad Crossing	13.00	7.80	5.20	40%	297.03
27	Kennewick	EW	Washington St. Railroad Crossing	12.00	7.20	4.80	40%	301.83
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	3.60	1.80	1.80	50%	303.63
29	Everett	PS-F	E. Marine View Drive Widening	6.10	5.50	0.60	10%	304.23
30	WSDOT	PS	SR 18 Weyerhaeuser Way to SR 167 Truck Lane	10.61	3.71	6.90	65%	311.13
31	Benton County	EW	Port of Kennewick Road (Exten. of Piert Rd.)	1.84	1.32	0.52	28%	311.65
32	WSDOT	EW	SR 28, SR 2 / 97 to 9th St.	31.50	14.24	17.26	55%	328.91
33	WSDOT	EW	I-90 Argonne to Sullivan	28.75	14.75	14.00	49%	342.91
34	Spokane County	EW	Park Rd. at BNSF Main Line	8.40	4.20	4.20	50%	347.11
35	WSDOT	EW	US 12, SR 124 I/S to Jct. SR 730	5.08	1.83	3.25	64%	350.36
36	WSDOT	EW	SR 17, Pioneer Way to Stratford Rd.	12.50	4.37	8.13	65%	358.48
37	WSDOT	EW	SR 395 Halfmoon Rd. to Hamilton Rd.	16.10	5.70	10.40	65%	368.88
38	Yakima	EW	Elevated Train from I St. to Yakima Ave.	82.00	41.00	41.00	50%	409.88
39	Yakima	EW	Washington Ave. Grade Separation	18.00	10.80	7.20	40%	417.08
40	Spokane County	EW	Barker Rd. at BNSF Main Line	6.00	3.00	3.00	50%	420.08
41	WSDOT	EW	SR 97, Blewett Pass Hwy. Truck Lanes	21.00	7.35	13.65	65%	433.73
42	WSDOT	EW	I-90 Sprague to Argonne	25.23	8.98	16.25	64%	449.98
43	Asotin County	EW	SR 129/Fleshman Way Interchange	4.75	1.66	3.09	65%	453.07
44	WSDOT	EW	I-90 Sullivan to Harvard	14.10	5.00	9.10	65%	462.17
45	Yakima	EW	Mead Ave. Grade Separation	18.00	10.80	7.20	40%	469.37
46	Benton County	EW	Ward Gap at BNSF	0.15	0.08	0.07	45%	469.44
47	Benton County	EW	Richards at BNSF	0.15	0.08	0.07	45%	469.50
48	WSDOT	EW	SR 28 & SR 281, So. and East Quincy Multilane Exten.	4.50	1.57	2.93	65%	472.43
LEGEND				TOTAL	\$ 1,232.37	\$ 759.94	\$ 472.43	\$ 472.43

EW —eastern Washington
GN —geographically neutral
PS —Puget Sound
PS-F —Puget Sound-FAST corridor
WW — western Washington

* May include federal, county, city, port, railroad, other private and other state funds such as TIB and CRAB.

2. Background of Legislation that created FMSIB

Legislation and Previous Study Efforts

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

During the 1997 interim, the Washington State Department of Transportation created the Freight Mobility Project Prioritization Committee (FMPPC) in response to direction provided by the 1997-98 transportation budget. The FMPPC was established to recommend specific criteria for use in ranking freight mobility projects. The FMPPC applied those criteria to proposed freight mobility projects and established a statewide freight mobility project list.

Also during the 1997 interim, the LTC created the Eastern Washington Freight Mobility Advisory Committee (EWFMAC) to study the freight mobility needs of eastern Washington. EWFMAC updated the list of strategic corridors in eastern Washington, developed a list of high priority freight mobility investments, and developed cost estimates for infrastructure needed to open the Ellensburg to Lind rail route. They also identified freight mobility issues of concern to eastern Washington such as the potential drawdown of dams on the lower Snake River.

The 1998 legislature adopted Engrossed Substitute House Bill No. 2615 entitled: *An act relating to creating partnerships for strategic freight investments*. The act established a state freight mobility policy and created the Freight Mobility Strategic Investment Board (FMSIB) for the purpose of reviewing and recommending funding, on a prioritization basis, for freight mobility transportation projects that are of strategic importance to the state of Washington. That act is codified as Chapter 47.06A RCW.

The 12-member FMSIB includes representatives from cities, counties, ports, railroads, steamship operators, the trucking industry, the governor's office, and the state Department of Transportation. The board is required to provide periodic progress reports to the legislature and the governor.

The board is directed to solicit proposed freight mobility projects from public entities that meet eligibility criteria summarized below:

PROJECT ELIGIBILITY CRITERIA —

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

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

Chapter 47.06A RCW charges the FMSIB to review and evaluate freight mobility projects and prioritize projects for state funding based on the above criteria. In addition, Chapter 47.06A RCW directs the FMSIB to use the multi-criteria analysis and scoring framework for evaluating and ranking eligible freight mobility and freight mitigation projects developed by the FMPPC. See Table 2 on page 17, and the FMPPC final report.*

Chapter 47.06A RCW directs the FMSIB to leverage the most partnership funding possible and give priority ranking to projects with the highest level of non-program funding. Partnership funding means non-FMSIB funding and may include other state funding such as Transportation Improvement Board funds. Following the selection and prioritization of projects, Chapter 47.06A RCW requires the FMSIB to submit the project portfolio as a budget request to the Office of Financial Management and the legislature.

Chapter 47.06A RCW directs the FMSIB to ensure that the portfolio projects are not more appropriately funded with other federal, state, or local government funding.

In allocating funding for the program, Chapter 47.06A RCW requires the FMSIB to allocate the first 55 percent of funds to the highest ranking projects, regardless of location. The remaining funds must be allocated evenly among three regions of the state: the eastern region, Puget Sound region, and western region. If a portfolio project is not ready to proceed at the time the legislature makes its final funding decisions, the project will be bypassed and the next highest priority project should replace it. The bypassed project must compete again in the next FMSIB funding cycle.

Chapter 47.06A RCW also requires the FMSIB to make periodic progress reports to the governor and the Legislative Transportation Committee.

* FMPPC final report, January, 1998.

