



Freight Action Strategy

Partnering for a healthy economy in Washington State

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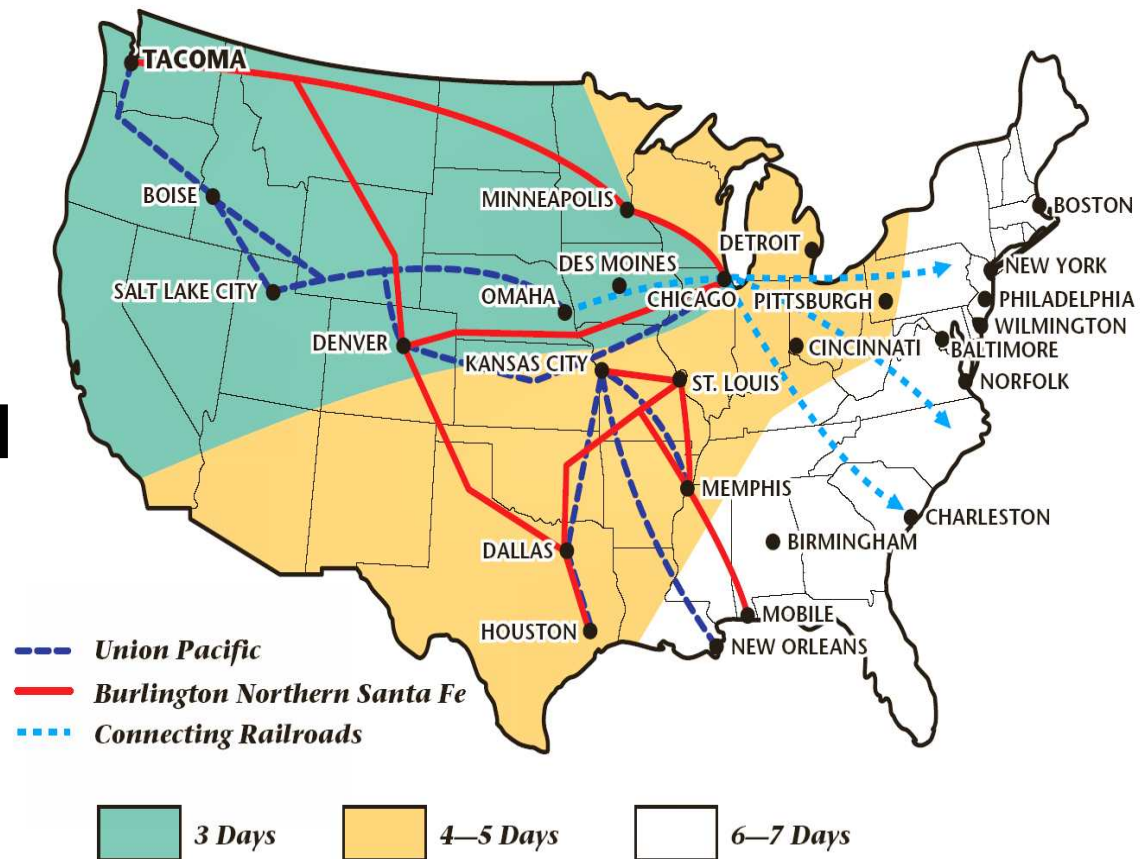
AAPA

