

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## MEETING MINUTES

January 14, 2022

• 9 a.m. – 1 p.m.

• Olympia

TVW Recording [FMSIB 01-14-22](#)

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### In Attendance

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#### BOARD MEMBERS

Dan Gatchet, Chair

Peter Bennett

Matt Ewers

Erik Hansen

Johan Hellman

Anne McEnerny-Ogle

Roger Millar

Art Swannack

*Virtual:*

Leonard Barnes

Temple Lentz

Ben Wick

Not Present:

John McCarthy

Ex officio Aaron Hunt

#### FMSIB STAFF

Brian Ziegler, Director

Gena Workman, Executive Assistant

#### GUEST PRESENTERS

Kjristine Lund, Lund Consulting

Jason Beloso, WSDOT

Rep. Jake Fey, HTC

Rep. Andrew Barkis, HTC

Sen. Marko Lias, STC

Sen. Curtis King, STC

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### Meeting Convenes

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Chair Dan Gatchet convened the meeting at 9 a.m. and stated because of COVID-19 concerns, this board meeting is being conducted in accordance with state and local health guidelines regarding public meetings. Some members of the public and some participants may choose not to participate in person, so FMSIB is also conducting this meeting through Zoom teleconferencing software.

The meeting is also live-streamed on TVW, and archives of the broadcast will be available shortly after today's meeting.

This is an open public meeting and all provisions of the Open Public Meetings Act (OPMA) apply, as amended by recent orders of the Governor.

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### Approval of Meeting Minutes

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**Board Action Item:** Adoption of the November 19, 2021, Board Meeting Minutes.

#### **MOTION:**

Chair Gatchet entertained a motion to adopt the November 19, 2021, meeting minutes as presented.

Mayor Anne McEnerny-Ogle so moved. Mr. Peter Bennett seconded.

**MOTION CARRIED**

Director Ziegler noted that there is a correction being offered and presented the recommended changes on page seven to the Board. The draft minutes noted one motion with an amendment; however, a more accurate recording is that two motions were approved with no amendment.

**AMENDED MOTION:** Commissioner Swannack moved to revise the minutes as proposed. Mayor McEnerny-Ogle seconded the amendment.

Commissioner Swannack clarified that the amendment on the floor he proposed needed to be passed first and then the Board can pass the amended motion.

Chair Gatchet took a Board vote to adopt the amended motion as articulated by Commissioner Swannack.

**MOTION CARRIED**

Chair Gatchet took a Board vote to adopt the revised November 19, 2021, minutes.

**MOTION CARRIED**

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**FMSIB Budgets**

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Director Ziegler reviewed the Operating and Capital Budgets.

**Operating Budget:** FMSIB is tracking very well six months into the biennium. Travel expenditures have increased with conducting in-person meetings again.

**Capital Budget:**

2021-23 Capital Budget Chart - Director Ziegler presented the new version of the 2021-23 Capital Budget Chart as requested by the Board in November. Changes were noted in yellow highlight. All projects are in construction and under agreement, except for the Port of Kalama project. The Board approved a funding increase for this project in November; however, the chart indicates the current award amount of \$2.4 million which will increase to \$3.9 million if the Legislature approves FMSIB's proposed increase. Another change is to the City of Sumner project where FMSIB authorized an increase of \$700,000. Director Ziegler also noted the three projects (Port of Kalama Rail, Seattle EMW, and Fife POT Rd I/C) that the Freight Policy Advisory Committee (FPAC) recommended to reallocate and/or increase expenditures this biennium. FMSIB is at about a 5 percent expenditure rate one-quarter through the biennium.

**Board Discussion**

Chair Gatchet expressed that he is hopeful FMSIB will be able to conduct a Call for Projects in the future as this project list is diminishing. Commissioner Swannack recommended to flag projects with a pending request to increase or decrease funding and to include a note on the pending request. Mayor McEnerny-Ogle agreed that this would be helpful. Director Ziegler clarified the Board recommendation is to leave the "Current FMSIB Authorization" column title the same but add an asterisk next to dollar amount with a note about the dollar amount pending legislative approval.

Project Status Chart – There were two milestone changes since the November report: (1) Fife's Port of Tacoma Rd I/C Phase 2 project did not receive the RAISE Grant, and (2) City of Seattle's East Marginal Way Heavy Haul Corridor project did receive the RAISE Grant. The RAISE Grant status on both projects impacted the Board's recommendation on funding changes.