1998 Work Plan

To accomplish its purpose the FMSIB undertook the following actions in 1998:

1. Adopted rules and procedures necessary to implement the freight mobility strategic investment program.
2. Designated strategic freight corridors and established a method of collecting and verifying data, including information on city and county-owned roadways. See Strategic Corridor section, page 10.
3. Reviewed, evaluated, and recommended a prioritized project list based on FMPPC project recommendations and multi-criteria analysis. See Project List section, page 13.
4. Adopted rules that give preference to projects that contain the greatest levels of financial participation from non-program sources. See State Freight Mobility Share section, page 15.
5. Considered staffing arrangements including the hiring of an Executive Director. The FMSIB developed a job description and worked with WSDOT and TIB to post a recruitment notice and advertise the position nationally. The FMSIB received 24 applications and interviewed six applicants. In November, following discussions with legislative leaders, the FMSIB decided not to hire an executive director at this time, and they notified all candidates of this decision.

Meeting minutes recording the FMSIB's actions are included in the appendix to this report.

3. Adoption of Strategic Freight Corridors

Legislative Requirements

Strategic corridors are a central concept to the state's freight mobility policy. For projects to be eligible for freight mobility funding, they must be located on a strategic corridor. RCW 47.06A.010 defines a strategic corridor to be a transportation corridor of great economic importance within an integrated freight system that:

STRATEGIC CORRIDORS —

- Serve international and domestic interstate and intrastate trade;
- Enhance the state's competitive position through regional and global gateways;
- Carry freight tonnages of at least four million gross tons annually on state highways, city streets, and county roads; five million gross tons annually on railroads; or two and one-half million net tons on waterways.

- serves international and domestic interstate and intrastate trade;
- enhances the state's competitive position through regional and global gateways;
- carries freight tonnages of at least four million gross tons annually on state highways, city streets, and county roads; five million gross tons annually on railroads; or two and one-half million net tons on waterways.

RCW 47.06A.020 (3) requires the FMSIB to designate strategic freight corridors within the state and to update the list of such corridors not less than every two years.

Coordinated Effort with WSDOT Transportation Commission

Highways, county roads, and city streets data

Since approximately 1993, WSDOT has collected freight tonnage information on state highways, county roads and city streets. These data were collected to fulfill legislative direction for designation of a freight and goods transportation system. The Transportation Commission adopted a Freight Goods and Transportation System (FGTS) in 1995. FMAC relied on these data to make its recommendation that the state designate strategic freight corridors.

In 1997, WSDOT initiated an update to the FGTS including some modifications to how data were collected to correspond with the tonnage thresholds recommended by FMAC and FMPPC. The FMSIB and WSDOT Transportation Commission met jointly in October 1998. They jointly agreed to use the updated Freight and

Goods Transportation System adopted by the commission as a basis for designating the strategic freight highway and roadway corridors. They agreed that the T1 and T2 roadways carrying over 4 million annual tons should be the basis for designating the strategic freight highway and roadway corridors.

Rail freight data

WSDOT is required under RCW 47.76.220 to prepare and periodically revise a State Rail Plan that identifies, evaluates and encourages essential rail services. The State Rail Plan is prepared by the rail office in WSDOT's Public Transportation and Rail Division. The State Rail Plan includes data on rail freight traffic densities for all railroads in the state. The density is computed on a line-by-line basis and is expressed in terms of annual gross ton-miles per mile, a common measure used in the railroad industry. An established and consistent method for developing annual gross ton-miles per mile data is to utilize the railroad waybill sample maintained by the federal Surface Transportation Board. Rail traffic densities for the 1998 update of the State Rail Plan were developed from the waybill sample database.

Waterways data

WSDOT provided the FMSIB with preliminary information assembled for the 1999 marine cargo forecast for the designation of strategic water freight corridors. Tonnage data were accessed through the U.S. Army Corps of Engineers Navigation Data Center and represent established and consistent sources of data.

Lists and Maps of Designated Strategic Corridors

Designated strategic state highways, city streets, and county roads

The FMSIB adopted strategic freight roadways. All of the strategic highways and many of the strategic roadways are shown on the strategic corridor map included with this report. See the appendix to this report for a complete list of T1 and T2 routes.

The FMSIB also designated the following routes that are not T1 or T2 routes but which are physically located between segments of T2 routes. Designation of the following segments provides system continuity, in that they are 15-mile or shorter segments within the T2 corridor. In addition, the following segments are in the upper range of T3 freight tonnage, greater than 2 million annual tons:

- SR 395 north of Spokane, vicinity of Deer Park
- SR 195 north of Pullman
- SR 970/SR 97 north of Ellensburg
- SR 104 from SR 19 to SR 101
- SR 539 north of Lynden to the border

DESIGNATED STRATEGIC HIGHWAYS, CITY STREETS, AND COUNTY ROADS —

- Serve international and domestic interstate and intrastate trade;
- Enhance the state's competitive position through regional and global gateways;
- Carry freight tonnages of at least four million gross tons annually on state highways, city streets, and county roads.

Designated strategic railway corridors

The FMSIB designated the following mainlines as Washington state's strategic rail freight corridors:

DESIGNATED RAILWAY CORRIDORS —

- Serve international and domestic interstate and intrastate trade;
- Enhance the state's competitive position through regional and global gateways;
- Carry freight tonnages of at least five million gross tons annually on railroads.

- BNSF and UP mainlines from Blaine through Seattle to Vancouver, WA; BNSF mainline from Everett through Wenatchee to Spokane (Stevens Pass line) and to the Idaho border;
- BNSF mainline from Auburn through Ellensburg and Yakima to the Tri-Cities (Stampede Pass line);
- BNSF mainline from Vancouver, WA to the Tri-Cities (Columbia Gorge line); BNSF mainline from the Tri-Cities to Spokane;
- UP mainline from the Oregon border near Wallula through Spokane to the Idaho border.

Designated strategic waterway corridors

The FMSIB designated the following waterways as Washington state's strategic water freight corridors:

DESIGNATED WATERWAY CORRIDORS —

- Serve international and domestic interstate and intrastate trade;
- Enhance the state's competitive position through regional and global gateways;
- Carry freight tonnages of at least two and one-half million net tons on waterways.

- Water routes connecting the Pacific Ocean with the following deep draft ports: Anacortes, Everett, Seattle, Tacoma, Port Angeles, Longview, Kalama and Vancouver;
- The Columbia–Snake River system from the Pacific Ocean to the confluence of the Snake River with the Clearwater River at the Idaho border.