September 12, 2006



Rail Transit Times

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



FAST Corridor

Importance to the nation's economy

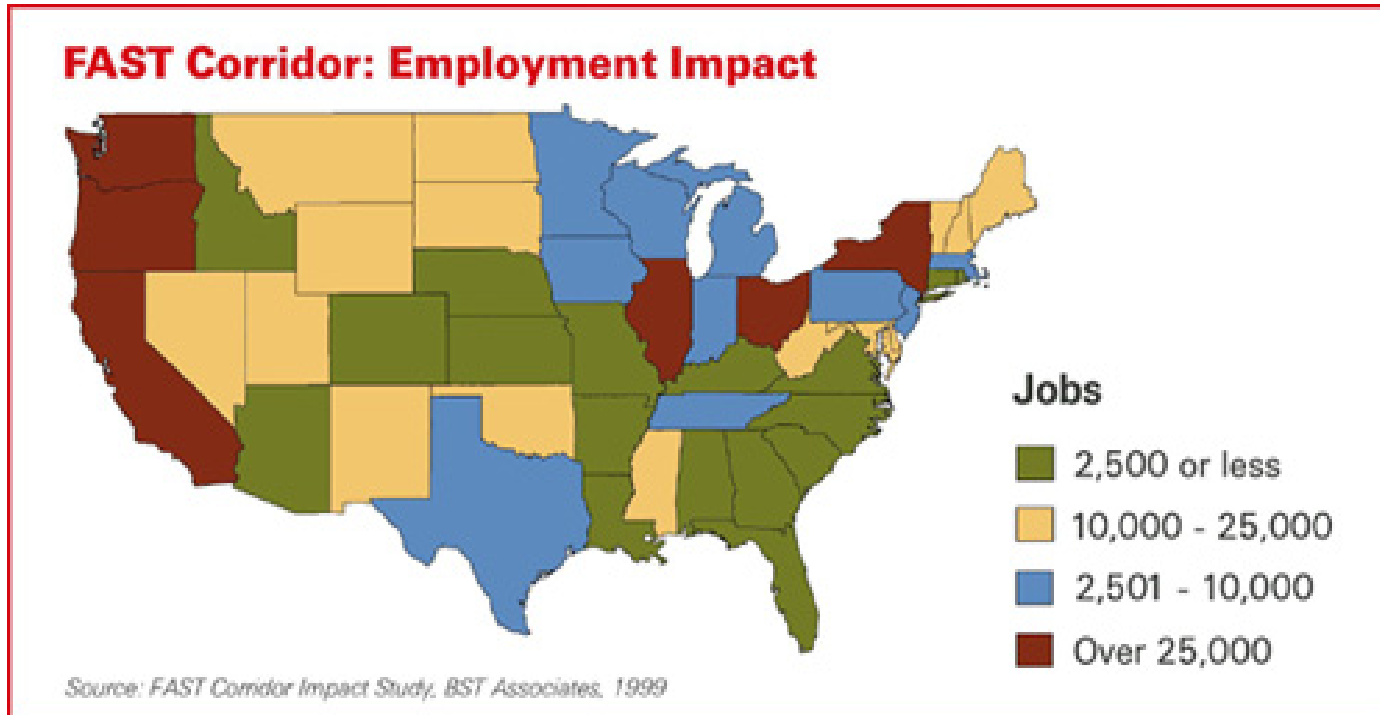
- **Ports of Seattle/Tacoma are the 3rd largest Load Center**
- **Asia Imports are expected to double in next 20 years**
- **70% of imports move by Rail to the Midwest and Upper NE**





