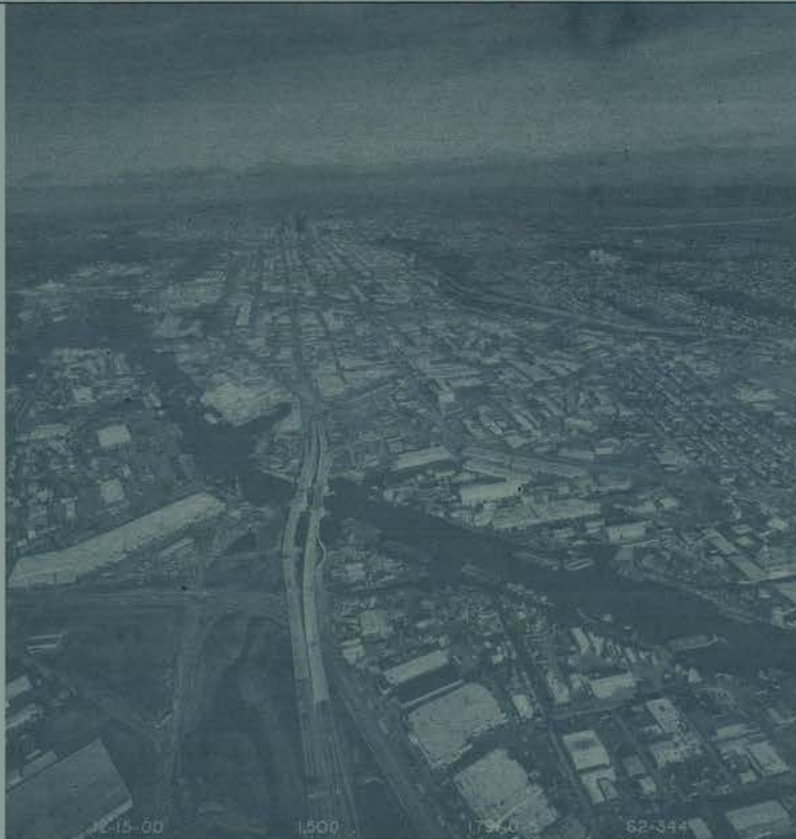




State of Washington

Freight Mobility Strategic Investment Board

2000 ACTIVITIES AND RECOMMENDATIONS REPORT





State of Washington

Freight Mobility Strategic Investment Board

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State of Washington

Freight Mobility Strategic Investment Board

2000 Activities and
Recommendations Report

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From L to R: Ross Kelley, Dan O'Neal, Don Lemmons, Carol Moser, Sid Morrison, Chuck Booth, David Kalberer, Barbara Cothem, Cliff Benson, Pati Otley, Andrew Johnsen, Jim Toomey

- Daniel O'Neal Chairman President, The Greenbrier Companies, Inc. Public Representative
- Cliff Benson President, Puget Sound Steamship Operators Shipping Representative
- Chuck Booth Mayor, City of Auburn City Representative
- Barbara Cothem Council President, Snohomish County County Representative
- Andrew Johnsen Transportation Policy Advisor Governor Representative
- David Kalberer Manager, Regional Transportation, Port of Seattle Port Representative
- Ross Kelley Assistant County Engineer, Spokane County County Representative
- Don Lemmons President Interstate Wood Products Trucking Representative
- Sid Morrison Secretary of Transportation, WSDOT State DOT Representative
- Carol Moser Mayor Pro-Tem, City of Richland City Representative
- Patricia Otley Director of Government Affairs, BNSF Railway Railroad Representative
- Jim Toomey Executive Director, Port of Pasco Port Representative

- Karen Schmidt Executive Director
- Sandra Jensen Confidential Secretary

Executive Summary

The Freight Mobility Strategic Investment Board (FMSIB) was created by the legislature to advocate for statewide freight needs without regard to jurisdictional boundaries, recommend strategic freight mobility projects to be funded on a prioritized basis, and work with project sponsors to develop strategic freight corridor

solutions. Through a variety of actions, the board has focused on including the freight transportation needs in state and local government planning and development. The “day-to-day” agency operation is carried out with a two person staff.

To accomplish its goals, the FMSIB undertook the following activities in 2000:

- Developed a revised operating and capital needs budget after passage of I-695.
- Authorized 13 projects from the original list of 33 to proceed into the construction phase after receiving funding approval by the legislature.
- Coordinated with freight mobility project stakeholders to keep projects moving, encourage additional partnership financial participation, and develop agreed upon corridor solutions. Project accountability is emphasized.
- Met with and worked with local governments and private businesses statewide encouraging them to develop solutions that worked for their region and continue a dialogue focused on solving local freight challenges.
- Worked with other state transportation agencies to provide technical support to FMSIB through an interagency agreement thus avoiding a duplication of staff needs and allowing the agency to focus on the mission without hiring additional employees.
- Refined the project selection criteria with the assistance of project partners so the most strategic projects could be identified.
- Convened a board workshop to discuss future directions for the agency and the need to keep six years worth of projects in the active category at all times to assure that momentum is not lost in developing corridor and chokepoint solutions for freight mobility needs.
- Advertised a call for projects based on the refined criteria developed at the summer workshop and selected 19 new projects, from the 43 submitted for consideration, that were added to the existing list of 33 projects.
- Conducted board meetings and on site project visits in Olympia, Tukwila, Everett, Gig Harbor, TriCities, Yakima and Tacoma.
- Advised federal agencies of freight transportation concerns about proposed breaching of the dams on the Snake/ Columbia River system. Communicated safety concerns about proposed new truck hours of operation which the board believed had serious safety flaws.
- Met with various out of state groups who were interested in replicating the Freight Mobility program in their states.
- Developed a 2001-03 administrative and capital needs budget for consideration by the legislature and Governor.
- Participated in the meetings of the Blue Ribbon Commission on Transportation (BRCT) and provided timelines, project status sheets and project needs for the next 20 years as well as a quick start strategy to demonstrate how freight congestion improvements could be made quickly.
- Have created a subcommittee of board members to develop the necessary data collection needed to create a meaningful benchmark to measure freight mobility and growth of trade as recommended by the Blue Ribbon Commission on Transport.
- Worked with the trucking industry to develop a fair and efficient way of adding truck partnership dollars into freight mobility projects.

The 2000 legislature restored funding to 12 freight mobility projects developed through the FMSIB process. All of the projects are either in construction or anticipate going to construction before the end of the biennium. This report presents the FMSIB's activities during 2000 and information on regional freight needs

compiled during working sessions with local community, government and business leaders. The report also includes the Freight Mobility Board's recommendations to the 2001 legislature. Meeting minutes recording the FMSIB's actions are available on the web site at 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

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. They 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 projects by using the multi-criteria analysis and scoring framework developed by the FMPPC. (See Table 2 on page 17 of the FMSIB 1998 Activities and Recommendations Report.)

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.

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 approved funding for the freight projects previously approved by the legislature. Funding for 13 of the 33 projects was reinstated by the 2000 legislature.

After passage of Initiative 695 in 1999, all 33 of the previously approved projects lost their FMSIB partnership match funding. The 2000 legislature restored funding for 13 of the original 33 freight mobility projects.

House and Senate Transportation leadership supported funding the selected projects that could go into construction during the remaining months of the biennium that were otherwise in jeopardy of losing their partnership dollars.

The FMSIB administrative budget was reduced from \$600,000 to \$540,000 for operating expenses including technical staff support provided by an interagency agreement with WSDOT, Transportation Improvement Board (TIB) and/or County Road Administration Board (CRAB) or by private contract. Other expenses include office expenses, staff salaries and travel expenses for the Board and staff and any other activities approved by the board.

**FMSIB Projects
2000 Supplemental Budget**

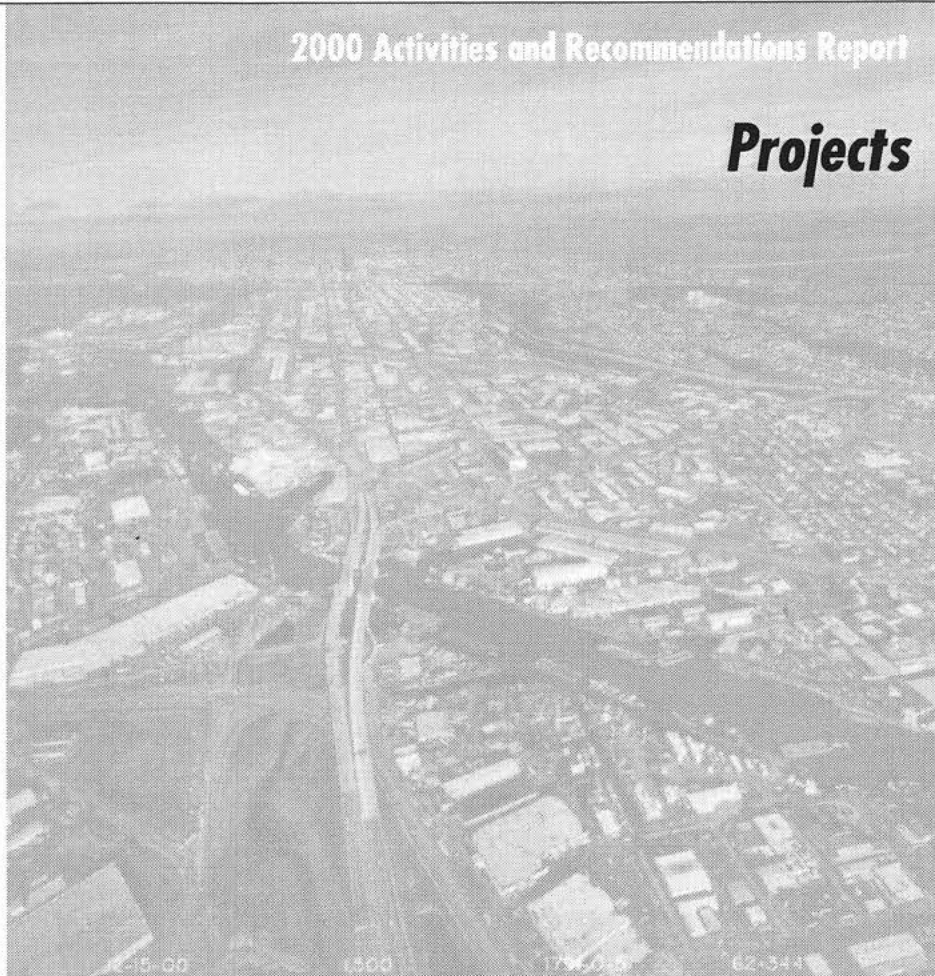
Rank	Agency	Region (see legend)	Project Name	Total Cost (\$ millions)	Partner Share* (\$ millions)	FMSIB SHARE (\$ millions)	
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)	146.89	108.29	38.60	*
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd. Grade Separation	33.67	33.67		*
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	14.30	11.50	2.80	
8	Kelso	WW	Allen Street Bridge Replacement	25.50	22.39	3.11	
9	Port of Everett	PS-F	California St. Overcrossing/ Port of Everett	10.32	5.32	5.00	
11	Everett	PS-F	41st Overx'ing/Riverfront Parkway (Phase 1)	15.34	12.34	3.00	
12	Union Gap	EW	Valley Mall Blvd. Extension	10.12	5.14	4.98	
14	Auburn	PS-F	South 277th St. (BNSF & UPSP)	38.67	24.87	13.80	
16	Prosser	EW	Wine Country Rd. (Phase 1/2/3)	15.04	6.26	8.78	
19	Auburn	PS-F	3rd St. SW/BNSF	29.74	29.74		*
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	12.00	8.00	4.00	
23	Tukwila	PS-F	S. 180th St. Grade Separation	15.00	9.00	6.00	
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	4.50	4.50		*
				371.08	281.03		* PSRC

State of Washington

Freight Mobility Strategic Investment Board

2000 Activities and Recommendations Report

Projects



PROJECTS

Project 1 - SR 519 Grade Separation (FAST)

LEAD

WSDOT

PARTNERS

WSDOT
City of Seattle
King County
Port of Seattle
King County
BNSF
TEA 21 (High P.)
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 per million dollars spent
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 - \$38Billion 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 WA. 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 4 - Port of Tacoma Road (FAST)

LEAD

WSDOT

PARTNERS

WSDOT

TEA 21 (STP Reg)

TEA 21 (1118)

BNSF

PSRC (redistributed STP)

TEA 21 (HighPriority)

Port of Tacoma

TIB

ADDITIONAL BENEFICIARIES

RTA

NON ATTAINMENT AREA

Yes. Air quality improvements.

SAFETY

Improvement due to elimination of two at grade crossings. Port of Tacoma Rd is the main route into and out of the port/industrial area for emergency vehicles.

COST EFFECTIVENESS

3.3 hours per million dollars

Truck delay

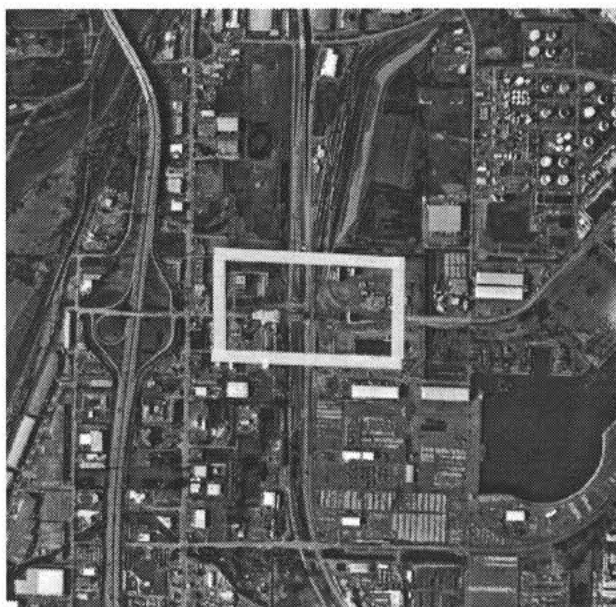
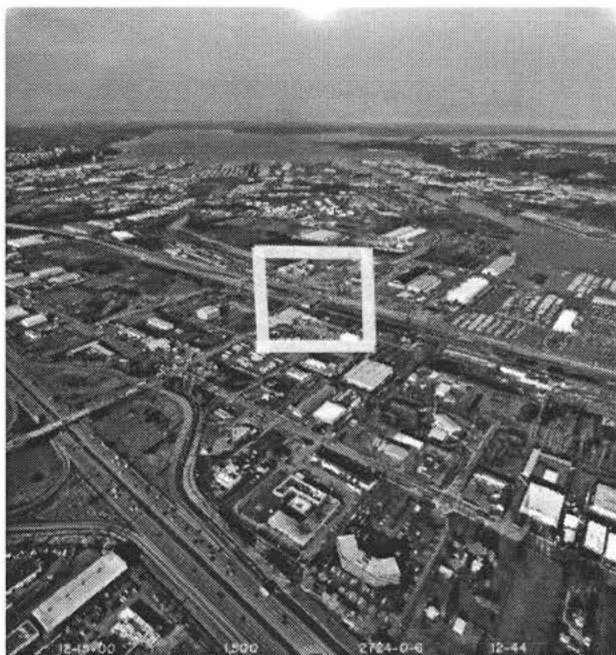
138 hours

All vehicle delay

506 hours

The Port of Tacoma is the freight and employment hub for South Puget Sound. In addition to shipping activities, there is a large industrial complex in the area. The Port of Tacoma and the Port of Seattle account for approximately 20,000 direct jobs and a payroll of \$616 Million .

The project removes a conflict between the main access to the Port and heavily traveled SR 509. The new route will also separate traffic at two existing rail line crossings and enable one rail line to be used for storage and as a staging area freeing up the mainline and allowing for more capacity on the through line.



*Data for each project is provided by Project Lead

Project 6 - Port of Longview Alternate Rail Corridor

LEAD

Port of Longview

PARTNERS

Port of Longview

TEA 21

TIB

Cowlitz County

ADDITIONAL BENEFICIARIES

Longview Fibre

Weyerhaeuser

Reynolds Metals

SAFETY

3-year accident history 95-97 - 26 accidents with 11 resulting in injuries. Primary emergency vehicle route for 5000 employees in Longview Industrial Area.

COST EFFECTIVENESS

2.74 hours per million dollars spent

Truck delay

31.5 hours per day

All vehicle delay

150 hours

Queuing and backup reduction

370.3 hours

Three major at grade crossings on SR 432 would be replaced with an alternate rail corridor including one above grade vehicle overpass. Project will create a new staging area for trains. 55,000 railcars (1996 volume) will be shifted to the new corridor reducing blockage at 3 grade crossings on SR 432, a principle road connecting Longview and Kelso to I- 5 as well as providing access to the Lewis and Clark Bridge connection to Oregon. This is a vital link for handling state produced wheat arriving via barge and rail. The port is also diversifying away from log exports and increasing shipments of a variety of dry bulk products, fertilizer, minerals, petroleum coke and steel products. The alternate corridor allows 110 car unit trains (7400') or 54 manifest trains to operate without blocking 4 grade crossings simultaneously for about 10 minutes and at 3 locations for about 4 minutes.

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

Project 8 - Allen Street Bridge Replacement

LEAD

City of Kelso

PARTNERS

*City of Kelso
TEA 21 (STP)
TEA 21 (BRAC)
Federal RR funds
BNSF
TIB
WSDOT (safety)*

COST EFFECTIVENESS

3.3 hours per million dollars

*Truck delay
79 hours*

*All vehicle delay
605 hours*

Existing bridge load limits prohibit commercial use of the existing bridge. BNSF has an at grade crossing which causes traffic delays 54 times per day. Freight movement in the corridor is expected to increase by 1/3 after the new bridge is constructed. Shifting trucks off of SR 4 (Cowlitz Way) will help improve Level of Service (LOS) for all traffic.

Both rail and truck freight will benefit from this improvement.



New Allen Street Bridge.



Local sign expressing community feeling toward new Allen Street Bridge.