4. Development of Project List

List Forwarded from Freight Mobility Project Prioritization Committee (FMPPC)

Given the substantial work already undertaken by FMAC, EWFMAC, and FMPPC, described on pages 4 and 5 of this report, the FMSIB began its project evaluation process by using the priority project list forwarded by the FMPPC. The FMPPC list built on the recommendations of FMAC and the Eastern Washington Freight Mobility Advisory Committee (EWFMAC), two legislatively chartered freight mobility efforts. FMPPC evaluated only those freight projects that were determined to be high priority by FMAC and EWFMAC. Projects on the FMAC Group 1 list and the EWFMAC's high priority projects were not screened by FMPPC's threshold eligibility procedure; however, the FMAC and EWFMAC identified high priority projects through a process that used criteria paralleling much of the threshold screening required under Chapter 47.06A RCW.

**THE FMSIB ASKED PROPONENT AGENCIES
ABOUT THEIR PROJECTS —**

Lead Agency, Location and Scope

Project Costs

Completed Phases

The FMPPC collected supplemental information on approximately 60 FMAC and EWFMAC high priority projects in order to rank projects based on its multi-criteria evaluation process. The FMPPC scored and ranked the projects using the supplemental information. The resulting FMPPC ranked list totaled 58 projects with a total project value of \$1.1 billion. Of that amount, partnership contributions totaled 40%.

Requested Updates on Funding, Scope and Accident History

During the fall of 1998 the FMSIB sent a letter to the proponent public agencies of projects on the FMPPC list requesting agency review of project summary sheets and requesting updated information on the following items:

Lead Agency, Location and Scope:

- 1) Do these items accurately reflect the project(s) submitted?
- 2) Identify what the public receives and when, (i.e., planning study, design report, grade separation, etc.), if the project was funded.

Project Costs:

- 1) Are the dollars accurate? If percentage of partnership participation changes, projects will be re-evaluated based upon the FMPPC criteria and which could change their priority ranking.
- 2) Are the partnership funds identified; anticipated or committed (as defined) and are they the correct partners?
- 3) Is the cash flow accurate if freight mobility funds were available July 1, 1999, (dollars per phase/per year of when funds will be expended) for the project?

Completed Phases:

- 1) Is this table accurate for the phases completed in the project?
- 2) Identify the readiness of your project. What will you be designing, constructing, etc.?

The FMSIB notified project proponents that, from this information, the FMSIB would determine the percentage at which the FMSIB would recommend participation in the various projects. The FMSIB also advised proponents that the recommended state share might be less than that requested.

Projects Removed from List

In the course of the FMSIB's request for updated project information, project proponents for 10 projects asked to have their projects removed from consideration by the FMSIB. The agencies requested removal because their projects had been completely funded by other sources, project priorities had changed, or agencies had chosen to concentrate available matching funds on fewer projects.

Recommended Project List

The projects recommended by the FMSIB are shown following page 6.

5. Determination of State Freight Mobility Share

Legislative Direction

Chapter 47.06A RCW is aimed at creating partnerships for strategic freight investments. The act states:

The FMSIB shall ensure that state funds are allocated to leverage the greatest amount of partnership funding possible.

The FMSIB shall adopt rules that give preference to projects that contain the greatest levels of financial participation from non-program fund sources.

The FMSIB shall consider twenty percent as the minimum partnership contribution, but shall ensure that there are provisions allowing exceptions for projects that are located in areas where minimal local funding capacity exists or where the magnitude of the project makes the adopted partnership contribution financially unfeasible.

In response to legislative direction, the FMSIB adopted a policy to give guidance to project proponents regarding the emphasis on partnership funding. The motion adopted by the FMSIB reads:

The Freight Mobility Strategic Investment Board recognizes that the state's freight mobility program is distinguished by its emphasis on partnerships. The board will place a great emphasis on partnership participation in forming its recommendation about the freight mobility program funding share for each project it recommends to the legislature for funding. While the law specifies that in most cases the minimum non-program participation would be 20%, the magnitude of partnership participation would be a major element in the competition for freight mobility program funding shares. The board's criteria will include an evaluation of the return on investment for the state's freight mobility program funding share for each project; benefits to the strategic freight corridor system of the state; the commitment of partners; the financial participation of project beneficiaries, project staging and readiness and other such

CHAPTER 47.06A RCW CREATES PARTNERSHIPS FOR FREIGHT INVESTMENTS —

- The FMSIB shall ensure that state funds are allocated to leverage the greatest amount of partnership funding possible.
- The FMSIB shall adopt rules that give preference to projects that contain the greatest levels of financial participation from non-program fund sources.
- The FMSIB shall consider twenty percent as the minimum partnership contribution, but shall ensure that there are provisions allowing exceptions for projects that are located in areas where minimal local funding capacity exists or where the magnitude of the project makes the adopted partnership contribution financially unfeasible.

criteria that will ensure that state freight mobility funds are allocated to leverage the greatest amount of partnership funding possible.

It was also recommended that the FMSIB retain a technical consultant to assist the board in developing objective measures for determining FMSIB freight mobility share.

Consultant Assistance

The FMSIB retained ECONorthwest, an economic consulting firm, to devise an objective approach for determining the appropriate share of FMSIB funding for the freight mobility projects recommended by the FMPPC.

THE FMSIB EMPHASIZES PARTNERSHIPS —

The board will recommend program funding based upon:

- the magnitude of financial participation by partners
- return on investment for the state's freight mobility program
- benefits to the state's strategic freight corridor system
- commitment of partners
- financial participation of project beneficiaries
- project staging and readiness
- other criteria that will ensure leverage of the greatest amount of partnership funding.

ECONorthwest evaluated four different approaches to determining the appropriate state share of funding:

1. Negotiate agreements between the state and project proponents for each project.
2. Distribute funds geographically based on the project's economic benefits with the freight mobility program share a proportion of the state's benefits.
3. Maximize the total project benefits by leveraging the state's investment.
4. Start at the top of the prioritized list and fund each project subject to a maximum state contribution of 65% of project cost with a cap of \$50 million per project.

The FMSIB rejected the first three options listed above for a variety of reasons including the following: the data to make decisions are not available, the method is not objective, or the method is not transparent enough for public funding decisions. See the ECONorthwest report in the technical appendix.

