



Freight Mobility Strategic Investment Board Project Selection Process

To be eligible for consideration, projects must be on a strategic corridor.

(Strategic Corridors: roadway – 4 M tons, railway -5 M tons, waterway 2.5 M net tons.)

1. A call for projects announcement will be issued to every city, county, port and WSDOT region.
2. Project applications will be due six weeks later
3. The Project Selection Board Members and a Technical Team will review and score each application. This is a 198 point scoring criteria. Scores are returned to FMSIB within 2 weeks.
4. All scores are compiled and a composite is developed for all the projects that will enable the Selection Committee Members to discuss the differences in scoring. Projects are either advanced to the final review or disqualified from final consideration either due to score, not meeting threshold requirements. Preparation time about 10 days.
5. Successful project sponsors are notified that they will participate in a live interview to answer additional questions about the project. (A list of questions that are prepared by the Committee are submitted in advance). Meetings are scheduled about two and a half weeks later.
6. During the interviews, all additional details that the Committee needs to determine what the freight component is of the overall project and what the appropriate freight share should be from FMSIB is determined.
7. A recommendation is made to advance or reject project proposals. If advanced, a recommendation of the appropriate freight share is proposed in a dollar amount as well as a percentage of total cost. (If project costs go up, the fixed dollar amount is used – if project costs go down the percentage amount is applied)
8. The full Board reviews recommendations and makes the final decision whether to adopt the recommendations or alter them.
9. Projects may be accelerated or slowed depending upon funding availability.
10. Project funding doesn't become available until the legislative budget is passed. Once passed, projects have 1 year to enter construction or the board may transfer funds to another FMSIB project that can advance. (Schedule tied to 1st or 2nd year of biennium).

Freight Mobility Strategic Investment Program

Criteria

<u>Summary of Evaluation Criteria:</u>	<u>Weight</u>
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
Special Issues	8 Maximum
	198 points

<u>Freight Mobility for the Project Area</u>	<u>35 Maximum</u>
Reduce truck, train or rail car delays	0-25
Increase capacity for peak hour truck or train movement	0-10

<u>Freight Mobility for the Region, State, & Nation</u>	<u>35 Maximum</u>
Importance to the regional freight system & regional economy	0-10
Importance to state freight system & state economy	0-10
Direct access to ports or international border	0-10
Provide a corridor/system solution	0-5

<u>General Mobility</u>	<u>25 Maximum</u>
Reduce vehicular traffic delay	0-10
Reduce queuing & backups	0-7
Reduce delay from use of alternative railroad crossing	0-5
Address urban principal arterials	
<ul style="list-style-type: none"> • Urban principal arterial • Otherwise 	3 0

<u>Safety</u>	<u>20 Maximum</u>
Reduce railroad crossing accidents	0-5
Reduce non-railroad crossing accidents	0-5
Provide emergency vehicle access	
<ul style="list-style-type: none"> • Essential access route • Otherwise 	5 0
Close additional related railroad crossings	
<ul style="list-style-type: none"> • 2 or more additional crossing closures • 1 additional crossing closure • No crossing closures 	5 3 0

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Freight & Economic Value	15 Maximum
Benefit mainline rail operations	
• High	5
• Moderate	3
• Minimal	1
• Negligible	0
Access to key employment areas	0-5
Support faster train movements	0-5
Environment	20 Maximum
Reduce vehicle emissions	0-5
• 1.0 x delay in attainment area	
• 1.5 x delay in non-attainment area	
Reduce train whistle noise in crossing vicinity (number of sensitive receptor sites)	0-5
Diesel Emission Reduction – How project will improve air quality and/or carbon footprint	0-5
Does sponsor have adopted policy to reduce greenhouse gas emissions	0 or 5
Partnership	25 Maximum
Matching Funds (35% minimum match is required)	20 maximum
• Public sector participation (1 point for every 4% of match)	
• Private sector participation (1 point for every 2% of match)	
Critical timing of partner investments	0-5
Consistency with Regional & State Plans	5 Maximum
• Regional transportation plan	3
• State level transportation plan	2
• Not in regional or state transportation plan	0
Cost	10 Maximum
Cost effectiveness (reduced delay time/project cost)	0-7
Degree to which least-cost alternatives are considered	0-3
Special Issues	8 Maximum
Address special or unique circumstances not otherwise addressed	0-8