



Freight Mobility Strategic Investment Board

2015 Update

Washington State Transportation Commission
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Freight Mobility Strategic Investment Board

Mission Statement



The Washington Freight Mobility Strategic Investment Board (FMSIB) was created by the Legislature to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.

The Governor appointed Board consists of 12 public- and private-sector members:

- Advocates for strategic freight transportation projects that bring economic development and a return to the state;
- Focuses on timely construction and operation of projects that support jobs;
- Leverages funding from public and private stakeholders;
- Crosses modal and jurisdictional lines to create funding partnerships; and
- Serves as the de facto freight project screening agency for state and federal policy makers.

FMSIB Members



Dan Gatchet

Dabob Bay
Chair
Citizen Member

Geir-Eilif Kalhagen

Chief Executive Officer
Port of Longview
Ports

John Creighton

Port Commissioner
Port of Seattle

Robin Rettew

Senior Budget Asst. to the Governor
Olympia
Governor

Michael Karnofski

Commissioner
Cowlitz County
Counties

Sheri Call

Vice President
Washington Trucking Associations
Trucking

Johann Hellman

Director of Government Affairs
BNSF Railway
Railroad

Brian Ziegler

Public Works Director
Pierce County
Counties

Lynn Peterson

Secretary
WSDOT

Mark Knudsen

Vice President SSA Marine
Marine Industry

Tom Trulove

Mayor
City of Cheney
Cities

Pat Hulcey

Deputy Mayor
City of Fife
Cities

Brock Nelson*

Director of Public Affairs
Union Pacific
*ex-officio

Funding Sources



- \$12M per biennium dedicated to freight
 - \$6M Freight Mobility Investment Account
 - \$6M Freight Mobility Multimodal Account

- \$2.3 M Highway Safety Funds
 - Not dedicated (Included in Governor's Budget)

Completed FMSIB Projects



FMSIB PROJECT MAP

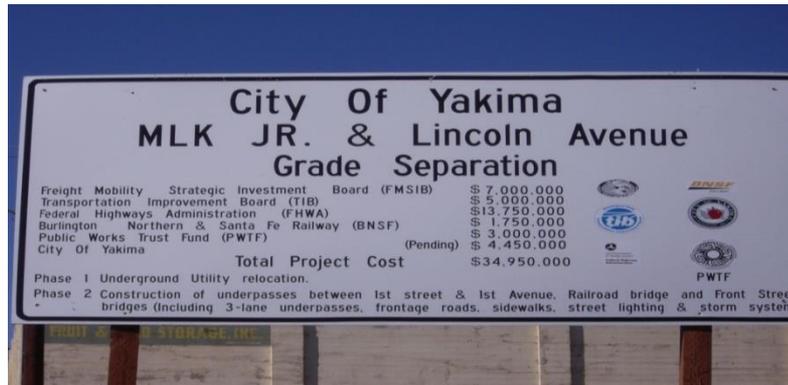
52 Projects Completed
Project Total: \$910M
FMSIB Share: \$176M

FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.

COMPLETED LIST 1998-2014



Yakima Grade Separations



Location: City of Yakima, Yakima County

Project Description: Grade separations that enable free flow of traffic in downtown area.

- Lincoln Avenue (Phase 2): Open to traffic in May, 2012
- MLK Blvd (Phase 3): Open to traffic in Summer, 2014
- Total Project Cost: \$43.61M
- FMSIB Share: \$7M



Port of Vancouver-Rail Access



Location: Port of Vancouver, Vancouver Washington

Project Description: Rail trench along Columbia River and tie-in to mainline.

- \$38.34 M phase – Groundbreaking was August 2012
- FMSIB Share of Rail-Tie in: \$6.3M
- Billing complete in August 2014
- FMSIB \$10M commitment nearly all expended
- **\$275M in on-site investments and project business increases**

Port of Kalama



Kalama River Industrial Park Bridge

\$3.8 Million Bridge Investment

-\$844,000 Fed Grant

-\$2.15M FMSIB

- \$500,000 County ED Fund

- \$300,000 Port Funds



Port: \$10M in five buildings

Bennu Glass: \$110M, jobs, + planned expansion

BNSF-Mainline improvements, up to 200 jobs for 2-3 years



TEMCO Grain Elevator Expansion:
Modernize or Demolish Facility?