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

Project 9 - California Street Over crossing - (FAST)

LEAD

Port of Everett & City of Everett

PARTNERS

Port of Everett
TEA 21 (STP Reg)
TEA 21 (1118)
BNSF
Port of Tacoma
TIB

ADDITIONAL BENEFICIARIES

Amtrak
Sound Transit
Boeing
Kimberly Clark
Snohomish County
Port of Seattle
Marine Spill Response Corp

SAFETY

Increased safety with the elimination of 3 at grade crossings and construction of a grade separated route. Will provide 24-hour emergency access to the port and adjacent industrial businesses such as Kimberly Clark. (There have been 13 accidents in the last 3 years in the project location.)

COST EFFECTIVENESS

Truck delay
2.5 hours daily

All vehicle delay

Project will eliminate 3 at-grade crossings (California Street, Hewitt Avenue and Bond Street) by extending Everett Ave from West Marine View Drive to Terminal Ave., and constructing an overcrossing of the BNSF Bayside line providing unimpeded access to/from the Port of Everett. The Port of Everett is the third busiest port in Puget Sound and has recently started container ship service at its facility. Many components used in constructing Boeing aircraft come through the Port of Everett and are shipped directly to the plant as part of their just in time delivery system.



Current entrance to port area.



Projected look of new California Street improvement.

*Data for each project is provided by Project Lead

Project 11 - 41st Street Over crossing/Riverfront Parkway (FAST)

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 per million

Truck delay
2.5 hours

All vehicle delay
28.64 hours

*Data for each project is provided by Project Lead

The project will build a grade separation at 41st St. and close 2 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

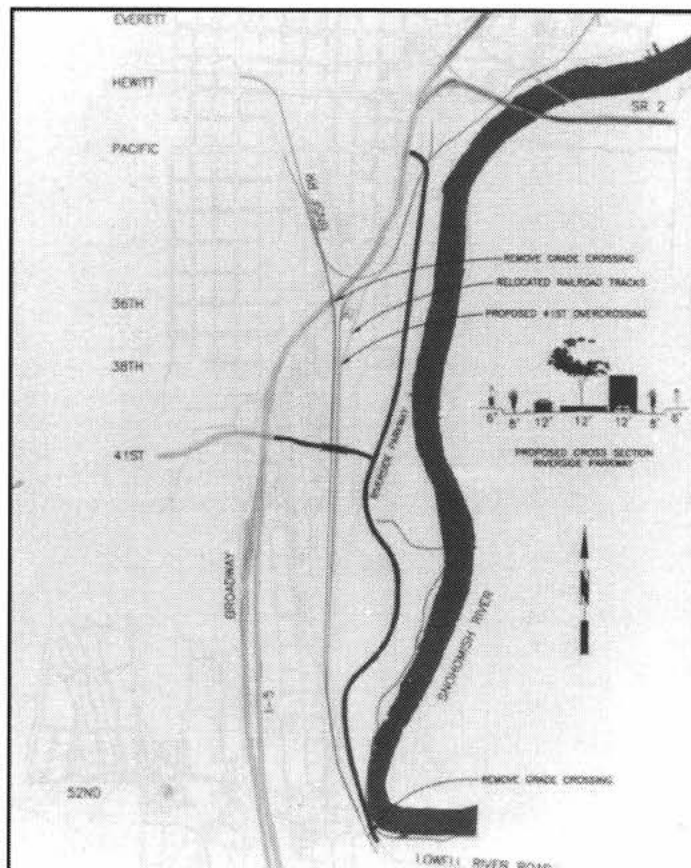
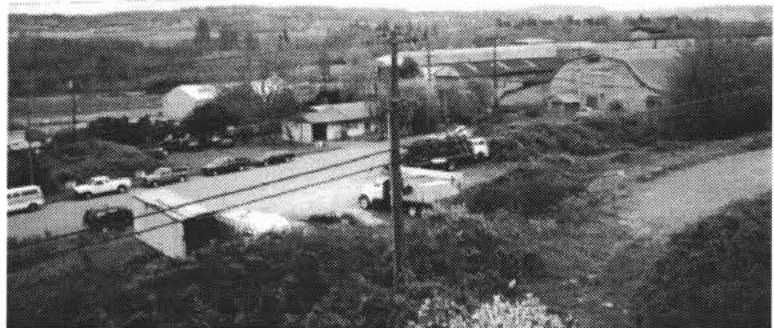


Diagram of project.

Project 12 - Valley Mall Boulevard

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 on an elementary school and public library.

COST EFFECTIVENESS

429.5 hours per million dollars

*Truck delay
4080 hours*

*All vehicle delay
40,800 hours*

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.



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

Project 14 - S. 277th St. (FAST)

LEAD

City of Auburn

PARTNERS

*City of Auburn
TEA 21 (Demo)
TEA 21 (1118 funds)
BNSF
Port of Tacoma
UPSP*

ADDITIONAL BENEFICIARIES

King County

SAFETY

Removes rail vehicular accidents by elimination of at grade crossing. 2 recent train/car accidents in vicinity.

COST EFFECTIVENESS

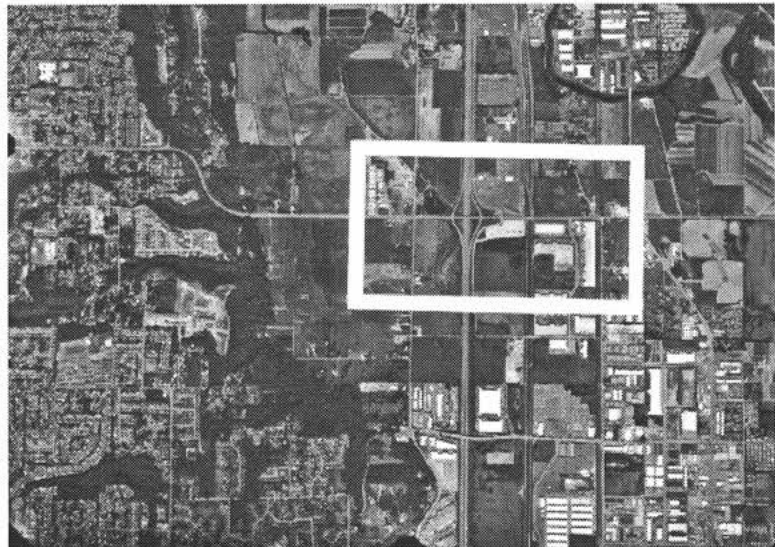
2.28 hours per million dollars spent

*Truck delay
105 hours per day*

*All vehicle delay
1050 hours per day*

This project is the second phase for this corridor. Phase 1 was recently completed (by City of Kent) East of Auburn Way N. that will increase capacity on 277th. Until phase 2 is constructed, a bottleneck will be created from Auburn Way to West Valley Hwy. The complete project will improve access to the valley's industrial and warehouse areas while providing a grade separated cross valley route with improved access to and from SR 18. There are over 30 million square feet of warehouse space in the valley, which is roughly the equivalent of 88 Kingdomes (pre-implosion). 60,000 jobs are in this area.

Currently there is a major regional sewer within the right of way. If the project is delayed, expensive temporary roadwork would have to be done to reopen the route and then it would need to be torn up again later to build the project. Nearest unobstructed crossing 10 minutes away at SR 18.



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

Project 16 - Wine Country Road

LEAD

City of Prosser

PARTNERS

City of Prosser
Benton County
Port of Benton
WSDOT
ISTEA
CERB (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 per million dollars

Truck delay
130.2 hours

All vehicle delay
1416 hours

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.



*Data for each project is provided by Project Lead

Project 19 – 3rd Street SW Grade Separation (FAST)

LEAD

City of Auburn

PARTNERS

City of Auburn

TEA 21

King County

WSDOT

TIB

Port of Tacoma

Port of Seattle

BNSF

PSRC

Private developers

ADDITIONAL BENEFICIARIES

Sound Transit

King County

SAFETY

Accident records indicate there were 34 accidents in 3 years within the project area. This is also an emergency route within the city.

COST EFFECTIVENESS

2.28 hours per million

Truck delay

54.75 hours

All vehicle delay

913 hours

The opening of the Stampede Pass provided the state with many positive opportunities to move freight more expeditiously. It also created a number of new traffic impacts upon communities that now had rail traffic reintroduced.

Auburn was one of the cities most impacted by the rail movements across Stampede Pass. This project, and others in the corridor will mitigate some of the negative impacts.

The grade separation project will relieve the delays currently being experienced at 3rd Street and will allow rail and highway movements to flow without conflict. The completed project will also provide unimpeded access by emergency services.



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

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

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 Bonny Lake

SAFETY

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

COST EFFECTIVENESS

.0196 hours per million

Truck Delay
.196 hours

All vehicle delay
1.31 hours

This 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)

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

Truck delay

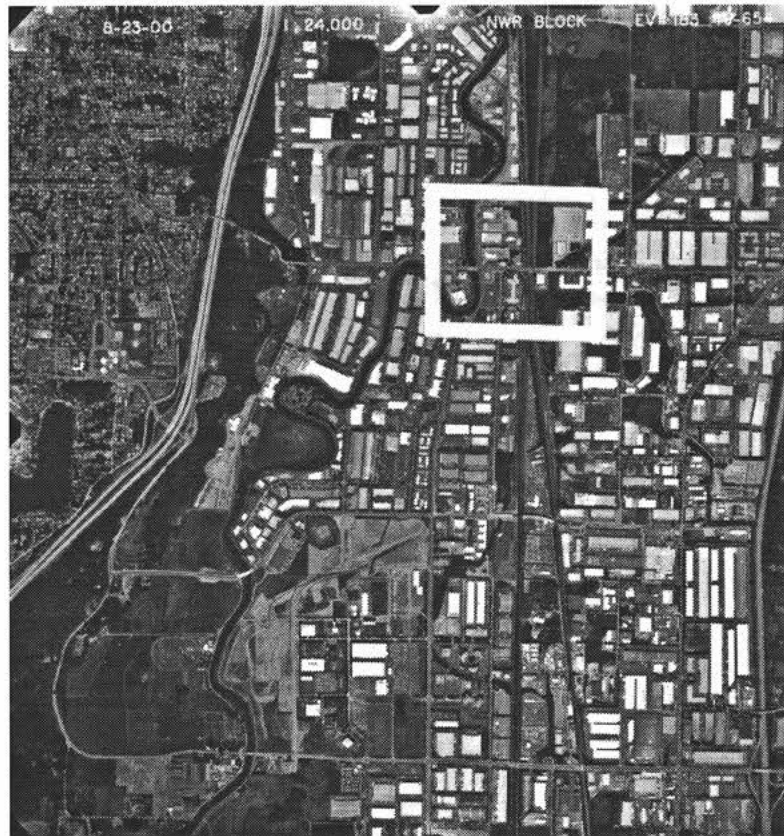
3.6 hours

All vehicle delay

42.6 hours

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*

Project 28 – Port of Kalam Industrial Park Bridge

LEAD

Port of Kalama

PARTNERS

Port of Kalama
TEA 21 (High Priority)
TEA 21 (REV)
Cowlitz Co

SAFETY

Upon completion, the new route will become the essential emergency route for the north port area.

COST EFFECTIVENESS

1.8 hours per million dollars

Truck delay
6.5 hours

All vehicle delay
25.5 hours

Construction of this project will provide better traffic flow to/from and within the Port area. The project will construct a bridge over the Kalama River to facilitate "off I-5" travel between port property located on both sides of the river. Currently traffic must cross five rail spurs serving the Peavey Grain facility, which has handled in excess of 90,000 railcars of grain destined for foreign markets in one year. The bridge will increase the quantity of cargo that can be moved.

The BHP Steel facility that is located across the Cowlitz River from approximately 175 acres of north port land is attracting additional support industries and businesses dependent on goods related to international trade. The port imports steel coil from international sources, which is then processed by BHP Steel and distributed to domestic markets by rail and truck.

The project also will allow for the development of an additional 100 acres of Port property while increasing logistical mobility with in the port area.



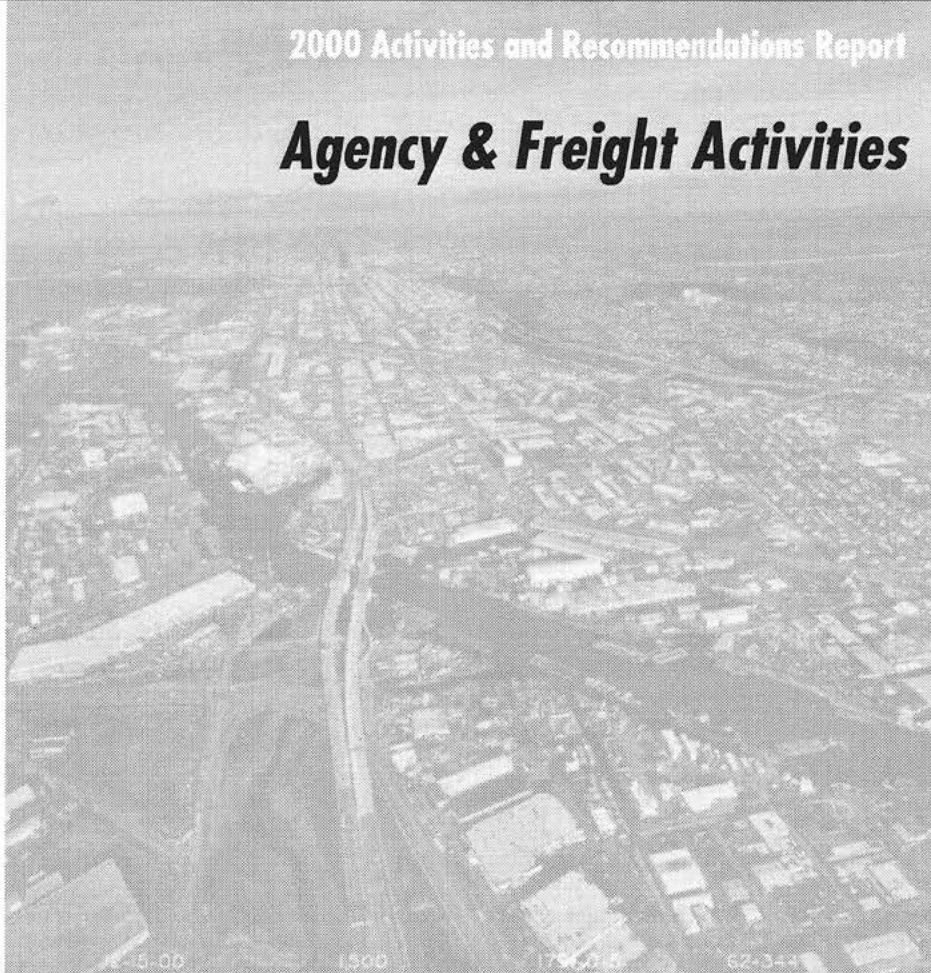
*Data for each project is provided by Project Lead

State of Washington

Freight Mobility Strategic Investment Board

2000 Activities and Recommendations Report

Agency & Freight Activities



ACTIVITIES



The Freight Mobility Board held meetings in Olympia, SeaTac, Everett, Gig Harbor, Richland, Yakima and Tacoma to not only meet with project sponsors but to physically tour the project site locations.

The board met with the Senate and House Transportation Committee Chairmen during the January meeting. The panel shared their thoughts on how they would propose to respond to the funding shortfall created by passage of I-695.

The March meeting focused on the Green River Valley warehouse/industrial area, and included current and proposed corridor solutions.

The three Everett projects on the FMSIB list and Snohomish County freight movement demands were the focus of the April meeting.

The Board met in a two day workshop in Gig Harbor in June where they refined the current criteria and discussed ways to improve project selection.

In July the Board met in Richland and discussed the statewide importance of constructing improvements on the I-90 Cascade Crossing between Hyak and Easton. The status of the Snake River dam removal potential was also discussed.

The September board meeting in Yakima focused on the city's new, non elevated, corridor proposal for removing rail and road conflicts at every at grade city crossing. The meeting concluded with a site tour of the corridor through Yakima and included the Union Gap project.

Tacoma was the site for the November Board meeting. The members discussed the call for projects and the actual project scoring. The board unanimously accepted the recommendations from the scoring team and added 19 projects, out of the 43 projects submitted, to the list of active projects. The board toured all of the projects in the Port of Tacoma area following the meeting.

Throughout the year, FMSIB Director, Karen Schmidt has met with local officials and interested private sector individuals encouraging them to work together to identify chokepoints in state freight corridors, and develop a strategy to remove the obstacles that impede the efficient movement of freight.

Auburn, Kent and Tukwila

In the Green River Valley, local officials in Auburn, Kent and Tukwila have worked well together and with the private sector in identifying needs and developing a plan to relieve congestion in one of the largest industrial/warehouse areas of the nation. Local business interests agreed to pay 30% of the costs of a new freight mobility project along the 228th St corridor. The Board held their March meeting nearby in the City of SeaTac.

Spokane

The Spokane area is attempting to identify chokepoints within the east/west rail corridor as well as needs on SR-395, I-90 and other freight corridors carrying local commerce and NAFTA freight. The "Bridge the Valley" project is an ambitious plan to co-locate the BNSF and UPSP tracks, which currently have 36 road crossings. Once the road rail conflicts are reduced to 18 crossings, the plan will identify where grade separated crossings should be constructed and which roads should be closed.

Bellingham/Whatcom County

One of the biggest problems for the Bellingham/Whatcom County region is the traffic problems created by increased border crossing volumes. There are three International Border Crossings (I-5, Guide Meridian and SR 9) all connecting to I-5 just north of Bellingham where there are four southbound lanes funneling into two lanes. Border truck crossings in 1991 accounted for just under 300,000 vehicles, but in 1999 the level had grown to about 550,000 northbound truck crossings. Local growth along the border is further

complicating the free flow of goods. From 1989 to 1999 the B. C. Border region grew by 40% with the rest of Whatcom Co. growth topping 33%.

Local officials are working with counterparts in Canada to address mutual problems. Projects at Blaine and Sumas that were recently added to the FMSIB list of active projects will begin to help, and a parallel corridor along SR 9 may be a cost effective solution to the congestion.