Governor's 2022 Supplemental Transportation Budget Proposal - Governor Inslee submitted his 2022 Supplemental Transportation Budget to the Legislature on December 16. FMSIB is included in the Governor's request along with the other state transportation agencies (i.e., WSDOT, TIB, CRAB, DOL, WSP, etc.). The Governor's proposal fully funds FMSIB's current project portfolio for the next six years and fully expends the dedicated revenues in the Freight Mobility Investment Account (FMIA) and the Freight Mobility Multimodal Account (FMMA).

The Governor's proposal also includes the policy changes requested by the Board at their November 19 meeting and funding for "Future Awards." Fully expending the revenues in the FMIA and FMMA accounts will require the Legislature to lift the current prohibition on a FMSIB Call for Projects. The Governor's budget proposal is a first step, then the Legislature will present their proposals.

Director Ziegler provided the biennial breakdown of the Governor's proposed six-year financial plan for the FMIA, FMMA, and the Proposed FMSIB Project List. Of the \$14.5 million per biennium, \$6 million is from licensing fees and \$8.5 million from Connecting Washington. The green highlighted amounts on the Governor's Proposed FMSIB List indicates the following three projects the Board requested adjusted funding amounts for and that the Governor accepted: (1) Fife's Port of Tacoma Rd I/C appropriation was reduced by \$500,000 this biennium and increased next biennium, (2) City of Seattle's EMW Heavy Haul Corridor, the city committed to expend only \$2 million this biennium and the remainder has been moved to the next biennium, and (3) the Port of Kalama Industrial Rail Additions project award increased from \$2.4 million to \$3.9 million this biennium to expedite project delivery.

#### *Board Discussion*

In response to the Governor's Budget Proposal, Chair Gatchet asked for Secretary Millar's and Mr. Erik Hansen's guidance on conversations with Transportation Committee leaders. Secretary Millar suggested asking legislative leadership what they are thinking and how do they want to interact with FMSIB going forward based on the Governor's Proposed Budget. Mr. Hansen agreed it is important to find out what is on transportation leaderships' mind and where they see this organization going.

#### **Staff Action/Recommendation Items:**

1. 2021-23 Capital Budget Chart Change: leave the "Current FMSIB Authorization" column title the same but add an asterisk with note pending legislative approval for requested funding changes.
2. In response to the Governor's Budget Proposal, FMSIB should be asking transportation leaders what is on their mind, how do they want to interact with FMSIB, and where do they see the organization going.

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#### **Director's Report**

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Please see the Board meeting packet for the complete report on Director Ziegler's activities since the November 19, 2021, Board meeting. A few key points are as follows:

#### **2022 Legislative Session**

Chair Gatchet and FMSIB staff briefed Leonard Barnes, Chair of the FMSIB Legislative Committee on January 3. Due to limited access to legislative offices in the 2022 Session, FMSIB's historical January

Day on the Hill has been canceled. However, the Board still desires to reach out to legislators and provide support for the Governor's proposed transportation budget.

Outreach to legislative members began at today's Board lunch meeting, which includes the Transportation Chairs and Ranking Minority Members. Other outreach options discussed at the meeting with Mr. Barnes included conducting virtual meetings with key transportation committee members to discuss the Phase 1 Proviso Report and answer any questions. An additional outreach could target new transportation committee members and/or committee members with whom Board members desire to meet.

### **2021 Annual Report**

The 2021 Annual Report is close to completion and will be presented to the Board at today's meeting. FMSIB plans to follow the same distribution as the 2020 Annual Report with 750 electronic copies emailed to recipients and 20 printed copies for distribution.

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### **Board Member Reports**

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*Mr. Matt Ewers:* The recent mountain pass closures is the worst they have seen in a long time and caused retail problems in Spokane and Coeur d'Alene. This is not a one-time problem, and we need to start building more inventory in the queue, which is a big shipper issue not a carrier issue. Mr. Ewers raised the question about what society is doing for our truck drivers, such as access to restrooms, showers, etc. Mr. Ewers also pointed out how extremely important independent truck drivers have been to help fill in when there is supply chain problems.