Recommended Approach to Establishing State Freight Mobility Share

The FMSIB adopted the following method for determining freight mobility program share:

Projects should be funded according to their order on the prioritization list. The project ranking identifies the best projects. The state has an interest in seeing that the best freight projects are done first, because they have the greatest benefit to and impact on improving the state's freight mobility system.

The freight mobility program share should not exceed 65% of total project cost unless the board grants a special exception. An explicit goal of the strategic investment process has been to encourage non-program sources of funding while still maintaining the flexibility to address extenuating circumstances. By capping

the state share at 65%, the board would essentially require minimum partnership funding of 35%.

The board should set a cap of \$50 million for any one project. The state has an interest in moving as many projects as possible forward in all areas of the state. Capping the number of dollars going to any one project helps to ensure that the available dollars will fund projects on the list.

Projects can move up the list by increasing their funding from partners. The current ranking system provides 1 point for each 4% of partnership funding, up to a maximum of 20 points. Projects that want to move up the list can do so by increasing their partnership share. Thus, the incentive for developing further partnership funding is maintained throughout the funding process.

The recommended approach takes full advantage of the work already done by the FMPPC. Rather than requiring the development of a new benefit index that does not capture the complete range of benefits, the recommended approach uses the implicit benefit measures developed by the FMPPC ranking process. Each project is ranked, and therefore funded, according to an extensive set of benefits. The following table shows a list of the benefits considered and the maximum points available in the scoring process developed by the FMPPC:

Table 2. FMPPC Scoring Criteria

Evaluation Criteria	Maximum Score
Increased freight mobility for the project area	35
Increased freight mobility for the region, state, and nation	30
Increased general mobility	25
Safety improvements	20
Direct economic effects	10
Environmental effects	10
Level of partnership	25
Consistency with regional and state plans	5
Cost	10
Other special issues	8
Total	178*

HOW PROGRAM SHARE WILL BE DETERMINED —

- Projects should be funded according to their order on the prioritization list.
- Freight mobility program share should not exceed 65% of total project cost (unless the board grants a special exception.)
- The board should set a cap of \$50 million for any one project.
- Projects can move up the list by increasing their funding from partners.

The recommended funding strategy would leverage the FMSIB funding share of approximately \$472 million with almost \$760 million in partnership funding to achieve a total investment of \$1.23 billion.

* See the FMPPC final report, dated January 1998, for more details on how the scoring criteria were developed.

6. Project Portfolio and Improved Freight Mobility

The proposed project portfolio addresses freight mobility needs on designated strategic corridors throughout the state. Many of the projects benefit more than one type of strategic corridor, roadway, railway, and waterway, because our freight system is multi-modal and interconnected. Therefore, projects may appear in more than one grouping.

Strategic Roadway Corridor Improvements (see Figure 1)

Roadway improvements are proposed on state highways, county roads and city streets that will remove physical barriers to freight mobility. These roadway projects include improved port access, reduction in delay from weather (i.e., I-90 snowsheds), and capacity improvements in congested areas where freight and general mobility are in conflict.

Strategic Railway Corridor Improvements (see Figure 2)

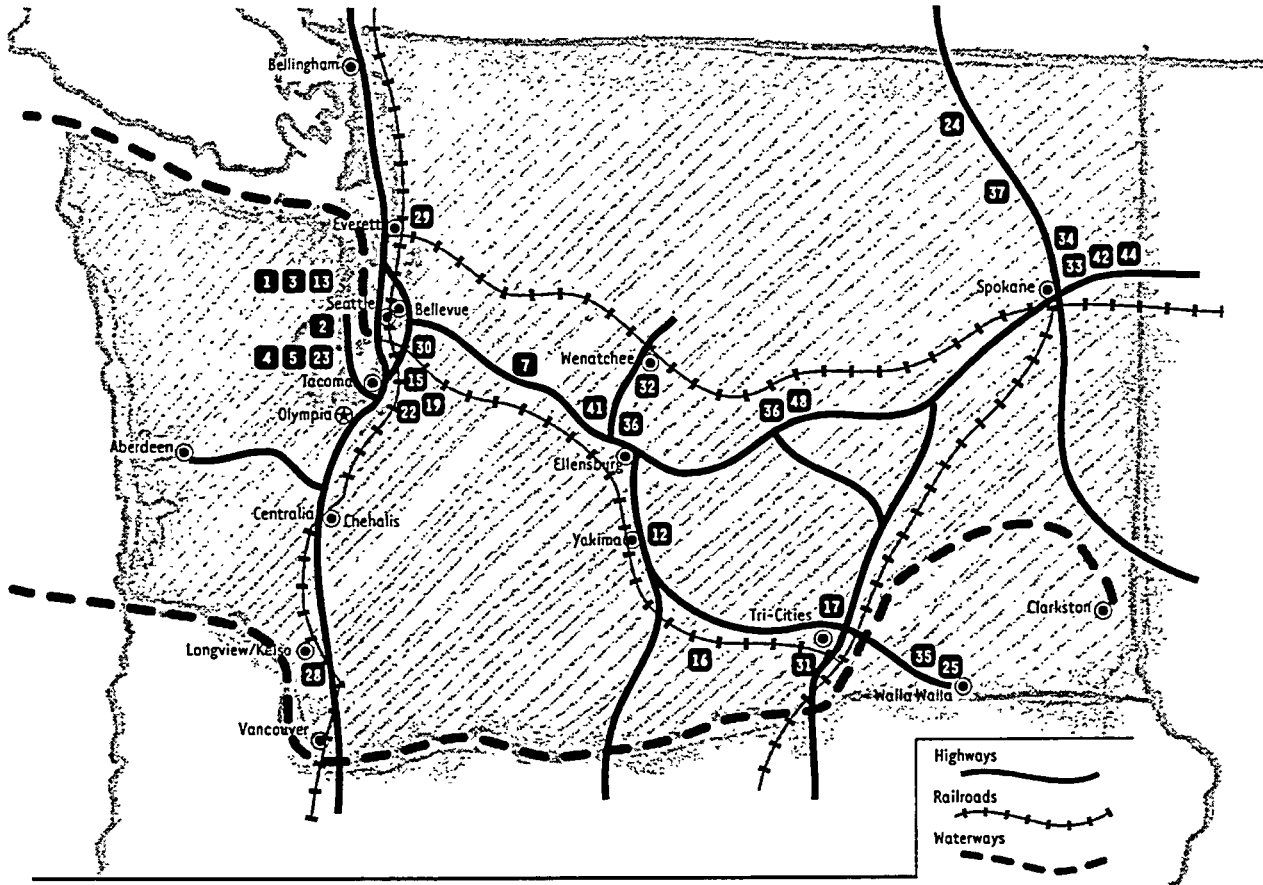
Strategic railway corridor improvements are proposed that are part of the Freight Action Strategy for the Everett-Seattle-Tacoma Corridor (FAST Corridor). This corridor originates in western Washington and is a series of transportation projects designed to ease the most seriously congested areas in the Puget Sound area over the next few years. The rail corridors are both north-south and east-west.

