

2008 Legislative Priorities Compared to FMSIB Program

The project selection priorities of the Freight Mobility Strategic Investment Board were set in statute in 1998 after a two year study of the best way to address improving the road, rail and waterway strategic freight corridors in Washington. The priorities identified in the 2008 Supplemental budget are similar but are more targeted toward a single mode - rail. Below you will find a comparison of the two sets of priorities.

Legislative Priorities	FMSIB Project Scoring	FMSIB Points	FMSIB Question	* Leg. Priorities
some questions overlap				
(i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes	Safety	20	14, 15, 16	50
	Freight & Economic Value	15	17, 18, 19	
	Environment	15	20, 21, 23, 27	

(ii) Self-sustaining economic development that creates family-wage jobs;	Econ. development & jobs are part of three questions on the application	25	6, 7, 18,	25
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(iii) Preservation of transportation corridors that would otherwise be lost;	Volume assumed to be below FMSIB project eligibility	na	na	na
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(iv) Increased access to efficient and cost-effective transport to market for Washingtons agricultural and industrial products;	Freight Mobility for the Project Area	35	2, 3, 4, 5	35

(v) Better integration and cooperation within the regional, national, and international system of freight distribution	Freight Mobility for Region, State & Nation	35	6, 7, 8, 9	40
	Consistency with Regional & State Plans	5	Cover/page 1	

(vi) Mitigation of impacts of increased rail traffic on communities.	General Mobility	25	10, 11, 12, 13	25
			14, 16, 18, 20 21, 23,	

Additional FMSIB Priorities

Partnership Leverage	25	Page 2, 22, 23	
Cost Effectiveness	10	24, 25	
Special Issues	8	26	

* Leg. Priorities reflects composite FMSIB scoring points for each of the six legislative priorities.

Project application available in appendix

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(i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes

RCW 47.06A.20 (4) Strategic Freight Corridors - Priorities were established based upon the weighting of the original selection process that has only been slightly modified. Economic, Safety & environmental questions provide more than 25% of the overall possible points making them the highest priority category. Evaluation of alternate modes is not part of the FMSIB scoring process and not all FMSIB projects involve rail. economic,safety & environmental issues are measured solely on their merit. Grade separations generally benefit truck rather than rail mobility but also provide safety improvements for rail crossings. Safety evaluation focuses on essential emergency vehicle routes, closing/separations of at-grade crossings,

(ii) Self-sustaining economic development that creates family-wage jobs

RCW 47.06A.060 (2) Grants & Loans - The state shall not bear the financial burden for project costs unrelated to the movement of freight. Project amenities unrelated to the movement of freight.

RCW 47.06A.020 Board Duties - The board shall ensure that projects submitted as part of the portfolio are not more appropriately funded... with other government funding mechanisms or programs.

Economic benefits & jobs are included within 3 application questions but benefits can not be speculative on a non strategic corridor assuming growth will develop if the route in improved.

(iii) Preservation of transportation corridors that would otherwise be lost

RCW 47.96A.010 (6a) - FMSIB projects, by statute must be on corridors that carry a minimum of 4 M tons (roads), 5 M tons (rail), 2.5 M tons (waterways) not lower volume corridors.

The preservation of corridors is not part of the FMSIB stated statutory goals

This priority appers to target rail corridors, especially low volume rail corridors that are below the minimum strategic freight corridor designation that FMSIB is allowed to consider.

(iv) Increased access to efficient and cost effective transport to market for Washington's agricultural and industrial products

RCW 47.06A.001 Findings - solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts beyond any local area.

RCW 47.06A.010 (6a) "Strategic freight corridor" a transportation corridor of great economic importance within an integrated freight system that serves international and domestic interstate and intrastate trade.

RCW 47.06A.050 Allocation of funds - Geographic distribution of funds assures that agricultural and industrial areas can all compete for funding targeting regional priorities

(v) Better integration and cooperation within the regional, national & international systems of freight delivery

RCW 47.96A.001 (6) Intent section measured through answers to questions 2-5 in application

RCW 47.96A.010 (6) Freight Corridors. The Board works with multijurisdictions to construct corridor improvements and assesses interntional and domestic trade impacts.

(vi) Mitigation of impacts of increased rail traffic on communities

RCW 47.06A.020 (4a) (iii) It is (projects) primarily aimed at mitigating the impact on communities of increasing freight movement, including roadway/railway conflicts.Project evaluation focuses on improving essential emergency vehicle routes, closing/separations of at-grade crossings,reduction of train whistle noise on receptor sites, air quality and other environmental improvements