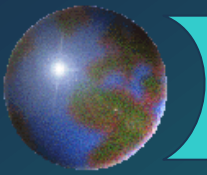




Freight Mobility Strategic Investment Board

A targeted approach to remain
competitive

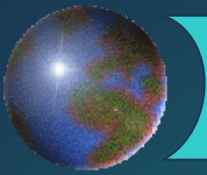
Talking Freight
July 20, 2011



Freight Mobility Strategic Investment Board

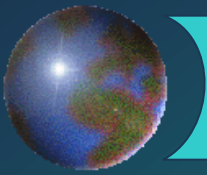
- ❁ What is the Freight Mobility Strategic Investment Board?
- ❁ How the FMSIB process works
- ❁ Select examples





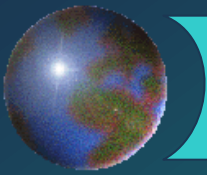
What is the Freight Mobility Strategic Investment Board?

- ❖ 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



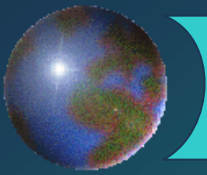
What is the Freight Mobility Strategic Investment Board?

- Guide the agency's strategic plan
- Evaluates & scores project applications
- Advocates for funding
- Unbiased broker



What is the Freight Mobility Strategic Investment Board?

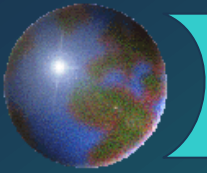
- Competitively neutral
- Develops agreements & funding shares
- Advises of freight trends & concerns



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

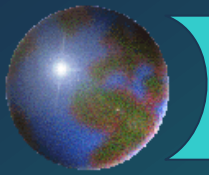
- ❖ Must have multiple financial partners

- ❖ Strategic Freight Corridor

 - Rail - 5 M tons annually

 - Road – 4 M tons annually

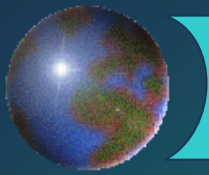
 - Waterway – 2.5 M tons annually



How the Program Works

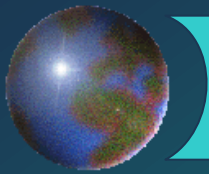
- ❖ Six year project readiness for construction
 - Less than 6 years – difficult to get to construction
 - More than 6 years – difficult to hold partnerships
- ❖ State, city, county and port may submit
- ❖ Competitively neutral – jurisdictions & modes
- ❖ Partnerships required statutorily





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

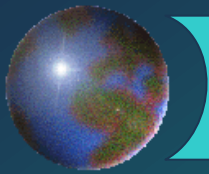


Freight Mobility Strategic Investment Program

Summary of Evaluation Criteria:

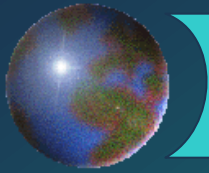
Weight

Freight Mobility for the Project Area	35 Maximum
Freight Mobility for the Region, State, & Nation	35 Maximum
General Mobility	25 Maximum
Safety	20 Maximum
Freight & Economic Value	15 Maximum
Environment	20 Maximum
Partnership	25 Maximum
Consistency with Regional & State Plans	5 Maximum
Cost	10 Maximum
<u>Special Issues</u>	<u>8 Maximum</u>
	198 points



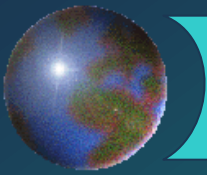
How the Program Works

- 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



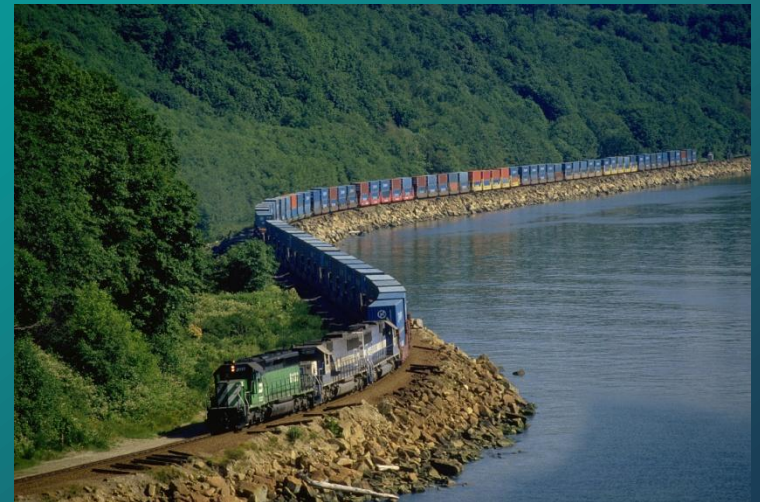
How the Program Works

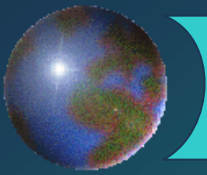
- ✦ Agency works with partners
 - Developing & nurturing partnerships
 - Permitting
 - ROW acquisition
 - Brokering agreements
- ✦ Legislature kept current on status
- ✦ Funding approval for construction



How the Program Works

- ❖ 12 months to enter construction
- ❖ Quarterly reporting required
- ❖ Projects removed if not advancing

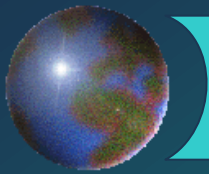




How the Program Works

- ✦ 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

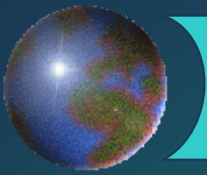
Limited East/West connection between the Port of Seattle, BNSF rail yard, UP rail yard, I-90 and I-5.
Solution: double one-way BNSF grade separation on either side of Safeco Field.

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

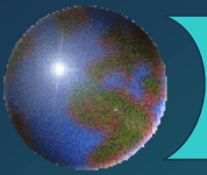
- ◆ Principal route through Prosser Washington with inadequate truck clearance under railroad bridge, redesigned corner to allow truck turns, functionally obsolete river bridge.

- ◆ 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

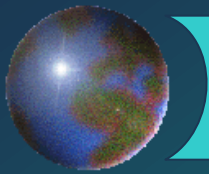




Example 3: S. 228th Street

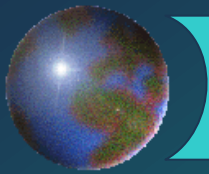
- ❖ New corridor between the Kent industrial area, I-5 and ultimately to SR 509 route to the Port of Seattle
- ❖ Construct extension of S. 228th to I-5, grade separations of the BNSF and UP mainline tracks
- ❖ Partners:
 - ❖ City of Kent
 - ❖ BNSF Railway
 - ❖ UP Railroad
 - ❖ Warehouse Owners
 - ❖ FAST
 - ❖ Port of Seattle
 - ❖ Port of Tacoma





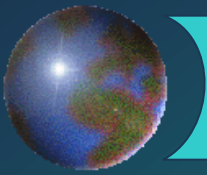
What have been the key success factors? Lessons learned

- ➊ Greater willingness to participate when directly involved in decision making
- ➋ Consensus building decision making
- ➌ Funding Flexibility



What have been the key success factors? Lessons learned

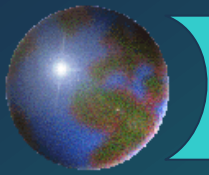
- ❖ Private sector support for new revenue if part directed to freight
- ❖ Freight mobility improvement more successful when led by private sector
- ❖ Easier coordination between private and jurisdictional partners



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?

Website: www.fmsib.wa.gov

Email: Schmidk@fmsib.wa.gov