Projects are proposed to reduce conflict between rail traffic and general traffic in the Puget Sound area, extending from Tacoma to Everett. In addition, projects are proposed to reduce train and general traffic conflicts along the Stampede Pass Corridor, extending from Auburn in western Washington through eastern Washington communities.

Columbia – Snake River Corridor Improvements (see Figure 3)

Projects are proposed that improve freight mobility at ports along the Columbia and Snake River waterway corridor.

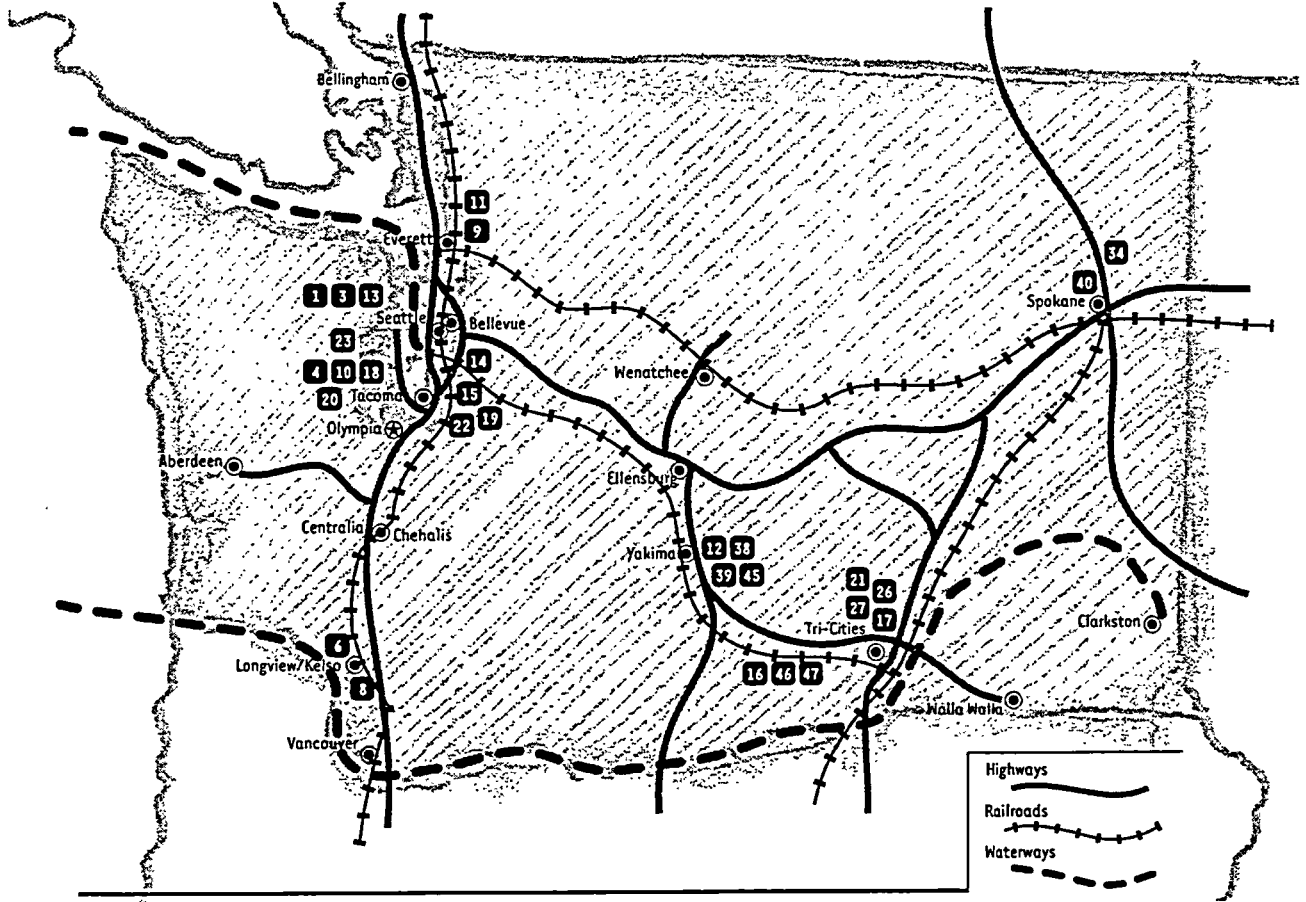
Figure 1: Strategic Roadway Corridor Improvements