Chair Gatchet noted how the supply chain disruptions highlight the importance of the trucking industry.

*Mayor McEnerny-Ogle:* She meets with the Port of Vancouver commissioners twice a month and their team once a month to discuss issues between the city and the port, but they mostly prepare for the monthly I-5 Bridge Project meetings. They have received 70 plus letters from businesses in Washington State and Oregon who use the bridge for their business. The letters will be delivered to D.C. next week. Senator Liias recently took a tour of the City of Vancouver and received an overview of how trucks and trains get in and out of the port.

*Commissioner Swannack:* He has been working on getting a bypass for the cities of Pullman and Moscow. Currently, all trucks from Idaho have to go through downtown Moscow and Pullman before reaching US 195. There are two county roads under consideration that could be turned into a bypass. Commissioner Swannack recently met with WSDOT Eastern Region, and their emphasis was practical and affordable solutions. They are hoping to conduct a study to validate an affordable solution. Director Ziegler noted this bypass could be a very competitive FMSIB project.

*Secretary Millar:* This winter has seen unprecedented storms causing the closure of four mountain passes. It was not safe for anyone to be on the passes until the storms stopped and avalanche specialists could assess. White Pass had a huge boulder hanging over the highway that had to be removed before safe passage. Regional administrators are short-staffed. All 36 DOTs across the nation that handle winter weather are having staffing issues; the problem is not unique to Washington State. WSDOT has done a great job communicating about what is going on with the pass closures. Ms. Sheri Call, President of Washington Trucking Associations, and Mr. Ewers

acknowledged that they appreciated WSDOT's communication efforts during the pass closures. Mayor McEnerny-Ogle mentioned she heard about trucks being first priority when the passes opened. Secretary Millar clarified that WSDOT does not have the legal authority to have trucks be first priority, but they got the message to the public the importance letting trucks get through the passes first.

*Mr. Peter Bennett & Chair Gatchet:* Chair Gatchet, Mr. Bennett, and Director Ziegler will be attending an East Marginal Way Heavy Haul Corridor site tour on January 27. Chair Gatchet noted he would also like to see Terminal 5, if possible.

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## **Phase 2 Proviso Report – 2022 Work Plan**

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**Board Action Item:** To adopt the Freight Policy Advisory Committee (FPAC) 2022 Work Plan for Phase 2 of the budget proviso.

Chair Gatchet acknowledged the time and work the FPAC members have put into this budget proviso.

FPAC Chair Wick provided an overview of the FPAC activities since last board meeting. The committee met on January 6 to approve a draft 2022 Work Plan, and he presented the draft plan to the Board for review and concurrence.

The work plan also includes WSDOT's National Freight Plan schedule to illustrate where WSDOT and FMSIB activities overlap, and they can work together.

**MOTION:** Chair Gatchet proposed to adopt FPAC's 2022 Work Plan as presented. Mr. Ewers so moved. Mayor McEnerny-Ogle seconded.

**MOTION CARRIED**

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## **Port of Kalama – Industrial Rail Additions Project #96 – Award Letter Update**

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**Board Action Item:** To approve the revised language in the Port of Kalama's award letter.

In November, the Board approved funding changes to the following three projects: City of Seattle EMW, City of Fife POT I/C, and Port of Kalama Industrial Rail Additions. FMSIB staff revised the award letters and sent them to the cities of Seattle and Fife project sponsors in December. The Port of Kalama award letter provided in the Board meeting packet is an example of the letters sent to the cities of Seattle and Fife.

Before sending the Port of Kalama revised award letter, Director Ziegler requested the Board review the letter for any changes. The revised letter reflects the Board's decision to increase the award amount from \$2.4 million to \$3.9 million. The revision also identifies when the monies will be available and the underlined paragraph states that authorization to expend money on engineering and right-of-way acquisition is for this project only and that the port is subject to repayment to FMSIB if the project is not completed. The port has committed to spending the \$3.9 million award this biennium. The letter is a condition of the agreement, and WSDOT Local Programs will create an agreement with all the legal requirements for repayment if the project is not completed.

Director Ziegler also provided additional background on this project. Originally, the port agreed to purchase the property and Tempco was to build the rail lines. Now that the port and Tempco have

reached an agreement on funding share and on who will be responsible for cleaning the contaminated properties, the port is very close to signing the purchase and sale agreement.