2005 Improvements

FMSIB \$1.25M

Port \$1.25M

Unit train capable rail yard, upgraded unload capacity

2010

\$6M by TEMCO for additional unit train capacity

2014:

\$7M by Port for additional rail capacity
\$200M (est) by TEMCO for modernization of elevator

South Park Bridge Replacement



Location: King County

Project Description: Secondary Trucking Route

- Ribbon Cutting: July 2014
- Total Project Cost: \$159.2M
- FMSIB Share: \$5M

Washington State Freight Advisory Committee



Washington State Freight Advisory Committee

Washington State Freight Trends & Policy Recommendations for Air Cargo, Freight Rail, Ports & Inland Waterways, & Trucking



May 2014

Trends & Policies



Air Freight



Overview

The state's aviation system is critical for freight movement. High-value, time-sensitive goods move through Washington's airports, which play a key role in the state's service sector. Air cargo moves by truck between airports and warehouses, making an

Sea-Tac Airport 2012 Activity Report

Sea-Tac averages 10-12

Ports & Inland Waterways



Overview

Washington has 75 port districts within the state. There are 11 deep-draft ports; seven are located in the Puget Sound, three on the Columbia River and one in Grays Harbor. There are two primary economic waterways in the state, the Puget Sound

Trade with Asia

Many of the state's key trading partners are in Asia.

Rail



Overview

Washington's railways play a major role in the movement of

Trucking



Overview

There are 1.2 million truck carriers nationwide with 63,000 in the northwest and 7,000 in Washington State. Truck related jobs account for about 8% of the Washington workforce.

Trucking is a diverse industry with a variety of truck-types, ownerships, and services. Trucks carried \$334 billion of the state's total freight volumes according to data released by the Federal Highway Administration.

Changes in Storage and Goods Movement

- Higher retail rents have led to smaller stores, and more inventory stored at distribution centers and warehouses.
- Regionalization of

Policy Recommendations: Air Freight



State Government

1. Convene Joint Transportation Committee (JTC) briefings on Washington State Air Freight needs and how state agencies play a leading role in strategic aviation economic development centered on air freight cargo development and intermodal opportunities.
 - Ensure that the JTC evaluates investment, both public and private, that first supports economic corridors outlined in the 2012 Connecting Washington work.

State Government with local support

1. Identify the **need for additional financial resources from the State to be allocated for strategic aviation economic development projects**, including those projects that contribute to freight mobility objectives **based on a list of projects submitted by local government, airports or through MPOs/RTPOs.**
2. Ensure that **Airport operators are brought into the membership of the MPO/RTPO as independent subject matter experts on aviation and air freight mobility.** If the form of government will not allow the Airport representative to have an independent voting membership, the Airport should **at a minimum be included on the Technical Committee of the MPO/RTPO.**

Policy Recommendations- Ports and Inland Waterways



State Government

Stormwater Recommendations:

- Clarify compliance and cost requirements through reasonable application of an all known and reasonable technologies **(AKART) approach matched to marine terminals to allow for cost effective mitigation** while providing for continued operations of marine terminals.
- **Synchronize permit requirements with west coast states, and with west coast Canadian ports to better address competitive disadvantages.**
- Compare permit requirements with east coast and Gulf States with marine terminals to better address competitive advantages.
- Compare with municipal stormwater requirements to avoid dramatically different requirements for waterways.
- **Ensure state funding, such as Model Toxics Control Act, remains available to help address stormwater permit requirements.**
- Place a reasonable maximum cap on private sector stormwater investments based on reasonable, cost effective proven and readily available technologies.
- **Work with the Department of Ecology to create a parallel review process with NEPA, and limit a project's impact area to the location of the project.**
- SEPA categorical exemptions should be updated to better match with NEPA categorical exclusions. (The Department of Ecology is undertaking rulemaking at the time of this publication.)