Rank	Agency	Region	Project Name	Total Project Cost \$M	FMSIB Share \$M
1	WSDOT	Puget Sound-FAST Corridor	SR 519 Intermodal Access Project	146.89	38.60
2	WSDOT	Puget Sound	SR 509 South Access Completion	167.04	50.00
3	Port of Seattle	Puget Sound-FAST Corridor	East Marginal Way Ramps	23.60	6.92
4	WSDOT	Puget Sound-FAST Corridor	SR 509/Port of Tacoma Rd. Grade Separation	33.67	9.00
5	WSDOT	Puget Sound-FAST Corridor	SR 167, SR 509 to SR 161	44.53	12.20
7	WSDOT	geographically neutral	I-90 Snowshed	153.80	45.60
12	Union Gap	Eastern Washington	Valley Mall Blvd. Extension	10.00	4.98
13	Seattle	Puget Sound-FAST Corridor	South Spokane St. Viaduct	57.57	25.00
15	Puyallup	Puget Sound-FAST Corridor	Shaw Rd. Extension	15.00	6.00
16	Prosser	Eastern Washington	Wine Country Rd.	13.50	8.78
17	Port of Pasco	Eastern Washington	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18
19	Auburn	Puget Sound-FAST Corridor	3rd St. SW/BNSF	27.60	10.00
22	Pierce County	Puget Sound-FAST Corridor	8th St. East / BNSF Mainline Grade Separation	10.00	4.00
23	Tukwila	Puget Sound-FAST Corridor	S. 180th St. Grade Separation	15.00	6.00
24	Colville	Eastern Washington	Colville Alternate Truck Route	5.50	2.00
25	Walla Walla	Eastern Washington	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.50	4.23
28	Port of Kalama	Western Washington	Port of Kalama Industrial Park Bridge	3.60	1.80
29	Everett	Puget Sound-FAST Corridor	E. Marine View Drive Widening	6.10	0.60
30	WSDOT	Puget Sound	SR 18 Weyerhaeuser Way to SR 167 Truck Lane	10.61	6.90
31	Benton County	Eastern Washington	Port of Kennewick Road (Exten. of Pier Rd.)	1.84	0.52
32	WSDOT	Eastern Washington	SR 28, SR 2 / 97 to 9th St.	31.50	17.26
33	WSDOT	Eastern Washington	I-90 Argonne to Sullivan	28.75	14.00
34	Spokane County	Eastern Washington	Park Rd. at BNSF Main Line	8.40	4.20
35	WSDOT	Eastern Washington	US 12, SR 124 I/S to Jct. SR 730	5.08	3.25
36	WSDOT	Eastern Washington	SR 17, Pioneer Way to Stratford Rd.	12.50	8.13
37	WSDOT	Eastern Washington	SR 395 Halfmoon Rd. to Hamilton Rd.	16.10	10.40
41	WSDOT	Eastern Washington	SR 97, Blewett Pass Hwy. Truck Lanes	21.00	13.65
42	WSDOT	Eastern Washington	I-90 Sprague to Argonne	25.23	16.25
44	WSDOT	Eastern Washington	I-90 Sullivan to Harvard	14.10	9.10
48	WSDOT	Eastern Washington	SR 28 & SR 281, So. and East Quincy Multilane Exten.	4.50	2.93

Totals not included because lists are illustrative of project types and include duplications.

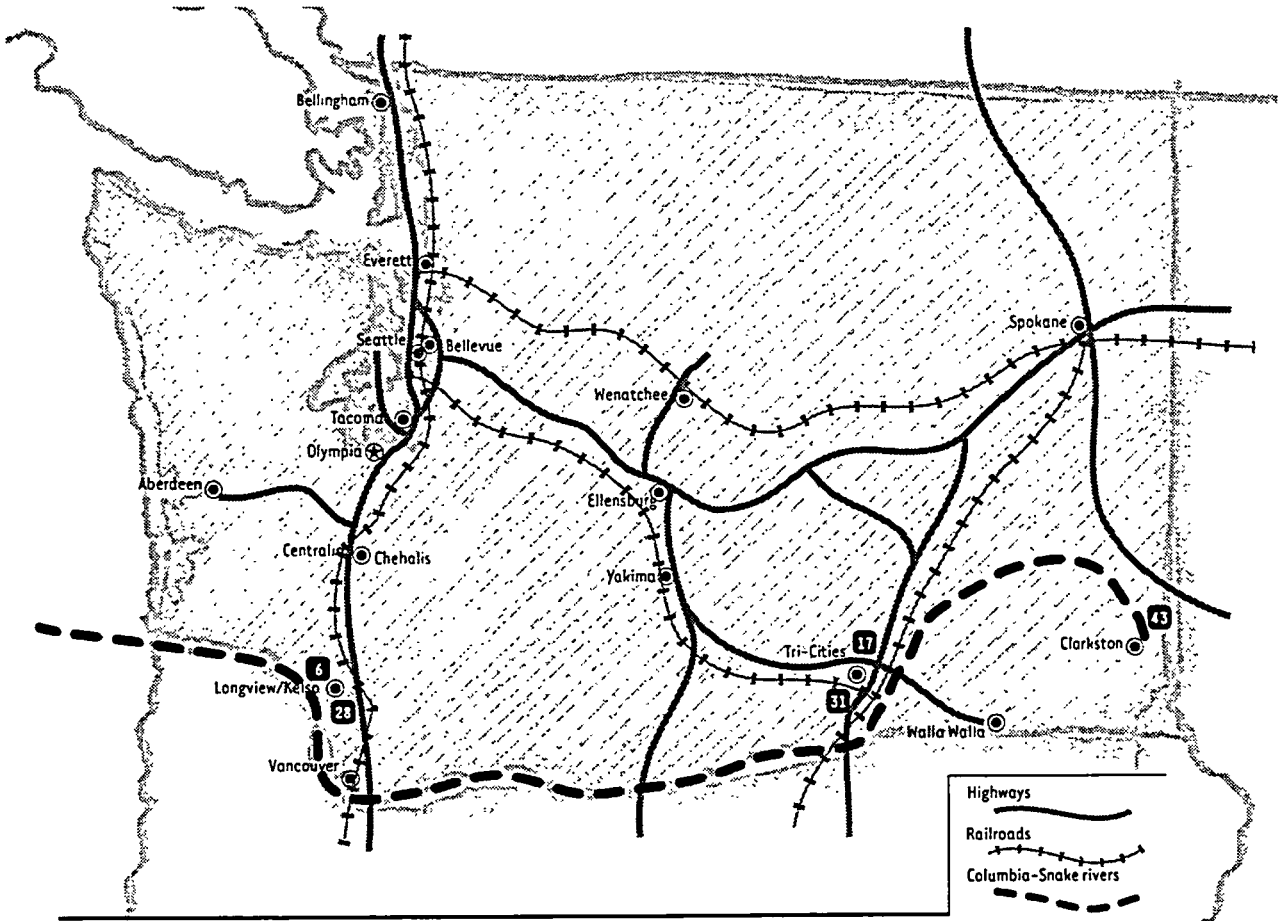
Figure 2: Strategic Railway Corridor Improvements



