

Freight Mobility Strategic Investment Board

Mission & Approach

I. MISSION

Recognizing the importance of the movement of freight to the state of Washington, FMSIB was created by the Legislature and the Governor in 1998 to identify and recommend for funding "...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." [RCW 47.06A.001(7)]

II. GUIDANCE

RCW 47.06A and 226 WAC provides FMSIB with specific direction, responsibilities and unique objectives:

1. **FMSIB shall focus only on freight mobility projects.**
"The board shall ensure that projects submitted as part of the portfolio are not more appropriately funded with other federal, state, or local government funding mechanisms or programs. The board shall reject those projects that appear to improve overall general mobility with limited enhancement for freight mobility." [RCW 47.06A.020(1)c]
2. **FMSIB projects must be on a strategic freight corridor.**
"Strategic freight corridor means a transportation corridor of great economic importance within an integrated freight system that:
 - (a) Serves international and domestic interstate and intrastate trade;
 - (b) Enhances the state's competitive position through regional and global gateways;
 - (c) Carries freight tonnage's of at least:
 - (i) Four million gross tons annually on state highways, city streets, and county roads;
 - (ii) Five million gross tons annually on railroads; or
 - (iii) ... new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities to be built in the future."[RCW 47.06A.010(6)]
3. **FMSIB shall designate strategic freight corridors.**
"The board shall update the list of designated strategic corridors not less than every two years...including information on city- and county-owned roadways." [RCW 47.06A.020 (3)]

4. **FMSIB projects must meet one of the following conditions**
 - “(i) It is primarily aimed at reducing identified barriers to freight movement with only incidental benefits to general or personal mobility; or
 - (ii) It is primarily aimed at increasing capacity for the movement of freight with only incidental benefits to general or personal mobility; or
 - (iii) It is primarily aimed at mitigating the impact on communities of increasing freight movement, including roadway/railway conflicts.” [RCW 47.06A.020(4)(b)]

5. **FMSIB projects must have a public-private partnership component.**

State funds will leverage other public and private contributions. “It is the intent of the legislature that each freight mobility project contained in the project portfolio submitted by the board utilize the greatest amount of non-state funding possible.” [RCW 47.06A.020(7)]

“...the board shall ensure that state funds are allocated to leverage the greatest amount of partnership funding possible.” [RCW 47.06A.020 (c)]

“...State financial assistance...must leverage other funds from all potential partners and sources, including federal, county, city, port district and private capital. [RCW 47.06A.001 (7)]

6. **FMSIB projects should emphasize a corridor approach.**

“State investment in projects that enhance or mitigate freight movements should pay special attention to solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts beyond any local area. The corridor approach builds partnerships and fosters coordinated planning among jurisdictions and the public and private sectors.” [RCW 47.06A.001(6)]

7. **FMSIB will engage the private freight sector.**

“The board is composed of twelve members....appointed by the governor...

 - (c) two members...nominated by the Washington public ports association...
 - (e) one member appointed as a representative of the trucking industry;
 - (f) one member appointed as a representative of the railroads;
 - (h) one member representing the steamship industry;
 - (i) one member of the general public...as chair of the board”[RCW 47.06A.030(2)]

8. **FMSIB project funding is subject to geographic allocation.**

“(1) For the purpose of allocating funds for the freight mobility strategic investment program, the board shall allocate the first

fifty-five percent of funds to the highest priority projects, without regard to location.

- (2) The remaining funds shall be allocated equally among three regions of the state, defined as follows:
 - (a) The Puget Sound region...;
 - (b) The western Washington region includes....;
 - (c) The eastern Washington region includes....”

[RCW 47.06A.050]

9. **FMSIB projects must demonstrate a public cost benefit.**

“The project must have a total public benefit/total public cost ratio of equal to or greater than one. [RCW 47.06A.020 (4c)]

10. **FMSIB projects are evaluated on set weighted criteria.**

“Review and evaluate project applications based on criteria established...”
[RCW 47.06A.020 (1 c)]

“...The Board shall use the multi-criteria analysis and scoring framework...contained in the...Project Eligibility, Priority and Selection Process for a Statagic Freight Investment Program.”

[RCW 47.06A.020 (5) and 226-12-080 WAC]

The Board may only fund those elements directly related to freight movement. [RCW 47.06A.060 (2)]

III. **FMSIB CRITERIA**

The statutory guidance contained in RCW 47.06A and 226 WAC led to the creation of criteria used by FMSIB to score, select, and prioritize projects to recommend to the Legislature for funding. The criteria were developed to provide equal consideration of roadway, railway, and waterway projects. While there have been some minor changes over the years to the criteria, the original criteria remain a strong tool in evaluating both the quantitative and qualitative merits of freight projects. The multi-criteria analysis evaluates proposed projects based upon:

◆ Freight Mobility for the project Area	35 points
◆ Freight Mobility for the region, state & nation	35 points
◆ General Mobility	25 points
◆ Safety	20 points
◆ Freight & Economic Value	15 points
◆ Environment	15 points
◆ Partnerships	25 points
◆ Consistency with regional & state plans	5 points
◆ Cost	10 points
◆ Special issues	8 points

(Detailed “Priority Criterion” and scoring may be found in Exhibit XX.)