Policy Recommendations- Ports and Inland Waterways



State and Local Government (including Port Districts)

1. Use the Port Element of City Comprehensive Plans (RCW 36.70A.085) to help define and protect the core area of port and port-related industrial uses from incompatible land uses within the city and to help ensure efficient access.
 - a. Ensure that the Port Element is reviewed regularly (every 2-3 years) and updated as needed.
2. Encourage identification in local, regional, and state land use and transportation plans of economic corridors for the movement of people and goods.
3. Define freight or heavy haul corridors, including major interchanges, to allow targeted public sector investments in freight infrastructure (RCW 46.44.0915).

Local Government (including Port Districts) and/or Private Sector with support from State Government

1. Maintain and protect intermodal connectors and last mile connectors to improve goods movement.

Policy Recommendations- Rail



State Government

1. Develop a systematic way of addressing freight funding, for example, to address the over \$1 billion in identified at-grade crossings needs.
2. Support coalitions to plan for corridor improvements.

Local Government

1. Local public agencies need to get the railroad involved early in the grade separation design process (e.g. before the agencies get to the 30% design phase.) Railroads should be available to provide input to local governments during the design process.
2. Grade separations must consider the future growth of rail traffic. For example, where there is only a single track at a crossing where a separation is being considered, the bridge design should consider two or more tracks to accommodate future rail traffic.

Policy Recommendations-Trucking



State Government

1. Any state transportation revenue package that includes an increase in truck weight fees should be dedicated to mitigating the impacts of freight.
2. More funding is needed for at-grade crossing improvements and “first and last mile” projects that target gaps between major transportation nodes.
3. When public policy is developed, impacts to freight mobility should be included in the trade-off analysis.

State and Local Government (including Port Districts)

1. Encourage identification in local, regional, and state land use and transportation plans of key transportation corridors for the movement of people and goods.
2. Define freight or heavy haul corridors, including major interchanges, to allow targeted public sector investments in freight infrastructure.
(RCW 46.44.0915)

Freight Chokepoints



Key Findings and Observations:

It's the combination of increased rail and road traffic!!!! (It's the economy, s.....")

Passenger vehicles:

- Unemployment: 8.2% in 2012, 6.3% in Dec 2014.
- Population growth: 6.7M in 2010 to 8.1M in 2030

Trucking:

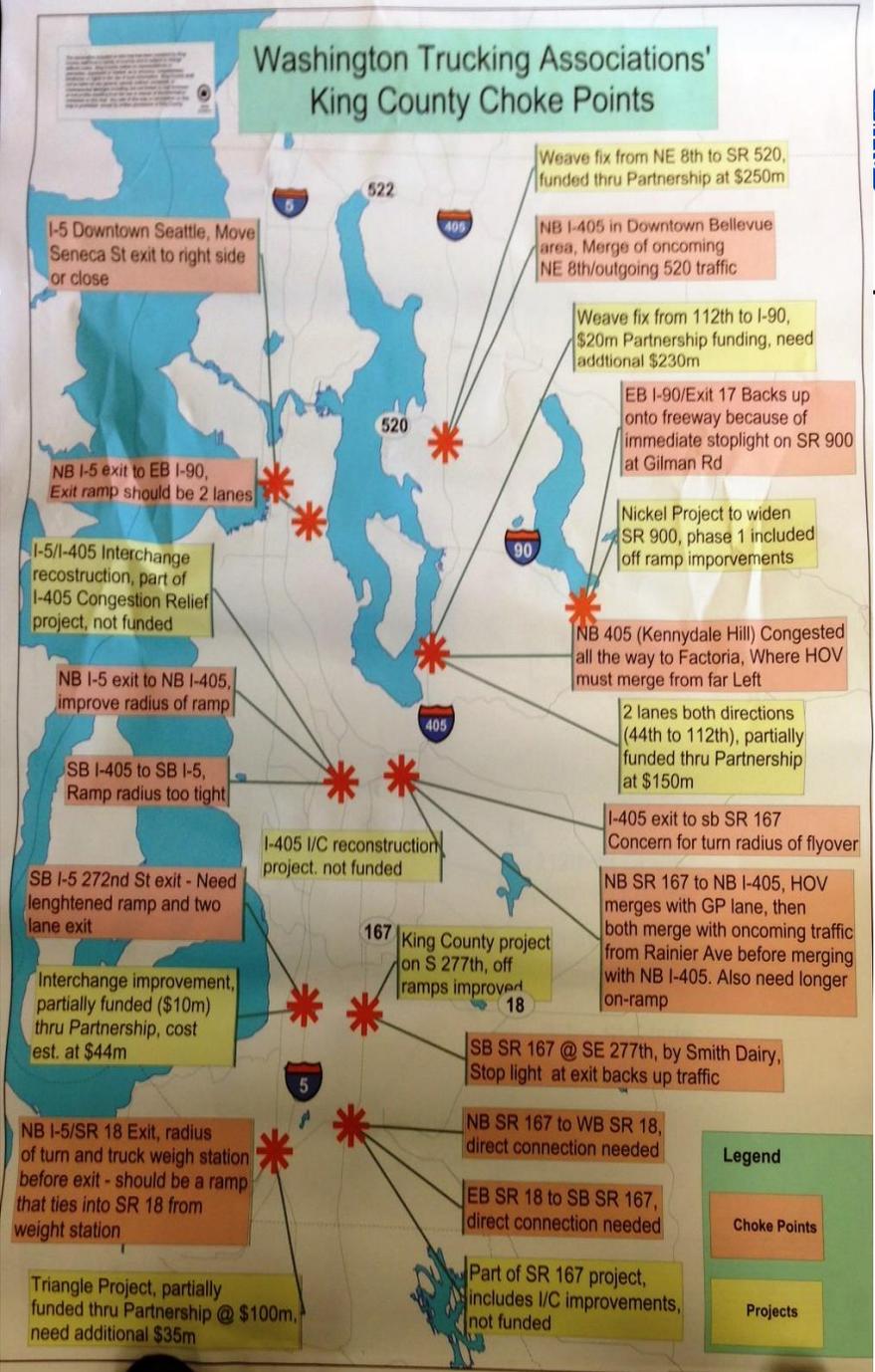
- 3% Annual growth from 2010-2040
- 68.5% of tonnage, 80.7% revenue in 2011

Rail:

- Today: Returning to pre-recession levels
- Tomorrow: All data indicates more rail volume in Washington State



Washington Trucking Associations' King County Choke Points



Trucking Hot Spots Circa 2005

Trucking Congestion Locations (2014)



TOP TRUCK FREIGHT CONGESTION LOCATIONS IN THE STATE IDENTIFIED (December 2014)

The American Transportation Research Institute (ATRI) today released the findings of its 2014 Congestion Impact Analysis of Freight-Significant Highway Locations. The research, which assesses the level of truck-oriented congestion at 250 locations on the national highway system, uses several customized software applications and analysis methods, along with terabytes of data from trucking operations to produce a congestion impact ranking for each location. The data is associated with the FHWA-sponsored Freight Performance Measures (FPM) initiative. The locations detailed in this latest ATRI report represent the top 100 congested locations.

Washington has nine on the top 100 list including:

- #20 Seattle, I-5 at I-90
- #24 Auburn, SR18 at SR167
- #35 Seattle, I-90 at I-405
- #36 Vancouver, I-5 at Columbia River Crossing
- #46 Tacoma, I-5 at I-705/SR16
- #64 Federal Way, SR18 at I-5
- #85 Tacoma, I-5 at SR512
- #86 Lynnwood, I-5 at I-405
- #97 Everett, I-5 at US2

ATRI's identification of the top truck bottlenecks in Washington is a critical first step identifying where we should focus our state resources to improve freight mobility. Trucks haul more than 82 percent of the freight in Washington and relieving congestion at these chokepoints ensures that those trucks and our state's economy keep moving.