"If it weren't for the chokepoint at the border, our traffic congestion would be even worse than it is now."

Jeff Monsen
Whatcom County
Public Works Director

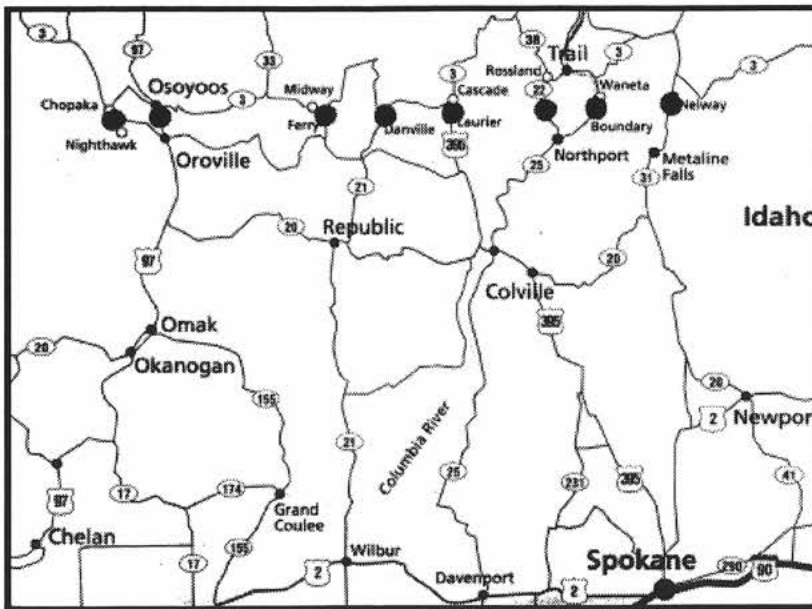
At the Border crossings there seem to be a number of inefficiencies that are costing both U.S. and Canadian truck operators time and money. Truckers who use the system regularly have made a number of suggestions and FMSIB will continue to work with the users, U. S. Customs and Congress to streamline the process. Some of the recommendations at the three border crossings in Western Washington include:

- Establishment of a Commercial PACE lane
- Improve the layout of the new holding area so trucks aren't trapped by others still completing paperwork.
- Increased number of agents needed (Four lanes available, but usually only one or two open due to lack of sufficient staffing)
- Improved ITS technology to expedite crossings.

"Both countries will be better off if we work together to make it easier and faster to cross at the border."

Lloyd Ludke
Ludke Trucking

Eastern Washington has eight border crossings with the busiest at SR 97 at Osoyoos, followed by SR 21 traffic. There are 4 border crossings that feed into SR395, but much of the congestion is regional in nature serving plants and facilities locally. An example of this is the "hog fuel" plant near Colville. FMSIB is currently working with DOT to update traffic counts so we can monitor the traffic in the future and help document the need for the Federal Government funding additional agents at busy crossings.



The unloading of a "hog fuel" truck near Colville.

2000 Agency & Freight Activities

Fast Corridor

In the Puget Sound region the FAST partners are developing FAST II, which will focus principally on freight projects that will improve travel for trucks. The projects will once again be developed to improve corridors.

Puget Sound

The greatest chokepoints in the state continue to be in the Puget Sound region where congestion is impacting everyone. Projects that improve access to our two busiest ports in Seattle and Tacoma are part of the 2001 recommendation. The Port of Everett began container cargo service in mid 2000 as well as continuing to handle a significant amount of cargo for Boeing. The Board held their April meeting in Everett, and their November meeting in Tacoma.

A project that will offer considerable relief to Seattle and the FAST corridor is located hundreds of miles away in Rathdrum, Idaho.

Currently BNSF must fuel its trains in Montana and in the Puget Sound area. By building a fueling station in Idaho, both eastbound and westbound trains will be able to fuel in Idaho and not make special fueling runs in the Puget Sound area that are inefficient and consume an estimated 30% of the capacity of the rail tunnel through Seattle

Yakima

The City of Yakima has developed a corridor plan to either build grade separations or close crossings so that vehicle traffic and rail traffic conflicts will be avoided everywhere in the city. Of the nine current crossings in the area, two are separated; one at Valley Mall Blvd is a 2000 funded FMSIB project; four crossings have proposed grade separations, and two are being considered for closure. Talks have begun with the City and Burlington

Northern Santa Fe to improve operations and establish a level of financial partnership on the projects. The Board held their September meeting in Yakima.

TriCities

The projects in the TriCities currently focus on grade separations, but with the assistance of Board member Carol Moser, local officials and the RTPO are attempting to identify strategic freight corridor projects that would improve the flow of commerce. The Board held their July meeting in Richland.

The area remains concerned about the possibility of breaching the dams on the Snake/Columbia River System, which would create enormous transportation problems for the region, the state and the nation.

CURRENTLY:

- 43% of ALL U.S. Wheat exports are shipped on the Columbia River.
- 11% of ALL corn exports are shipped on the Columbia River.
- An additional 120,000 railcars or 700,000 semi-trucks would be needed annually if barge navigation were stopped.
- A ton of commodity goods can move 524 miles by barge on one gallon of fuel compared to 202 miles by rail and 59 miles by truck

The Freight Mobility Board has gone on record opposing removal of the dams.

“Transportation is the circulatory system of the economy.”

John Ficker
Weyerhaeuser

ACTIVITIES

Proposed Federal Truck “Hours of Service”

Earlier in the year, Congress debated whether to revise the truckers hours of operation. The board heard testimony from the truckers and others about the potential impact of enacting these standards. While the original reason to look at the current regulations were due to safety concerns, the board heard about new safety issues that would be created by the proposal. Those concerns, and the apparent national shortage of truck drivers prompted the board to oppose new federal operating hours as proposed. The proposal has been withdrawn and proponents are looking at a more realistic revision.

State Freight Efforts Attract National Attention

The prestigious ENO Transportation Foundation held two days of meetings in Seattle with invited transportation leaders from around the nation. The forum was entitled: Building the Partnership: Metropolitan Planning and Freight Transportation Workshops.

A presentation on what Washington is doing to move freight and remain competitive was made on the first day of the conference. The FMSIB Executive Director explained the makeup of the Board and how the agency selects strategic freight projects and assists partners.

On the second day of the Conference a joint meeting was held with the Freight Roundtable membership, PSRC, and Freight Mobility membership participation. The meeting was chaired by Dan O’Neal, and became a lively exchange of ideas. There was interest expressed by



PSRC President Bob Edwards presents an award to Dan O’Neal for his work on freight issues.

many of the states in creating a freight forum similar to what we have in Washington. FMSIB and others agreed to work with them as they developed their programs.

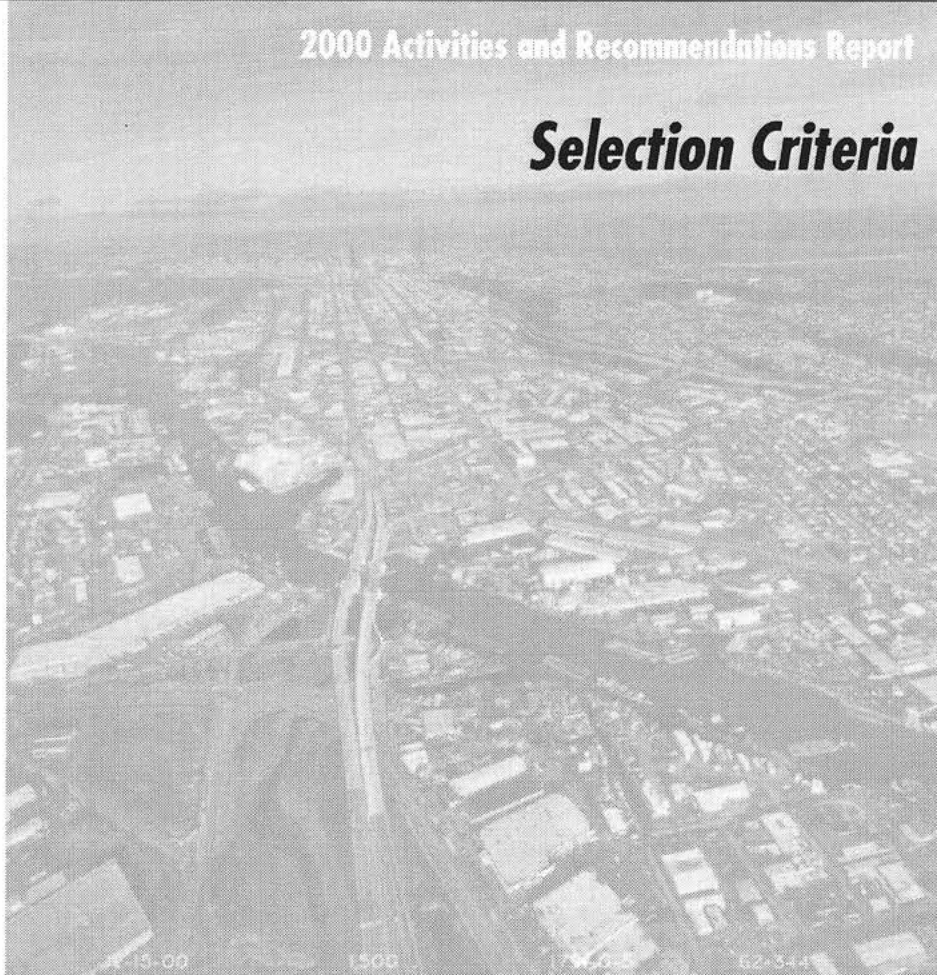
FMSIB Chairman Dan O’Neal, was honored at the meeting for his work on the FAST Corridor, the Freight Roundtable and FMSIB.

State of Washington

Freight Mobility Strategic Investment Board

2000 Activities and Recommendations Report

Selection Criteria



SELECTION CRITERIA



In July, the board met in a two-day workshop to refine the existing project selection criteria so that a greater emphasis could be placed on components the Board felt would improve project selection.

Boardmember Barbara Cothorn chaired the process to select a consultant to assist the board in discussing options and in the refinement of some of the technical aspects of the formula. The firm of H. W. Lochner was selected to assist in this effort.

Freight mobility project partners who were interested in seeing the project selection process strengthened made presentations. Formal presentations were made by Alan Harger and Jerry Ellis of WSDOT, Pat Jones of Washington Public Ports Association, Jay Lawley, Washington Association of Truckers, Pati Otley of Burlington Northern Santa Fe Railway, Stan Finkelstein of the Association of Washington Cities, Christine Mudget and Sophia Bird representing Counties and Dave Gering from the Duwamish Industrial Council who spoke on adding ITS solutions into our planning.

All presenters agreed that the existing formula provided a strong basis for scoring projects and only a few refinements were needed to improve the criteria.

THE AREAS WHERE THE BOARD REFINED THE ORIGINAL CRITERIA WERE:

1. Clarified what constitutes a project that improves access to a port or border crossing.
2. Additional points for private sector financial participation in projects.
3. Strong emphasis on corridor development rather than just fixing choke points.
4. Encouraged ITS project submittals.

The Board debated a variety of options for each element of the scoring criteria. Ultimately they agreed to modify a few measures to clarify their intent and to add emphasis to the elements they wanted to encourage.

For a project to be considered for funding, it must meet certain threshold requirements:

1. The project must be on a strategic Freight Corridor. Strategic Freight Corridors are defined as:
 - a. waterways that transport 2.5 million tons of freight annually
 - b. roadways that transport 4 million tons of freight annually
 - c. railways that transport 5 million tons of freight annually
2. Projects must be part of a State or Regional plan.
3. The Board will consider projects with a minimum of 20% partnership match in certain rare instances, but generally will only consider projects with at least 35% partnership match. (Partnerships with low match ratios do not usually score well in applying the criteria. The current list is approximately 37% FMSIB to 63% partner match.)

Once the Board approves a project to be added to the 6-year list of active projects, it establishes the dollar amount and percentage that FMSIB will contribute. Unlike many other programs that allow project sponsors to increase the participation level later, FMSIB locks in the amount it deems appropriate for the freight share of a project.

If project costs increase, FMSIB will limit its share to the fixed dollar amount approved at the time the project was added to the list. If project costs decrease, FMSIB will limit its share to the percentage originally approved thus protecting the state from fluctuating project costs and unrealistic initial application cost estimates.

Project Selection Criteria

Project Priority Criteria					
Priority Category	Maximum Score		Priority Criterion	Measure or Metric	
Freight Mobility for the Project Area	35	25	Reduce truck delays, or reduce train or rail car delays	Reduction in daily truck delay hours, or reduction in daily train or rail car delay	
			10	Increase capacity for peak hour truck movement, or increase capacity for peak period train movement	Reduction in truck V/C at peak hour, or reduction in train/rail car delay at peak period
	Freight Mobility for the Region, State, and Nation	30		10	Importance to regional freight system and regional economy
			10	Importance to state freight system and state economy	Freight flows, industries and employment
10			Access to ports or border crossings	10=Adjacent to port or border; 0=otherwise	
General Mobility	25	10	Reduce vehicular traffic delay	% daily blockage x ADT	
		7	Reduce queuing and backups	Average queue length by Watson equation	
		5	Reduce delay from use of alternate railroad crossing	Additional driving time to unobstructed RR crossing	
		3	Address urban principal arterials	3=urban principal arterial; 0=otherwise	
Safety	20	5	Reduce railroad crossing accidents	5-yr FRA accident history	
		5	Reduce non-railroad crossing accidents	Reduction in number of accidents	
		5	Provide emergency vehicle access	5=essential access route; 0=otherwise	
		5	Close additional related railroad crossings	5=two add'l; 3=one add'l; 0=no add'l	
Freight and Economic Value	10	5	Benefit mainline rail operations	5=high; 3=moderate; 1=minimal; 0=negligible	
		5	Access to key employment areas	Employment, industry and alternate access	
Environment	10	5	Reduce vehicle emissions	1.0 x delay in attainment area; 1.5 x delay in non-attainment area	
		5	Reduce train whistle noise in crossing vicinity	Number of sensitive receptor sites in vicinity	
Partnerships	25	20	Public sector participation	1 point for every 4% of project cost	
		max	Private sector participation	1 point for every 2% of projects cost	
		5	Critical timing of partner investments	Timing of program and partner funding at various project stages	
Consistency with Regional and State Plans	5	5	Addressed in regional and/or state-level transportation plans	3=in regional plans; 2=in state-level plan; 0=not in state/regional	
Cost	10	7	Cost-effectiveness	Reduced delay time/project cost	
	3		Degree to which least-cost alternatives are considered	Evidence that least-cost alternatives were analyzed & considered	
Special Issues	8	8	Address special or unique circumstances	Degree of special/unique circumstances not otherwise addressed	
Totals	178	178			

After developing the refined criteria, the Board authorized a call for projects so that additional projects could be added to the FMSIB list to maintain a six-year list of active projects.

In August, a formal call for projects was issued and 43 applications were accepted by the August 31st deadline. The projects were scored by a technical scoring team representing the Cities, Counties, Ports, & WSDOT.

Another scoring team comprised of Board members also scored the projects giving special emphasis to their local knowledge and background. Jim Toomey was the Chairman of the Project Selection Committee and the sub-committee was charged with scoring each project and making recommendations to the full Board. The other Boardmembers on the committee were Chuck Booth, Ross Kelley, Don Lemmons, and Pati Otley.

The committee met for two days in November to discuss each project and the comparison of scores between the two scoring teams. Project proponents were contacted for additional clarifying information and projects were placed into a ranked order.

Of the 43 projects submitted, 19 were selected. Ten projects were added to the existing list and will be assured their position as they develop. Nine projects were added to the list but not given actual numbers since the board felt they wanted to maintain their ability to add higher scoring projects in the future if they believed they warranted a higher placement.