Rank	Agency	Region	Project Name	Total Project Cost \$M	FMSIB Share \$M
1	WSDOT	Puget Sound-FAST Corridor	SR 519 Intermodal Access Project	146.89	38.60
3	Port of Seattle	Puget Sound-FAST Corridor	East Marginal Way Ramps	23.60	6.92
4	WSDOT	Puget Sound-FAST Corridor	SR 509/Port of Tacoma Rd. Grade Separation	33.67	9.00
6	Port of Longview	Western Washington	Port of Longview Alternate Rail Corridor	11.62	2.80
8	Kelso	Western Washington	Allen Street Bridge Replacement	25.50	3.11
9	Port of Everett	Puget Sound-FAST Corridor	California St. Overcrossing/ Port of Everett	10.00	5.00
10	Port of Tacoma	Puget Sound	Lincoln Ave. Grade Separation	8.40	4.20
11	Everett	Puget Sound-FAST Corridor	38th St. Railway Overcrossing/ Riverfront Parkway	16.00	7.30
12	Union Gap	Eastern Washington	Valley Mall Blvd. Extension	10.00	4.98
13	Seattle	Puget Sound-FAST Corridor	South Spokane St. Viaduct	57.57	25.00
14	Auburn	Puget Sound-FAST Corridor	South 277th St. (BNSF & UPSP)	35.85	13.80
15	Puyallup	Puget Sound-FAST Corridor	Shaw Rd. Extension	15.00	6.00
16	Prosser	Eastern Washington	Wine Country Rd.	13.50	8.78
17	Port of Pasco	Eastern Washington	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18
18	Tacoma	Puget Sound-FAST Corridor	D St. Grade Separation	22.50	9.15
19	Auburn	Puget Sound-FAST Corridor	3rd St. SW/BNSF	27.60	10.00
20	Pierce County	Puget Sound-FAST Corridor	North Canyon Rd. Northerly Exten./BNSF Overcrossing	6.00	2.00
21	Kennewick	Eastern Washington	Columbia Center Blvd. Railroad Crossing	15.00	6.00
22	Pierce County	Puget Sound-FAST Corridor	8th St. East / BNSF Mainline Grade Separation	10.00	4.00
23	Tukwila	Puget Sound-FAST Corridor	S. 180th St. Grade Separation	15.00	6.00
26	Kennewick	Eastern Washington	Edison St. Railroad Crossing	13.00	5.20
27	Kennewick	Eastern Washington	Washington St. Railroad Crossing	12.00	4.80
34	Spokane County	Eastern Washington	Park Rd. at BNSF Main Line	8.40	4.20
38	Yakima	Eastern Washington	Elevated Train from I St. to Yakima Ave.	82.00	41.00
39	Yakima	Eastern Washington	Washington Ave. Grade Separation	18.00	7.20
40	Spokane County	Eastern Washington	Barker Rd. at BNSF Main Line	6.00	3.00
45	Yakima	Eastern Washington	Mead Ave. Grade Separation	18.00	7.20
46	Benton County	Eastern Washington	Ward Gap at BNSF	0.15	0.07
47	Benton County	Eastern Washington	Richards at BNSF	0.15	0.07

Totals not included because lists are illustrative of project types and include duplications.

Figure 3: Columbia – Snake River Corridor Improvements



Rank	Agency	Region	Project Name	Total Project Cost \$M	FMSIB Share \$M
6	Port of Longview	Western Washington	Port of Longview Alternate Rail Corridor	11.62	2.80
17	Port of Pasco	Eastern Washington	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18
28	Port of Kalama	Western Washington	Port of Kalama Industrial Park Bridge	3.60	1.80
31	Benton County	Eastern Washington	Port of Kennewick Road (Exten. of Pier Rd.)	1.84	0.52
43	Asotin County	Eastern Washington	SR 129/Fleshman Way Interchange	4.75	3.09

Totals not included because lists are illustrative of project types and include duplications.

7. Proposed FMSIB 1999-2001 Budget

Capital

The FMSIB is recommending a project portfolio with a total value of \$1.232 billion. The recommendation leverages a freight mobility program share of \$472 million by more than two and one-half times. Project partners will contribute \$760 million to the project portfolio.

The project portfolio includes projects in all stages of design and development, thus assuring the state will see freight mobility projects built during this biennium. The portfolio also begins the crucial planning to solve emerging freight mobility chokepoints.

The FMSIB collected cash flow and other project phasing information as part of its process. This information is available in both summary and individual project formats to assist the legislature in its determination of capital budgeting for this program.

Operating

The proposed FMSIB biennial operating budget totals \$1.1 million. It includes funding to provide the staff support necessary to operate the FMSIB through the 1999-2001 biennium. The proposed budget coincides with legislation that will be introduced in the 1999 session that authorizes the FMSIB to either hire an executive director or contract with WSDOT for an executive director. The proposed legislation also authorizes the FMSIB to hire other support staff or contract with WSDOT or other state transportation agencies for staff services. The budget includes funds to hire consultants to assist the FMSIB with research and analysis. The budget requests funds for office space, equipment, and legal services.

The budget includes funds to contract with other transportation agencies that can help the FMSIB develop rules to implement its procedures, update strategic corridor designations, make recommendations about criteria for future project application cycles, and make recommendations regarding operational improvements that may enhance freight mobility. WSDOT, TIB, CRAB, and other state agencies have expertise that may assist the FMSIB with these tasks.

The budget includes funding to support FMSIB and staff visits to project sites during the 1999-2001 biennium. This will include technical assistance meetings with project proponents as well as regular meetings of the FMSIB in various locations throughout the state.

8. Recommendations to the Legislature

Project List and State Freight Mobility Share

The FMSIB recommends that the legislature fund the prioritized project portfolio following page 6 (Table 1). This list is based on the work previously done by the FMAC, EWFMAC, and the FMPPC. Two recommendations are included regarding freight mobility program share:

- No project will receive over \$50 million.
- No project will receive more than 65% of its project funds from this source.

The result of these recommendations is a balance of potential funding among the regions of the state and the leveraging of almost \$760 million of partnership funding.

If funded, these projects will eliminate many points of conflict that now cause delays and safety concerns. These projects will allow for quicker movement of both truck and rail freight along strategic corridors. These outcomes, reducing freight delay and improving safety, are the solutions that are necessary to ensure that Washington state maintain and enhance its vitality as a trade-driven economy.

Ongoing Program with Future Funding

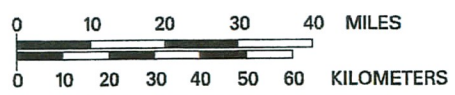
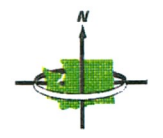
The FMSIB recommends that the state legislature continue to support the freight mobility policy it adopted in Chapter 47.06A RCW. A successful freight mobility strategy requires on-going long-term commitment to ensure that freight mobility projects are built and to see that emerging chokepoints and barriers are addressed. A long-term freight mobility commitment should facilitate the state's market share of freight movement, minimize the impact of population growth on freight mobility, and ensure the free flow of goods along strategic freight corridors.

