

Freight Mobility Strategic Investment Board

November 18, 2022

9:00 a.m. to 1:00 p.m.

DoubleTree Southcenter, 16500 Southcenter Parkway, Tukwila, WA 98188

Paradise Room

Meeting will be webcast live on TVW: <https://tvw.org/watch/?eventID=2022111187>

<https://tvw.org/video/Freight-Mobility-Strategic-Investment-Board-2022091129/?eventID=2022091129>

(For Zoom meeting option, please contact sees@fmsib.wa.gov for meeting link)

Note: Chair may adjust agenda topics and timing

AGENDA

9:00 AM	1 Welcome/Introductions	Temple Lentz	Informational
9:05 AM	2 PUBLIC COMMENT		Informational
9:10 AM	3 Chair Recognition	All	Informational
9:20 AM	4 Director Transition Plan	Temple Lentz	Informational / Action
9:40 AM	5 Meeting Minutes (Sept. 16, 2022)	Temple Lentz	Action
9:45 AM	6 FMSIB Budgets and Director's Report	Brian Ziegler	Informational
10:00 AM	7 Board Member Reports	Board Members	Informational
10:10 AM	8 Pierce County's Canyon Road Projects (#20 and #53) update	Leticia Neal, Pierce County	Informational/Action
10:40 AM	9 WSDOT Truck Parking Report to the Governor	Ron Pate	Informational
11:00 AM	10 Phase 2 Proviso Report - FPAC Report	Ben Wick and FPAC	Informational/Action
11:40 AM	11 Legislation Proposals in 2023	Temple Lentz / Leonard Barnes	Informational/Action
12:00 PM	12 Working Lunch	All	
12:05 PM	13 Format of Future FMSIB Meetings - Hybrid?	Temple Lentz	Informational/Action
12:15 PM	14 State Audit Report	Sally See / Brian	Informational
12:25 PM	15 Confirm "Day on the Hill" Plan for Jan. 19, 2023	Temple Lentz	Informational/Action
12:35 PM	16 Annual Report	Kjris Lund	Informational
12:50 PM	17 Next Meeting: January 19-20, Olympia	Temple Lentz	Action
12:55 PM	18 Adjourn	Temple Lentz	Action



Exempt Position Description

For assistance completing this form, contact your Human Resource office.

Position Information		
Action: Establish <input type="checkbox"/> Update <input checked="" type="checkbox"/> If update, indicate change:	Position Title: Executive Director, FMSIB	Exempt Class Code (e.g., B1234): EX026
Date Last Reviewed (If existing position):	Current Band: Exempt / Non-Pay Scale	Proposed Band: Non-Pay Scale
Position Number/Object Abbreviation: 70064431 / 0001&	Management Code (P/M/C): M	Market Segment (e.g., HR, IT): Admin
Exempt Citation (RCW) and Heading: 47.06A.040	Prior Evaluation Points/JVAC:	Proposed Evaluation Points/JVAC:
Work Schedule: Full Time <input checked="" type="checkbox"/> Part Time <input type="checkbox"/>	Overtime Eligible: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Incumbent's Name (If filled position):	Address Where Position Is Located: 505 Union Ave SE, Suite 350, Olympia WA 98504	
Agency/Division/Unit: Freight Mobility Strategic Investment Board (FMSIB)	Supervisor's Name and Title:	
Supervisor's Position Number:	Supervisor's Phone:	
Organizational Structure		
Summarize (one or two sentences) the functions of the position's division/unit and how this position fits into the agency structure (attach an organizational chart).		
The Freight Mobility Strategic Investment Board (FMSIB) is a twelve-member policy board made up of both public and private sector members appointed by the governor, that provide grant funding to communities throughout the state to enhance freight movement or mitigate the impacts of freight. As the Executive Director, incumbent will be considered a modally neutral representative of the freight industry and community.		
Position Objective		
Describe the position's main purpose, include what the position is required to accomplish and major outcomes produced. Summarize the scope of impact, responsibilities, and how the position supports/contributes to the mission of the organization.		
This position is responsible for leading and managing the freight mobility strategic investment program, that with Board approval allocate funds to complex multi-year freight transportation improvement projects, ensuring high productivity of completed projects while containing risk. Incumbent will administer the FMSIB biennial capital budget of approximately \$29M and oversee obligation of these funds to active freight projects.		
Primary Responsibilities		
Describe the position's primary responsibilities and underline the essential functions. Functions listed in this section are primary duties and are fundamental to why the position exists. For more guidance, see Essential Functions Guide .		
The position exists to perform the following responsibilities: Development of substantial, complex funding partnerships with grantees. Implement continuous strategic improvement of FMSIB capital program. Develop and maintain highest standards for administrative and financial management of both the operating and capital budgets. Ensure proper records are kept that shall be subject to audit by the state auditor and retained and protected in accordance with the Washington Public Records Act RCW 42.56, RCW 42.17 and WAC 226-02. Meet with Legislative staff, securing and maintaining positive relationships while positioning the agency for increased		

financial support from the Legislature.

Coordinate five Board meetings each year and other meetings of the board as necessary, establishing the meeting agendas in consultation with Chair and bringing forward all information to be shared with the Board. This will include travel throughout the State of Washington.

Coordinate subcommittee meetings and collaborate with subcommittee leads to align information and work with programmatic scope, schedule, and board direction.

Coordinate with the Washington State Department of Transportation, Local Programs office related to project administration and Rail, Freight, and Ports office related to freight systems planning and integration.

In addition to the Board meetings, the incumbent will conduct a wide variety of "field" work within communities around the state in developing strategic freight investment and policy recommendations to the Governor and the Legislature.

Decision Making and Policy Impact

Explain the position's policy impact (applying, developing or determining how the agency will implement).

This position is responsible for researching, developing, and recommending for Board approval, all FMSIB capital and operating policies and programs. This position establishes and implements procedures and processes for meeting external and internal customer needs while supporting the statewide direction established by the Board, Legislature and Governor. Recommends, develops, implements, and participates in policy interpretation and direction as necessary to achieve the goals within the area of responsibilities listed for the position.

Explain the major decision-making responsibilities this position has full authority to make.

Executive Director authority on purchasing and administration, and capital expenditure authority as delegated by the Legislature and Board. Is authorized to use best professional judgment in identifying, setting, and implementing best practices for responsibilities listed for the position.

Identify those actions this position takes to their Board for a decision.

Biennial and Supplemental Budgets, capital program recommendations, legislative agenda, operating policies and procedure changes, Bylaw changes, policy or advocacy positions which are likely to be controversial with partner agencies or freight partners, meeting dates and location, annual report approval, wage and COLA decisions.

Financial Dimensions

Describe the type and annual amount of all monies that the position directly controls. Identify other revenue sources managed by the position and what type of influence/impact it has over those sources.

Operating budget controlled.

- \$800,000 per biennium

Other financial influences/impacts.

- \$29 million biennial capital program

Supervisory Responsibilities

Supervisory Position: Yes ☒ No ☐

If **yes**, list total full time equivalents (FTE's) managed and highest position title.

Executive Assistant - 1 FTE

Qualifications – Knowledge, Skills, and Abilities

List the education, experience, licenses, certifications, and competencies.

Required Education, Experience, and Competencies.

Bachelor's degree or higher in Business Administration, Public Administration, or closely allied field

Ten or more years of experience in: transportation policy development, managing professional personnel in a private or public sector transportation agency, and technical expertise in surface transportation issues.

Strong background in fund and project management.

Knowledge of financial management, including preparing and managing complex budgets.

Thorough knowledge of Washington State statutes and administrative codes.

Thorough knowledge of the state's fiscal and business climate, and the revenue used to finance state transportation.

Ability to develop policy and manage complex transportation programs.

Skilled in use of office computer software relevant to the position.

Presentation skills for speaking to the Legislature, Board, transportation organizations, and other state and local governments.

Preferred/Desired Education, Experience, and Competencies.

Thorough understanding of, and experience with, public decision-making processes on a state, county, and local level.

Experience working with board or commission members who represent different interests.

Ability to work effectively in a legislative and political arena.

Demonstrated ability in multi-tasking with multiple agencies

Demonstrated leadership abilities and interpersonal skills.

Exceptional oral and written communication skills.

Solid knowledge of the Washington State road system as a whole.

Knowledge of Washington's legislative process.

Special Requirements/Conditions of Employment

List special requirements or conditions of employment beyond the qualifications above.

Working Conditions

Work Setting, including hazards:	Mainly in the office, some field. Virtual/teleworking opportunities.
Schedule (i.e., hours and days):	Flexible, subject to Board approval.
Travel Requirements:	Ability to travel and stay overnight; requires travel to different locations within the state. At a minimum, there are five Board meetings per year throughout the state and necessary field visits.
Tools and Equipment:	Office computer and software to include MS Word, Excel, PowerPoint, Adobe PDF and/or similar programs.
Customer Relations:	Ability to work across boundaries with internal and external stakeholders, consultants, contractors, clients, and the public; and to communicate with groups or individuals regarding freight movement, budget, and legislative matters.
Other:	

Acknowledgement of Position Description

The signatures below indicate that the job duties as defined above are an accurate reflection of the work performed by this position.

Date:	Supervisor's Signature (required):
Date:	Appointing Authority's Name and Title: Signature (required):
As the incumbent in this position, I have received a copy of this position description.	
Date:	Employee's Signature:

Position details and related action have been taken by Human Resources as reflected below.**For Human Resource/Payroll Office Use Only**

Approved Class Title:	Class Code:	Salary Band:	Effective Date:
Pay Scale Type:	Job Analysis On File? Yes <input type="checkbox"/> No <input type="checkbox"/>	Position Type (Employee Group):	EEO Category:
Employee Sub-Group:	Position Retirement Eligible: Yes <input type="checkbox"/> No <input type="checkbox"/>	Position is: Funded <input type="checkbox"/> Non-Funded <input type="checkbox"/>	Workers Comp. Code:
County Code:	Business Area:	Personnel Area (FEIN):	
Position Eligible for Telework Yes <input type="checkbox"/> No <input type="checkbox"/>		Position Eligible for Flextime Yes <input type="checkbox"/> No <input type="checkbox"/>	
Position Eligible for Compressed Workweek Yes <input type="checkbox"/> No <input type="checkbox"/>		Unique Facility Identifier (UFI) For more information see: UFI Search Feature	

Cost Center Codes

COST CENTER	PCT. (%)	FUND	FUNCTIONAL AREA	COST OBJECT	AFRS PROJECT	AFRS ALLOCATION
Date:	HR Designee's Name:		HR Designee's Title:		HR Designee's Signature:	
Date:	Budget Designee's Name:		Budget Designee's Title:		Budget Designee's Signature:	

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

September 16, 2022 • 8:00 a.m. – 1:00 p.m. • Spokane Valley, WA

TVW Recording

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair	Temple Lentz	<i>Not Present:</i> Erik Hansen
Leonard Barnes	John McCarthy	
Peter Bennett	Roger Millar	
Matt Ewers	Art Swannack	
Johan Hellman	Ben Wick	

Ex officio Aaron Hunt-By Zoom

FMSIB STAFF

Brian Ziegler, Director
Sally A. See, Executive Assistant

GUEST PRESENTERS

Brandi Colyar, Spokane County
John Homan, City Manager and Adam Jackson, Sr Engineer, Spokane Valley
Andrew Johnsen and Daryl Ness of Columbia Strategic Consulting Group
Ron Pate, WSDOT
Representative Jake Fey

Meeting Convenes

Chair Gatchet requested that Board members introduce themselves, as well as FMSIB Staff. All guests were then asked to introduce themselves.

Chair Dan Gatchet convened the meeting at 8 a.m. and stated this board meeting is being conducted in accordance with state and local health guidelines regarding COVID-19 and public meetings. Some members of the public and some participants may choose not to participate in person, so the meeting is being conducted via 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.

Public Comment

No one stepped forward.

Status of Chair Replacement

Chair Dan Gatchet announced that Governor Inslee had appointed Councilperson Temple Lentz as the new Chair to become affective at the November 18 Board meeting.

Motion Item: Motion made to amend the agenda to allow the Board to go into immediate Executive Session.

Chair Gatchet entertained a motion to amend the agenda for the FMSIB Board to go into Executive Session.

Mayor McEnerny-Ogle moved to amend the agenda. Councilmember Lentz seconded.

MOTION CARRIED

FMSIB Board was in Executive Session for 30 minutes. (8:06 – 8:36)

Director Transition Plan

Director's Transition Plan was not discussed

Approval of Minutes

Motion Item: Adoption of June 2022 Meeting Minutes

Chair Gatchet entertained a motion to adopt the June 2022 meeting minutes as presented.

Commissioner McCarthy moved to accept the minutes as amended. Mr. Ewers seconded.

MOTION CARRIED

Comments on Project Tour September 15th

All comments were positive and thanked Councilmember Wick and his staff for putting together a great tour. It was particularly helpful to see the projects in progress and hear about how much community support there has been. Commissioner Swannack mentioned issues he sees that may arise, e.g., the heightened road over the railroad tracks, as well as some potential environmental issues. Chair Gatchet worries about the smaller roundabouts as they were not truck friendly. He was happy about the majority of utility work being done ahead of time. Councilmember Wick spoke to the issues and benefits of the projects that were toured.

FMSIB Budgets and Director's Report

Please see the board meeting packet for the complete report on Director Ziegler's activities since the June 2022 Board meeting.

Key Topics:

Operating and Capital Budgets

Director Ziegler presented the latest budget standings in both Operating and Capital Budgets. Spreadsheets can be found in the board meeting packet.

Project Updates

In preparation for budget development, FMSIB staff contacted all active project sponsors in order to assess their planned delivery for the remainder of this biennium. Those revised expenditure forecasts show that most projects will be completed this biennium. Staff will provide an update on those few projects that are "carrying over" into next biennium.