Road/Rail Intersection Deficiencies



Key Findings and Observations:

Rail themes are a four legged stool:

1. Rail and Road Safety
2. Washington State freight products-certainty
3. Amtrak
4. At-Grade crossings

Freight Inventory



- Inventory of freight deficiencies including bottlenecks, poor roadways, safety hazards and other freight performance problems.
 - Both Federal and State Eligibility
 - WSDOT, MPO, RTPO, (Cities & Counties)
 - Washington Trucking Association
 - Washington Public Ports
 - Freight Generators (Boeing and other shippers)
- Infrastructure
 - **At-grade rail crossings**
 - Access to port, rail yard, distribution centers or truck terminals (**first and last mile connectors**)
 - Weight restricted roadways-**WSDOT**
 - Structurally deficient & functionally obsolete bridges-**WSDOT**

Road/Rail Intersection Deficiencies: At-Grade Rail Crossings



At-Grade Rail Crossings:

- Over 2,800 in Utilities and Transportation Commission database
- Most are in unincorporated areas

Criteria:

- Within City limits: resulted in approximately 450 At-Grade Rail Crossings
- Rail: On BNSF & UP lines carrying 5 Million tons or more annually
- Roads:
 - High: T-1 or T-2 roadway crossing tracks (more than 4 million tons annually)
 - Other factors – i.e. emergency vehicle route, downtown principal arterial, high accident location
 - Medium: T-3 roadway crossing tracks (300,000 to 4 million tons annually)
 - Near an industrial area, port access, rail yard access, airport air freight access, other compelling conflict, accident location
 - Low: T-4 or lower roadway, secondary route (100,000 to 300,000 tons annually)
- Cost estimates if available

At-Grade Intersection Inventory



MPO/RTPO used criteria, existing information within their respective adopted plans, and worked with their membership to review data.

Results:

- 121 have been identified
- 37 have estimated project costs at \$1.2 billion (partially funded)
- 84 will need additional review
- Some MPOs/RTPOs still need to do an inventory.