Projects Selected in 2000 Call for Projects

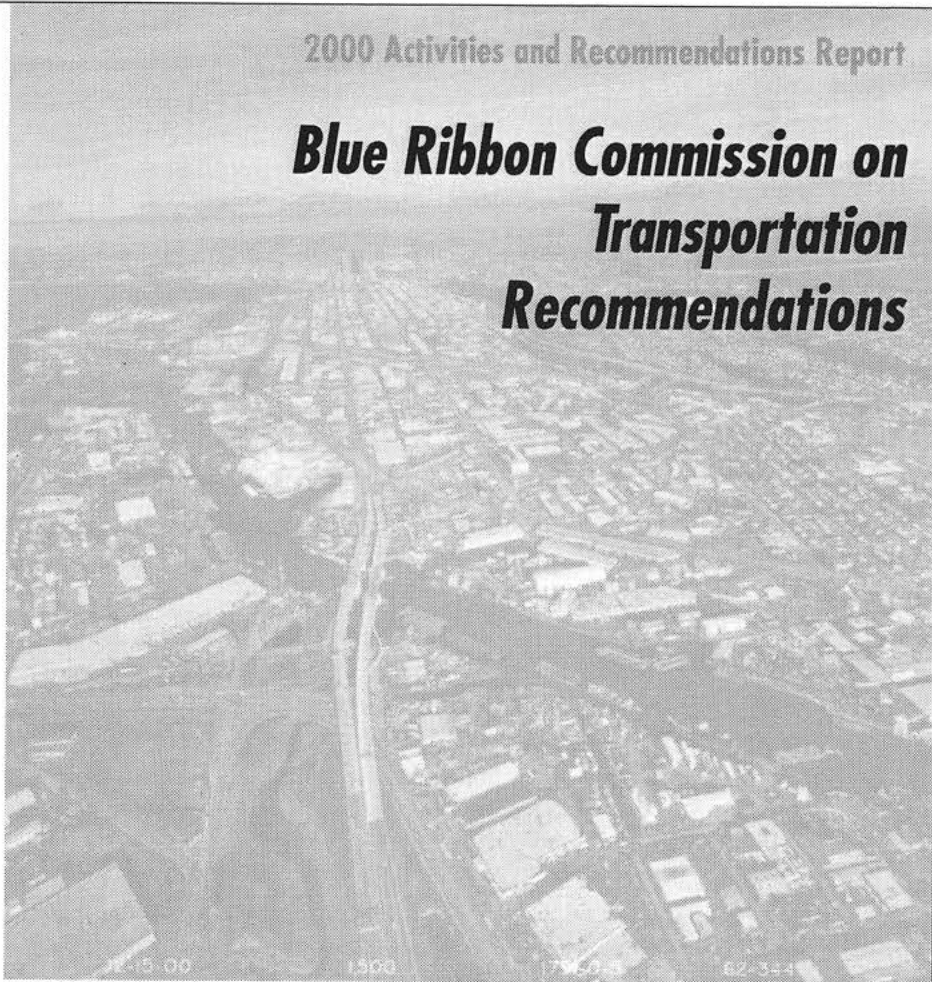
Rank	FMSIB #	Geo Area	Location	Project Title	Score	Total Cost	FMSIB Share	FMSIB Accumulative	FMSIB %
1	200-15	WW	DOT - Burlington	"SR 20 - Fredonia to I-5, Roadway Widening & Interchange Improvements"	115	\$46,950,000	\$13,500,000	\$13,500,000	28.8%
2	200-01	PS	Kent	S 228th Street Extension & Grade Separation	114	\$48,000,000	\$8,500,000	\$22,000,000	17.7%
3	200-14	EW	Yakima	City of Yakima Grade Separated Rail Crossing	114	\$14,000,000	\$7,000,000	\$29,000,000	50.0%
4	200-39	PS	Seattle	Duwamish Intelligent Transportation Systems (ITS) Project	111	\$5,107,325	\$2,500,000	\$31,500,000	48.9%
5	200-18	WW	DOT - Blaine	SR 543 - I-5 to International Boundary Widening & Border X'ing Improvements	103	\$24,890,000	\$9,600,000	\$41,100,000	38.6%
6	200-40	PS	Seattle	Lander Street Overcrossing	102	\$23,933,800	\$8,400,000	\$49,500,000	35.1%
7	200-36	EW	DOT-Walla Walla	US 12 - SR 124 to SR 730	101	\$13,950,000	\$6,975,000	\$56,475,000	50.0%
8	200-22	WW	Port of Kalama	Grain Terminal Track Improvements	98	\$2,500,000	\$1,250,000	\$57,725,000	50.0%
9	200-34	EW	DOT - Pasco	US 395 Hillsboro Street Interchange	98	\$11,455,000	\$3,600,000	\$61,325,000	31.4%
10	200-43	GN	DOT - Easton	"I-90, Hyak to Easton Hill - Capacity Improvements"	96	\$102,575,000	\$30,700,000	\$92,025,000	29.9%
11	200-20	EW	Spokane Co	Park Road/BNSF Grade Separation Project	84	\$10,000,000	\$5,000,000	\$97,025,000	50.0%
12	200-13	WW	Bremerton	SR 3/304 Transportation Improvement Project: Navy Yard Highway Stage I-C	83	\$8,220,000	\$3,062,000	\$100,087,000	37.3%
13	200-16	WW	DOT - Sumas	SR 9 - SR 546/Nooksack Rd Vic to SR 547/Cherry St All-Weather Recon	82	\$13,270,000	\$5,300,000	\$105,387,000	39.9%
14	200-04	EW	DOT - Spokane	SR 27 - Pines Rd BNSF Grade Crossing Separation	81	\$11,200,000	\$3,360,000	\$108,747,000	30.0%
15	200-31	EW	Richland	SR 240 & SR 224 Interchange & Railroad Overcrossing	80	\$9,300,000	\$4,500,000	\$113,247,000	48.4%
16	200-08	EW	DOT-Moses Lake	SR 17 - Pioneer Way to Stratford Rd Mobility Project	75	\$14,000,000	\$4,200,000	\$117,447,000	30.0%
17	200-05	EW	DOT - Spokane	I-90 Sullivan Rd to Harvard Rd	75	\$32,000,000	\$9,600,000	\$127,047,000	30.0%
18	200-21	WW	Longview	SR 432 Short Term Improvement/3rd Ave Off Ramp Widening	74	\$200,000	\$130,000	\$127,177,000	65.0%
19	200-26	PS	Pierce Co	8th Street East/UP Railroad Undercrossing	73	\$14,000,000	\$5,600,000	\$132,777,000	40.0%
TOTALS						\$405,551,125		\$132,777,000	32.7%

State of Washington

**Freight Mobility
Strategic Investment Board**

2000 Activities and Recommendations Report

***Blue Ribbon Commission on
Transportation
Recommendations***



BLUE RIBBON COMMISSION

The Blue Ribbon Commission on Transportation (BRCT) studied Washington state's transportation needs over a two year period. Their final document provides a blue print on how to repair deficiencies in the current transportation system and a plan to improve our state's infrastructure. The Freight Mobility Board's Executive Director was appointed to represent freight interests on the panel as well as serving on the Benchmark Committee.

"Freight movement is not the cause of congestion, it is the victim of congestion."

Peter Bennett
K-Line

Many of the final recommendations of the Blue Ribbon Panel support a continued emphasis on practices that are already part of the freight mobility program.

Examples of BRCT Recommendations:

RECOMMENDATION #5 (C)

- i. Look to congestion. Congestion and accidents are key indicators of transportation dysfunction.

The Freight Mobility Program measures congestion and accidents as part of their project selection criteria.

- ii. Look to Corridors. Corridors are where congestion is likely to be, and congestion cannot be effectively treated by isolated spot improvements.

Freight projects must be on a strategic freight corridor or on an emerging corridor to receive funding consideration.

- iii. Use benefit cost analysis to the extent possible, to analyze and communicate the value of investment alternatives.

The Freight program measures cost benefit by measuring project costs in millions of dollars spent per hour of delay

RECOMMENDATION #7 (C)

Use right of way banking.

FMSIB Projects # 2, 5 and 15 need right of way purchases this biennium to allow the development of the project to move forward and to keep the essential right of way out of private sector development plans. Property values in the last five years have added sizeable increases to project costs in the Puget Sound region and developers are interested in acquiring the land, necessary for the planned road improvement, for commercial development. Purchasing the right of way now will save money on the final project cost.

RECOMMENDATION #7 (G)

Efficiencies will be realized by having predictable revenue sources to fully fund projects thereby eliminating starts and stops in design and construction which result in delays and increased project costs.

FMSIB is requesting that the legislature approve a dedicated revenue source for the FMSIB Capital Program so projects can be assured that the freight share of project costs will be available when the project is ready to go. Projects can be accelerated if the necessary funding is predictable.

RECOMMENDATION #17 (D)

Authorize a surcharge to the existing gross weight fee for trucks, the proceeds to be dedicated to freight mobility improvements.

The Freight Mobility Board voted to request a 25% surcharge on truck weight fees to be dedicated to freight projects. By applying this surcharge, the Board believes that the truck share of project costs can be collected efficiently without penalizing in-state truckers. The board views this approach as in keeping with the Blue Ribbon Committee philosophy of the users paying for improvements they will use.

The proposed surcharge would be slightly less than half of the FMSIB funding needs biennially. Additional revenue, from another source would be needed to complete the construction of the recommended projects. The Board recognizes that this is a part of a larger revenue need, and as such requests that it be included in a comprehensive revenue package.

EARLY ACTION INVESTMENT

The Blue Ribbon Committee on Transportation also recommended a quick start strategy, over a six-year timeframe, to demonstrate to the public what could be done if economies and investment strategies were enacted and additional new funds were approved. Included in their proposal was a recommendation to fund Freight Mobility Projects on the existing FMSIB list. (\$300M - \$400M)

The Board applauds this acknowledgement that people and goods must both be accommodated on our transportation system and freight mobility is an important component, which needs to be included in any comprehensive plan.

The Blue Ribbon Commission on Transportation-Benchmark subcommittee likewise made a number of recommendations that either directly or indirectly are applicable to the Freight Mobility Program.

Two examples are:

BENCHMARK 10:

Administrative costs as a percent of transportation spending at the state, county and city levels should improve to the median in the short term and to the most efficient quartile nationally in the longer term.

FMSIB delivers its program with only a full time Director and Secretary. All other technical functions are contracted for through an interagency agreement or from the private sector on an "as needed" basis. This approach keeps program administrative costs down and avoids duplication of existing functions.

FREIGHT MOBILITY BENCHMARK:

Freight movement and growth in trade-related freight movement should be accommodated on the transportation system.

While the Blue Ribbon Committee was unable to develop a benchmark for freight movement and growth of trade, they assigned the task of developing the necessary measurements to the Freight Mobility Strategic Investment Board.

FMSIB has begun work on developing this benchmark. The public and private sector members of the Board are developing the necessary baseline data so a Benchmark can be measured and monitored in the future.

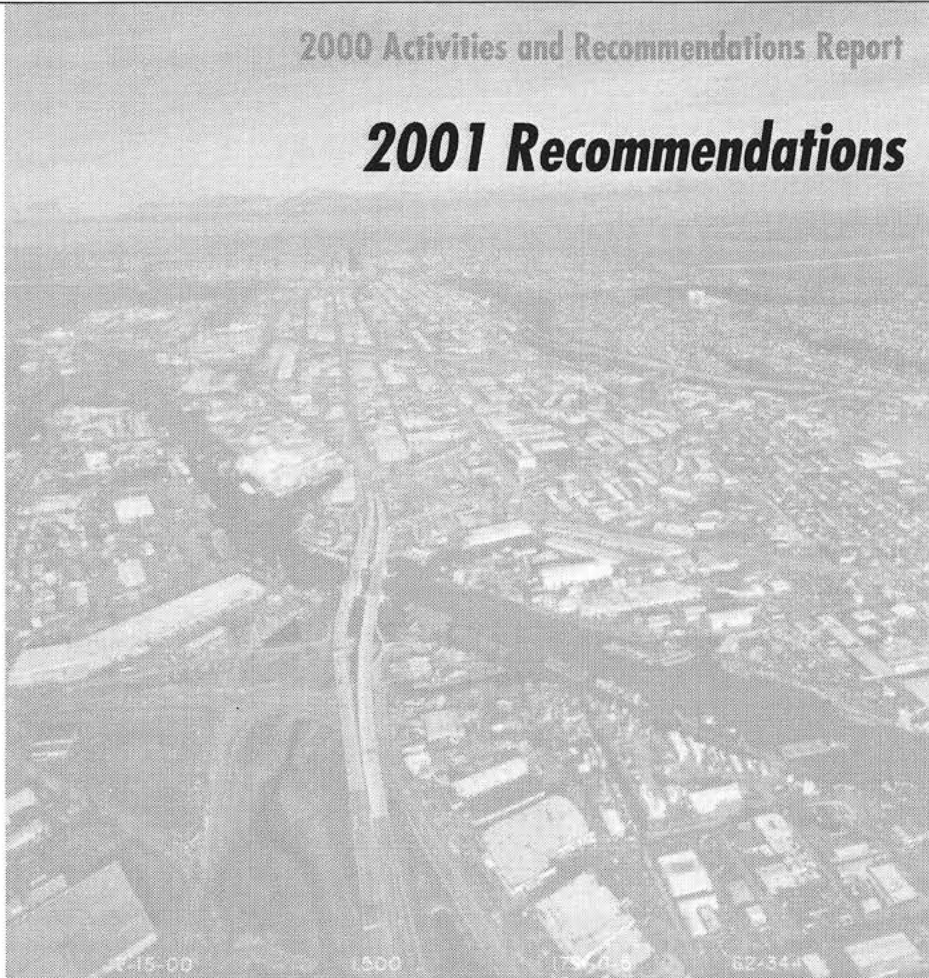
Boardmember Cliff Benson, President of the Puget Sound Steamship Operators Association is Chairman of this effort and is working directly with fellow Board members Barbara Cothorn and Ross Kelley representing the public members, Pati Otley, representing rail and Don Lemmons, representing trucking interests, as well as their organizations, to provide real, accurate and measurable data so a sustained Benchmark can be developed.

State of Washington

Freight Mobility Strategic Investment Board

2000 Activities and Recommendations Report

2001 Recommendations



RECOMMENDATIONS

The legislature's continued commitment to the freight mobility program is essential to maintaining Washington's economy since the state is the most trade dependent state in the nation. Washington's ability to compete in an international marketplace is closely tied to the efficiency of a multi-modal transportation system. The commitment to remaining competitive and investing resources in strategic corridors was the impetus in establishing a Freight Mobility Program that was not encumbered by jurisdictional lines.

1. Establish and Fund a Freight Mobility Investment Account

FMSIB recognizes that a successful freight mobility strategy requires a consistent, long term, predictable commitment to ensure that freight mobility projects and corridors are built, chokepoints and barriers are addressed, and impacts to local communities are minimized. Continuing the momentum of building sequential improvements that ensure the free flow of goods on the strategic freight corridors will allow our agricultural and manufacturing communities to compete both domestically and internationally as well as allowing local residents to receive food and products at a more reasonable cost and with greater variety.

The freight mobility program recognizes the significance of partnerships in determining the importance and necessary financial commitment to funding key projects. Freight projects must demonstrate their importance by having strong

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."

financial commitments that reflect jurisdictional and regional support.

Partnerships are improved when there is a predictable, dedicated funding source for the FMSIB match share. Establishing a dedicated fund source for the Freight Mobility Board's Capital projects will enable partners to move projects faster knowing there is a secure commitment for the FMSIB share of selected projects as well as assisting Washington State to successfully compete in programs like the Federal Trade Corridor and Border Crossing programs which requires matching funds.

The Board requests that funding for the FMSIB capital program be placed in a Freight Mobility Investment Account so that funds can be moved between locally sponsored projects and WSDOT projects in the event that projects in one category or the other are delayed.

2001-03 Recommendations

2. Fund the Recommended 2001-03 Project List

The Board has developed a list of projects statewide that will continue the momentum of improving our state's freight corridors. There are 29 recommended projects that require a total of \$134.55 Million in FMSIB match. The complete list of projects recommended for funding can be found on page 38. Followed by project narratives.

RIGHT OF WAY NEEDS

Of the 29 projects, 3 are right-of-way acquisitions that are in jeopardy of being lost to development and may increase project costs considerably if not purchased now. (This is in keeping with the Blue Ribbon Commission recommendation to employ land banking to save on project costs.) These projects are:

Project # 2 SR 509

Project # 5 SR 167

Project # 15 Shaw Road

I-90 CASCADE CROSSING

One project is exceptionally important to both sides of the state, but has no natural partners. The I-90 Cascade Crossing is vitally important to the states movement of freight as well as for the motoring public. By building the snow shed, adding lanes and eliminating dangerous curves the entire state would benefit. Approximately 24% of the traffic traveling over the pass at I-90 is truck.

3. Truck Partnership Dollars

The Board has voted to support a 25% surcharge on truck weight fees dedicated to FMSIB projects. Imposition of this fee will allow the board to put truck partnership dollars into freight projects. The surcharge would cover both in-state and out-of-state truckers. The surcharge would not cover FMSIB's biennial Capital program needs, but would provide a significant truck partnership share. Additional tax funding would also be needed to complete a sustained freight mobility program.

By establishing a predictable permanent funding source, freight projects would not require the legislature to appropriate the full commitment necessary in one biennium, and would allow for consistent planning so projects are assured that once the project has its partnership funding and permitting in place there will not be a construction delay.

4. Freight Analysis

FMSIB is requesting \$100,000 toward a multiagency, 5-year freight analysis that will provide data needed for better planning. A breakdown of the project components and deliverables is included with this report as a separate handout.

5. Freight Workshop

The Freight Mobility Board is requesting funds to convene a freight workshop with public entities and private businesses. The workshop will provide the two-way communication necessary to assure that public sector infrastructure investments are in locations that fit the needs of local businesses. We anticipate having other private sector partners' co-host the event and a small fee would be charged for attendance.

6. FMSIB Administrative Budget

The Board requests that the administrative budget for the operation of their office be sufficient to allow the staff to carry out the direction of the FMSIB and work with project partners identifying and constructing freight mobility improvement projects. The level identified in the Governors Budget is adequate to accomplish the planned 2001-03 activities.