#### *Board Discussion*

Mr. Bennett asked how it will work if FMSIB starts to fund less secure preconstruction projects compared to the typical construction-only funding and should FMSIB be reaching out to other project sponsors as we monitor their progress. Chair Gatchet stated that Director Ziegler is checking in with all project sponsors. Chair Gatchet also noted that funding preconstruction is part of the response to the Legislature wanting FMSIB to spend funds more quickly and one way to do that is to spend on preconstruction versus traditional first money in for construction only.

**MOTION:** Mayor McEnerny-Ogle moved to approve the Port of Kalama letter as presented. Mr. Ewers seconded.

#### ***MOTION CARRIED***

**Staff Action/Recommendation Item:** FMSIB staff will send the revised letter to the Port of Kalama.

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## **2021 Annual Report Review**

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This annual report development process began in July with stakeholder and Board interviews. Ms. Kjris Lund, Lund Consulting, shared the final version of the 2021 Annual Report and asked for Board input on any significant changes before the report is distributed.

#### *Board Discussion*

Mr. Ewers said it is a great report and suggested including an airplane icon on the cover.

Mr. Bennett stated that the report reads well on screen and suggested using more current train and port photos in next year's report.

#### **Staff Action/Recommendation Item:**

1. Add airplane icon on the cover of the 2021 Annual Report.
2. Include current train and port photos for FMSIB's 2022 Annual Report.

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## **Board Reappointments**

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Board members are appointed by the Governor to no more than two consecutive, four-year terms (some members have filled unexpired terms and exceeded the eight-year normal duration).

Director Ziegler noted the Board members whose terms expire on June 30 and explained the reappointment application process (a link to apply for reappointment was provided in the Board packet).

Director Ziegler also explained that members are retained on the Board until the Governor appoints a replacement. Director Ziegler asked for advanced notice if any members do not plan to apply for reappointment.

#### *Board Discussion*

Commissioner Swannack shared how the county appointment process works with commissioners first submitting names to the Association of Counties which then submit four names to the Governor.

Mr. Hansen suggested Director Ziegler share the Board Member Term Chart with the Governor's Transportation Policy staff, so they are aware of these upcoming changes.

**Staff Action/Recommendation Item:** Director Ziegler will share the Board Member Term Chart with the Governor's Transportation Policy staff.

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## **FMSIB Invoice Review Process Changes**

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**Board Action Item:** Board to adopt FMSIB's proposed new invoice review process.

Director Ziegler shared a briefing paper with the Board that describes the recommended changes to the current FMSIB invoice review process. The changes address the Board's concerns expressed at the November 19, 2021, meeting.

The FMSIB Administrative Committee has been involved in helping develop the revised invoice review process. The new procedure requires project sponsors to submit dual invoices, one to FMSIB and one to Local Programs. Local Programs is not to pay invoices until the FMSIB director has reviewed and approved the invoices. Upon receiving the invoice, the FMSIB director has five days to submit authorization to Local Programs. A slight variation of the process will be needed for WSDOT-funded projects. Director Ziegler will work directly with WSDOT program managers to ensure they are aware of this new process.

### *Board Discussion*

Commissioner Swannack asked if the invoice review process change is administrative or if the Board needs to take action as a policy change.

Upon further discussion, it was determined the Board should take action on this agenda item.

**MOTION:** Commissioner Swannack moved to amend Agenda Item #9 by adding an action to formally approve the new invoice review process. Mayor McEnery-Ogle seconded.

### **MOTION CARRIED**

**MOTION:** Commissioner Swannack moved to formally approve the new invoice review process as presented. Mayor McEnery-Ogle seconded.

### **MOTION CARRIED**

Since it was too late for OFM to adjust the Fife project biennial over expenditure, Director Ziegler will continue to work with OFM and legislative staff to ensure the Governor' Supplemental Budget FMSIB Project List is amended to reflect the actual expenditures. He will provide an update at the March Board meeting.

**Future Agenda Item:** Director Ziegler to provide an update on the FMSIB Budget at the March meeting.

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## **State Freight Plan and Investment Plan Update**

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The 2021 Legislature provided proviso direction to FMSIB and WSDOT regarding the collaboration of their respective freight planning efforts.