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

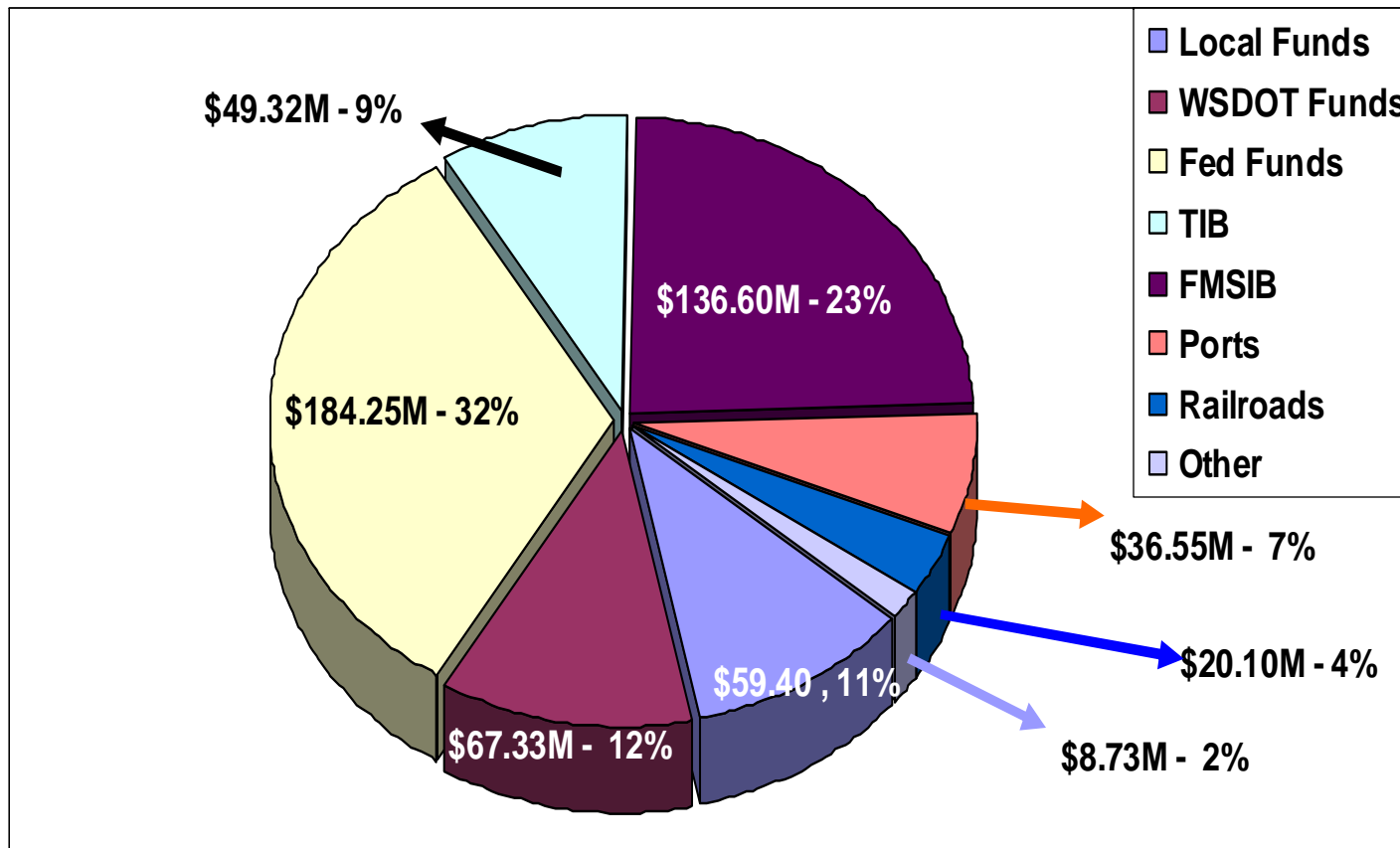
▲ Truck Access

★ ITS



FAST Corridor

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





D' Street Overpass Funding Commitments

FUNDING PARTNERS		FUNDING SHORTFALL
BNSF	1,750,000	
STP Funds (Thru PSRC)	3,108,200	
FAST - Fed	6,000,000	
EDA (Economic Dev. Admin)	4,000,000	
TIB (Transp. Improv. Board)	5,184,200	750,000
CITY/WATER	500,000	750,000
Union Pacific		750,000
PORT OF TACOMA (FAST I)		600,000
SOUND TRANSIT		300,000
TOTAL	\$20,542,400	3,150,000