Spokane County continues active delivery on three phases of the Bigelow Gulch Road corridor, specifically Phases 2, 3, and 6. The Sept. 15 bus tour itinerary included a review of this corridor to see phases that are complete, in progress, and scheduled to start. Representatives from Spokane County were at the Sept. 16

Board meeting in order to update the status of Phases 2 and 3, as well as request a reactivation of Phase 2. A separate briefing paper is provided in the packet on this topic.

The City of Spokane Valley continues active delivery on the Pines Road Crossing project. This project was a part of the Sept. 15 bus tour. The City is requesting FMSIB reactivate the project and provide “final dollars” so that the project can go to construction. A separate briefing paper is provided in the packet on this topic.

Freight Policy Advisory Committee (FPAC)

This FMSIB Committee was formed to develop recommendations to the Board regarding the provisos in FMSIB’s 2021-23 Budget. The Committee members include Committee Chair Ben Wick, Leonard Barnes, Matt Ewers, Anne McEnerny-Ogle, and Temple Lentz. FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

Leading up to the June Board Workshop, FPAC discussions focused on Truck Parking (April 25), Inland Intermodal Facilities (May 9), and Zero Emissions (May 23). The June Workshop focused on these same topics and discussed how FMSIB’s budget proposal (due Sept. 20) might reflect these topical areas and other project investments.

The FPAC has met eight times since the June Board meeting and as of the Sept. Board meeting. Their focus has been to review the 160+ projects submitted by MPOs, RTPs, and ports. The committee has also continued to evaluate statewide proposals and discuss whether budget decision packages are appropriate for any projects.

Budget Development

FMSIB staff have been meeting with project sponsors, budget staff, legislative and OFM staff, and FPAC members to develop a comprehensive list of budget options to consider. At today’s meeting, two project sponsors will be presenting their case for increased funding on their projects. All the options and budget decisions that affect the 2023-35 biennial budget will need to be finalized at today’s meeting since those decisions are due to the Governor on Sept. 20. We have a little more time to assemble the 2023 supplemental budget decision packages since those are not due until Oct. 4.

Board Member Reports

Commissioner Swannack – Took part in a presentation to Whitman County in regard to CRAB and FMSIB funding.

Mr. Hellman – Reported on being able to assist in averting an impending railroad strike. A tentative agreement has been reached after a three-year process. President Biden’s leadership led to the breakthrough that enabled this agreement to move forward. Salmon Bay Bridge received a \$25M grant. This is an important piece of infrastructure. Thanks to WSDOT, Senator Cantwell, and all those involved in making it happen.

Commissioner McCarthy – ILWU contract expired and they’ve been in negotiation. There are two problematic areas: Terminal 5 in Seattle and automation. Everyone is working well together. Negotiation includes wage increases and making them retroactive. Chair Gatchet commented on how much more money the steamships are making in cargo charges, so they seem to have the money to negotiate in good faith. Jurisdictional areas are also a part of the negotiations. Mr. Bennett commented that the wage v earnings issue is being discussed as well.

Mayor McEnerney-Ogle – Washington State Transportation Commission was in Vancouver, so the Mayor met with them. They discussed the I-5 Bridge, transit, freight, and the Port of Vancouver.

Councilmember Wick – UTC decision is going to be one to watch. It concerns maintenance of rail crossing projects. The question before the Commission is “Who is responsible for paying for it?” It could have some large implications.

Secretary Millar – Working with Washington Asphalt Association., AGC, Washington Building and Trades Council, and the State Senate on a Work Zone safety initiative. There’s been a significant uptick in incidents in construction and maintenance work zones. WSDOT is working to take a fresh look at work zone safety. One thing they’re doing is working more in the daylight hours, completing jobs to finish instead of starting and stopping. He also spoke to things that are happening in the passes and the highways that have had to be shut down for fires, floods, and landslides. He’s going to attend an ITS conference. In October he’s going to the AASHTO annual meeting and believes that he will be voted as the President of AASHTO.

Mr. Ewers – Trucking Association wants to participate in a carbon-free environment. It’s going to take a multi-jurisdictional approach. Some thoughts are smaller trucks or go electric. Would like to do this quickly, but there are some environmental and safety issues involved in moving too quickly. Also discussing hydrogen on a more regional level because it takes a lot of infrastructure to put that into place. Working to put together a long-term plan knowing diesel is going to be around for a long time. Would like to implement multi-power options. Trucking is trying to be part of the solution. Commissioner Swannack brought up the work that’s being done on full electric engines for long-haul trucks. It’s just going to take a lot of time to implement all the updates/changes.

Budget Decisions Today – Overview

Director Ziegler referred members to the FMSIB 2023-25 Budget Options and Decisions spreadsheet in Board packet. FMSIB’s budget package is due to the Governor next Tuesday (Sept. 20). Secretary Gatchet briefly went over the decisions that need to be made during this Board meeting. These are outlined below.

Operating Budget Decision Packages

Director Ziegler presented the three Supplemental Operating Budget decisions that need to be made. See FMSIB Operating expenses spreadsheet in Board packet.

Motion Item: Approve Supplemental Operating Budget request for \$21,000 to complete ongoing SAO Audit.

Chair Gatchet entertained a motion to submit Supplemental Operating Budget request for ongoing audit.

Secretary Millar moved to approve request for funding. Mr. Ewers seconded.

MOTION CARRIED

Motion Item: Approve Supplemental Operating Budget request for \$31,000 for Director Ziegler’s separation buyout.

Chair Gatchet entertained a motion to submit Supplemental Operating Budget request for buyout funding.

Secretary Millar moved to approve the buyout funding. Mr. Barnes seconded.

MOTION CARRIED

Motion Item: Approve Supplemental Operating Budget request for \$36,000 to fund new Director’s transition.

Chair Gatchet entertained a motion to submit Supplemental Operating Budget request for transition funding. *Mr. Ewers moved to approve the transition funding. Mayor McEnerny-Ogle seconded.*

MOTION CARRIED

Capital Budget Decision Packages

Director Ziegler presented the two Capital Budget decisions that need to be made. See FMSIB Operating expenses spreadsheet in Board packet.

WPPA Marine Cargo Forecast Policy Decision

Motion Item: Include FMSIB WPPA 2023 Marine Cargo Forecast study request in the FPAC Report.

Chair Gatchet entertained a motion to include Marine Cargo Forecast study in FPAC Report.

Secretary Millar moved to include request for study funds in the FPAC Report to the Governor. Mr. Ewers seconded.

MOTION CARRIED

FMSIB/WSDOT 2023 Inland Intermodal Facility Feasibility Policy Decision

Director Ziegler presented an opportunity to submit a Decision Package asking for \$200-\$300K to conduct a study on Inland Intermodal Facilities Feasibility in the FMSIB budget request due to the Governor by September 20.

Instead of a Decision Package, the subject will be included in the FPAC Report for Legislative approval.

Motion Item: Approve submittal of FMSIB/WSDOT 2023 Inland Intermodal Facility Feasibility study in the FPAC Report

Chair Gatchet entertained a motion to submit 2023 Inland Intermodal Facility Feasibility study in FPAC request and include it with the FPAC Report to the Governor.

Secretary Millar moved to include request for study funds in the FPAC Report to the Governor. Mr. Ewers seconded.

MOTION CARRIED

Project Updates/Requests

Spokane County's, Bigelow Gulch, Phase 3 to Phase 2 Transfer Request

Presentation was made by Brandi Colyar of Spokane County. Spokane County is requesting Reactivation of the Bigelow Gulch Phase 2 project with a funding allocation and transfer total of \$2.29M. (Presentation and briefing paper are included in the Board packet.)

Motion Item: Approve to reactivate project, \$1.69M from the Legislature, and transfer of the unexpended Phase 3 funding (\$600,000) for Bigelow Gulch Phase 3 to Phase 2.

Chair Gatchet entertained a motion to reactivate project, \$1.69M from the Legislature, and transfer of the unexpended Phase 3 funding (\$600,000) for Bigelow Gulch Phase 3 to Phase 2.

Mr. Bennett moved to approve the motion. Mr. Barnes seconded. Councilmember Wick recused.

MOTION CARRIED

City of Spokane Valley, Request for Pines Road be Reactivated

Chair Gatchet introduced the proposal and Director Ziegler gave a brief re-cap. Presentation was made by Spokane Valley's John Homan, City Manager and Adam Jackson, Sr. Engineer. Spokane Valley requesting that the Pines Road project be Reactivated. (Presentation is include in the Board packet.) Andrew Johnson of the Columbia Strategic Consulting Group provided some follow-up on this project.

Motion Item: Spokane Valley's Pines Road be Re-Activated.

Chair Gatchet entertained a motion to Reactivate Pines Road project.

Mayor McEnerny-Ogle moved to Reactive Pines Road project. Secretary Millar seconded. Councilmember Wick recused.

Motion amended: Recommend up to \$5M FMSIB funding be allocated, contingent on whether WSDOT and TIB award funding will share in the project's cost, thereby reducing FMSIB's share.

Chair Gatchet entertained a motion to amend previous motion.

Secretary Millar moved to amend previous motion. Mr. Ewers seconded. Councilmember Wick recused.

MOTION CARRIED

WSDOT Truck Parking Report

Secretary Millar introduced the subject and briefed the Board that the Governor has requested a report in regard to Truck Parking. The report will be delivered to the Governor in October of 2022. Mr. Ron Pate of WSDOT presented a brief of what the Truck Parking Report will consist of. A report will be presented to FMSIB at the November Board meeting.

Phase 2 Proviso Report – FPAC Report

FPAC Chair Commissioner Ben Wick and Councilmember Temple Lentz spoke to the submittal of a proposed project list from MPOs, RTPOs, and ports to the Legislature within the FPAC Report due December 1. The process of reviewing the applications submitted will be cumbersome, given the many factors involved in each. (See FMSIB Phase 2 Proviso Report of Submittals in Board packet.)

FPAC Phase 2 proviso project recommendations will need to be validated in order to narrow down the list of 166 projects submitted by MPOs, RTPOs, and ports. The need for consulting services to assist with project validation requires funding by the Legislature. This funding request will be included in the FPAC Report to the Legislature, as well as an Executive Summary to the Governor.

FPAC Committee workplan during the next five meetings before the November Board meeting:

- a. Initial Prioritized list (2023, 2024)
- b. Final Prioritized Lists (by Freight Target Area)
- c. Draft Report
- d. Present proposed report at the November Board Meeting

Status Report on SAO Audit

Chair Gatchet noted that the audit is straight forward and he sees no issues moving forward. There is a briefing paper in the Board packet for review. This will be discussed at the November Board meeting.

“Day on the Hill” – January 19, 2023

The need for a “Day on the Hill” was discussed. Subjects of discussion with Legislators should include: FPAC list of project applications, future freight needs, FMSIB accomplishments, and the future of FMSIB. Mayor McEnerny-Ogle suggested that we invite legislative members to the FMSIB Board meetings as well.

Board members agreed that the “Day on the Hill” for January 19, 2023 should move forward.

2022 FMSIB Annual Report

Consultant Kjris Lund continues to follow through with layout and content of the FMSIB Annual Report. More information will be provided at the November Board meeting.

The Future of FMSIB

Representative Jake Fey presented information on the future of FMSIB and potential legislation he and staff are considering. Here are the points he discussed:

- a. FMSIB will remain an independent agency.
- b. Board membership changes to be requested. (One additional Truck Representative, and two new areas for possible consideration.)
- c. FMSIB selects priority freight projects, but focus on strategic needs statewide, but not on Calls for Projects.
- d. “Lock-box” for funding FMSIB-selected projects.
- e. WSDOT will possibly “manage” projects for FMSIB.

Next Meeting

Board Action Item: Consideration to hold the November 18, 2022, FMSIB Board meeting in Tukwila/Southcenter, WA.

Chair Gatchet entertained a motion to hold the next Board meeting on November 18th in Tukwila, WA.

Commissioner Swannack moved to hold the next FMSIB meeting on November 18 in Tukwila, WA. Mr. Barnes seconded.

MOTION CARRIED

Meeting Adjourned

Chair Gatchet adjourned the meeting at 1 p.m.

