Freight Action Strategy

Partnering for a healthy economy in Washington State

Jeannie Beckett, Port of Tacoma
AAPA
September 12, 2006
FAST is a freight mobility project improving the movement of goods on road and rail that support the maritime international trade corridor through the Puget Sound region.
FAST focuses on Puget Sound freight corridors linking:

- Three deep-water international ports
- The major Pacific NW rail corridor for freight and passengers
- Sea-Tac Airport / Boeing Field
- Roads to and from port terminals and other freight facilities (intermodal connectors)
FAST Partners Dig In…

Jointly sponsored by the Washington State Department of Transportation and the Puget Sound Regional Council

FAST partners include:

• **Federal** – Federal government

• **State** – WSDOT, Freight Mobility Strategic Investment Board, Transportation Improvement Board

• **Local** – 12 cities, three counties (King, Pierce, Snohomish), three ports (Everett, Seattle, Tacoma)

• **Business** – Burlington Northern/Santa Fe, Union Pacific, Washington State Trucking Association and other local businesses
• Ports of Seattle/Tacoma are the 3rd largest Load Center

• Asia Imports are expected to double in next 20 years

• 70% of imports move by Rail to the Midwest and Upper NE
Importance to the nation’s economy

FAST expands trade and jobs opportunities
FAST Partnership Provides Unique Role

FAST projects address system gaps where no single entity “owns” the problem.

The 20 FAST partners combine funds and prioritize the many local projects to fill these gaps.
FAST Project Map

FAST Phase I – Consists of 15 Projects
- Grade Separations
- Rail yard Access
- Truck Access

FAST Phase II – Consists of 10 Projects
- Grade Separations
- Rail yard Access
- Truck Access
- ITS
FAST Phase I: 15 Projects totaling $500+ million partnership investment
Funding Challenge
Local Funding Stream Change

• Voters of Washington approve Referendum 49 authorizing State funding for transportation projects through the State Excise Tax

• Later Voters repealed the State Excise Tax by the approval of Initiative 695

FAST loses State funding
Port of Tacoma Road Overpass

- First FAST Project to complete! August 2001
- Grade separates Port’s main highway access from on-dock rail facilities
- Funding shortfall - $12 million in State funding
- Reallocation of $12 million in Federal funding through PSRC
‘D’ Street Grade Separation

Demonstrates Partnership Commitment

- Fully funded in 2004
- Right of Way completed Nov ‘05
- Const. Bid Opening Jan ‘06
- $3.150 Million shortfall identified due to time and cost increases
- Partners step-up to fund
<table>
<thead>
<tr>
<th>FUNDING PARTNERS</th>
<th>FUNDING SHORTFALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BNSF</td>
<td>1,750,000</td>
</tr>
<tr>
<td>STP Funds (Thru PSRC)</td>
<td>3,108,200</td>
</tr>
<tr>
<td>FAST - Fed</td>
<td>6,000,000</td>
</tr>
<tr>
<td>EDA (Economic Dev. Admin)</td>
<td>4,000,000</td>
</tr>
<tr>
<td>TIB (Transp. Improv. Board)</td>
<td>5,184,200</td>
</tr>
<tr>
<td>CITY/WATER</td>
<td>500,000</td>
</tr>
<tr>
<td>Union Pacific</td>
<td></td>
</tr>
<tr>
<td>PORT OF TACOMA (FAST I)</td>
<td></td>
</tr>
<tr>
<td>SOUND TRANSIT</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$20,542,400</td>
</tr>
</tbody>
</table>
FAST partners deliver:

Ten of 15 projects in Phase I are complete or nearly complete:

- Complete •
- Under construction →

The rest are scheduled for implementation in 2006-2007, dependent on funding.
Building on the success of FAST Phase I, the FAST Partners identify 10 additional top priority projects in FAST Phase II.

Lincoln Avenue – Port of Tacoma
S. 228th – City of Kent
70th Avenue – City of Fife
Duwamish ITS Project – City of Seattle
Regional ITS Improvements – WSDOT
SR 9 Widening – WSDOT
M Street – City of Auburn
8th Street/UP – Pierce County
Lander Street – City of Seattle
Willis Street – City of Kent
Fast II $263 Million
Project Funding Sources

- Federal: 105.13M - 40%
- State: 105.13M - 40%
- Ports: 18.4M - 7%
- Rail: 7.88M - 3%
- Lead Agency: 26.28M - 10%
Lincoln Avenue Grade Separation

- $42.5 Million project
- Removes an at-grade crossing
- Provides direct access into terminal
- Allows for full build-out of critical rail infrastructure
FAST Future

• Partnership is intact – technical team continues to look at infrastructure needs
• There is a need for State dedicated transportation funding
• SAFETEA-LU does have some Federal earmarks but not enough
• Funding will continue to be a challenge
In spite of funding challenges...

FAST delivers

...A partnership to leverage federal funds – state, local and rail provided over $3 for every $1 of federal funds

...Streamlined freight, improved safety, more jobs and trade

...Partnerships that work

http://www.wsdot.wa.gov/mobility/fast/