WSDOT staff (Ron Pate and Jason Beloso) have been participating biweekly in the FMSIB FPAC meetings since April 2021.

Mr. Jason Beloso, WSDOT Strategic Planning Manager, provided an update to the Board on WSDOT's efforts to develop a State Freight Plan and to allocate the federal freight formula funding.

Mr. Beloso shared a PowerPoint presentation that included the freight investment plan tasks, NHFP overview and changes, Washington's National Highway Freight Network, regional coordination process, draft selection and project scoring criteria, outreach and engagement and milestones. There will be approximately \$50 million total funding available for local projects in FFY 22-25. WSDOT has started their outreach to subject matter experts. Project scoring criteria will use weighted categories. The 2022 plan includes bonus scoring criteria for improved truck parking, improved freight system resiliency, and reduction of GHG emissions. The 2022 Freight Plan update will be submitted for federal review no later than October.

#### *Board Discussion*

Director Ziegler noted that of all the NHFP parameters noted on Slide 10, only two directly impact FMSIB freight list projects: freight benefits and project readiness. All other check marks are for federal funding only. Director Ziegler also pointed out that FPAC's outreach will be to many of the same stakeholders, though not as extensive as WSDOT's. FMSIB needs to be clear with stakeholders about the distinction between WSDOT and FMSIB outreach. WSDOT's Freight Plan and FMSIB's Phase 1 Budget Proviso Report are going to hit some of the same policy goals and measures, but FMSIB's will not be at the same level of detail. WSDOT is looking at only a handful of projects that get funded, while FMSIB's process will have to look at hundreds of projects at a lower level of detail.

Mr. Barnes asked Mr. Beloso who participates on the WSDOT working group and selection group. Mr. Beloso stated that the working group is made up of MPO's and RTPO's. The Selection Committee will likely include MPO, RTPO's, cities, counties, and ports.

Mr. Bennett asked if the plan is submitted in October is informational or requesting approval. Mr. Beloso said FHWA is engaged in the process from start to finish. After WSDOT submits the plan to FHWA in October, it will be reviewed by other federal agencies who will provide comments. WSDOT will then submit in December for final approval. Mr. Bennett further asked if the money is guaranteed even if they only approve a portion of the recommendations. Mr. Beloso stated that the monies are guaranteed as formula funds, but there have been situations in the past with the amount has changed.

Mr. Beloso shared that there will be an informational webinar on January 19. Director Ziegler will send the webinar link to the Board after the meeting.

**Staff Action/Recommendation Item:** Director Ziegler will send WSDOT's Freight Plan informational webinar link to Board members.

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### **FMSIB Funding History**

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Several Board members are new to FMSIB and are less familiar with the agency's origins and funding. Director Ziegler began a presentation on FMSIB's funding history and current fiscal status. Due to time constraints, Director Ziegler stopped his presentation at Slide 20 and will complete the presentation at the March meeting.



### *Board Discussion*

Secretary Millar questioned if the state statute directs TIB, CRAB, and WSDOT to provide support to FMSIB. He believes the current statute states that only WSDOT is to provide staff support to assist FMSIB. Director Ziegler will send the related RCW to the Board after the meeting.

**Staff Action/Recommendation Item:** Director Ziegler will send the Board a copy of the state statute that states who provides staff support to FMSIB.

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### **Legislative Panel/Review Budget Proviso**

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Every January, FMSIB meets in Olympia for a “Day on the Hill,” which allows Board members to visit in-person with state legislators. COVID-19 prevented these in-person meetings last year and again this year. The annual “Day on the Hill” also includes inviting Chairs and Ranking Minority Members of the House and Senate Transportation Committees to our Board meeting lunch. Representatives Jake Fey and Andrew Barkis attended in person and Senators Marko Liias and Curtis King joined virtually.

FPAC Chair Ben Wick shared a brief presentation describing the Phase 1 Budget Proviso report that was submitted to the Governor and Legislature on December 1. He welcomed any feedback or thoughts from the legislators on the first phase of the budget proviso.