2001-03 Recommendations

RECOMMENDATIONS

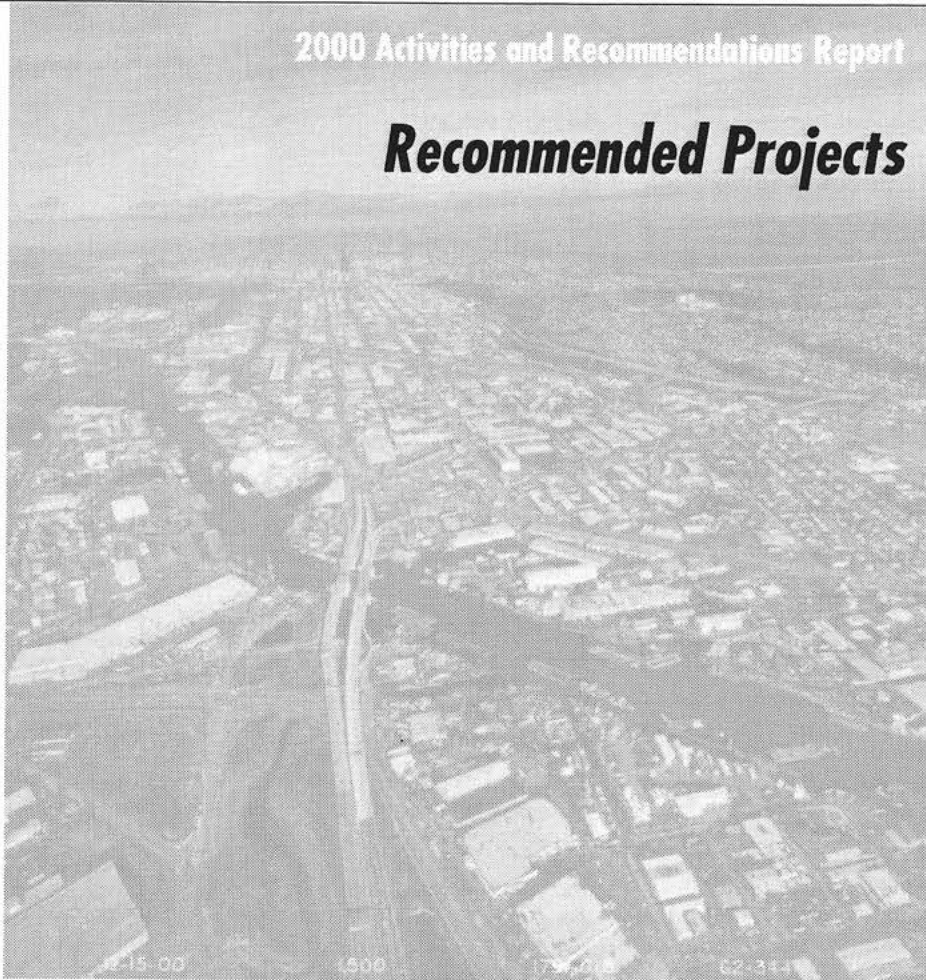
FMSIB Recommended Project List 2001-2003						
Rank	Agency	Region (see legend)	Project Name	Total Cost (\$ millions)	FMSIB Share (\$ millions)	01-03
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 2)	47.88	33.72	1.00
2	WSDOT	PS	SR 509 South Access Completion	167.04	50.00	16.00
3	Port of Seattle	PS-F	East Marginal Way Ramps	23.60	6.92	6.92
5	WSDOT	PS-F	"SR 167, SR 509 to SR 161"	44.53	12.20	7.31
7	WSDOT	GN	I-90 Snowshed	153.80	45.60	2.00
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	8.40	4.20	4.20
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 2)	4.80	4.30	4.30
13	Seattle	PS-F	South Spokane St. Viaduct	57.57	25.00	8.00
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	6.00	3.00
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18	5.18
18	Tacoma	PS-F	D St. Grade Separation	22.50	9.15	9.15
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	6.00	6.00
24	Colville	EW	Colville Alternate Truck Route	5.50	2.00	2.00
25	Walla Walla	EW	SR 125/SR 12 Interconnect (Myra Rd. Exten.)	6.50	4.23	1.50
29	Everett	PS-F	E. Marine View Drive Widening	6.10	0.60	0.60
30	WSDOT	PS	SR 18 Weyerhauser Way to SR 167 Truck Lane	10.61	6.90	6.90
31	Benton County	EW	Part of Kennewick Road (Exten. of Pieri Rd.)	1.84	0.52	0.52
32	WSDOT	EW	"SR 28, SR 2 / 97 to 9th St."	31.50	17.26	2.46
33	WSDOT	EW	I-90 Argonne to Sullivan	28.75	14.00	14.00
34	DOT-Burlington	WW	SR 20 - Fredonia to I-5	46.95	13.50	3.30
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	8.50	0.70
37	Seattle	PS	Duwamish Intelligent Transportation Systems (ITS)	5.11	2.50	2.50
38	DOT-Blaine	WW	SR 543 - I-5 to International Boundary/Border X'ing	24.89	9.60	9.60
40	DOT-Walla Walla	EW	US 12 - SR 124 to SR 730	13.95	6.98	6.98
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	1.25	1.25
A	Spokane Co	EW	Park Road BNSF Grade Separation Project	10.00	5.00	0.69
B	Bremerton	WW	SR 3/304 Transportation Improvement Project	8.22	3.06	3.06
C	DOT-Sumas	WW	SR 9 - SR 546/Nooksack Rd Vic to SR 547 Cherry St	13.27	5.30	5.30
H	Longview	WW	SR 432 Short Term Improvement/3rd Ave Off Ramp	0.20	0.13	0.13
TOTALS				831.97	309.59	134.55

State of Washington

Freight Mobility Strategic Investment Board

2000 Activities and Recommendations Report

Recommended Projects



RECOMMENDED PROJECTS

LEAD

WSDOT

PARTNERS

WSDOT
City of Seattle
King County
Port of Seattle
King County
BNSF
TEA 21 (High P.)
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

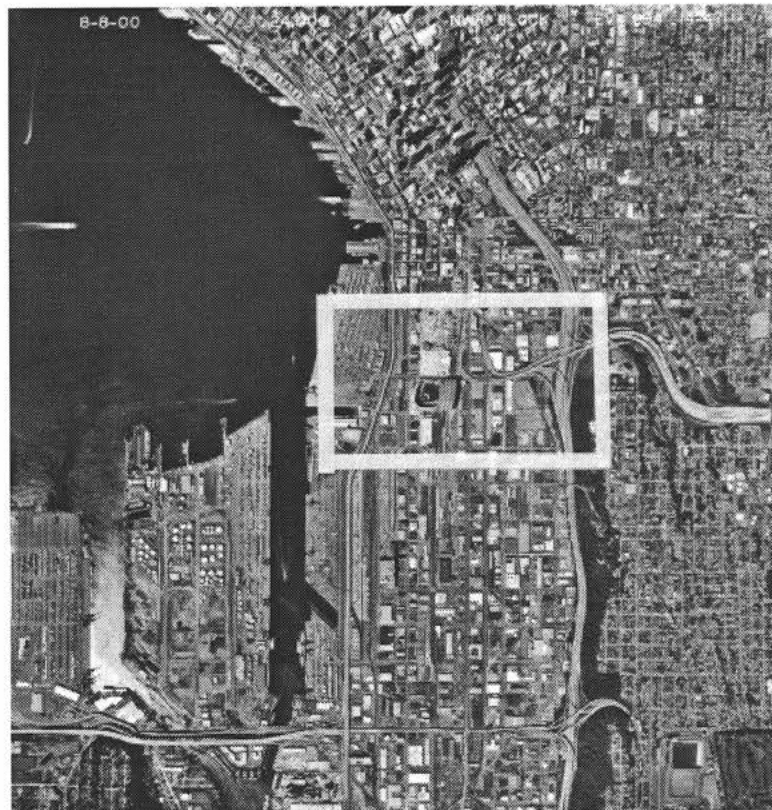
1.58 hours per million dollars spent

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 - \$38Billion in trade passed through the Port of Seattle.

Additionally, export advantage is lost statewide if empty containers are shipped back to Asia via non WA. 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 east-bound, and Royal Brougham will provide one-way westbound access to the port and industrial area. The full description and impact of this project can be found on Project 1 (Phase 1).



*Data for each project is provided by Project Lead

LEAD

WSDOT/OUM

PARTNERS

WSDOT
Port of Seattle
City of SeaTac
King County
ISTEA
City of Des Moines
TEA 21 (STP Comp)

ADDITIONAL BENEFICIARIES

Normandy Park
Burien
Duwamish Industrial Area
Christian Faith Center
Des Moines Creek Technology Center
Seattle
Kent
Federal Way
Sound Transit

SAFETY

Reduced accidents at 509 & S. 188 St by adding a diamond interchange. A reduction in accidents along 188th and SR 99 due to traffic shifting to the new alignment is expected. Increased traffic spacing in the SR 5 and SR 516 vicinity would also reduce accidents.

COST EFFECTIVENESS

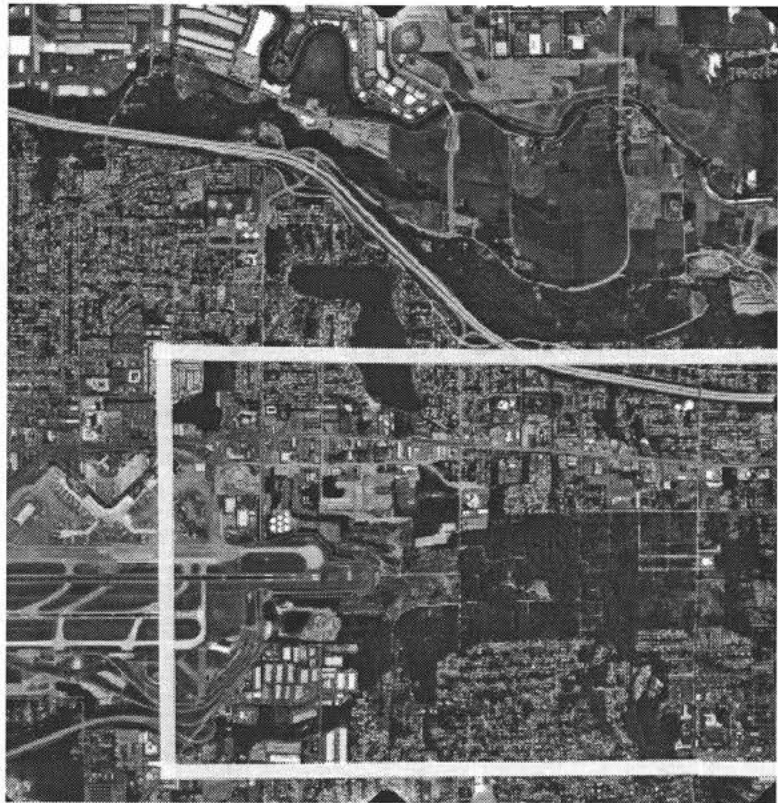
2.2 hours per million dollars spent

Truck delay
625 hours per day

All vehicle delay
12,500 hours per day

It is anticipated that SR509 completion will relieve truck movements from I-5. The new route is expected to carry 9,000 trucks per day. This traffic congestion relief is especially important at the I-5/I-405/SR518 Interchange. By diverting traffic off I-5 it is estimated to save 20% off current travel time between the Boeing Access Rd and Federal Way.

The corridor currently carries 20 million tons of freight annually. This will eventually provide a more direct and convenient connection for freight movement in and out of the Kent Valley freight centers. Air freight shipments will also benefit.



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

LEAD

Port of Seattle (FAST)

PARTNERS

- Port of Seattle*
- City of Seattle*
- TIB*
- BNSF*
- TEA 21 (High Priority)*
- TEA 21 (STP Comp)*
- TEA 21 (1118)*
- TEA 21 (STP Regional)*

ADDITIONAL BENEFICIARIES

- UPSP*
- WSDOT*
- Six Regional Bus routes*

NON ATTAINMENT AREA

Air quality improvements due to elimination of drayage trips and idle motor time in que.

SAFETY

3 year data records over 50 accidents/10 involving railroad activities Grade Separation will relieve this conflict.

COST EFFECTIVENESS

3.8 hours per million dollars spent
Truck delay
18,700 hours annually (72 hours per day)

All vehicle delay
67,000 hours annually (258 hours per day)

QUEING AND BACKUP REDUCTION

1428 vehicles per lane saving up to 6 hours per day - 1560 hours annually. New rail alignment eliminates need to move cars in and out of the SIG yard causing road blockages.

This route is traveled by 20% of trucks bound for Port of Seattle Intermodal Facilities. This improvement separates the Harbor Island lead track crossing, and allows development of an "on dock" rail capacity at Terminals 5 and 18 which is projected to increase port related employment by 3,000 jobs in the next 10 years. Longer unit trains have the potential to close E. Marginal Way for up to 19 minutes at a time. Nearest unobstructed crossing is about 11 minutes away. (UP & BN trains are about 8,000-9,000 feet long - estimates are 40 trains per week by 2010).

Project will allow containers to be loaded directly off the train onto the vessels rather than shuttling them to a rail yard by truck. (eliminates 74% of truck drayage trips) Allows for assembling and receiving trains directly at the terminal. New receiving and departure tracks are being planned by railroads adding faster flow of freight to and from the ports. The project relieves a bottleneck that impacts the current 72,000 jobs in the Duwamish Corridor. The city is proposing an additional 20,000 additional manufacturing and industrial jobs in the next 10 years. 1995 - \$38 Billion in trade came through Port of Seattle, \$11 Billion in exports. Port activities generate \$42 Million annually in state and local taxes (\$451M in US customs revenue)



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

LEAD

WSDOT

PARTNERS

WSDOT
Pierce County
City of Fife
City of Tacoma
Port of Tacoma
ISTEA

SAFETY

Upon completion this will become a new emergency route for the area.

COST EFFECTIVENESS

3 hours per million dollars

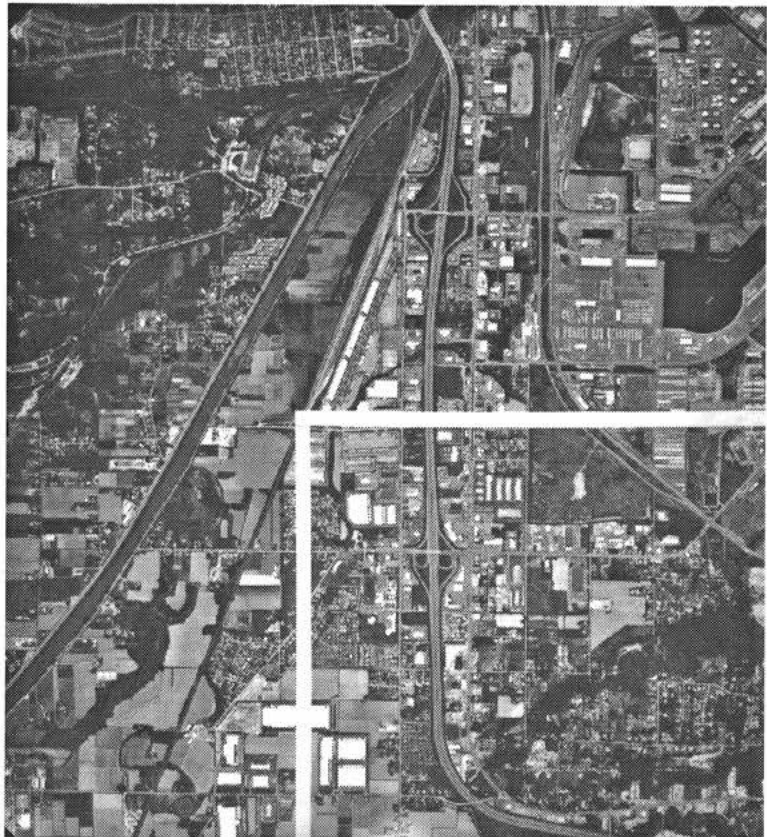
Truck delay
241 hours

All vehicle delay
1254 hours

Currently there are only two routes available for trucks to get to the Port of Tacoma. SR 167 uses arterial streets and ends at I-5. Once the project is completed the new SR 167 would provide direct freeway connections to and from I-5 and the Port of Tacoma and SR 509. The project would complete the regional freeway system and connect SR 167, SR 410, SR 161 and SR 512 to the I-5 corridor and SR 509.

The new route will require a substantial amount of Right of Way purchase which is currently in jeopardy of being lost to private development. If the state is to complete this segment, it must secure the right of way before it is lost to commercial and residential development.

The route serves multimodal local port freight and passenger movement and relieves truck and arterial congestion.



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

LEAD

WSDOT S. Central Region

PARTNERS

WSDOT

ADDITIONAL BENEFICIARIES

Virtually every manufacturing, agricultural, retail, grocery business in Eastern and Western Washington depend on crossing the Cascades without delay.

SAFETY

Numerous accidents, avalanche closures and collisions with low overpasses

COST EFFECTIVENESS

71 hours per million dollars

*Truck delay
1842 hours*

*All vehicle delay
8179 hours*

Snoqualmie Pass has the highest average daily traffic and the largest truck volumes of all east/west mountain passes in Washington and Oregon State. The route is experiencing an annual growth rate of 3.5 percent. The route is the principal east/west freight corridor in the state with over 33 million tons of freight annually. Twenty-four percent of the traffic using this route are trucks.

The Cascade Crossing at Snoqualmie Pass has avalanche problems, sharp curves that do not allow large vehicles to travel at highway speeds, is heavily congested in the 4 lane segment of what should be a continuation of the 6 lane route, and has vertical clearance problems at three locations.

This project, along with the snow shed project, will reconstruct approximately 7 miles of I-90 alleviating avalanche concerns, eliminate sharp curves, add an additional lane each way relieving the bottleneck caused by 6 lanes funneling down to four lanes, and relieve the vertical clearance problems at the snow shed, Stampede Pass and Cabin Creek Interchanges. By constructing a continuous six-lane route, trucks will be able to stay in the right lanes at their speed while not interfering with the flow of general purpose traffic traveling at faster speeds in the left lane.



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

LEAD

Port of Tacoma

PARTNERS

*Port of Tacoma
City of Tacoma
Tacoma Rail*

ADDITIONAL BENEFICIARIES

*Sound Transit
BNSF
UPSP
Pierce County*

NON ATTAINMENT AREA

Yes

SAFETY

Elimination of 3 existing double track grade crossings and construction of a grade separated crossing

COST EFFECTIVENESS

16 hours per million dollars spent

*Truck delay
132 hours per day*

*All vehicle delay
3108 hours per day*

Lincoln Avenue has experienced increased truck traffic due to the growth of Tideflat, port and industrial activity. The Lincoln Street overpass will facilitate truck movement in and out of the port (30% of the truck traffic is from central and eastern Washington, and improve freight and rail traffic. The project will eliminate all at-grade crossings on Lincoln Ave and Milwaukee Way allowing free truck passage over an expanded rail yard. The expanded yard will allow for queuing of 1-mile long intermodal trains to/from the BNSF/UP mainline and improve the speed and productivity. This project is part of a larger port investment in the corridor including \$10M in track work under the Lincoln Street Overpass.



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

Project 11 - 41st ST Over Crossing/Riverfront Prkwy (FAST) *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.