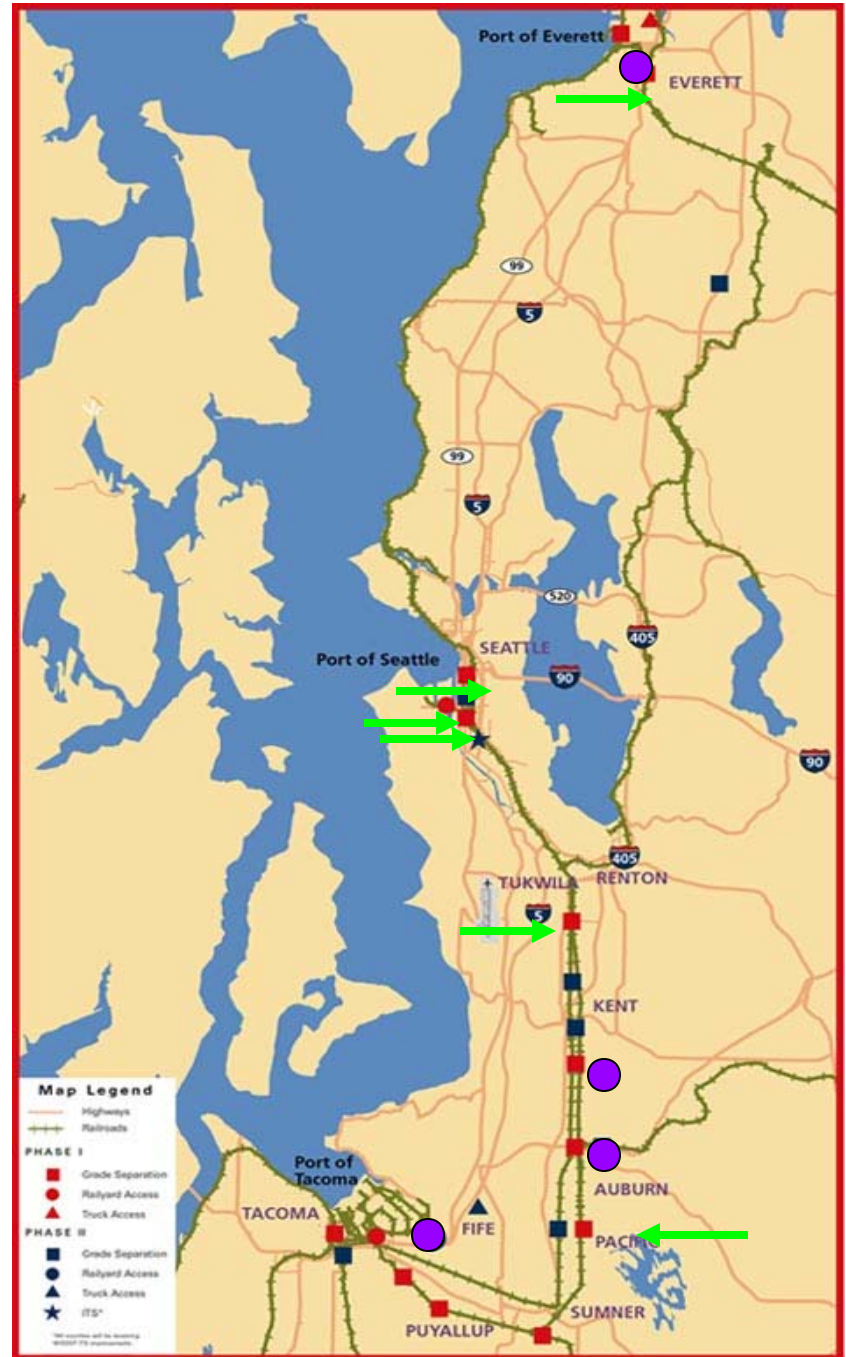


FAST partners deliver:

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

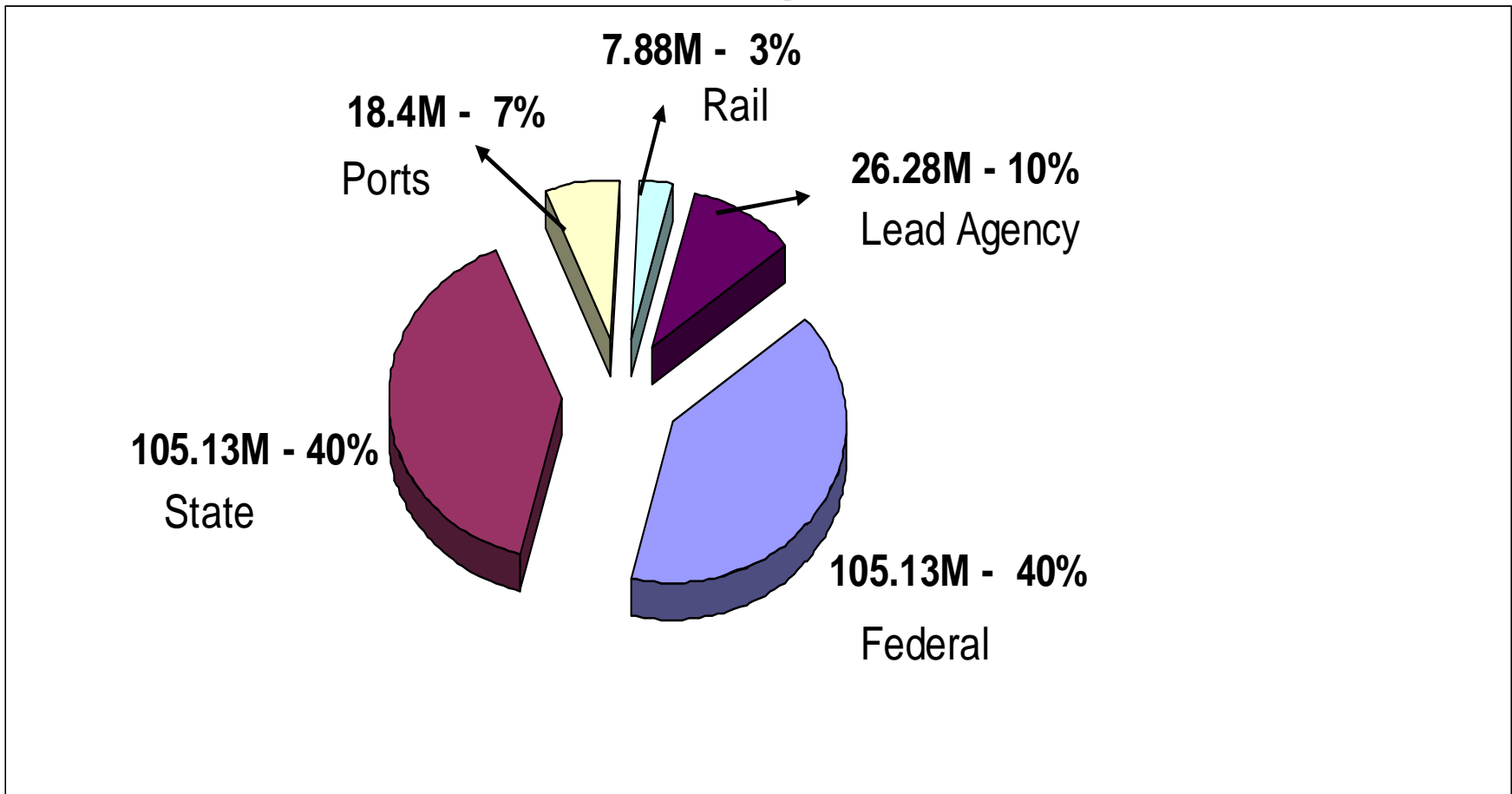
Lander Street – City of Seattle

Willis Street – City of Kent





Fast II \$263 Million Project Funding Sources



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



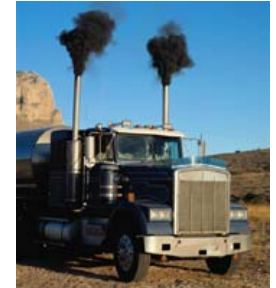
In spite of funding challenges...

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/>