RCW Changes

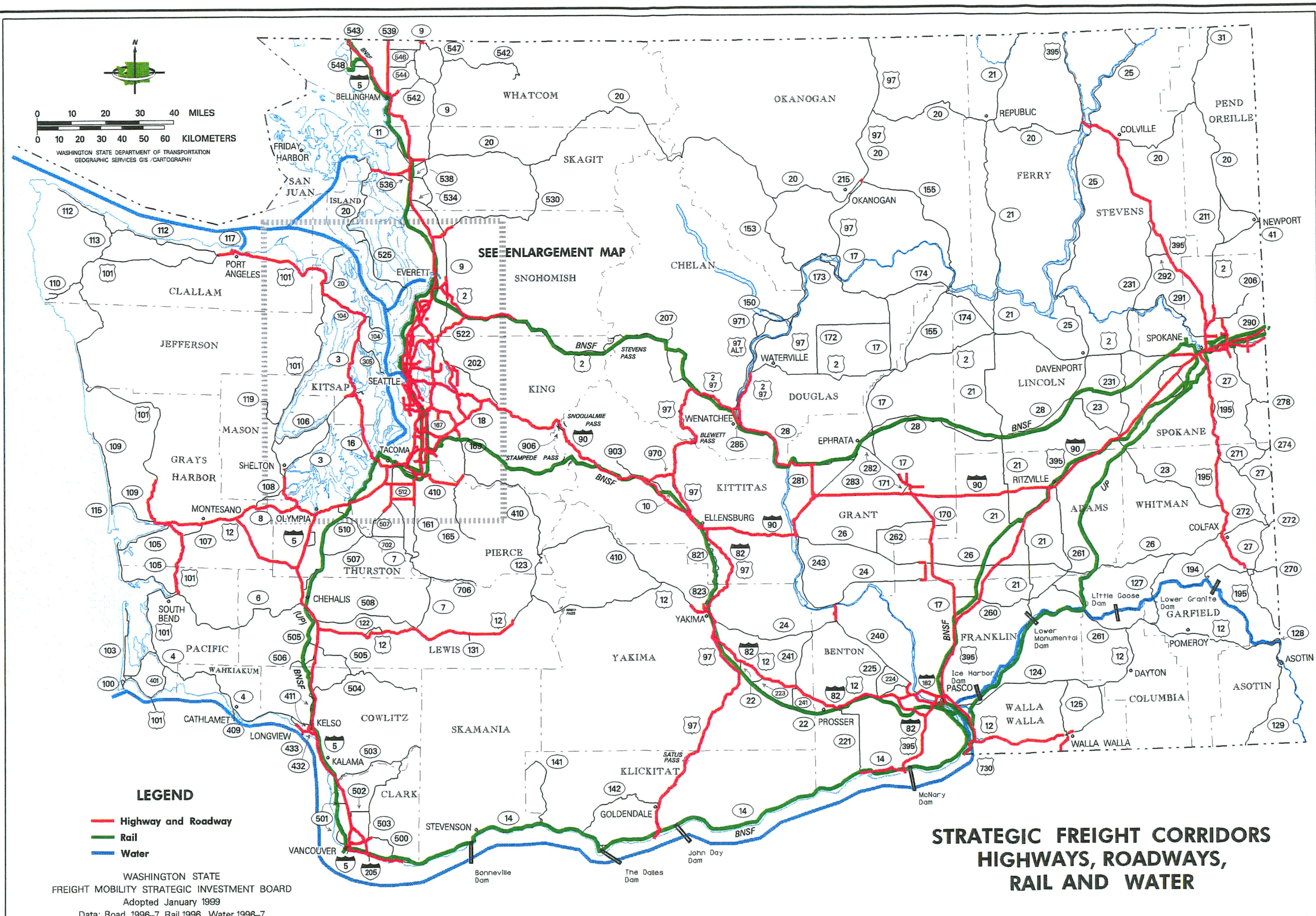
In response to the recommendation not to hire an executive director, the FMSIB requests that Chapter 47.06A RCW be amended so that the board is not required to proceed with such a hire, but is instead given flexibility in obtaining expertise and staff support, including the option of contracting with WSDOT for such services. The FMSIB also requests reimbursement for members' travel expenses to encourage participation by members representing all regions of the state.

Potential Future Directions

1. Work to provide a new prioritized project list for the 2001 legislative session.
2. After June 30, 2001, consider changes in the threshold eligibility criteria.
3. After June 30, 2001, consider supplementing and refining the initial project priority criteria and scoring framework developed by the FMPPC as expertise and experience is gained in administering the freight mobility program.
4. Develop and recommend policies that address operational improvements that primarily benefit and enhance freight movement, including but not limited to, policies that reduce congestion in truck lanes at border crossings and weigh stations and provide for access to ports during non-peak hours.
5. Encourage port districts to submit their development plans to the relevant regional transportation planning organization or metropolitan planning organization, WSDOT, and affected cities and counties to coordinate better the development and funding of freight mobility projects.
6. Ensure that the state-interest component of the statewide multi-modal transportation plan includes a freight mobility plan that determines the needs and provides for the safe, reliable, and efficient movement of goods within and through the state and to ensure the state's economic vitality.
7. Revisit funding share issues as additional information becomes available and experience is gained.
8. Continue to collect data necessary for determining strategic corridors.
9. Review strategic waterway corridor criteria and the ways in which ports are integrated in corridor designations.
10. Review cost-benefit approaches that best address freight mobility, including threshold eligibility criteria and state share determinations. Collect data to support benefit–cost analysis.
11. Develop a detailed workplan, including project application process, that corresponds with other transportation agencies' planning and funding cycles.



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
GEOGRAPHIC SERVICES GIS / CARTOGRAPHY



LEGEND

- Highway and Roadway
- Rail
- Water

WASHINGTON STATE
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD
Adopted January 1999
Data: Road 1996-7, Rail 1996, Water 1996-7

**STRATEGIC FREIGHT CORRIDORS
HIGHWAYS, ROADWAYS,
RAIL AND WATER**