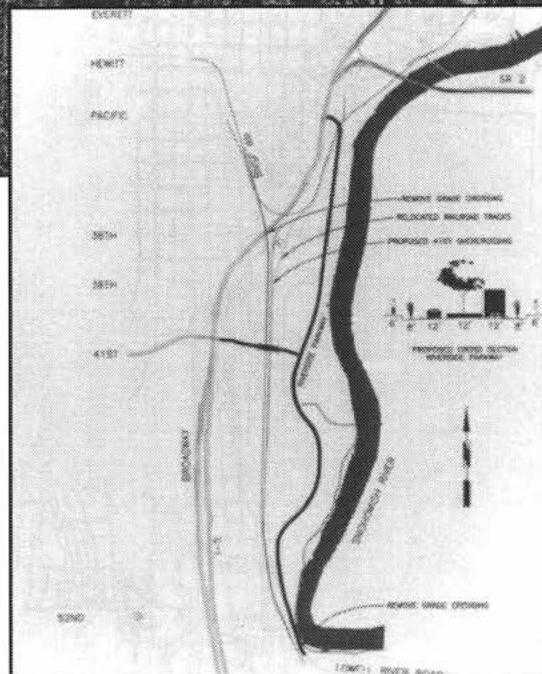
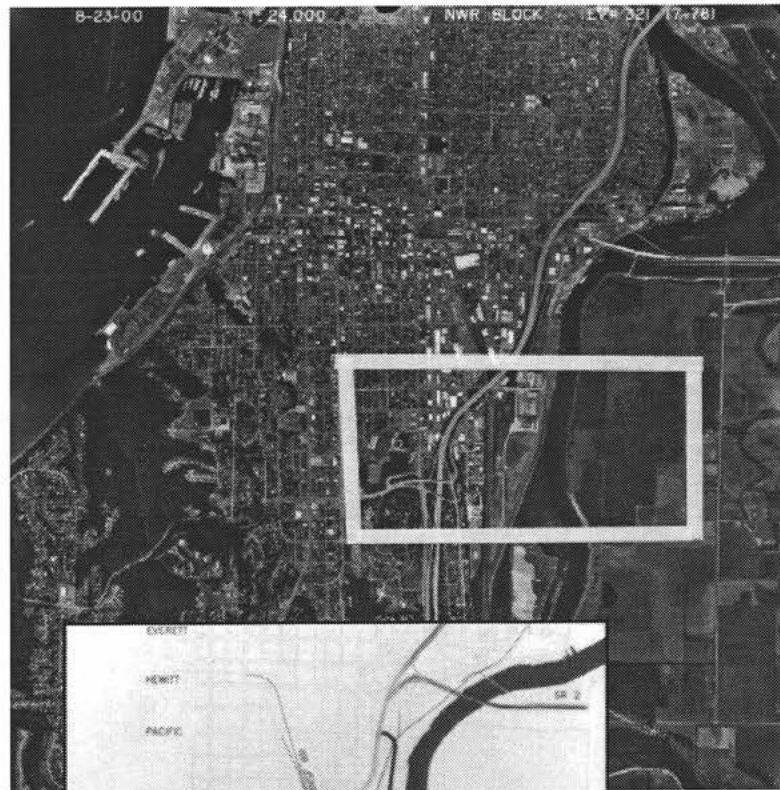
COST EFFECTIVENESS

2.12 hours per million

Truck delay
2.5 hours

All vehicle delay
28.64 hours

The project will build a grade separation at 41st St. and close 2 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



*Data for each project is provided by Project Lead

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

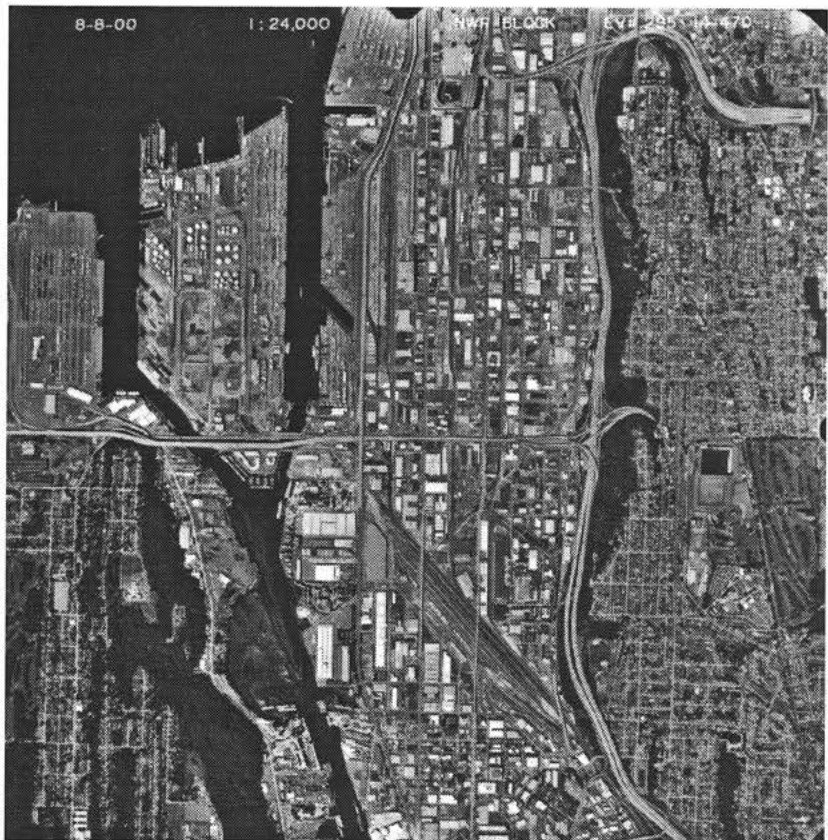
18.7 hours per million dollars

*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*

LEAD

City of Puyallup

PARTNERS

*City of Puyallup
Federal Tea -21 funds
BNSF
Port of Tacoma
Port of Seattle*

ADDITIONAL BENEFICIARIES

*Sound Transit
Pierce Transit
Sumner
Pierce County*

SAFETY

Will allow the Puyallup Fire Dept. to respond to emergencies in the eastern portion of the city quicker and without potential delay at rail crossing. By closing 15th St., potentially dangerous rail/vehicle conflicts will be avoided.

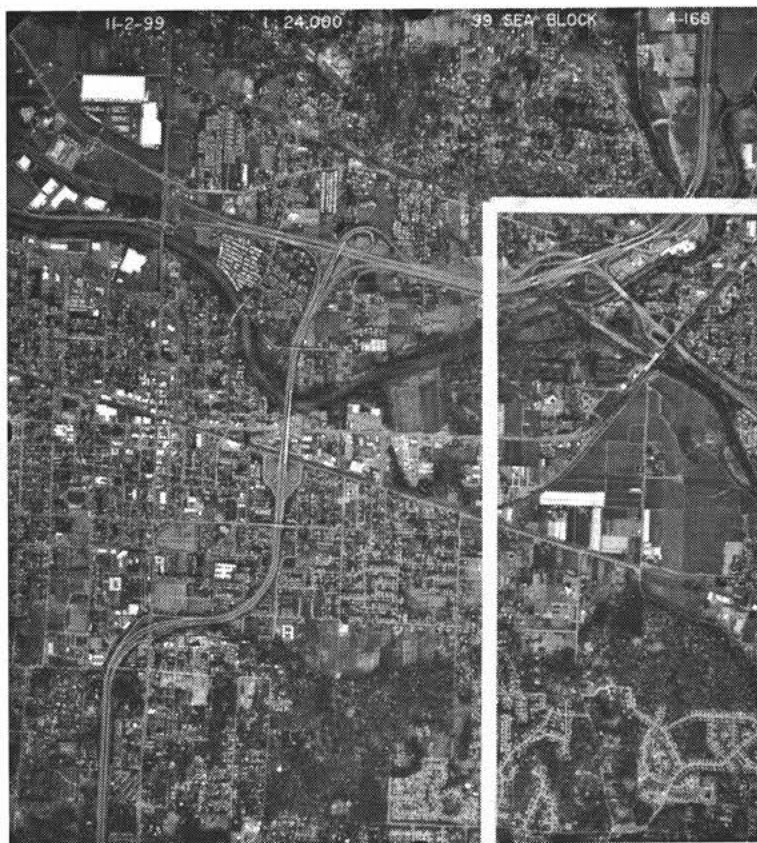
COST EFFECTIVENESS

.10 hours per million dollars

*Truck delay
1.2 hours per day*

*All vehicle delay
5.8 hours per day*

The city of Puyallup currently has only one grade-separated crossing. Shaw Road will allow the current at grade crossing at 15th St., which carries over 1500 trucks per day, to be closed and a new improved grade separated crossing to replace it. This will be the only north-south corridor east of Meridian and will improve the traffic flow from South Hill to Sumner as well. The area is also designated as an employment center with Light Manufacturing/Warehousing and an Industrial Park all dependent upon truck and rail efficiency and safety.



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

LEAD

Port of Pasco

PARTNERS

*City of Pasco
TEA 21 (MPO)
ISTEA (MPO)
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 per million dollars

*Truck Delay
20 hours*

*All vehicle delay
154 hours*

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*

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*

LEAD

City of Kennewick

PARTNERS

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

ADDITIONAL BENEFICIARIES

*Cadwell Laboratories
TriTech*

SAFETY

FEMA Route, School Bus Route and Transit route

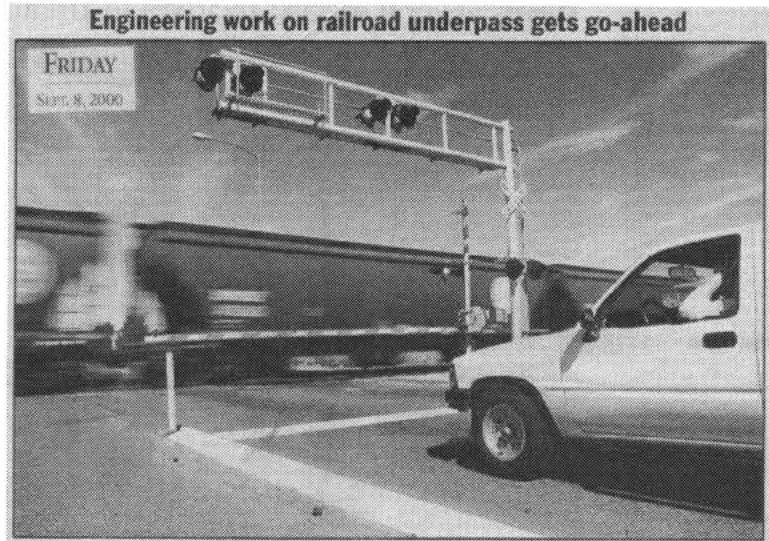
COST EFFECTIVENESS

.0000042 hours per million

*Truck delay
52.32 hours*

*All vehicle delay
1744 hours*

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.



Engineering work to move the Burlington Northern Santa Fe tracks under Columbia Center Boulevard was recently approved by the Kennewick City Council. The \$16 million project would mean trains will no longer delay traffic on Kennewick's busiest retail route.

Project to ease Columbia Center traffic

By John Trumbull
Kennewick staff writer

The spot at Kennewick where the city's busiest street crosses a busy rail line is on its way to becoming a \$19 million railroad underpass street overpass.

When the work is finished on Columbia Center Boulevard, the Burlington Northern Santa Fe's mile-long freight trains will no longer back up scores of cars headed to and from the In-Cities' business commercial area.

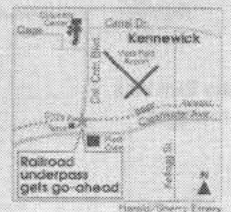
The city council recently gave the go-ahead for engineering work to start. Plans call for lowering the railroad tracks and raising the boulevard. When it's completed, trains up to 23.5 feet high will be able to shoot through the subway chute while motor vehicles pass overhead unimpeded.

Phase I, which is for the engineering work only, is pegged at \$397,267. It will include studies, design work, traffic analysis, right-of-way plans and contract administration.

Kennewick will pay to \$3,406, and the bulk of the money will come from Washington's Regionally Significant Transportation Project Fund and a source provided by gas taxes.

When construction starts in 2001, there will be six 11-foot-wide lanes between Deschutes and Clearwater streets along Columbia Center.

See Project, Page A3



Freight Mobility projects are important to local communities.

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

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 per million dollars

*Truck Delay
142.3 Hours*

*All vehicle delay
1658 Hours per day*

SR 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*

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

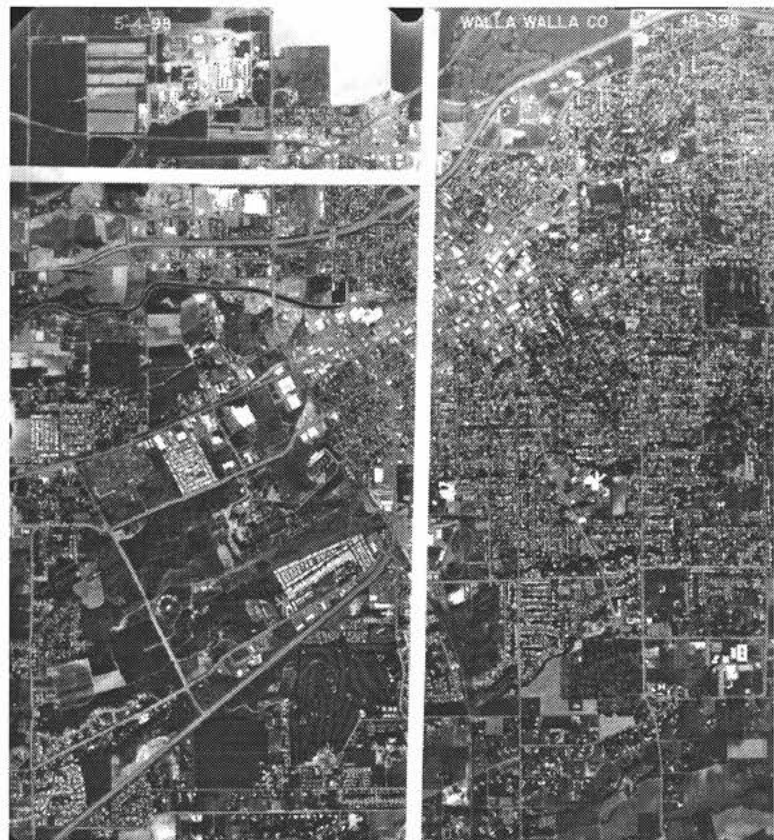
This will be an essential emergency route for fire trucks and ambulances.

COST EFFECTIVENESS

Truck delay

All vehicle delay

Myra 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*

LEAD

City of Everett

PARTNERS

*City of Everett
Tea 21*

ADDITIONAL BENEFICIARIES

*Port of Everett
Everett Home Port Naval Station
Rabanco
Snohomish County*

SAFETY

There have been 85 accidents in a three-year period. This is also an essential emergency route.

COST EFFECTIVENESS

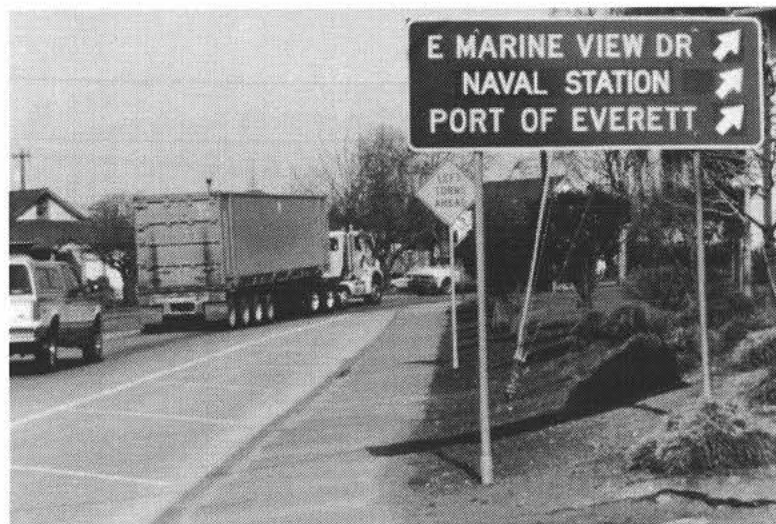
7.63 hours per million dollars

*Truck delay
4.2 hours*

*All vehicle delay
38.61 hours*

The widening of 5 miles of the East Marine View Drive Corridor from 2 to 4 lanes will improve the movement of truck freight traffic between I-5, the Port of Everett and the Navy base. The route carries over 6 million tons of freight annually and is projected to grow to nearly 11 million tons of freight by 2012. It is anticipated that a large portion of an additional 17 million tons of freight currently traveling on downtown streets will be diverted to this improved corridor. The project will also provide improved access for the major industrial park on the Snohomish River that the Port of Everett is developing.

The City of Everett has already invested \$27 Million in constructing the first 4 miles of the corridor. This project is the final mile to be completed.



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

LEAD

WSDOT

PARTNERS

WSDOT

ADDITIONAL BENEFICIARIES

Universal Communication Networks, Inc

NON ATTAINMENT AREA

Yes. Air quality will improve compared to current conditions.

SAFETY

Separate truck and general purpose traffic where speed differential is complicated by slower speeds due to steep grade.

COST EFFECTIVENESS

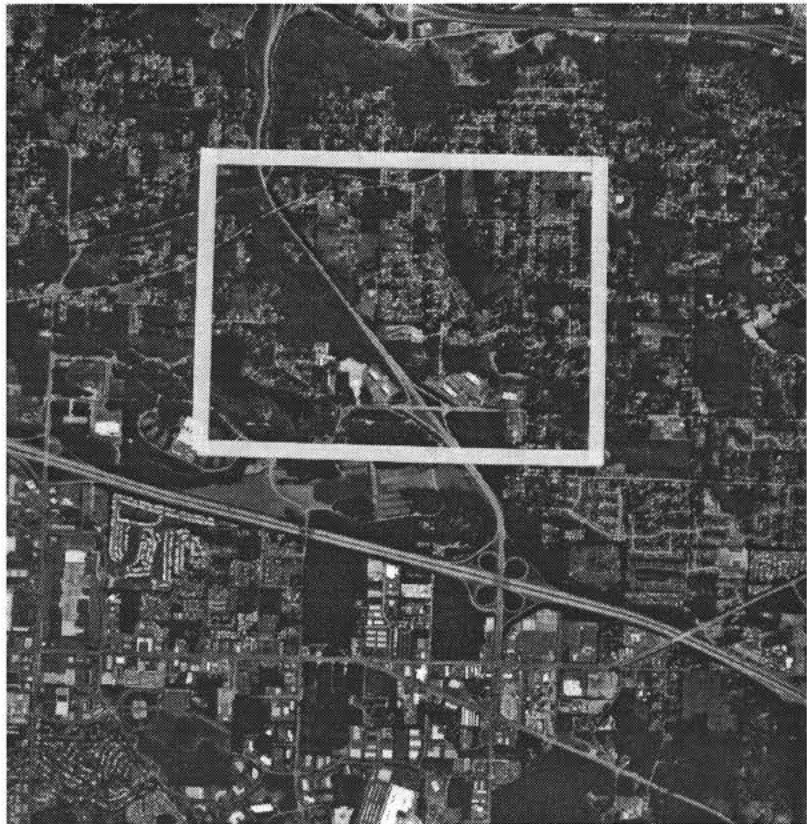
2.90 hours per million dollars

*Truck Delay
17.67 hours*

*All Vehicle Delay
192 hours*

SR18 is a principle route connecting I-5 and I-90. Trucks and general traffic between I-5 and SR 167 heavily use the route. The traffic mix is 14% truck and 86% general traffic.