Summary of Board Motions:

- 1) Motion for Executive Session. Held 8:06-8:36 a.m. (page 1)
- 2) Adoption of June 3, 2022, Board Meeting Minutes. (page 2)
- 3) Approve Operating Budget request for \$21,000 to complete ongoing SAO Audit. (page 4)
- 4) Approve Operating Budget request for \$31,000 for Director Ziegler's separation buyout. (page 4)
- 5) Approve Operating budget request for \$36,000 for to fund new Director's transition. (page 4)
- 6) Approve submittal of WPPA 2023 Marine Cargo Forecast study. NOT approved. (page 5)
- 7) Approve submittal of FMSIB/WSDOT 2023 Inland Intermodal Facility Feasibility study. Not approved. (page 5)
- 8) Approve Spokane County, Bigelow Gulch Phase 3 to Phase 2 Transfer Request. (page 5)
- 9) Approve City of Spokane Valley, Pines Road Re-Activation. (page 6)
- 10) Approve January 2023 Board's "Day on the Hill". (page 7)
- 11) Adoption to hold the November 18, 2022 FMSIB Board meeting in Tukwila/Southcenter, WA. (page 7)

Summary of Future Agenda Items:

- 1) Truck Parking
- 2) SAO Audit
- 3) FMSIB Annual Report



Dan Gatchet
Chair

Attest: Brian Ziegler
Director

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FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 21-23 Budget \$ 843,000

Expenditure Detail through: Oct 31, 2022

FMSIB Budget	Biennium Appropriation July 1, 2021 - June 30, 2023	Biennium Allotments thru Oct 31, 2022	Actual Expenditures thru Oct 31, 2022	Biennium To Date Dollar Variance
Salary	588,000	392,000	373,712	18,288
Travel	57,000	38,000	34,302	3,698
Goods & Services	148,000	98,667	79,980	18,686
Personal Service Contracts	50,000	32,050	32,050	0
Total Thru Oct 31, 2022	\$ 843,000	560,717	520,045	40,672
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Budgeted Expenditures thru Oct 31, 2022	Actual Expenditures thru Oct 31, 2022	Biennium To Date Dollar Variance
Salaries:				
Staff Salary	588,000	392,000	373,712	18,288
Total Salary	\$ 588,000	392,000	373,712	18,288
Travel:				
Staff Travel	22,000	14,667	13,989	677
Board Travel	35,000	23,333	20,313	3,021
Total Travel	\$ 57,000	38,000	34,302	3,698
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	25,000	16,667	17,960	-1,293
WS DES Services	38,000	25,333	18,679	6,655
WS TIB - Office Rent & Utilities	42,000	28,000	23,276	4,724
WS Attorney General	2,000	1,333	0	1,333
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	41,000	27,333	20,066	7,268
Total Goods & Services	\$ 148,000	98,667	79,980	18,686
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY22 - 2021 Annual Report (Lund)	25,000	25,000	25,000	0
FY23 - 2022 Annual Report (Lund)	25,000	7,050	7,050	0
Total Personal Service Contracts	\$ 50,000	32,050	32,050	0
Total Thru Oct 31, 2022	\$ 843,000	560,717	520,045	40,672

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium - Effective November 18, 2022

Likelihood to expend 21-23 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

	<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>Current FMSIB Auth</u>	<u>21 - 23</u>	<u>21-23</u>	<u>23 - 25</u>	<u>23 - 25</u>	<u>25 - 27</u>
					<u>(Plan)</u>	<u>Expenditure</u>	<u>Approved</u>	<u>Request</u>	
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	2,076	1,047	0	0	0
		Subtotal			2,076	1,047			
1	Chelan Co	West Cashmere Bridge	2018	3,000	0		0	0	0
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	364	364	0	0	0
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	256	25	0	0	0
12	Port of Kalama	Industrial Rail Additions	2018	3,900	3,900		0	0	0
15	Seattle	S Lander St Grade Separation	2017	8,000	279	1	0	0	0
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	6,000	6,000	81	0	0	0
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	290	(29)	0	0	0
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	879	879	0	0	0
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	5,000		0	5,000	0
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	713	8	0	0	0
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	2,183	1,467	0	0	0
	Statewide	Future Awards			0		22,000	21,000	28,500
		Past and Current Biennial Subtotals			19,864	3,843			
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	5,833		1,700	1,700	0
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	2,000		4,100	4,100	0
24	Sumner	Stewart Road	2018	3,700	2,000	480	1,700	3,000	0
		Future Total			31,773		29,500	34,800	28,500
		Program Total		65,283		4,323	29,500	34,800	28,500
		Current delivery:			67%	14%			
		June 30, 2023 forecast delivery:				22,973	8,800 Reappropriation		
						72%			

Revenue				
	Beginning Balance	12,175	2,067	7,076
	Freight Mobility Investment Account - 09E	11,171	13,698	13,698
	Freight Mobility Multimodal Account - 11E	10,493	14,511	14,511
	Motor Vehicle Funds	0	0	0
	Total Revenue	33,839	30,276	35,285
Expenditures				
	Freight Mobility Investment Account - 09E	16,577	3,315	13,351
	Freight Mobility Multimodal Account - 11E	15,195	1,008	14,571
	Highway Safety Account			
	Motor Vehicle Funds (Federal)			
	Total Expenditures	31,772	4,323	29,500
Reappropriation		2,067	776	485

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective November 18, 2022

Likelihood to expend 2021-23 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

	- FMSIB Award to Const. is less than 2 years
	- FMSIB Award to Const. is between 2 and 4 years
	- FMSIB Award to Const. is more than 4 years

No. of Projects

4
6
3
13

- Changes from June 2022 report

		PROJECT STATUS					
<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB Award</u>	<u>Fully Funded</u>	<u>Under Const.</u>	<u>Open to Traffic</u>	<u>Fully Reimb.</u>
17-19 Biennium							
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010				Ribbon cutting ceremony Nov. 3, 2022
Started in 19-21 Biennium							
1	Chelan Co	West Cashmere Bridge	2018				
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018				
10	Longview	SR 432/SR 411 Intersection Improvements	2016				
12	Port of Kalama	Industrial Rail Additions	2018			Construction expected FY 23	
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013			Forecasted bridge opening delayed to June 2023	
23	Sumner	SR 410 Traffic Ave/E Main	2016				
26	Tacoma	Taylor Way Rehabilitation	2016				
11	Marysville/WSDOT	SR 529/I-5 Interchange Expansion	2014			Notice to Proceed issued May 11, 2022. Expenditure of FMSIB funds not expected until Fall 2024.	
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018				Phases 1, 2a and 3 open, 2b in design (UPRR appealing WUTC hearing)
19	Spokane Co	Bigelow Gulch Phase 3	2018				
Started in 21-23 Biennium							
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010			Phase 2 now split into 2A and 2B, allowing Phase 2A to go to construction soonr. Phase 2A design is nearing completion, R/W Plans are complete.	
16	Seattle	East Marginal Way Heavy Haul Corridor	2018			Project ad delayed to mid-October, awaiting WSDOT approval.	
24	Sumner	Stewart Road	2018		Dec-22	In progress of procuring R/W. Expected ad date is April 2023.	

FMSIB Director's Report

November 18, 2022

(Last Report: Sept. 16, 2022)

Project Updates – Pierce County, Canyon Road Corridor Project

Pierce County requests FMSIB retain the Canyon Road Corridor Projects #20 and #53 on the FMSIB Deferred project list and not cancel the projects.

FMSIB awarded funding to two Pierce County projects (#20 and #53) to complete an important gap in the freight network between the Port of Tacoma and the industrial area in Frederickson. The project also removes a freight-restricted bridge and constructs a road-rail grade separation of the BNSF mainline. Due to lack of progress, the Board deferred these two Canyon Road Corridor projects in 2011. Per Board rules, the projects were eligible for cancellation in 2017, but in 2018 the Board approved the county's request for a two-year extension of any potential cancellation.

Pierce County presented a status report in Sept 2020 and the Board voted to retain the project on the deferred list another two years. County staff will be present at this November meeting to provide another update to the Board with the intent of receiving favorable Board action to retain the project on FMSIB's deferred list.

This project currently has no financial impact on FMSIB's budget. For further information, see the project website at <https://canyonroadconnection.org/>

Freight Policy Advisory Committee (FPAC)

This FMSIB Committee was formed to develop recommendations to the Board regarding the provisos in FMSIB's 2021-23 Budget. The Committee members include Committee Chair Ben Wick, Leonard Barnes, Matt Ewers, Anne McEnerny-Ogle, and Temple Lentz. FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

Leading up to the June Board Workshop, FPAC discussions focused on Truck Parking (April 25), Inland Intermodal Facilities (May 9), and Zero Emissions (May 23). The June Workshop focused on these same topics and discussed how FMSIB's budget proposal (due Sept. 20) might reflect these topical areas and other project investments.

The FPAC has met seven times between the June and September Board meetings and then four more times between September and November. The Committee evaluated a process for prioritizing the 160+ projects submitted by MPO's, RTPO's, and ports. The committee has also continued to evaluate statewide proposals and discuss whether budget decision packages are appropriate for any projects. The Board decided that no decision packages were warranted but the statewide investment proposals should be reflected in the Final Budget Proviso Report to the Legislature.

At their Nov. 10 meeting, FPAC approved a draft report for the Board's review and approval. The final report is due Dec. 1.

Budget Development

During August and September, FMSIB staff met with project sponsors, budget staff, legislative and OFM staff, and FPAC members to develop a comprehensive list of budget options to consider. At the Board's Sept. 16 meeting, two project sponsors presented their case for increased funding on their projects and those requests were approved by the Board. All budget options by Board direction that affected the 2023-25 biennial budget were finalized at or immediately following the Sept. 16 Board meeting. Those

decisions were sent to the Governor on Sept. 20 in the form of FMSIB's 2023-25 Biennial Budget. Soon afterward, on Oct. 4, FMSIB staff submitted the Board's 2023 Supplemental Budget to the OFM.

As of the writing of this report, OFM has not asked any questions about either budget submittal.

2023 Legislature

At the Board's September meeting, staff was directed to begin planning for "Day on the Hill" activities to occur in Olympia. This will be the first in-person contact with members of the Transportation Committees since 2019. During December, FMSIB staff will match up Board member availability with Committee member availability in order to maximize available meetings during the January 19 office visits. The 2022 Annual Report will be a primary vehicle for communicating FMSIB's legislative priorities to the House and Senate Transportation Committee members visited.

In other legislative matters, Representative Fey recently released draft legislation for restructuring FMSIB's mission and scope. Rep. Fey held a listening session on Nov. 9, during which many FMSIB members spoke to his proposed legislation. The Board will discuss this proposed legislation on Nov. 18 and develop a consensus position to be communicated to the Legislature.

2023 Annual Report

FMSIB staff have met with Kjris Lund to develop report themes and layout. We are also providing content for Kjris and her graphics team. Kjris will be available at this month's meeting to provide a short progress report.

One of FMSIB's budget provisos requests a specific report on the HEAL Act be provided to the Legislature in FMSIB's 2023 Annual Report. Here is the draft language being proposed for inclusion:

"The 2022 Legislature included the following proviso in FMSIB's budget:

"Within appropriated funds, the freight mobility strategic investment board may opt in as provided under RCW 70A.02.030 to assume all of the substantive and procedural requirements of covered agencies under chapter 70A.02 RCW. The board shall include in its 2022 annual report to the legislature a progress report on opting into the healthy environment for all act and a status report on diversity, equity, and inclusion within the board's jurisdiction."

Along with CRAB and TIB, the FMSIB Board is monitoring HEAL Act implementation closely. State agencies that are mandated to participate are following the lead of the state Environmental Justice Council (EJC), created by the HEAL Act. It is very likely the EJC will request the 2023 Legislature to amend the implementation timeline to allow additional consensus building by the EJC.

FMSIB will monitor these timeline changes in 2023 and assess Board options for participating."

State Auditor Review of FMSIB

Since June, FMSIB staff have been meeting with the State Auditor to be responsive to their requests for documents and information. The focus of the audit has been 1) payroll, particularly whether staff implemented the required salary reductions in 2019 and 2020, and 2) project monitoring, with emphasis on whether staff implemented the Board's new LEAP list revision process. As of the writing of this report, the audit has not uncovered any findings.

A more detailed report is in the meeting packet. We still await scheduling of the Audit Exit Interview to obtain an official final report.

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, FMSIB staff attended and/or facilitated the following meetings, conferences, and events:

- Note: The four FPAC meetings staffed between the September and November Board meetings are described earlier in this briefing paper.
- Sept. 28-30: Attended the Legislative Rail Caucus meeting in the Tri-Cities. Toured two rail projects (Port of Benton and Port of Pasco) that were part of the Benton-Franklin Council of Governments submittal to FMSIB during the Phase 2 budget proviso work to identify the highest priority freight projects in the state. The tours highlighted the importance of validating the project data that sponsors submit, either during this Phase 2 planning work or during a normal Call for Projects.
- Oct. 12-14: Attended the Annual Conference of the Pacific Northwest Waterways Assoc. (PNWA). Enjoyed spending a few moments with Senator Cantwell to discuss FMSIB and to thank her for her support of the new federal Rail Crossing Elimination Program.
- Oct. 17 – Met with the Freight Subgroup of the SR-167 Master Plan project.
- Nov. 1 and Nov. 3 – Presented a staff assessment of Rep. Fey’s proposed legislation to Board members and answered questions.
- Nov. 7 – Met with House and Senate committee staff to provide an update on FMSIB’s Phase 2 Budget Proviso efforts and discuss FMSIB Director transition issues.
- Nov. 9 – Represented FMSIB at the Legislative Supply Chain Caucus meeting
- Nov. 14 – Presented to the Washington State Association of County Engineers an update on FMSIB and the Budget Proviso Report to the Legislature.
- Nov. 15 – Updated the MPO/RTPO Coordinating Committee on FMSIB’s Phase 2 Budget Proviso Report.
- Nov. 17 – Represented freight interests in the Transportation Commission’s Road Usage Charge Steering Committee meeting.
- Nov. 29 – Participated in the Washington Highway Users Federation (WHUF) Interim Briefing with legislative leadership and the Governor’s Office. Represented FMSIB in the afternoon as a member of WHUF’s Board.
- Represented freight interests in the SR-167 Master Plan Advisory Committee meeting.
- Clocked out at 5:00 for the last time. 😊

CANYON ROAD REGIONAL CONNECTION PROJECT

IMPROVING CRITICAL PIERCE COUNTY INFRASTRUCTURE

Letticia Neal, P.E.

