Freight Mobility Strategic Investment Board

A targeted approach to remain competitive

Talking Freight
July 20, 2011
Freight Mobility Strategic Investment Board

- What is the Freight Mobility Strategic Investment Board?
- How the FMSIB process works
- Select examples
What is the Freight Mobility Strategic Investment Board?

- 1 Public Member, Chair
- 1 Trucking Representative
- 1 Rail Representative
- 1 Maritime Representative
- 2 Port Representatives
- 2 County Representatives
- 2 City Representatives
- 1 DOT Secretary
- 1 Governor Representative
What is the Freight Mobility Strategic Investment Board?

- Guide the agency’s strategic plan
- Evaluates & scores project applications
- Advocates for funding
- Unbiased broker
What is the Freight Mobility Strategic Investment Board?

- Competitively neutral
- Develops agreements & funding shares
- Advises of freight trends & concerns
How the Program Works

- Jurisdictional partners submit projects for evaluation
- Must principally benefit freight mobility
- On a state or regional plan
How the Program Works

- Must have multiple financial partners

- Strategic Freight Corridor
  - Rail - 5 M tons annually
  - Road - 4 M tons annually
  - Waterway - 2.5 M tons annually
How the Program Works

❖ Six year project readiness for construction
  • Less than 6 years – difficult to get to construction
  • More than 6 years – difficult to hold partnerships

❖ State, city, county and port may submit

❖ Competitively neutral – jurisdictions & modes

❖ Partnerships required statutorily
How the Program Works

- Projects evaluated by board & tech team
- 198 point criteria evaluation
  - Quantitative analysis
- Teams confer after scoring
- High scoring projects meet with teams
  - Qualitative analysis
# Freight Mobility Strategic Investment Program

## Summary of Evaluation Criteria:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>Freight Mobility for the Project Area</td>
<td>35 Maximum</td>
</tr>
<tr>
<td>Freight Mobility for the Region, State, &amp; Nation</td>
<td>35 Maximum</td>
</tr>
<tr>
<td>General Mobility</td>
<td>25 Maximum</td>
</tr>
<tr>
<td>Safety</td>
<td>20 Maximum</td>
</tr>
<tr>
<td>Freight &amp; Economic Value</td>
<td>15 Maximum</td>
</tr>
<tr>
<td>Environment</td>
<td>20 Maximum</td>
</tr>
<tr>
<td>Partnership</td>
<td>25 Maximum</td>
</tr>
<tr>
<td>Consistency with Regional &amp; State Plans</td>
<td>5 Maximum</td>
</tr>
<tr>
<td>Cost</td>
<td>10 Maximum</td>
</tr>
<tr>
<td>Special Issues</td>
<td>8 Maximum</td>
</tr>
</tbody>
</table>

**Total Points:** 198
How the Program Works

- Final recommendations developed

- Adoption of projects in open meeting

- Dollar value and percentage assigned
  - FMSIB cannot increase participation
  - If project costs go up – dollar value used
  - If project costs go down – percentage used
How the Program Works

Agency works with partners
- Developing & nurturing partnerships
- Permitting
- ROW acquisition
- Brokering agreements

Legislature kept current on status

Funding approval for construction
How the Program Works

- 12 months to enter construction
- Quarterly reporting required
- Projects removed if not advancing
How the Program Works

- Unique approaches encouraged to save $$
- Groundbreakings/ribbon cuttings
- Cash flow flexibility
- Cash flow accountability
- Nimble response
Example 1 – *Edgar Martinez Way/I-90 Royal Brougham Way/I-90*

Limited East/West connection between the Port of Seattle, BNSF rail yard, UP rail yard, I-90 and I-5. Solution: double one-way BNSF grade separation on either side of Safeco Field.

Original agreement/alignment not honored
Secondary alignment flawed design
Final alignment negotiated with all partners and allies

**Partners:**  WSDOT  
FMSIB  
Port of Seattle  
BNSF Railway  
City of Seattle  
Seattle Mariners  
Seattle Seahawks  
Fed Funding programs

**Additional Allies:**  ILWU  
Washington Trucking Associations  
Waterfront Coalition  
Seattle Chamber of Commerce  
Manufacturing Industrial Coalition
Example 2: Wine Country Road

- Principal route through Prosser Washington with inadequate truck clearance under railroad bridge, redesigned corner to allow truck turns, functionally obsolete river bridge.

- Partners:
  - City of Prosser
  - Chukker Cherries
  - Hogue Winery
  - Washington Frontier Juice
  - Milne Fruit
  - Kenyon Zero Storage
  - Denchel Ford
  - Dleyhl Farm Service
  - Regency Development
  - Federal Funding
  - Transportation Investment Board
  - Tree Top
  - Hall Chevrolet
  - Les Schwab Tires
  - Benton County
  - Port of Benton
  - WSDOT
  - Transportation Investment Board
Example 3: S. 228th Street

- New corridor between the Kent industrial area, I-5 and ultimately to SR 509 route to the Port of Seattle
- Construct extension of S. 228th to I-5, grade separations of the BNSF and UP mainline tracks

Partners:
- City of Kent
- BNSF Railway
- UP Railroad
- Warehouse Owners
- FAST
- Port of Seattle
- Port of Tacoma
What have been the key success factors? Lessons learned

- Greater willingness to participate when directly involved in decision making
- Consensus building decision making
- Funding Flexibility
What have been the key success factors? Lessons learned

- Private sector support for new revenue if part directed to freight
- Freight mobility improvement more successful when led by private sector
- Easier coordination between private and jurisdictional partners
What have been the key success factors? Lessons learned

- Direct private sector involvement
- Project selection by unbiased Board
- Ability to bring partners & funds together
- Leveraging funds
Freight Mobility Strategic Investment Board

Questions?

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