The project will construct a dedicated truck lane in a 5400 foot segment that has a 5.4% grade. The added roadway capacity will allow slower moving trucks on the grade to keep away from faster moving general purpose traffic.



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

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

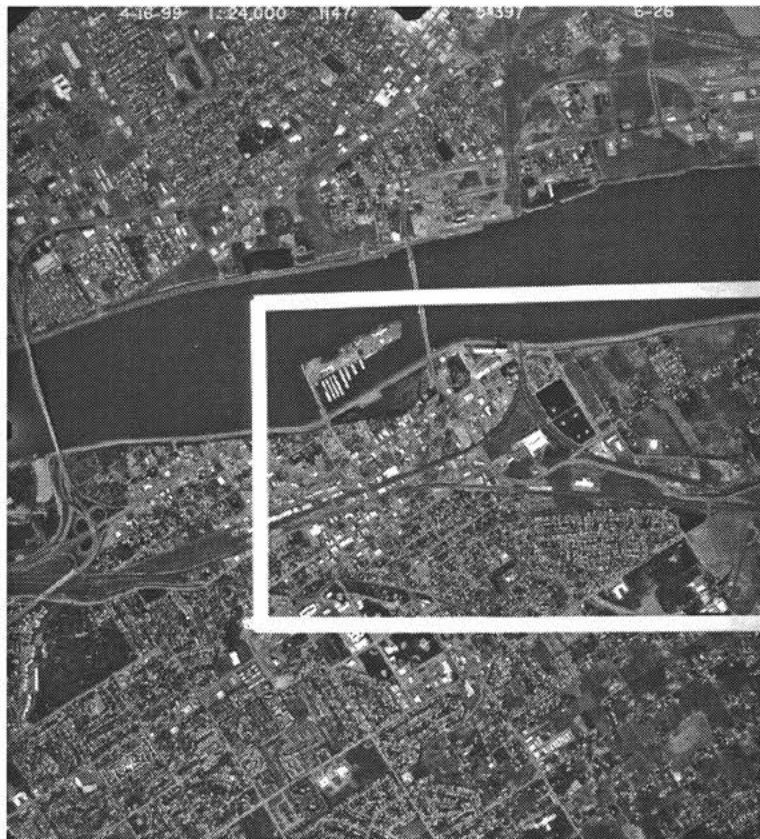
10.9 hours per million dollars

*Truck delay
17.5 hours*

*All vehicle delay
50 hours*

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 UPSP 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*

LEAD

WSDOT

PARTNERS

WSDOT
Douglas County
East Wenatchee
Private Industry

ADDITIONAL BENEFICIARIES

Alcoa
Port of Chelan County Port of Douglas County

SAFETY

Area has 2.06 accidents per million vehicle miles compared to statewide average of 1.71 accidents per million miles.

COST EFFECTIVENESS

.95 hours per million dollars

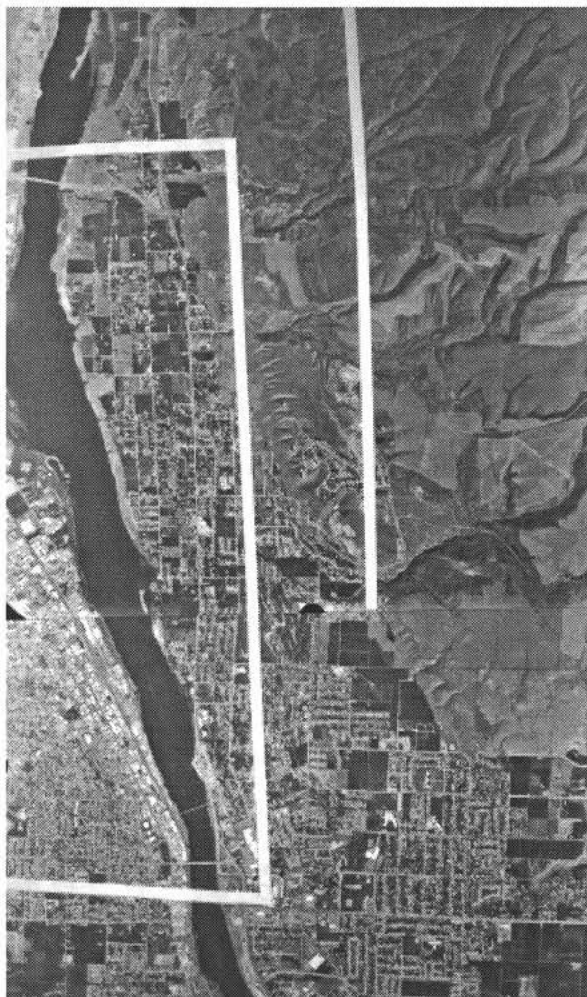
Truck delay
33.12 hours

All vehicle delay
414 hours

SR 28 is a major connecting point for east-west traffic via SR 2 and north-south movements along SR 97 from Canada to Pasco. The Osoyoos/Oroville border crossing on SR 97 is the busiest crossing in Eastern Washington. This route is also the major corridor passing through Wenatchee.

The Wenatchee Valley and farming lands in the Waterville Plateau and Columbia Basin Federal Irrigation Project produce, package, and ship many tons of fruit, grain, timber and other farm produce primarily by truck.

The project will widen the roadway on SR 28, and add four miles of left turn lane, which will lessen the incidents of rear end collisions. Currently, the roadway is so narrow that if there is a major accident, it will shut down the route. There is no other detour route able to accommodate trucks on this side of the Columbia River. The route on the other side of the river that is able to handle trucks, passes right through downtown Wenatchee. The improved route will allow trucks to bypass downtown Wenatchee.



*Data for each project is provided by Project Lead

LEAD

WSDOT

ADDITIONAL BENEFICIARIES

- Kaiser-Aluminum
- Itron
- Hewlett Packard
- Olivetti
- Spokane Industrial Park
- Johnson Mathey
- Spokane County

SAFETY

Project area is listed as a High Accident Corridor. 300 of the 362 accidents are considered to be reducible by building this type of improvement.

NON ATTAINMENT AREA

Yes.

COST EFFECTIVENESS

15.1 hours per million dollars

*Truck delay
42 hours*

*All vehicle delay
270 hours*

This project will add lanes to the existing four lane freeway thereby increasing capacity, and allowing slower moving trucks to remain out of the left lane. It is estimated that delays are increasing the cost of the project by \$1.5 million per year. The route improves traffic using I-90 connecting to SR 395 and handles growing NAFTA traffic.

This project will add two additional lanes onto the exiting I-90 four-lane freeway from Agronne Road vicinity (MP 287.98) to Sullivan Road vicinity (MP292.16). This improvement will reduce traffic congestion, increase freight mobility, and support future ITS equipment including surveillance control and driver information system. I-90 has been recognized as a Strategic Freight Corridor by WSDOT because it serves international and domestic interstate and intrastate trade. I-90 is the major east/west corridor for the north half of the United States, connecting Seattle and its ports to Chicago and Boston. Interstate 90 through Spokane regularly experiences traffic volumes in excess of 100,000 vehicles per day.

Interstate 90 supports the movement of the diverse range of cargo across the state. Food and kindred products represent nearly one-fifth of all freight movements, followed by agricultural crops (15 percent), lumber and wood products and general freight (each 10 percent). Spokane is the second highest destination city for trucks carrying freight within the state. Commodity movements in the I-90 corridor were 2.5 million tons in 1994 and will increase 46.7 percent to 3.7 million tons by 2005. Transit movements represent the largest share of movements in 1994 with 50.2 percent of the tons.



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

LEAD

WSDOT

ADDITIONAL BENEFICIARIES

- Skagit County*
- Whidby Island*
- City of Anacortes*
- City of Burlington*
- March Point Refinery*
- Port of Skagit County*
- Port of Anacortes*
- City of Mount Vernon*
- Whidby Is. Naval Air Station*
- San Juan Islands*
- Washington State Ferry Traffic*

SAFETY

Main emergency route from Whidby and Fidalgo Islands to mainland. There have been 348 accidents on this section of SR 20 from 1995-99.

COST EFFECTIVENESS

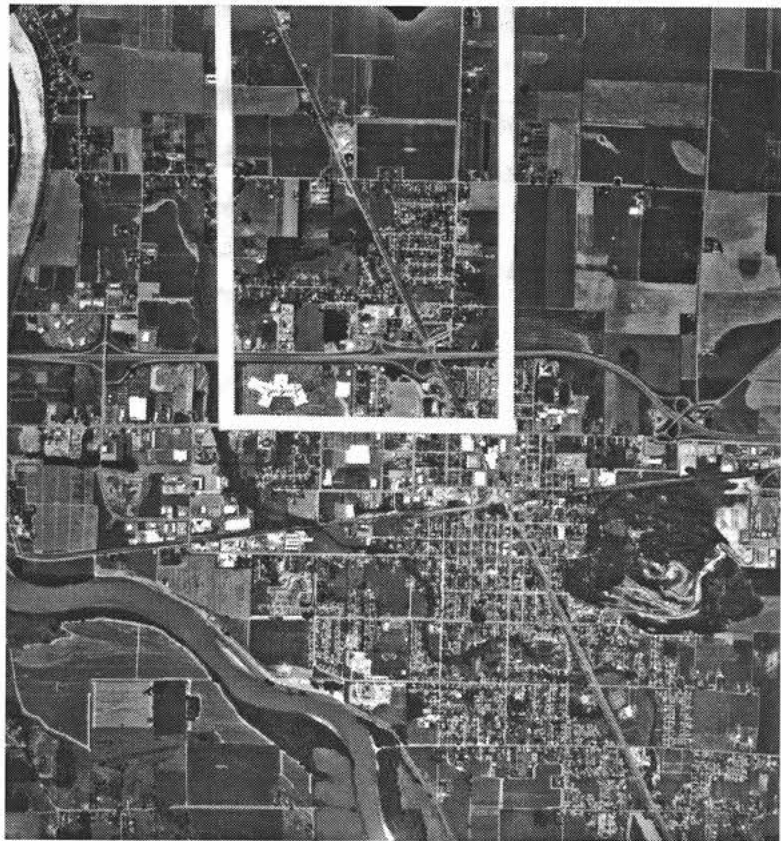
8.209 hours per million dollars

*Truck delay
385 hours*

*All vehicle delay
3,208 hours*

This project will improve freight mobility on SR 20 by completing the last section of four lane divided limited access roadway between SR 536 and I-5. This final segment will complete the 12.5 mile freight corridor between I-5 and the Port of Anacortes. Currently when SR 20 is congested, vehicles take alternate routes through west Skagit County and Whidby Island. This improvement will reduce the impacts of freight traffic on these communities.

The project will also improve roadway geometry for truck movements and relocate the southbound I-5 ramps.



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

LEAD
City of Kent

PARTNERS
City of Kent
Locally approved LID
TIB
BNSF
UPSP

ADDITIONAL BENEFICIARIES
King County

SAFETY
This is an essential emergency vehicle route for the area.

COST EFFECTIVENESS
4.21 hours per million dollars

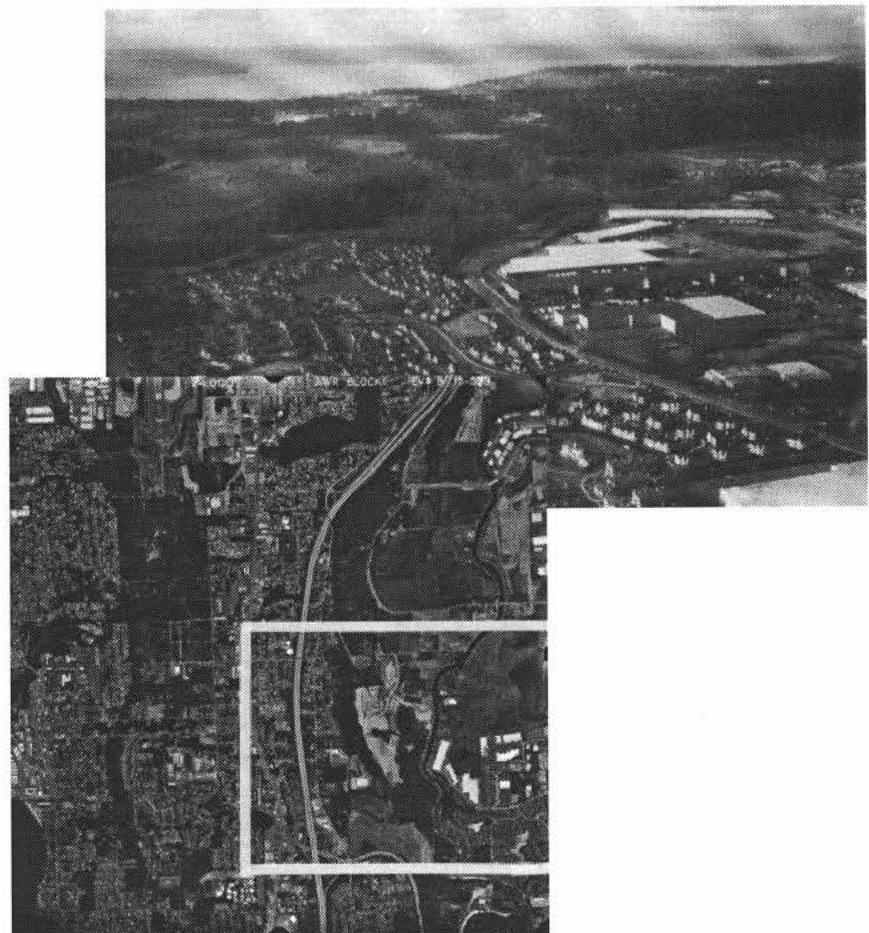
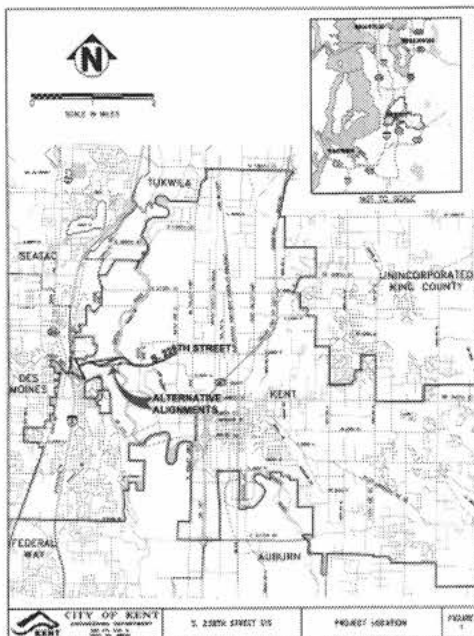
Truck delay
196 hours

All vehicle delay
1,635 hours

Kent 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 UPSP 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

LEAD

City of Seattle

PARTNERS

*City of Seattle
King County
S. Downtown Foundation*

ADDITIONAL BENEFICIARIES

*BNSF
UPSP
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 per million dollars

*Truck delay
242 hours*

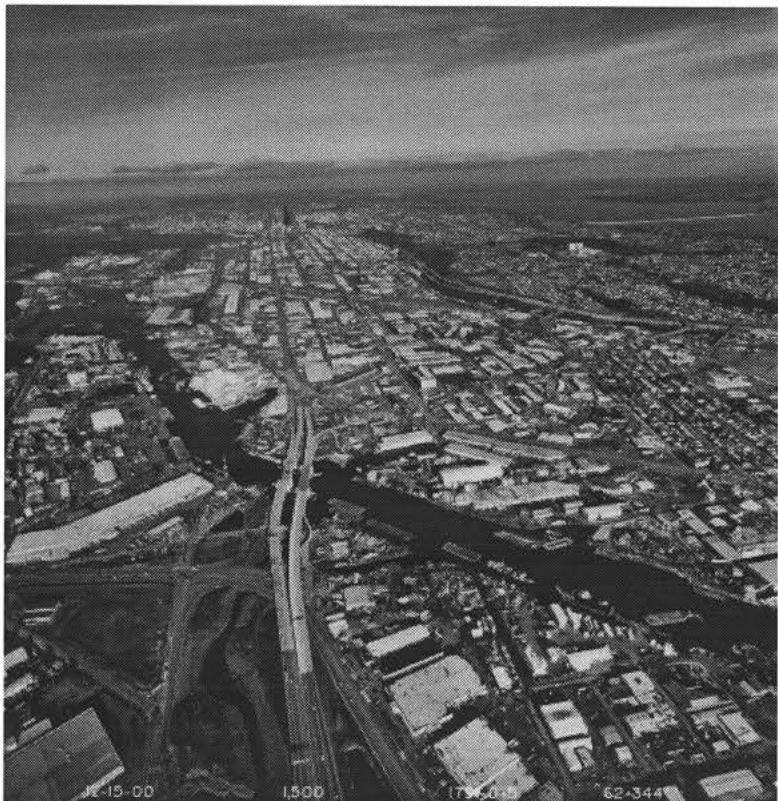
Reduction due to traveler information 57 hours

Reduction due to signal coordination 185 hours

*All vehicle delay
3962 hours*

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.