Pierce County Planning & Public Works

Freight Mobility Strategic Investment Board

November 18, 2022

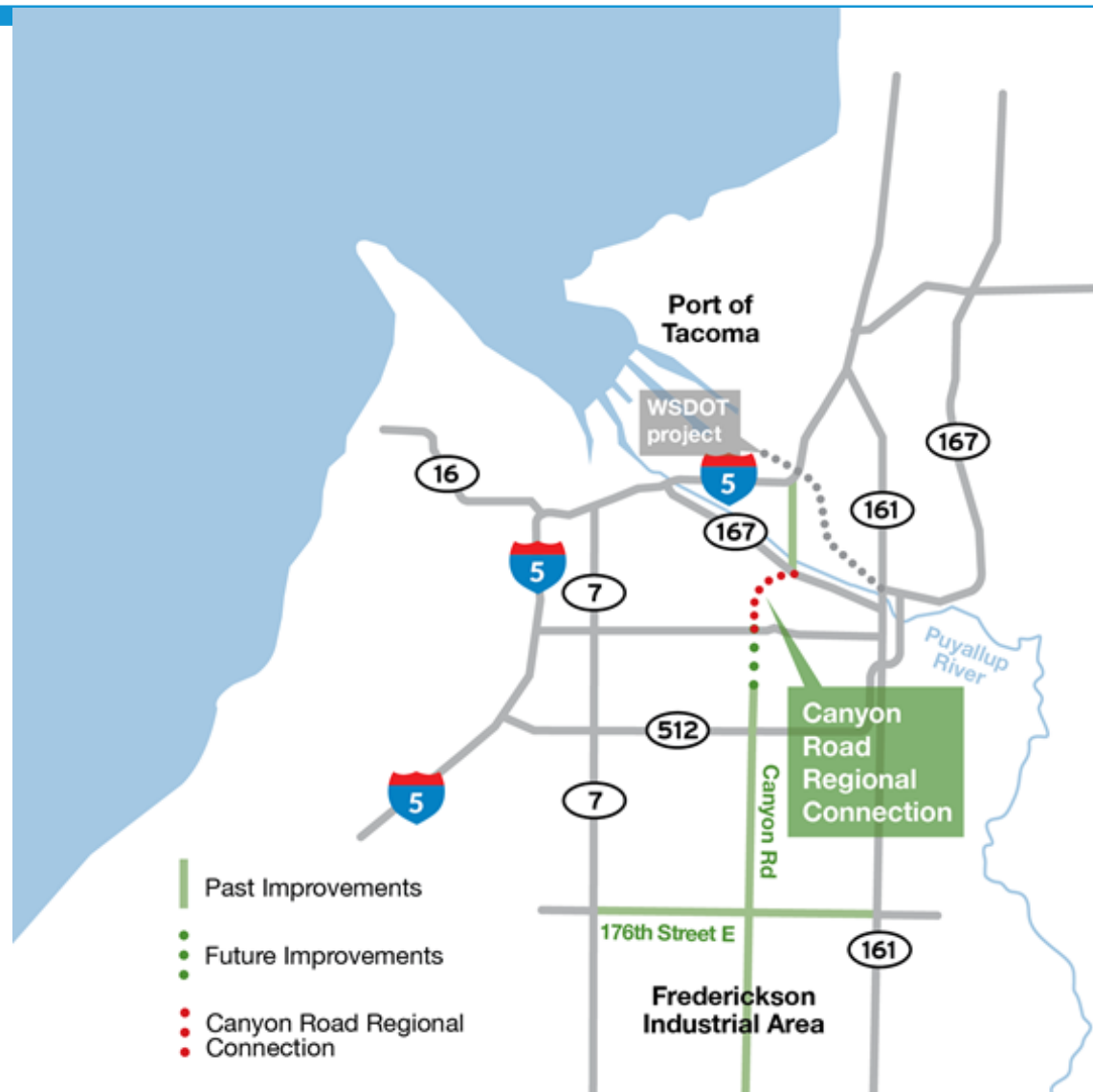
Agenda

- Project overview
- Review of benefits
- Project updates
- Public outreach and support
- Q&A

Canyon Road Regional Connection Project

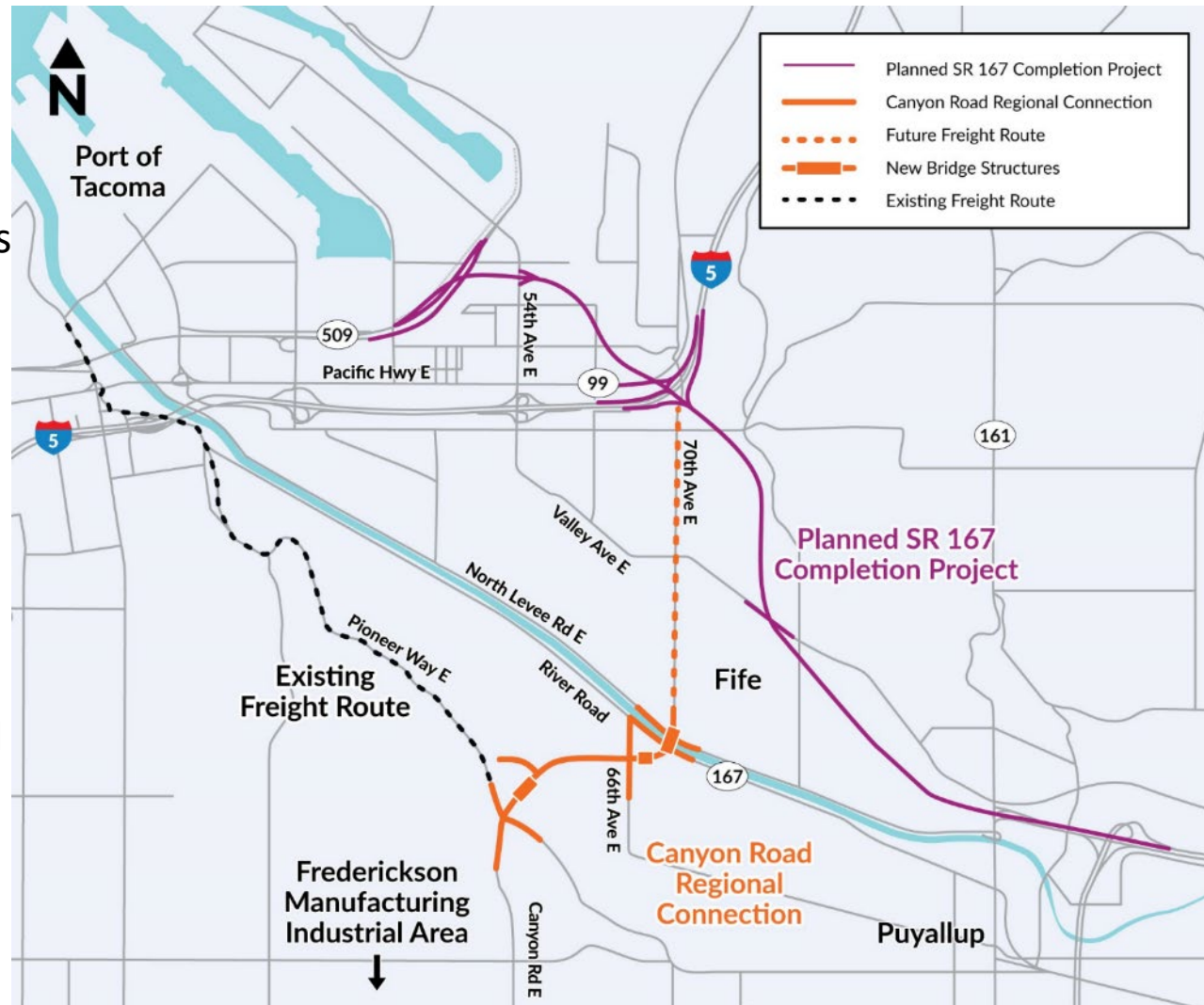
Supporting Pierce County's economy, environment, and mobility while maintaining regional rural character.

- Replaces aging infrastructure
- Responds to current and future congestion in Pierce County
- Fosters economic opportunities and job growth
- Provides a more efficient connection between the Port of Tacoma and manufacturing centers across the Puyallup River
- Invests in environmental restoration and improvements
- Supports active transportation



Connecting Pierce County to the world

- Leverages WSDOT's planned SR 167 Completion Project to provide faster connections so people and goods can move more quickly and safely
- More efficient connections between manufacturing/ industrial center and Port of Tacoma will facilitate global distribution of local products



Problem - existing infrastructure is inadequate

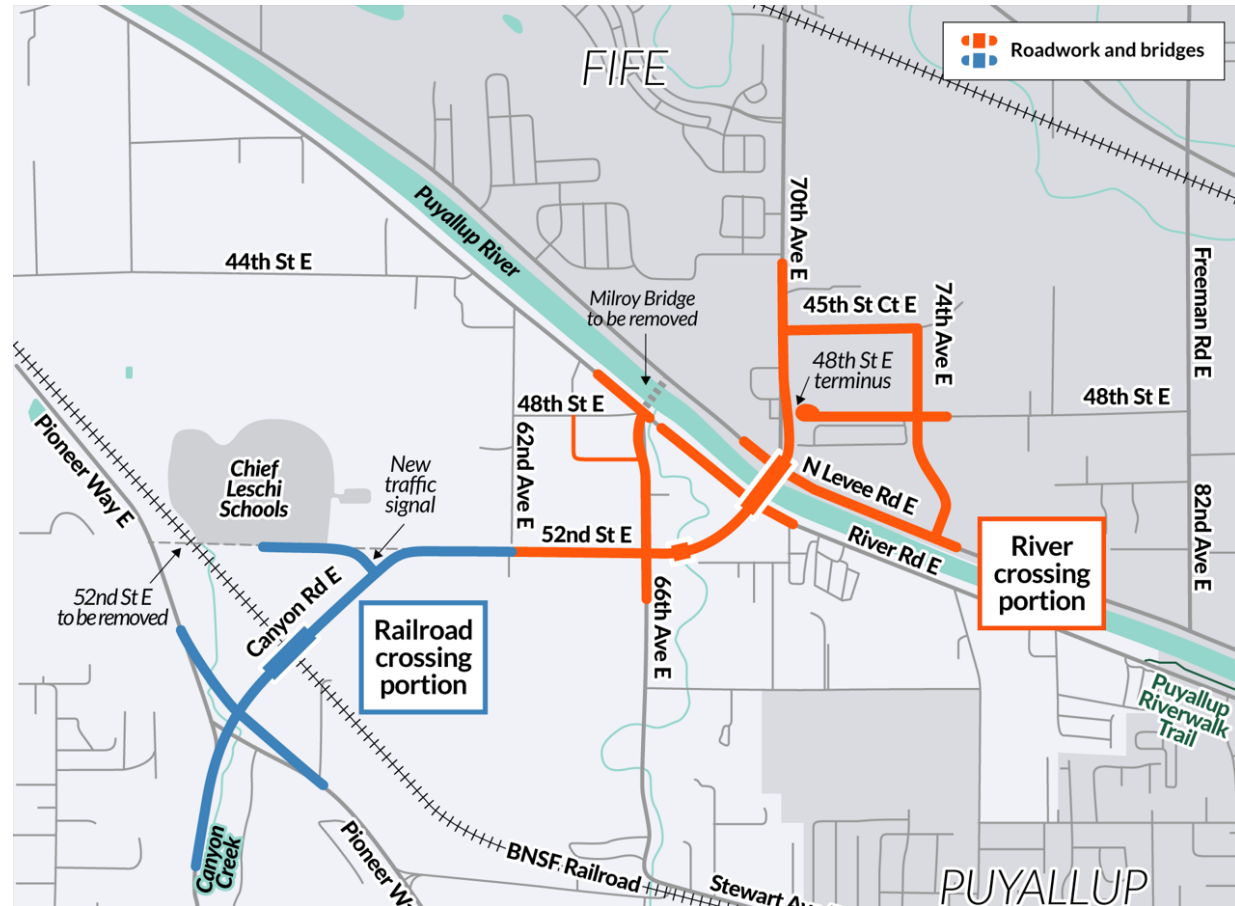


- Pierce County is expected to grow at 1.3 percent per year over the next 10 years
- Currently over 35,000 people commute to work in Pierce County's five industrial zones
- Freight traffic is increasing
- Existing infrastructure inadequate for current traffic and will not support future growth

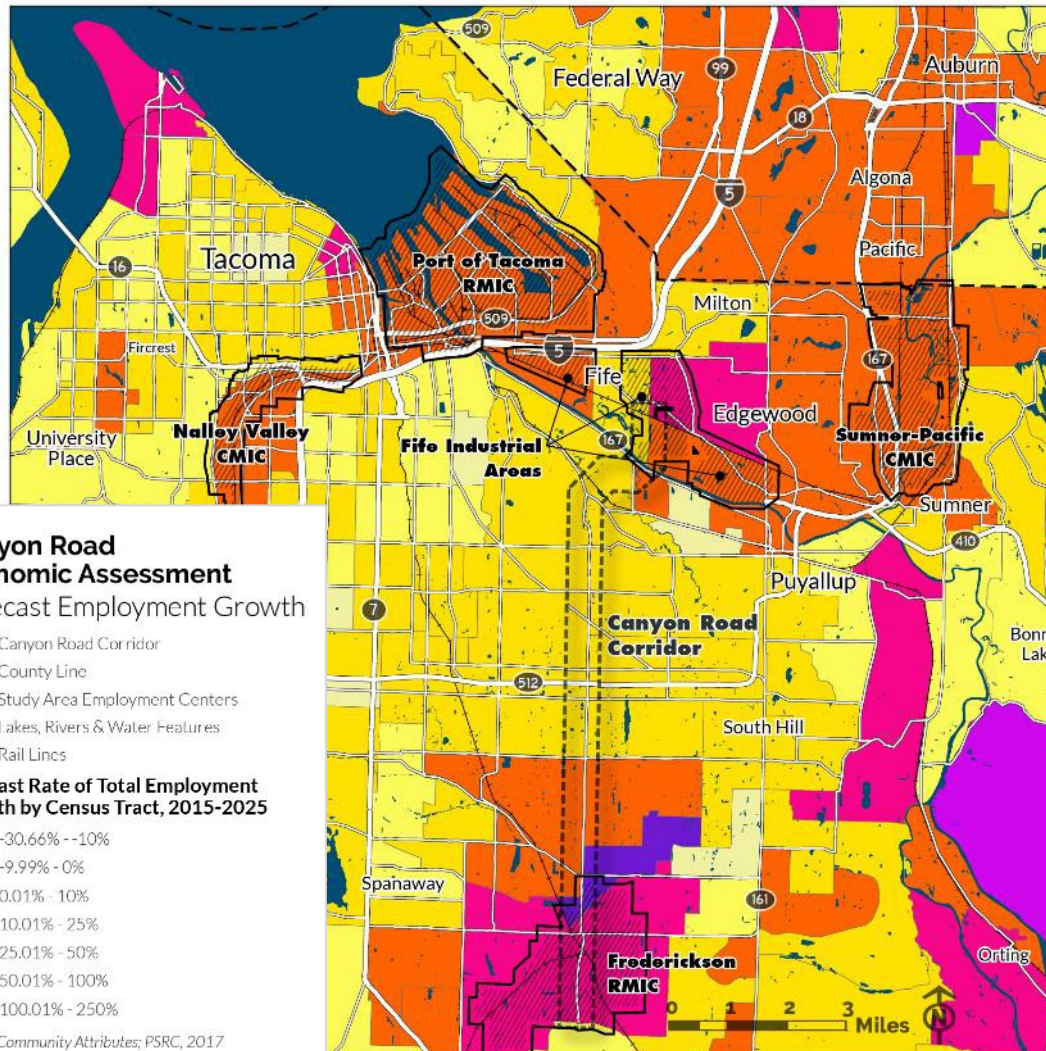
Our solution – A significant infrastructure investment