#### **Discussion on the Phase 1 Budget Proviso Report**

*Rep. Jake Fey* is very happy with the change of course FMSIB has taken and appreciates the willingness to work with the intent of this proviso. He also appreciates being invited to attend FMSIB meetings. This is a strategic agency, and he wants FMSIB’s work to be strategic. The Board members are experts in freight issues and can help legislators make the best investments in the state. Rep. Fey is interested in getting strategic investments identified. It is more about identifying the most important investments and not as much detail on how much money goes into each project. Chair Gatchet asked if Rep. Fey sees a dual role for FMSIB. Rep. Fey stated those discussions will have to wait until after Phase 2 of the proviso is completed. He further stated that we must put dollars to work now which means some strategic investments projects may have to wait. It will be helpful to know which projects and timing of those projects as revenues start to come in.

*Rep. Andrew Barkis* thinks FMSIB is capturing the correct criteria for the legislative intent of this proviso and appreciates the work FMSIB has done. FMSIB’s expertise could help guide them during very difficult budget cycles. In the future, FMSIB input will be very beneficial as we start to see monies available.

*Sen. Curtis King* was pleased to work with Chairman Fey to develop this proviso and thinks the Board has done a great job to capture what they want. FMSIB appears to be going in the right direction. Sen. King said that strategic planning will lead to strategic projects which will lead to providing money for some of those investment. He sees FMSIB playing role in how those investments are distributed.

## Discussion on the 2022 Session

*Sen. Marko Liias* stated that because of the Infrastructure Investment and Jobs Act and the Climate Committee Act, there is a unique opportunity to have substantial investments coming into the Transportation Budget. He believes there is some real opportunities to invest in freight mobility, multimodal solutions, and to finish existing projects which all help the people of Washington. *Sen. Liias* considers the I-5 bridge to be one of the most important freight mobility connections in the state and is hopeful for a solution.

*Rep. Andrew Barkis* stated this is a short session, and it has been tough even after one week. From his perspective, the days of a transportation package is behind us; it is time to look differently on how to sustain the transportation funding now and for the future. This is a unique opportunity with the Operating Budget revenue coming in and proposes shifting sales tax into Transportation Budget. It is important to finish what we started with Connecting Washington projects. Project costs are increasing the longer the projects delay. It boils down to priority projects; however, we must look at entire state. The key to accomplishing anything in the Legislature is by relationships.

*Sen. Curtis King* is looking forward to working with the others to develop the Supplemental Budget and find solutions as we move forward in the state of Washington. *Sen. King* stated that we need to make investments strategically and solve some of the bigger problems while looking at things as wholistically as possible and address problems everywhere. Some of the bigger issues that need to be addressed are the US 2 trestle, Highways 18 & 12, Hood River Bridge, and I-5 Bridge.

*Rep. Jake Fey* agrees with *Rep. Barkis* that relationships are key to getting things done in the Legislature and how you communicate with each other. *Rep. Fey* said things seem to be getting worse with the transportation deficit. He had no idea the depth of the 520 Bridge project shortfall. It is imperative to keep the 2015 Connecting Washington commitments and find creative ways to get those projects done. It is important to understand what differences the House and Senate have on issues, so he worked with *Sen. Hobbs* on ways to improve communication between the House and Senate. He thinks that has been accomplished and expects it to continue. *Rep. Fey* shared that it is unwise to do business being locked into a 15-year plan when the rest of the Legislature works at a 4 to 6-year basis. We need to be doing this in transportation and have the resources to do the work on a 4 to 6-year basis.

### *Board Questions/Comments*

Commissioner Swannack asked how bad the transportation deficit is. *Rep. Barkis* stated that there is currently a \$1.4 billion deficit, and he is shocked at the significant cost increases in such a short timeframe. Many factors contributed to the increase, such as workforce, COVID, and supply chain issues. *Rep. Fey* stated that he had no idea it was going to take over \$600 million more to finish the 520 Bridge project, which was partially due to the community delayed the project a lot over a grocery store. They are currently working on getting a list of all the shortfalls. The Gateway Project now has over a \$400 million shortfall. *Rep. Fey* is dropping a bill today to defer sales tax on the 520 Bridge project out 25 years. *Rep. Barkis* has no qualms using General Fund money for transportation since transportation projects have a direct benefit to entities doing business and those entities generate sales tax. One of his bills proposes to have a budget cabinet between the Operating and Capital budgets, so they can work together and have a better understanding of each other's perspective. The surplus the Legislature is talking about today is non-appropriated, and the Legislature should look at transportation as a top priority to put those funds towards.