Road/Rail Intersection Deficiencies



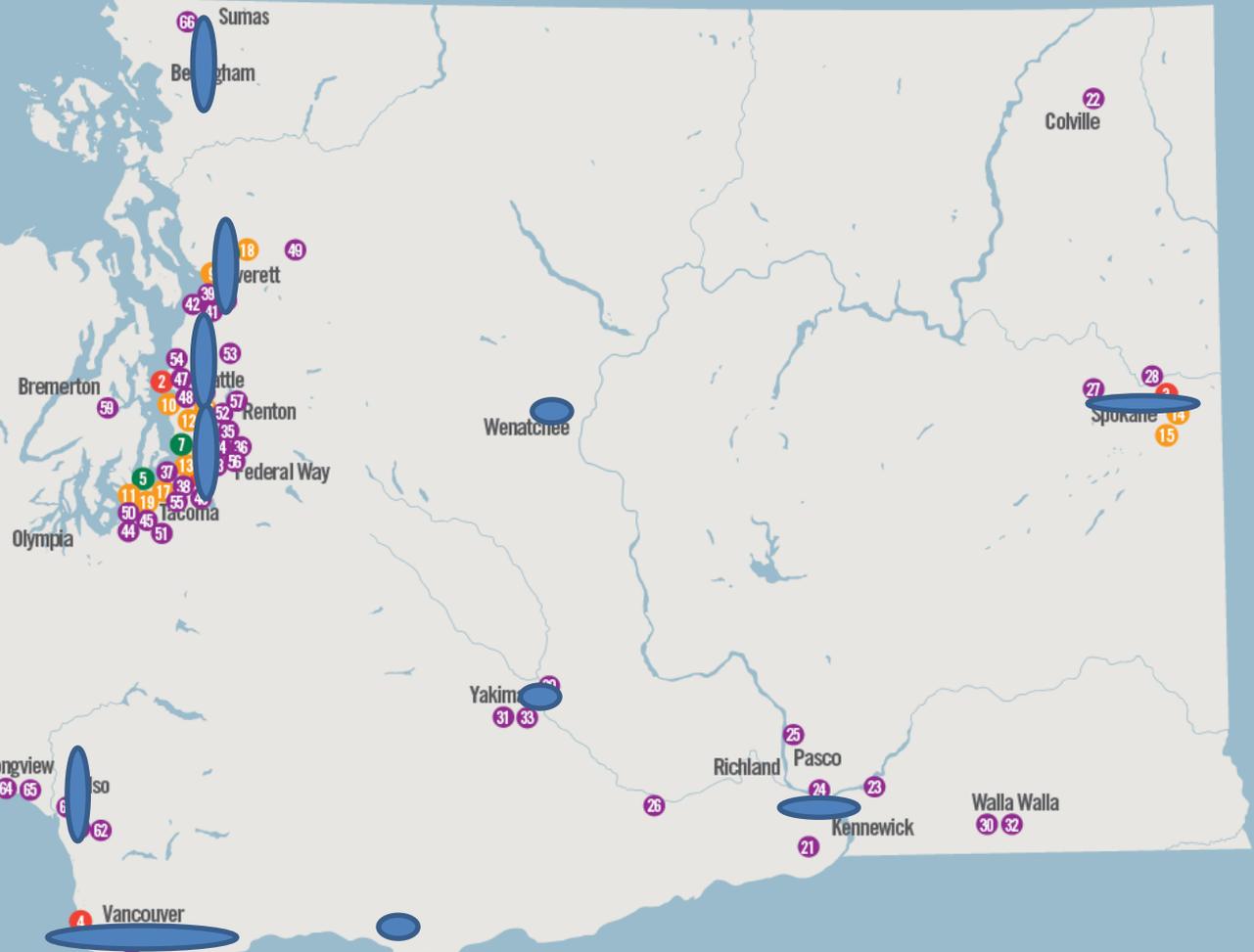
Key findings:

- At-grade rail crossings vary in priority relative to overall transportation priorities
- Few have identified or secured funding
- There are projects and crossings that do not fit criteria, but must be identified. For example:
 - SR 167/SR 509
 - Gray Harbor County: Aberdeen vicinity
 - Canyon Road (Pierce County)
- There is more than one solution:
 - Marysville example
 - Wenatchee example
- (Current) MAP-21 federal funding criteria is a limited incentive

At-Grade Crossing Corridors/Hotspots



FMSIB PROJECT MAP



FMSIB balances its project selection between Eastern Washington, Western Washington, and Puget Sound.

COMPLETED LIST 1998-2014

Road Inventory –First/Last Mile Connectors



Results:

- Projects were identified:
 - 1-6 years
 - 7-12 years
 - Beyond 12 years
- 54 were identified in first 6 years
 - 47 have project estimates totaling @\$900M

Final Comments and Observations:



- Increase freight funding-it has a direct economic benefit
- Address Trucking Congestion Locations
- Refine the existing at-grade crossing inventory and develop a long term, strategic set of investments for at-grade rail crossings, first and last mile connectors
 - Requires multiple stakeholders
 - Include and update 2009 Marine Cargo Forecast
- The Freight Advisory Committee should be on-going, especially with MAP-21 still being developed

2015: Potential Freight Outcomes:



– Transportation Revenue Proposals:

- Governor's: \$80M/12 years, increases FMSIB by \$13M a biennium. (Emphasis on economic impacts)
- Senate: \$125M/16 years, increases FMSIB by \$15.6M a biennium

– Stakeholders:

- Rail Caucus
- Association of Washington Cities- Address at-grade crossings
- Metropolitan Planning Organizations
- Washington Public Ports Association – Marine Cargo Forecast
- Washington State Department of Transportation-multiple roles
- Utilities and Transportation Commission

Transportation Commission Role



- Short term: Continue to identify importance of freight movement in Washington State
- Long term: Washington Transportation Plan
 - Program Approach for at-grade crossings
 - Need to address chokepoints