- Four lanes with additional turn lanes at intersections, sidewalks, paved shoulders, illumination
- New bridges over Clarks Creek and Puyallup River
- A new bridge over BNSF railroad
- Traffic signals at Pioneer Way, 66th Avenue East and at Chief Leschi School
- Pedestrian and bike-friendly features and connections to future Puyallup River trail system
- Stream and wetland restoration and mitigation



Economic benefits



Supports local job growth

- Frederickson area could accommodate thousands of new additional jobs based on vacant and available land

Accommodates future planned population growth

- Allows more people easier access to where they live, work and shop

Fredrickson Mfg/Industrial Center	2030 Comp Plan Target	PSRC Vision 2050	Current Estimate
Employment Density (Jobs/Ac)	5.1	5	3.77
Employment Target (# Jobs)	13,700	10,000	5,239
Economic Impact (\$B)	N/A	N/A	\$1.7B 33% increase last 10 years

Environmental benefits - restoring wetlands



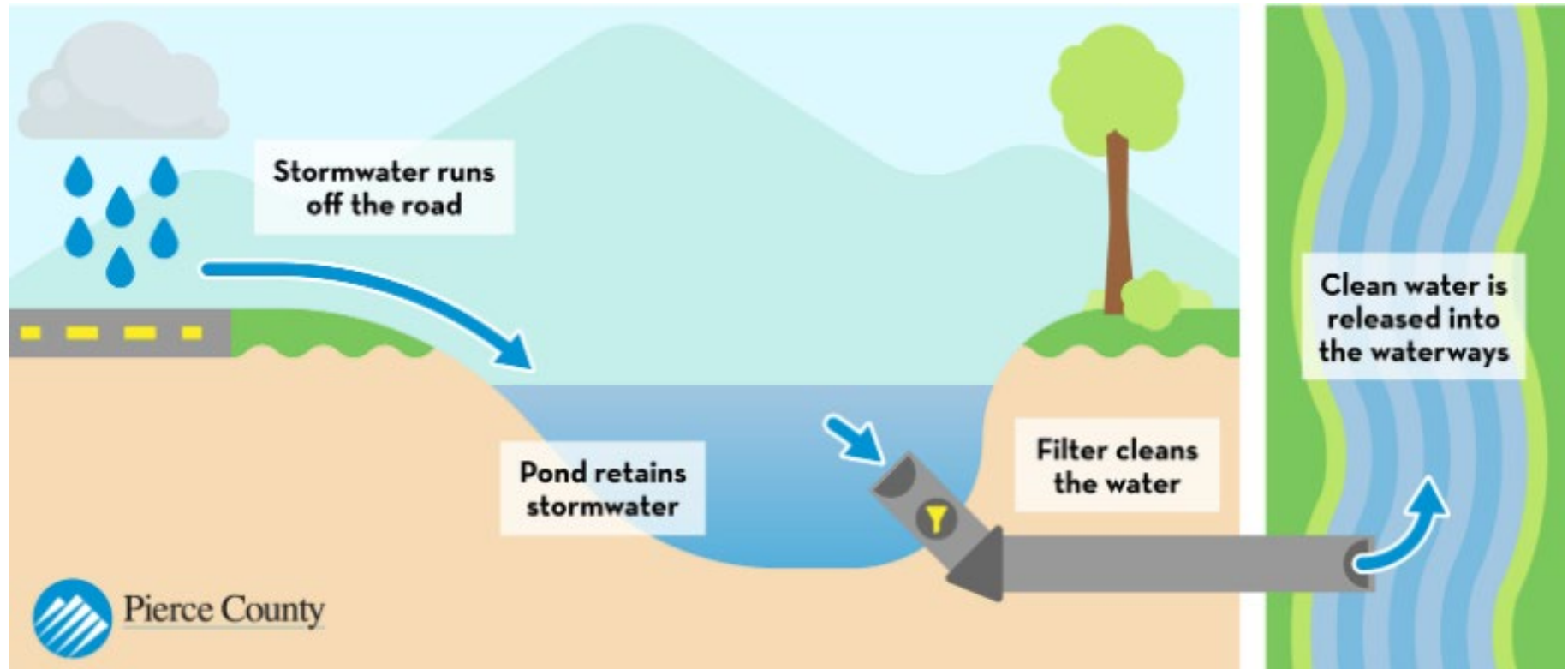
- **Reconnect and restore 31.11 acres of wetlands and reconnect riparian floodplain.**



Environmental benefits – treating stormwater



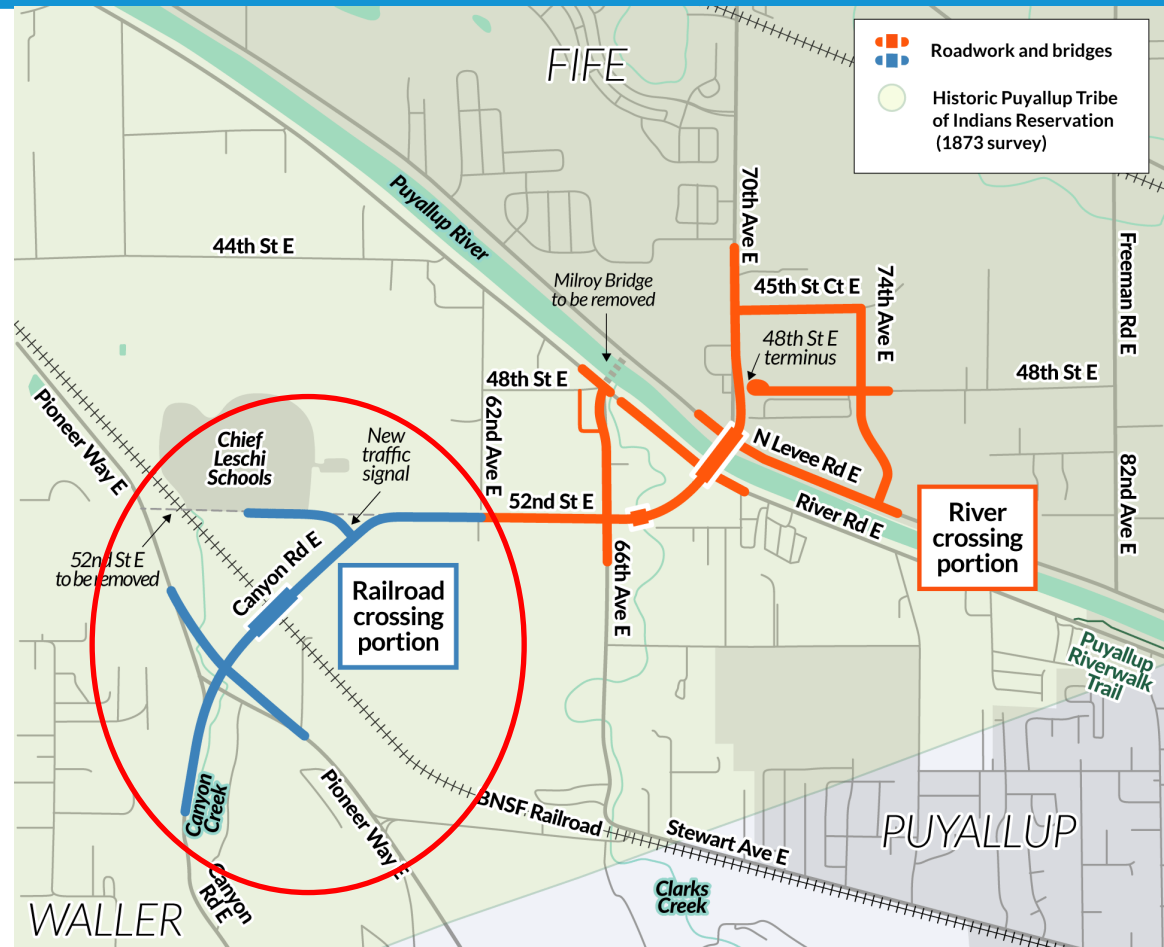
Improving the health of our waterways



Progress – Railroad crossing

Pioneer Way to 52nd Street

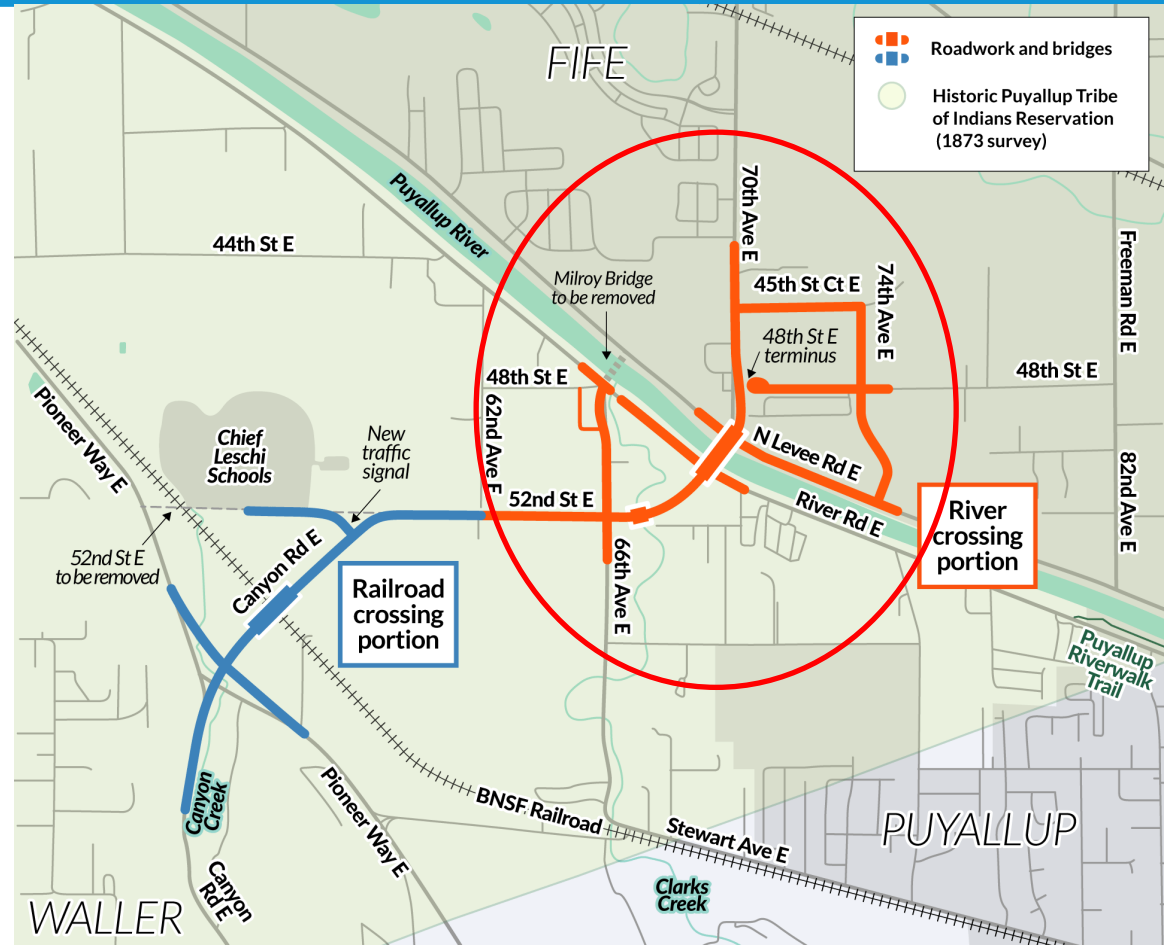
- Completed 90% plans
- Added Chief Leschi traffic signal
- Nearly completed right-of-way acquisitions



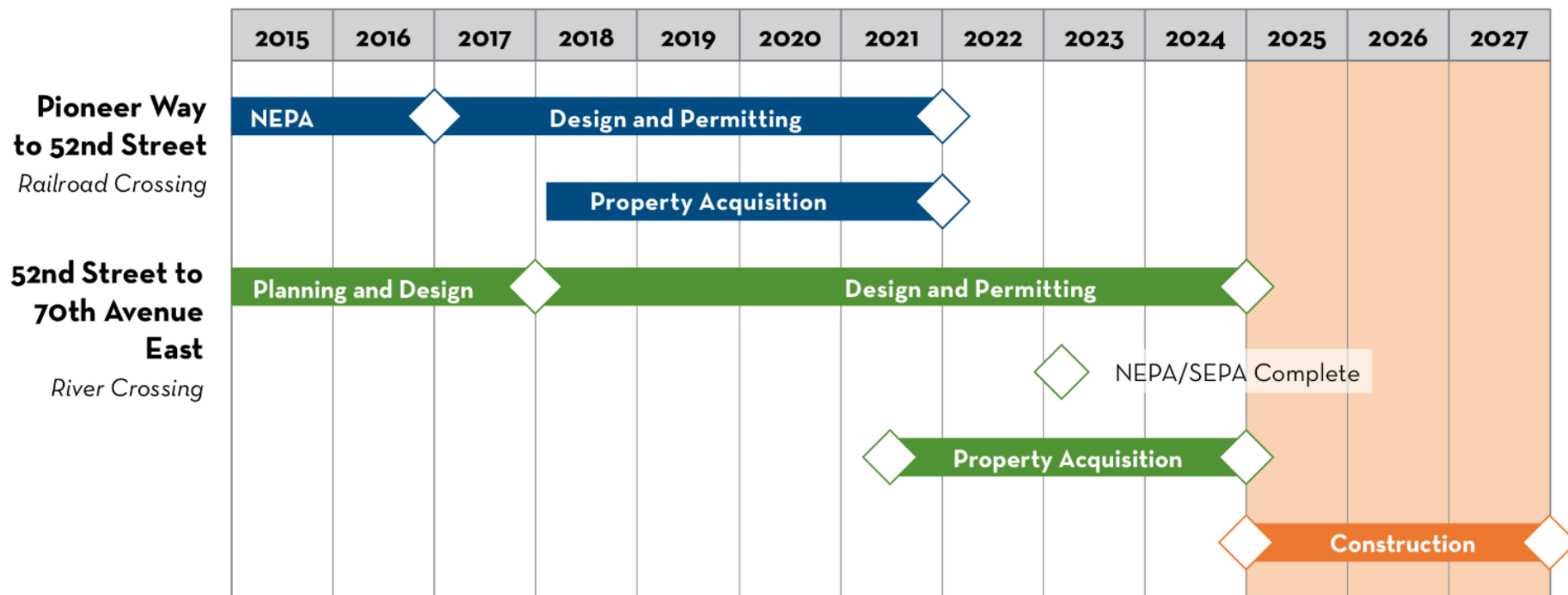
Progress – River crossing

52nd Street to 70th Avenue East

- Completed 60% design plans
- Making progress on right of way acquisitions
- Completed bridge design for Puyallup River
- Wrapping up NEPA/ SEPA Environmental Assessment



Project schedule



Project funding

What is the project cost?