In response to Chair Gatchet's question about where the resistance is coming from, Rep. Fey stated some of the pushback comes from other pressing needs (e.g., homelessness and education) and that everyone has their idea of top priority. Rep. Fey also noted when there is a shortage of funds, people are more willing to acknowledge it and work together; however, when there is a surplus, everyone wants their piece.

Mr. Ewers asked if the product shortages in grocery stores is helping their case as it illustrates an out-of-balance supply chain. Rep. Barkis noted the state just had one of the most visible examples of how quickly the supply chain breaks down with the closure of all the passes. He sent a letter to the Governor and the Secretary stating we need to do better. One of the highly visible tax people pay is at the fuel pump and there is talk of increasing that even more. It seems people often wait until something is completely broken before someone says we should have fixed that years ago. We are now at a time where we need to start looking at the next 10 years and if something isn't done now, other leadership will be looking at the same problems.

Rep. Barkis commented on Matt's point about the supply chain, and he appreciates the work this group does to keep things moving for our state. An illustration of the volume of freight moving on our state corridor is when traffic is stopped for an accident, a person will see miles of nothing but trucks.

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## **Next Meeting**

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**Board Action Item:** Adopt the March 18, 2022, Board meeting in Vancouver, WA.

The next board meeting is scheduled to be in person on March 18, 2022, in Vancouver, WA. Mayor McEnerny-Ogle helped to coordinate an I-5 Bridge Tour which will be held on March 17, 2022. At today's meeting, Mayor McEnerny-Ogle offered to help coordinate a tour of the Port of Vancouver on March 17 if the Board was interested. The Board was interested and appreciated the offer.

**MOTION:** Chair Gatchet entertained a motion to hold the next Board meeting on March 18, 2022, in Vancouver, WA. Mr. Bennett so moved. Mr. Ewers seconded.

**MOTION CARRIED**

**Staff Action/Recommendation Item:** FMSIB staff will work with Port of Vancouver personnel to schedule a port tour on March 17.

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## **Meeting Adjourned**

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Chair Gatchet adjourned the meeting at 1 p.m.

**Summary of Board Motions:**

- 1) Adoption of November 19, 2021, Board Meeting Minutes. *Motion Carried (page 1)*
- 2) Adoption of amended motion to revise the minutes. *Motion Carried (page 2)*
- 3) Adoption of the revised November 19, 2021, Board Meeting Minutes. *Motion Carried (page 2)*
- 4) Adoption of FPAC's 2022 Work Plan. *Motion Carried (page 5)*
- 5) Approval of Port of Kalama's revised award letter. *Motion Carried (page 6)*
- 6) Approval to amend Agenda Item #9 by adding an action to formally approve the new invoice process. *Motion Carried (page 7)*
- 7) Approval of the new FMSIB invoice review process. *Motion Carried (page 7)*
- 8) Adoption to hold the next Board meeting on March 18, 2022, in Vancouver, WA. *Motion Carried (page 11)*

**Summary of Staff Action/Recommendations Items:**

- 1) 2021-23 Capital Budget Chart Change: leave the "Current FMSIB Authorization" column title the same but add an asterisk with note pending legislative approval for requested funding changes. (page 3)
- 2) In response to the Governor's Budget Proposal, FMSIB should be asking transportation leaders what is on their mind, how do they want to interact with FMSIB, and where do they see the organization going. (page 3)
- 3) FMSIB staff will send the revised Port of Kalama award letter. (page 6)
- 4) Add airplane icon on the cover of the 2021 Annual Report. (page 6)
- 5) Use current train and port photos for FMSIB's 2022 Annual Report. (page 6)
- 6) Director Ziegler will share the Board Member Term chart with the Governor's Transportation Policy staff. (page 7)
- 7) Director Ziegler will send WSDOT's Freight Plan informational webinar link to Board members. (page 8)
- 8) Director Ziegler will send the Board a copy of the state statute that states who provides staff support to FMSIB. (page 9)
- 9) FMSIB staff will work with Port of Vancouver personnel to schedule a port tour on March 17. (page 11)

**Summary of Future Agenda Items:**

Director Ziegler to provide an update on the FMSIB Budget at the March meeting (page 7)



Dan Gatchet  
Chair



Attest: Brian Ziegler  
Director