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

LEAD

WSDOT

PARTNERS

WSDOT

TEA 21 (High Priority)

COST EFFECTIVENESS

5.54 hours per million dollars

Truck delay

272 hours

All vehicle delay

680 hours

SR 543 is known as the Pacific Highway Commercial Crossing. It is the primary route for trucks crossing the Canadian border on the I-5 corridor. Since the advent of NAFTA, truck traffic has increased in this area to about 40 % of the total traffic count. The daily reduction in truck delays of 272 hours per day should significantly improve freight movement across the border. This is an integral part of the WCCOG's International Mobility and Trade Corridor (IMTC) project. Freight traffic is estimated to be growing at the rate of 11% per year. The General Services Administration plans border system improvements that will coordinate with this project.

The project will widen SR 543 from "H" Street to the border providing a separation between truck lanes and general purpose lanes. A new interchange will be added at "D" Street and channelization, a signal and illumination at the SR 543 and Boblett Street intersection. Noise walls will be constructed and provisions for future ITS enhancements will be made.

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

LEAD

WSDOT

PARTNERS

- WSDOT*
- Walla Walla County*
- U.S. Corp. of Engineers*
- Valley Transit*
- City of Walla Walla*
- City of College Place*
- BFCOG*
- TEA 21 (STP)*
- Port of Walla Walla*
- Boise Cascade*
- Soil Life Systems, Inc*
- Cargil Grain, Inc*
- Specialty Minerals*
- Good Roads and Transportation*
- Wallula Local 69*

ADDITIONAL BENEFICIARIES

Franklin County

SAFETY

*This is the main emergency route for the
Burbank Fire Department.
There were 260 recorded traffic accidents in
this area from 1992-1996.*

COST EFFECTIVENESS

15.27 hours per million dollars

*Truck delay
213 hours*

*All vehicle delay
549 hours*

US 12 is the primary route for moving freight in the region. It connects to the Port of Walla Walla and Port of Pasco, I-182 and US 395. Wheat and other products are transported to barges on the Columbia and Snake Rivers where they are then taken to deep water coastal ports for shipment overseas. This section of US 12 carries approximately 9000 vehicles a day with 39% (3510) of them trucks. The project will increase capacity by adding two 12 foot lanes with 8 foot shoulders to the existing two lane road. A grade separated structure over the UPSP rail line and upgrading the existing vertical and horizontal alignment.

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

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*

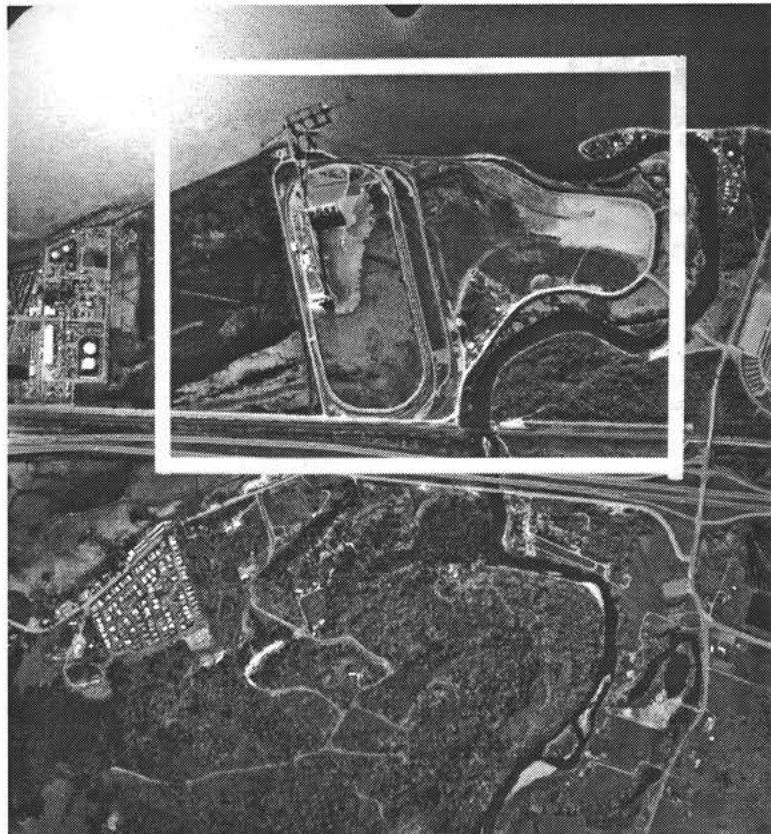
*All vehicle delay
27.4 hours*

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*

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*

Park 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*

LEAD

City of Bremerton

PARTNERS

*City of Bremerton
Kitsap County
Kitsap Transit
TIB
FHWA*

ADDITIONAL BENEFICIARIES

*Washington State Ferries
Olympic View Industrial Park
Puget Sound Naval Shipyard*

SAFETY

*This is an essential emergency vehicle route
The most recent five year accident history
shows 207 accidents in the area and the
route is adjacent to and feeds a section with
an accident rate that is twice the regional
average.*

COST EFFECTIVENESS

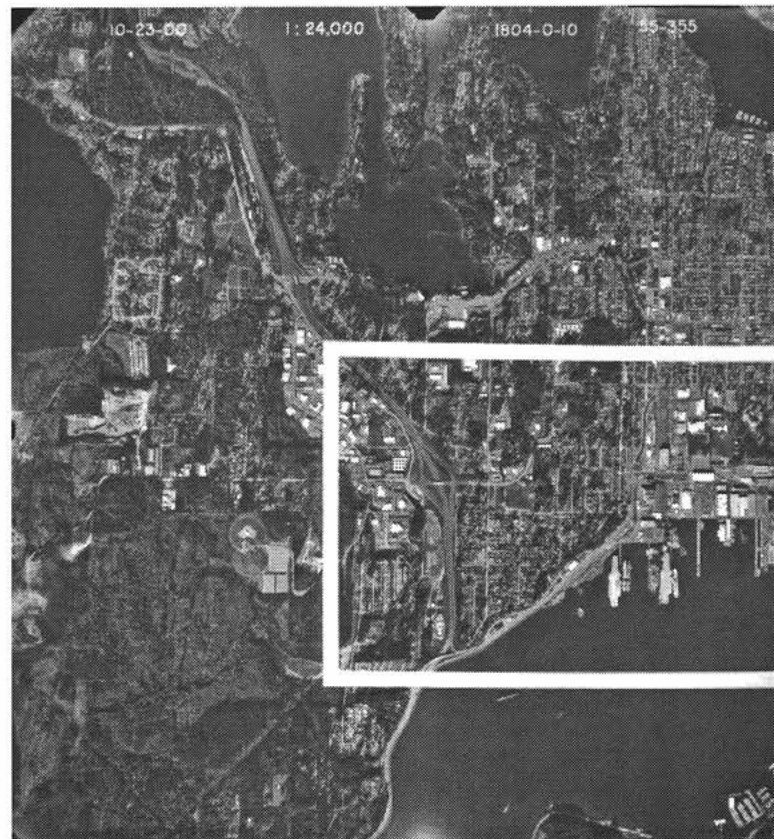
2.5 hours per million dollars

*Truck delay
20.5 hours*

*All vehicle delay
561.62 hours*

SR 3 is the main north/south freight route on the Kitsap Peninsula.

SR 304 connects SR 3 with the Puget Sound Naval Shipyard (PSNS), which includes the Navy Fleet Supply Center, and continues to the Bremerton Ferry. PSNS receives and distributes freight to all military facilities in the Pacific Northwest including Naval Station Everett, Fort Lewis, McChord, Bangor, Keyport and the Manchester fuel depot. The project will widen and realign the existing roadway providing safety improvements, and closes a number of side streets creating a limited access route. This project is a phase in the overall development of the SR 3/SR 304 Corridor.



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

LEAD

WSDOT

PARTNERS

WSDOT
City of Sumas

SAFETY

This is the main route between Everson/ Nooksack, Washington and Sumas. Fire, police ambulance and school busses all use this route regularly

COST EFFECTIVENESS

1.68 hours per million dollars

*Truck delay
22.3 hours*

*All vehicle delay
29 hours*

The increased delays at the I-5/ SR 543 Border crossing have heightened the need for alternate crossings. Trucks traveling to and from Abbotsford B. C. and points east will save time using the improved SR9/Sumas crossing. Currently, SR 9 carries about 1000 trucks daily.

The project will eliminate road closures to truck traffic caused by freeze-thaw conditions. The right of way for this project has been owned by WSDOT since it was purchased in the late 60's in anticipation of a highway improvement. The existing route also has sharp turns which will be eliminated on the new alignment, and the lane width will be increased. The next phase of this corridor anticipates the elimination of an at grade crossing.

This project is part of the International Mobility and Trade Corridor (ITMC) project and is part of a regional corridor solution.



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

LEAD

City of Longview

PARTNERS

*City of Longview
Private Businesses*

ADDITIONAL BENEFICIARIES

*Longview
Kelso
Port of Longview
Port of St. Helens
WSDOT*

COST EFFECTIVENESS

54.2 hours per million dollars

*Truck delays
10.84 hours*

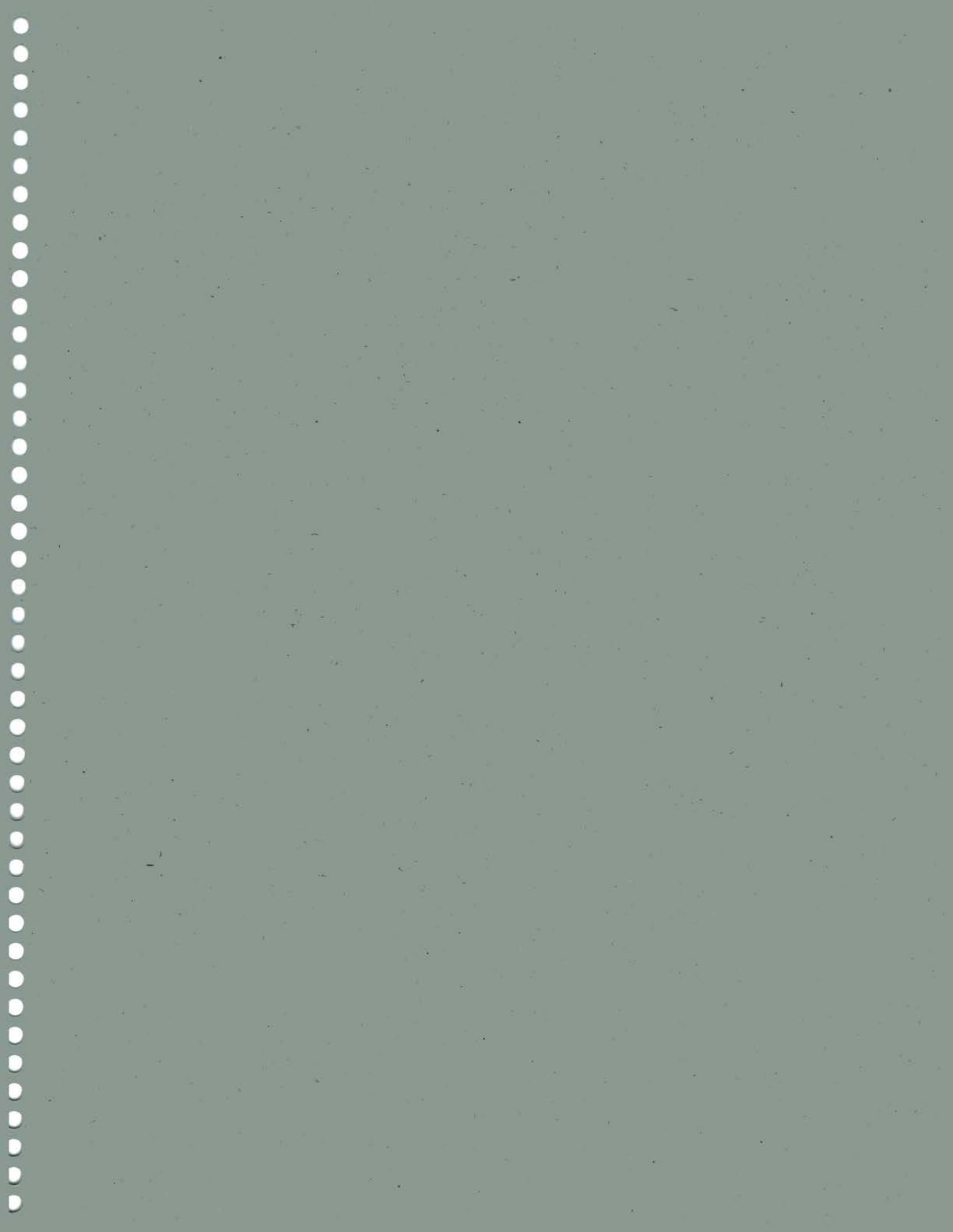
*All vehicle delay
45.15 hours*

This is a near failing intersection carrying 24% truck traffic. SR 432 is a freight corridor that connects I-5 with the Port of Longview. The intersection creates a bottleneck in what is otherwise a four lane corridor. Due to lack of capacity, traffic backs up on the off-ramp and onto SR 432. The project will add a second left turn lane on the highway off-ramp and continue through the signalized intersection. The signal will be modified for the dual left turn movement and will become interconnected with other nearby signals.

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

FMSIB Project List

Rank	Agency	Region (see legend)	Project Name	Total Cost (\$ millions)	FMSIB Share (\$ millions)	Status
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)	102.64	4.88	Funded
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 2)	47.88	33.72	
2	WSDOT	PS	SR 509 South Access Completion	167.04	50.00	
3	Port of Seattle	PS-F	East Marginal Way Ramps	23.60	6.92	
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd. Grade Separation	33.67		Funded
5	WSDOT	PS-F	"SR 167, SR 509 to SR 161"	44.53	12.20	
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	11.62	2.80	Funded
7	WSDOT	GN	I-90 Snowshed	153.80	45.60	
8	Kelso	WW	Allen Street Bridge Replacement	25.50	3.11	
9	Port of Everett	PS-F	California St. Overcrossing/ Port of Everett	10.00	0.32	Funded
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	8.40	4.20	
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 1)	15.34	3.00	Funded
11	Everett	PS-F	41st St/ Riverfront Parkway (Phase 2)	4.80	4.30	
12	Union Gap	EW	Valley Mall Blvd. Extension	10.00	4.00	Funded
13	Seattle	PS-F	South Spokane St. Viaduct	57.57	25.00	
14	Auburn	PS-F	South 277th St. (BNSF & UPSP)	35.85	13.80	Funded
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	6.00	
16	Prosser	EW	Wine Country Rd. (Phase 1/2/3)	13.50	8.78	Funded
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18	
18	Tacoma	PS-F	D St. Grade Separation	22.50	9.15	
19	Auburn	PS-F	3rd St. SW/BNSF	27.60		Funded
20	Pierce County	PS-F	North Canyon Rd.Exten./BNSF Overcrossing	6.00	2.00	
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	6.00	
22	Pierce County	PS-F	8th St. East / BNSF Mainline Grade Separation	10.00	3.00	Funded
23	Tukwila	PS-F	S. 180th St. Grade Separation	15.00	5.00	Funded
24	Colville	EW	Colville Alternate Truck Route	5.50	2.00	
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.50	4.23	
26	Kennewick	EW	Edison St. Railroad Crossing	13.00	5.20	
27	Kennewick	EW	Washington St. Railroad Crossing	12.00	4.80	
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	3.60		Funded
29	Everett	PS-F	E. Marine View Drive Widening	6.10	0.60	
30	WSDOT	PS	SR 18 Weyerhauser Way to SR 167 Truck Lane	10.61	6.90	
31	Benton County	EW	Port of Kennewick Road (Exten. of Pier Rd.)	1.84	0.52	
32	WSDOT	EW	"SR 28, SR 2 / 97 to 9th St."	31.50	17.26	
33	WSDOT	EW	I-90 Argonne to Sullivan	28.75	14.00	
34	DOT-Burlington	WW	SR 20 - Fredonia to I-5	46.95	13.50	
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	8.50	
36	Yakima	EW	City of Yakima Grade Separated Rail Crossing	14.00	7.00	
37	Seattle	PS	Duwamish Intelligent Transportation Systems (ITS)	5.11	2.50	
38	DOT-Blaine	WW	SR 543 - I-5 to International Boundary/Border X'ing	24.89	9.60	
39	Seattle	PS	Lander Street Overcrossing	23.93	8.40	
40	DOT-Walla Walla	EW	US 12 - SR 124 to SR 730	13.95	6.98	
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	1.25	
42	DOT-Pasco	EW	US 395 Hillsboro Street Interchange	11.46	3.60	
43	DOT-Easton	GN	"I-90, Hyak to Easton Hill - Capacity Improvements"	102.58	30.70	
A	Spokane Co	EW	Park Road BNSF Grade Separation Project	10.00	5.00	
B	Bremerton	WW	SR 3/304 Transportation Improvement Project	8.22	3.06	
C	DOT-Sumas	WW	SR 9 - SR 546/Nooksack Rd Vic to SR 547 Cherry St	13.27	5.30	
D	DOT-Spokane	EW	SR 27 - Pines Rd BNSF Grade Crossing Separation	11.20	3.36	
E	Richland	EW	SR 240 & SR224 Interchange & Railroad Overcrossing	9.30	4.50	
F	DOT-Moses Lake	EW	SR 17 Pioneer Way to Stratford Rd Mobility Project	14.00	4.20	
G	DOT-Spokane	EW	I-90 Sullivan Rd to Harvard Rd	32.00	9.60	
H	Longview	WW	SR 432 Short Term Improvement/3rd Ave Off Ramp	0.20	0.13	
I	Pierce Co	PS	8th Street East UP Railroad Undercrossing	14.00	5.60	
TOTALS				1,409.75	447.24	





State of Washington
Freight Mobility Strategic Investment Board

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