- Construction cost estimate – \$250-300 million
- Design and right of way acquisition are fully funded

Secured funding partners

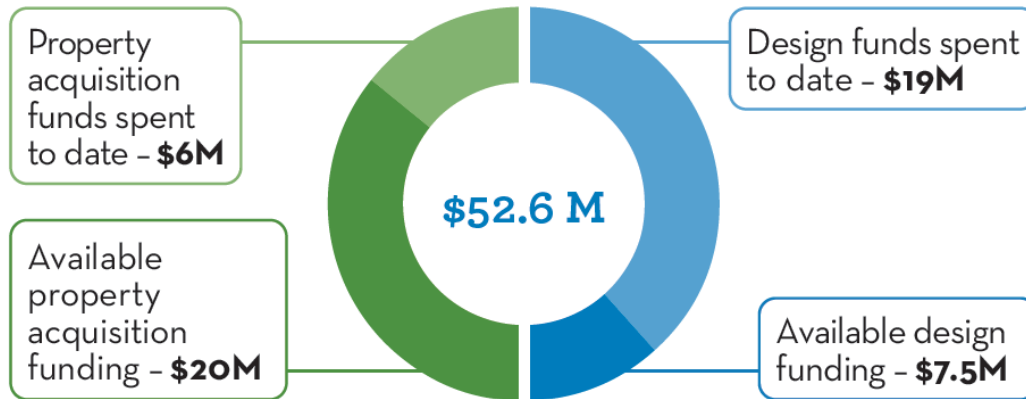
- FMSIB commitment: \$5 million
- BNSF contribution (grade separation)
- Five federal grants (2000 to present): \$7 million for design; \$4 million for right of way
- Pierce County: \$10 million

Upcoming funding opportunities

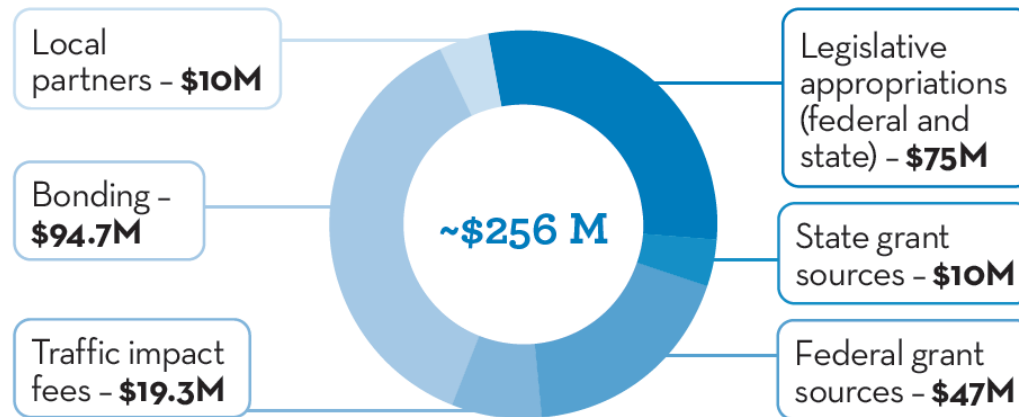
- Federal grants (INFRA/BUILD): [seeking \\$125 million](#)
- Legislative appropriations: [seeking \\$50 million](#)
- Bonding

Financing strategy for remaining work

Design and property acquisition (fully funded)



Construction financing strategy (subject to change)



- Bipartisan Infrastructure Law has created new funding opportunities, on top of historical programs
 - FRA Grant: \$25M
 - PSRC (STP): \$4M
 - TIB: \$10M
 - DOT Bridge: \$5M
 - INFRA \$80M
 - RAISE : \$25M
 - BNSF share: \$3M
 - FMSIB: \$5M

Keeping the public informed



Community outreach

- Email updates
- Online open houses
- Virtual town halls
- Social media
- Fairs and festivals

Briefings

- Neighborhood briefings
- Partner jurisdictions
- Washington State Legislators
- Puget Sound Regional Council
- Strategic Conservation Partnership
- Floodplains for the Future



Stay connected!

- Website
- Email
- Blog

Messaging shift



Prior focus	Current focus
Reduce congestion	Invest in infrastructure
Foster economic opportunities	Invest in safety
Create faster, more direct routes for freight	Improve connections for communities
Restore environment	Restore environment

What we heard from the public

- Excitement about a “safer” crossing over the Puyallup River
- Appreciation for faster connections and less time in traffic
- Support for the active transportation elements
- Enthusiasm for the environmental improvements



What we are hearing from others

Concerns	Response
Project is based on economic and environmental assumptions that are no longer valid	We are continually updating our economic and environmental assessments
Adequate funding will never be identified	<p>The Bipartisan Infrastructure Law has created new funding opportunities, on top of historical programs</p> <p>The project is well positioned for successful grant applications</p>
Tribe may not support	The project added over \$20 million in elements that specifically address tribal concerns. Project staff are working closely with tribal staff.

Next steps

- Continue design and environmental work
- Continue outreach to partners and community groups
- Pursue funding opportunities

FOR MORE INFORMATION

Letticia M. Neal, P.E.

(253) 798-7041 or letticia.neal@piercecounitywa.gov

Project website: canyonroadconnection.org



Report on potential truck parking solutions

October 2022

Washington has one of the most trade-dependent economies in the country. More than 60% of freight in Washington is transported by truck, with 14 high-volume truck freight corridors that each carry at least four million tons of freight each year. Projections indicate unprecedented growth in the number of trucks on Washington's highways and roads in the decades ahead.

There is a nationwide shortage of truck parking that has existed for decades, with a wide range of consequences for highway safety, driver health and well-being, supply-chain efficiency, and the environment. Washington also does not have sufficient truck parking spaces compared to other states across the country. Washington state averages 69 truck parking spaces per 100 miles of National Highway System, significantly lower than the national average of 142 spaces.

In a 2016 WSDOT survey of Washington truck drivers, 61% stated they regularly or frequently drive fatigued due to inadequate parking. The average truck driver spends about an hour a day searching for parking, which hurts the environment, our roads, and our economy. To maintain the safe and proper movement of trucks, truck drivers need to park for many reasons: to fulfill their federally mandated rest periods, to wait for a loading dock, to eat a meal, or to use the bathroom. The pandemic and recent severe weather disruptions and supply chain issues have only worsened these issues.

Governor Inslee, the Legislature's transportation committees and WSDOT all identify truck parking as an important issue that should be addressed as quickly as possible. In 2021, WSDOT collaborated with the Federal Highway Administration to host a series of virtual workshop sessions on the shortage of truck parking in the state. The workshops concluded with focus group sessions to discuss the feasibility and effectiveness of potential truck parking solutions. In December 2021, the Joint Transportation Committee (JTC) issued a Truck Parking Action Plan. This JTC report outlines several activities that could be undertaken to address the limited number of truck parking spaces available in Washington state. As made clear in the JTC report, addressing the state's need for truck parking requires action from the state as well as local and regional governments and the private sector.

In the Governor's signing of the 2022 supplemental transportation budget, the Governor directed WSDOT "to develop options and recommendations to address truck parking and rest area shortages while ensuring necessary safety and maintenance standards are upheld."¹ Outlined below are several short- and longer-term actions that reflect proposed activities and projects, including the funding necessary to implement. These nine items were identified in the JTC report and discussed as part of the WSDOT focus group sessions. They are not in ranked order, except for the first item that was identified by the JTC as being of the highest priority. With appropriate funding and support, WSDOT is prepared to undertake all the projects outlined below.

¹ [ESSB 5689 Veto Message](#)

Summary of WSDOT truck parking implementation strategies

1. Establish and facilitate Truck Parking Implementation Workgroup for three years

In keeping with the JTC recommendation, WSDOT proposes to establish a truck parking implementation workgroup, comprised of legislative, agency, community, and industry leaders, to maintain focus on the JTC Action Plan and assure accountability for implementation. The workgroup could meet quarterly to review progress on specific actions, modify actions as needed, and make assignments for next steps. It could also serve as a forum for exchange of ideas, assist in the planning and application for federal funding. The JTC report identified this item as of the most immediate priority.

JTC and WSDOT proposed funding: \$300,000 to facilitate the workgroup for three years and oversee implementation of the JTC report's recommendations.

2. Identify most feasible sites for truck parking facilities

WSDOT is undertaking an initial inventory analysis to identify the best locations for development or expansion of truck parking facilities. This initial assessment will focus on identifying the areas that have the greatest need for truck parking. This inventory analysis will be completed by December 2022 as a component of the Washington State Freight System Plan update.

Once the initial inventory is complete, WSDOT will be able to undertake a high-level area assessment that aligns with agreed upon criteria, based on input from the Truck Parking Implementation Workgroup. Parcels already under WSDOT ownership or management and located in the identified areas could be the most cost-effective and expeditious to develop. Analysis of truck parking location and siting is data and labor intensive. It will involve searching for both WSDOT-owned and privately owned properties that might be suitable based on parameters such as market benefit, origin-destination analysis, affordability, permitting processes, etc.

WSDOT also will work with ports to identify suitable properties in and around ports that meet the criteria set forth by the JTC Report. The JTC report determined that "Freight activity at seaports is one of the largest generators of truck traffic, especially drayage carriers that transport containers to and from the port and local warehousing districts. Larger drayage carriers have company facilities nearby for accommodating their fleet and driver parking needs. However, smaller drayage carriers and owner-operators may need parking accommodations near the port."

WSDOT proposed funding: \$500,000 to identify appropriate properties and begin the acquisition process.

Note: New truck parking will require increases in maintenance (M) and preservation (P) funding for the life of the facility.

3. Better utilizing existing parking in urban areas

WSDOT is currently developing a new Safety Rest Area strategic plan that includes evaluating and identifying opportunities to improve truck parking at safety rest areas. These facilities are part of WSDOT's efforts to provide meaningful solutions to meet truck parking capacity needs, particularly in urban areas of the state.

The plan, which will be completed and available June 2023, will evaluate existing usage compared to the safety rest area values of safety, responsibility, people first, innovation and sustainability. Some concepts under consideration include converting existing rest areas to commercial truck parking only; expanding truck parking; and modifying existing usage such as limited or reduced RV parking time limits. There are still many considerations to evaluate before final recommendations can be made. WSDOT is using a customer survey to understand the impacts this may have on the traveling public since any changes will result in trade-offs for other Safety Rest Area users.

Results from the analysis in the Safety Rest Area strategic plan can be used to further evaluate expanding truck parking opportunities at specific rest area facilities and adjacent properties. This may include actions such as developing adjacent property, new pavement markings for truck parking only, reconfiguring Safety Rest Area designs, adding more safety and entry protocols, and improving available services and facilities.

WSDOT proposed funding: \$750,000 for evaluation and planning at specific Safety Rest Areas identified in the strategic plan. Note: This funding request does not include capital delivery development and construction. Expanding safety rest areas will require increases in maintenance (M) and preservation (P) funding for the life of the facility.

4. Pilot a truck parking partnership program for underutilized infrastructure

WSDOT's Innovative Partnership Office proposes to identify potential truck parking opportunities in privately-owned locations that are not using their parking facilities 24-hours a day. These may include large retail, industrial, or office buildings. The concept would have WSDOT negotiate an agreement with targeted companies and then provide incentives to cover all, or a portion of, the increased expenses associated with hosting the trucks. In addition, in certain areas WSDOT might consider working with local travel plaza operators to host a state-funded shuttle between the offsite parking facilities and a nearby truck plaza with food, restroom and shower facilities.

JTC and WSDOT proposed funding: \$1 million to develop an incentive program for private companies to allow truck parking at existing facilities.

5. Build truck parking spaces on I-90

The City of North Bend has expressed interest in evaluating an electric truck parking facility on land that is soon ending activity as an active gravel mine and is located adjacent to I-90. A feasibility study is needed to determine if this location is viable and what improvements would be needed to convert this to a fully operational truck parking facility. There may be need for environmental remediation, re-zoning, sewer extension and expansion of the State's Urban Growth Area by the Growth Management Act. Preliminary assessment is that some 400-600 truck parking spaces could be built at this location. The feasibility study, led by North Bend, would also include coordination with WSDOT and the Puget Sound Regional Council. This study also would evaluate moving the existing Travel America 177-truck stall facility (near intersection of North Bend Way/468th Avenue) to this new location. The new site is further from the City's drinking water source and might improve aquifer protection for City water customers. WSDOT's focus would be on the operation and safety measures needed as increased truck traffic moves on and off the interstate.

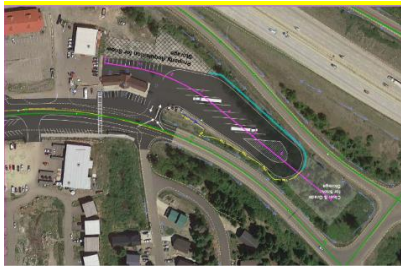
North Bend proposed funding: \$500,000 to conduct the feasibility study – additional funding would be needed to acquire property and make improvements. Note: New truck parking will require increases in maintenance (M) and preservation (P) funding for the life of the facility.

6. Better use of existing infrastructure along mountain passes

WSDOT will be marking parking spaces, bike lanes, and a shared use path along SR 906 in the vicinity of the existing rest stop on Snoqualmie Pass. This site near the Snoqualmie ski areas would be a viable location for truck parking, particularly during the off-season. The first phase, which is scheduled to begin in 2022, includes parallel parking for all vehicles, including trucks. In Phase 2 (2023), back-in angled parking and four truck-only parking spaces will be designated.

With additional funding, WSDOT would be able to convert the adjacent WSDOT-owned property into a permanent truck parking facility with seven additional truck parking spaces. This has already been evaluated as part of the feasibility study. Figures below illustrate the proposal.

WSDOT proposed funding: \$2 million to convert vacant land to truck parking facility. Note: New truck parking will require increases in maintenance (M) and preservation (P) funding for the life of the facility.

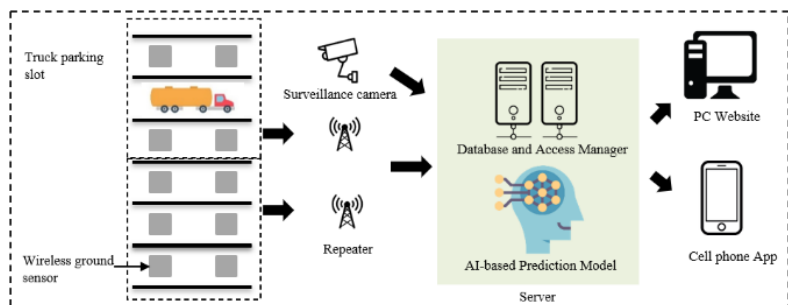


7. Develop concept of operations for expansion of truck parking availability system (TPAS)

In 2018, WSDOT collaborated with University of Washington (UW) STAR Lab to pursue a pilot project to provide real-time truck parking information to truck drivers and dispatchers. The goal of the pilot was to develop a Truck Parking Information Management System (TPIMS) that would collect parking space occupancy data, perform data analytics to project future availability, and disseminate this information to the public through a website and cell phone application. In-pavement occupancy sensors were installed at the Fort Lewis/Nisqually Weigh Station and the Scatter Creek Rest Area. The UW developed an algorithm to predict space availability four hours in advance with an approximate error rate of 12%. A mobile application and website were developed to disseminate this information as part of this project.

WSDOT received a \$2.3 million competitive grant from the Federal Motor Carrier Safety Administration in 2021 to deploy additional occupancy detection technology to existing weigh stations and rest areas along I-5 and I-90 (470 stalls at 28

locations). Detection sensors used in the pilot (or other technology) will be installed to monitor each parking location occupancy status. The UW continues to refine the algorithm to improve the prediction time and accuracy. The grant funding runs through September 2025. Equipment is currently being tested at the Fort Lewis weigh station. Other locations are being prioritized. Existing grant funding will not be adequate to fund detection at all sites due to cost escalation issues.



The JTC Truck Parking Action Plan recommends that once implementation of the initial truck parking availability system (TPAS) and development of the concept of operations is complete, WSDOT should proceed with plans for its expansion across the state and across and perhaps throughout the western United States. Discussions with public and private partners to develop a more robust TPIMS that crosses state lines will continue. WSDOT plans to engage the private sector in exploring opportunities to disseminate truck parking availability information through various applications that are currently in the market. The TPIMS project recently was selected by the AASHTO Research Advisory Committee as a High Value Research Project.

WSDOT proposed funding: \$900,000 to install sensors in all remaining parking stalls along I-5 and I-90.

JTC proposed funding: \$5 million to \$8 million to expand the program through the state.

8. Integrate truck parking into all decision-making processes

The JTC Truck Parking Action Plan recommends that WSDOT “consider truck parking as a routine part of all planning efforts and decisions, including but not limited to roadway project development, the purchase or sale of right-of-way, and decisions regarding public facility closures such as rest areas. Cities and counties could follow WSDOT’s lead by incorporating similar procedures for handling public properties, facilities, and roadway development projects. Implementation could include interagency discussions to learn or document current procedures, identify opportunities for modifications, and update procedures as needed.”

WSDOT’s Multimodal Planning and Data Division creates guidance and tools on how to conduct and document a planning study. These tools include the process to identify performance gaps, define the need, consider alternatives, and make recommendations that WSDOT and local partners can support. The updated guidance documents are nearing completion and will include clear instructions directing planners to include an evaluation of truck parking needs.

Further outreach and education are needed to ensure better understanding of this new directive and to work with other state, regional and local planning partners to incorporate this into their practices.

JTC and WSDOT proposed funding: \$150,000 for outreach and coordination with other state, regional and local planning partners.

9. Collaborate with neighboring states

The JTC Truck Parking Action Plan recognizes that truck parking is a national issue and that undertaking multi-state efforts to address it is particularly effective. WSDOT has a long history of coordinating, and strong relationships with neighboring states. WSDOT participates in a monthly coordination meeting with CalTrans and ODOT to discuss trucking issues. Truck parking has been among the most focused of the discussion topics. All three states would like to pursue a pooled fund study looking at truck parking issues.

JTC and WSDOT proposed funding: \$150,000 to contribute toward a joint study with California and Oregon.

Conclusion

In conclusion, lack of truck parking is a nationwide problem that is particularly acute in Washington state. As one of the primary gateways to the Pacific Rim trading routes, a leading manufacturing state, and the producer of various agricultural and forestry products, Washington’s economy is closely tied to a well-coordinated and smoothly operating freight system. Ensuring that truck drivers are safe, comfortable, and well-valued is key to the viability of our state’s supply chain and economic prosperity. All levels of government – federal, state, local, regional, and the private sector – must be part of the solution. The nine actions outlined in this report will, if funded, make meaningful progress to address the need for more truck parking.

FMSIB Final Report to the Legislature – 11/18/22 DRAFT FOR BOARD REVIEW
Regarding SSB 5165, Sec. 301(3)

December 1, 2022

Section 1: Background and Context

In SSB 5165, Sec. 301(3), the Washington State Legislature directed the state’s Freight Mobility Strategic Investment Board (FMSIB) accordingly:

It is the intent of the legislature to continue to make strategic investments in a statewide freight mobility transportation system with the help of the freight mobility strategic investment board, including projects that mitigate the impact of freight movement on local communities. To that end, and in coordination with WSDOT as it updates its federally compliant freight plan, the board is directed to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state. By December 1, 2021, the board must submit a preliminary report providing a status update on the process and methodology for identifying and prioritizing investments. By December 1, 2022, the board must submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner. The prioritized freight project list for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects.

FMSIB welcomes the opportunity to offer our Board’s expertise on system-wide strategic investments that maximize state investment dollars, advance the growing and complex needs of our freight system, and support the state’s overall transportation goals.

To create this final report, our board has dedicated many hours to reviewing and critiquing our own processes and communications, consulting with freight stakeholders, and developing a fresh perspective on the most effective ways to manage precious freight mobility dollars.

In line with the recommendations from Phase 1 of our report ([here](#)), the Board has identified a list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner. In further response to the above proviso and given the additional resources the Legislature provided by the 2022 “Move Ahead Washington Act” for funding “Connecting Washington Act” projects, the Board and WSDOT concluded that no “additional shortfalls” exist.

Section 2: Outreach

In addition to the expertise of freight stakeholders on the Board, FMSIB relied on the project planning expertise of Washington's 18 MPOs and RTPOs. The majority of those organizations participated in this FMSIB effort by reaching out to their varied membership to solicit investment ideas and projects. Many port districts were also contacted in this regional outreach. The Washington Public Ports Association also conducted outreach with all 75 of their members to encourage participation in generating investment and project ideas.

Section 3: Results of Outreach

The above Outreach generated 168 project investment ideas. Those are summarized on Attachment A by MPO/RTPO, by FMSIB Statutory Region, and by Proposed Construction year. Attachment B describes how the project investment ideas are categorized according to the Freight Target Areas (FTA) described in Phase 1 of FMSIB's legislative report (delivered 12/1/21).

Section 4: Prioritization Methodology

The budget proviso requests that FMSIB "submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner." The Board developed an approach that includes a simple point scoring system to account for these factors:

1. Prioritize "Statewide Priority Projects" first (See Section 5 – Prioritization Results).
2. Secondly, prioritize projects that could be completed in 2023 and 2024.
3. Eliminate projects that indicate they are fully funded. Subsequent Validation efforts (see Section 6) may identify some project funding gaps that are not apparent with the level of data collection in this Phase 2 Report.
4. Use the following point-system to rank remaining 2023/2024 projects according to "project freight impact and project readiness:"
 - a. FGTS Classification
 - i. T1/R1 – 5 points
 - ii. T2/R3 – 3 points
 - iii. T3 – 1 point
 - iv. T4 or lower – Zero points
 - b. Regional Transportation Plan.
 - i. In the Regional Plan - 3 points
 - ii. Not in the Regional Plan – 0 points
 - c. Funding Gap (This is ranked according to the percentage of the project that has committed funding.)
 - i. 75% or higher - 5 points
 - ii. 50% to 75% - 3 points
 - iii. Zero to 50% - 1 point
 - d. Maximum point total = 13.
5. Apply same point-system ranking to 2025-28 projects.

Observations:

- While preservation of pavements and bridges are two of FMSIB's ten FTA's, the Board learned that preservation projects are not always identified individually in the MPO/RTPO planning process and sometimes not reflected in the regional transportation plan. It is likely that FMSIB's outreach approach did not fully capture the freight mobility preservation needs in Washington. Therefore, in order to fund high priority freight mobility preservation projects, FMSIB recommends a programmatic approach and potentially a competitive grant program.
- The FGTS point scoring approach focuses attention on the highest tonnage routes but may overlook key, lower tonnage, freight connectors or new routes that may be needed. Also, this point scoring approach does not consider whether a parallel route investment might benefit a higher tonnage route. In future work on this, FMSIB will evaluate an approach that accounts for the changing nature of freight, potentially taking into greater consideration the volume and/or value of freight as well as tonnage.

Section 5: Prioritization Results

In addition to the project investment ideas generated by MPO/RTPO and Port plans, the Board undertook a parallel assessment of strategic statewide investments that may not be identified by regional transportation plans. Following are the additional statewide investment opportunities FMSIB believes should be the state's highest priorities.

- **Truck Parking:** FMSIB and WSDOT discussed many of the recommendations in the 2022 JTC Action Plan, as well as truck parking projects that surfaced in FMSIB's solicitation from the regional transportation plans. The Board supports the investments described in WSDOT's October 2022 Report to the Governor.
- **Marine Cargo Forecast:** This is a regular collaboration with the WPPA to identify marine cargo loads and impacts on state, local, and private infrastructure. Estimated \$300,000 state / \$200,000 ports.
- **Inland Intermodal Facility Feasibility Study:** This is a collaboration with WSDOT and a follow-up to their WSU Research Study on the same topic. Estimated \$300,000.

The summary of the early action (i.e., 2023 and 2024) investments are shown in "Attachment C - Statewide Prioritized Investment / Project Tables (2023 and 2024) – Ranked by Point Score". The remainder of the six-year list (i.e., 2025-2028) are shown in "Attachment D - Statewide Prioritized Investment/Project Idea Tables (2025 -2028) – Ranked by Point Score".

Section 6: Needed Validation

Given the resources and time available to conduct outreach, the MPO's, RTPO's, WPPA, and FMSIB relied on investment information that was readily available in existing regional transportation plans. If funding decisions are to be made based on the proposed priorities recommended in this Phase 2 Report, we recommend an effort to conduct additional outreach directly with project sponsors to confirm project details.

Such outreach would require a couple months of data collection, data validation, and possibly project sponsor interviews to confirm freight benefits and costs. Phase 1 report Freight Target Areas (FTA's) would be used during interview/validation process to guide allocation of available funds to accommodate strategic freight needs. The results of such validation efforts would be a recommended freight project funding list for Legislative consideration.

FMSIB's 2022 budget included another proviso, encouraging the Board to consider incorporating the provisions of the HEAL Act into Board decision making. The Board will consider language in the 2022 Annual Report providing a progress report on this HEAL Act proviso to the Legislature. It is important to note that the source of these investment and project ideas are regional transportation plans and many regional planning organizations and local government sponsors have their own environmental justice criteria and/or processes that affect how regions and communities prioritize projects. Future validation of project details should include an assessment of these environmental justice efforts by project sponsors.

Section 7: Recommendations on Future Prioritization Efforts

Because these priority investments were developed in consultation with board members and stakeholders who know and understand the needs of freight in Washington State, FMSIB believes the investment priorities are durable and reflect ongoing strategic needs. To ensure that this remains true, and that priorities adapt as needs may change, FMSIB proposes biennial evaluation of both individual project outcomes and the FTA system overall. Before each biennial budget request, FMSIB will review outcomes and prioritization and call on the expertise of industry and local government stakeholders to evaluate the list and recommend any updates.

FMSIB thanks the Legislature for the opportunity to spend extensive and meaningful time exploring mission, goals, and strategic outcomes. We are excited to work in tandem with the Legislature, WSDOT, and freight stakeholders to make broad strides in strategically advancing freight infrastructure for our state. We look forward to your response to this proposal and to working collaboratively to advance freight mobility in Washington State.

Attachments

Attachment A – Summary of Investment/Project Ideas by MPO/RTPO, by FMSIB Statutory Region, and by Proposed Construction year.

Attachment B – Summary of Investment/Project Ideas by Phase 1 Freight Target Area (FTA)

Attachment C - Statewide Prioritized Investment/Project Idea Tables (2023 and 2024) – Ranked by Point Score

Attachment D - Statewide Prioritized Investment/Project Idea Tables (2025 -2028) – Ranked by Point Score

Nov. Draft for External Review

Year of Construction			
2023	21	\$ 300,050,052	6%
2024	33	\$ 494,516,169	10%
2025	31	\$ 463,606,111	9%
2026	25	\$ 713,289,000	14%
2027	17	\$ 273,722,814	5%
2028	17	\$ 226,292,200	4%
"Other"	11	\$ 2,400,639,000	47%
Blank	11	\$ 272,600,000	5%
Total	166	\$ 5,144,715,346	100%

FMSIB Statewide Freight Project Investment Categories and Outcomes – Phase 2

November Draft for External Review

Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts	Six-yr. Need Submitted
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%	\$ 43,542,000
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%	\$ 236,705,345
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	10%	\$ 1,854,094,100
Improving the Operations of the Existing System	Transportation Systems Management and Operations (TSMO)	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%	\$ 95,288,350
Expanding the Existing System	Grade Separation Projects	Improve safety and equity by reducing road rail conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	10%	\$ 984,893,385
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%	\$ 1,364,557,941
Achieving the Freight System of the Future	Land Banks	Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.	5%	\$ -
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.	5%	\$ 800,000
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.	10%	\$ 295,964,225
	Zero Emissions	Improve air quality and equity within the freight industry by moving toward zero emissions; electrification for short haul/dray at shipping ports, railyards and airports; hydrogen for long haul applications.	10%	\$ 229,370,000

Total: \$ 5,105,215,346

FMSIB Freight Investment Priorities (2023 - 2024 Construction) - Ranked by Point Score - ATTACHMENT C

1. Phase 1 Target Area	2. MPO/RTPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	10. Total Cost	11. Benefits to Freight	Total Score (Estimated)	17. Construction Start	18. Comments (Optional)
Expansion of Freight Corridors	PSRC	City of Fife	Port of Tacoma Rd Interchange	Port of Tacoma Rd	This project will reconfigure the I-5/Port of Tacoma Rd interchange into a split diamond with one-way couplets on Port of Tacoma Rd (southbound) and 3rd Ave (northbound) between 12th St and 20th St. The Phase 1 was completed in 2021. Phase 2a should start construction in late 2023, and Phase 2b in 2025. All work should be completed in 2027.	\$ 118,000,000	I-5/Port of Tacoma Road Interchange will create efficiencies in the freight connections between the Port of Tacoma and local transit and warehousing and distribution centers in the city and region. This will also expand the Port's competitiveness opportunities with regional and international ports.	3,894,000	2023	
Grade Separation Projects	CDTC	Wenatchee	BNF Grade Separations	McKittrick St/Miller St	Extend McKittrick St to the east under BNSF tracks as a component of S193M Confluence Parkway project	\$ 39,000,000	Improve freight mobility, safety, and reliability	7,800,000	2023	Project also replaces at-grade Hawley St crossing of R-1 rail corridor.
Bridge and Road Replacement	PSRC	Pierce County	CRP 5853 - 112th St S	112th St S	Add additional turn lanes, pedestrian facilities, and illumination. Repave the roadway.	\$ 4,940,000	112th St S provides freight and transit access to SR-7. This project adds turn lanes and pedestrian facilities to improve access and traffic flow.	-	2023	Sound Transit (60%), STP (32%), and local funds (28%).
Expansion of Freight Corridors	SRTC	Spokane County	Bigelow Gulch Corridor Safety & Mobility Project (2 fully funded)	Bigelow Gulch Rd	Realign and improve winding narrow road into a divided four lane roadway with 12-foot lanes, a 12-foot median, 8-foot shoulders, and center turn lanes.	\$14,533,760	Provides critical safety and mobility upgrades to a corridor connecting major industrial/manufacturing freight clusters in the cities of Spokane and Spokane Valley.	-	2023	Project has secured full funding and is included to illustrate SRTC's ongoing commitment to the project through its completion.
Bridge and Road Replacement	PSRC	WSDOT /Tulalip Tribes lead (Marysville submitted)	I-5 - SR 528 - Marine Drive and 88th St NE Interchanges (SR 528)	SR 528	Replace a signalized intersection with roundabouts	\$ 25,000,000	Improve level of service for freight mobility at the I-5 / SR528 interchange serving businesses for both the Tulalip Tribes and City of Marysville.	5,000,000	2024	\$17M is funded by Connecting WA and \$3M from Tulalip Tribes. Design at 30%.
Road Preservation	PSRC	Pierce County	CRP 5592 - Canyon Rd E Overlay	Canyon Rd E	Grind and overlay. ADA ramp improvements.	\$ 3,051,000	The Canyon Road East freight corridor provides the most direct connection between the Port of Tacoma and the Frederickson Manufacturing Industrial Center. This project preserves the roadway at the opportune time to minimize lifecycle cost.	-	2023	STP (25%), NHPF (33%), and local funds (42%).
Intermodal Transfer Facilities	PSRC	Northwest Seaport Alliance	Terminal 5 Gate Complex	West Waterway	Construction of a new truck gate complex will double the on-terminal truck queuing capacity from 100 to 200 trucks by constructing 550-foot gate queue lanes inside the terminal.	\$ 16,000,000	Improves terminal operations to allow for streamlined movement of goods in and out, with a focus on agricultural exports.	-	2023	Current authorization is \$2,950,000
Intermodal Transfer Facilities	BFCG	Port of Benton	White Bluff Rail SR40 Rail Crossing Project		The Port of Benton's railroad was built in the 1950s and contains 18 miles of rail from Columbia Center Boulevard to Horn Rapids Road in north Richland, WA. The Port of Benton is requesting funds to support its need to improve the overall safety and maintenance of its short line rail asset, in order to ensure and preserve long term economic development and reliability of this system that serves state, national and global shippers.	\$ 5,000,000	in project description and included in attachments	4,325,000	2023	The Port continues to struggle to restore the industrial track, which runs through the City of Richland, back to the FRA Class 3 track conditions that were present when the Port received the rail line in 1998 from the Department of Energy, through a document known as the Indenture. The Port has debated and evicted its short line tenant that did not maintain the track which includes replacement and repairs to ties, crossings, bridges, and signals to an FRA Class 3 level. Currently, the track is designated as "Excepted Track" due to track and signal conditions and has been reduced to 5 mph. Excepted Track is the lowest standard under which rail movement may occur, and limits trains to 5-10 mph on a line that could easily see speeds of 25-40 mph when properly maintained. Improvements are urgently needed to preserve the line and preclude the line from being taken out of service, as it has the second highest annual freight tonnage of any short line in the state of Washington, currently over 1.3 million tons annually. Improvements to the track and crossing would decrease the time needed for trains to enter and exit the industrial track, thereby allowing additional rail cars onto the line each day, increasing commerce and reducing reliance on semi-trucks and the increased carbon emissions they represent to the region. This section of track is doubly accessible to both the Union Pacific and Burlington Northern Santa Fe Class I rail carriers, who deliver directly to rail customers over 16 miles of track owned by the Port of Benton.
Intermodal Transfer Facilities	BFCG	Port of Pisco	The Reiman Industrial Center Industry Rail Project Phase #1B and Phase #2		The Reiman Industrial Center Industry Rail Project Phase #1B and Phase #2 will accomplish construction of the BNSF required Long Lead to handle new rail traffic from future companies locating at the Reiman. Phase #2 will specifically construct the second half of the Port-owned rail spur to serve the undeveloped 150 acres of the Reiman. Phase #1B estimate - \$3.6 million. Phase #2 estimate - \$2.6 million.	\$ 6,200,000	in project description and included in attachments	5,368,000	2023	
Intermodal Transfer Facilities	BFCG	City of Prosser	Old Inland Empire (OIE) Highway Improvements - W. City Limits to Wine Country Road		OIE Highway improvements project includes full depth reconstruction and widening to the north; curb, gutter and sidewalk on the north side of OIE Highway; upgrade to superpaved roadway to slope slope up to roadside ditch; 4' NMA to accommodate truck traffic; and street lights at intersection only.	\$ 1,450,000	in project description and included in attachments	1,254,250	2023	
Intermodal Transfer Facilities	RTC	Port of Rickard	Dallesport Industrial Park Improvement	Dallesport Industrial Park	Roads and Barge Dock Stormwater Improvements	\$ 2,922,000	Intermodal facility rail spur repair/Barge dock stormwater drainage/roads	2,327,530	2023	This project repairs a rail spur for a multimodal freight facility connecting rail, water, and road freight movement.
Grade Separation Projects	RTC	Port of Vancouver	Terminal 5 Overpass (3rd leg)	Gateway Ave.	Construct a new mid-span ramp from the existing Gateway Avenue Grade Separation St	\$11,000,000	This grade separated access over the rail corridor will provide access to approximately 100 acres of prime industrial land along the banks of the Columbia River. This additional ramp will provide safe and efficient truck access for transport of a wide range of potential cargoes.	8,800,000	2024	
Grade Separation Projects	SRTC	City of Spokane Valley	Price Rd/BNSF Grade Separation Project	SR 27/SR 200	Construct undercrossing of SR 27 (Price Rd.) below BNSF Railway tracks and replace signalized intersection with a multi-lane roundabout at the intersection of SR 27 and SR 200 (Trent Ave). Construct a new shared-use path through the intersection and a new parking lot and trailhead serving adjacent residential Trail. Amenities will include electric vehicle charging stations, bus pullout space, vehicle parking, and restrooms.	\$40,186,380	Eliminates 4 hours of delays each day due to gate-down time at RR King. SR 27 is 10% truck traffic with a peak hour truck volume of 180 trucks. The project reduces truck delays by 95 hours per day and reduces queuing by 1,195 vehicles per lane per day. Almost 70 trains cross the tracks every day, delaying people and goods as they work, live and play. This is a detriment to the economy, quality of life, and environment. Further, the shared-use path separates non-motorized users from the vehicle traveled way, making for a safer and more reliable freight route while connecting many of the City's most disadvantaged populations to transit service, schools, parks, and jobs that are blocked by the existing at-grade rail crossing	23,296,593	2024	To date, there are no state contributions towards this project. Non-state funds match amount will vary based on the type of grant funds secured for the balance of unfunded project costs.
Expansion of Freight Corridors	CWCOG	Port of Longview	Industrial Rail Corridor Expansions (IRCE)	Port of Longview IRCE	Expand existing two track rail corridor to an eight track rail corridor with inspection roadways. This phase of the project will construct the full six track rail bed embankment and two of the six tracks at 8,500' in length and extend the corridor's existing two tracks by another 1,000'. Schedule (Completion) Full Project Permitting: Q1 2024 NEPA/EIR/PA: Q3 2023 Property Acquisition: Q2 2023 Engineering: Q4 2023 Bidding: Q1 2024 Construction: Q3 2027 Contract Closeout: Q4 2027	\$ 69,402,000	Freight Mobility: The addition of the two new tracks created by the IRCE will immediately lessen congestion throughout the Longview rail network, improve efficiencies on the Port's rail infrastructure and provide needed storage on the Port's rail network. Looking forward, construction of the full six track rail bed will enable the ability to quickly scale up with additional trucks when needed, and to ensure efficient last mile connections from the Class I mainline. Safety: Completion of the IRCE will improve safety within the entire freight corridor serving the Port of Longview by facilitating a mode shift away from trucks and towards rail. A recent project benefit cost analysis (BCA), over the 20-year analysis 128 million vehicle miles traveled will be removed from the roadway, saving 1.4 lives and 5.2 severe injuries totaling over \$16 million in savings. In addition, there are design and operations safety benefits such as inspection roads on both sides making for easier safety inspections and reduced number of switching operations. Reliability: The proposed rail corridor has a projected useful life expectancy of 80 plus years. Typical of rail corridors, this useful life will require ongoing maintenance of the track bed and roadway sections, including the replacement of ballast and trackwork components and grading and repair of roadways subject to standard industrial use. The Port has a dedicated funding stream to pay for this cost through fees it charges its customers. Resilience: There are several resiliency concerns associated with this project: climate change (sea level/tidal influence, severe storms, flooding), natural disasters (seismic activity, severe storms, flooding), and potential security concerns. All of these issues have been evaluated as part of the nine options the Port evaluated in order to best mitigate risk, such as flooding, embankment stability, etc. Security: While the Port's marine cargo activities are governed by Homeland Security regulations, rail outside of the regulated area is not. Nevertheless, the rail utility infrastructure design will provide for the accommodation of future security cameras if the Port or a third party desires to do so. Attachments: Project description	48,180,000	2024	Non-secured funds will be provided by the Port in the form of both cash and loans and/or bonds. Port Commission has signed a resolution committing to funding. The Port is working with our Financial Advisors to determine best options.
Intermodal Transfer Facilities	BFCG	City of Kennewick	East Kennewick Freight Zone Infrastructure Improvements		It is an intermodal facility serving the transfer between roadway, rail, and water port facilities. Proposed infrastructure improvements consist of roadway and safety improvements serving the whole freight area. Project will be adopted as an addendum to the six-year transportation plan.	\$ 2,610,000	in project description and included in attachments	2,257,850	2024	90% design complete.
Bridge and Road Replacement	PSRC	City of Kent	76th Avenue S (South Phase)	76th Avenue S	Construct drainage and road improvements on 76th Avenue S from S 220th Street to S 223rd Street. The project will raise the existing road above the FEMA flood elevation with a concrete roadway, remove deficient culverts, construct 3 bridge sections, expand the Mill Creek channel and include new storm and water systems, curb and gutter, sidewalks and street lights.	\$ 15,000,000	76th Ave. S floods several times a year due to deficient creek channel, resulting in road closures. The roadway is in the center of the Kent Valley industrial zone with significant heavy truck use. Large, national industrial and manufacturing companies and a large solid waste company serving adjacent jurisdictions use the roadway daily. Road closures negatively impact these businesses and create congestion elsewhere as result of detours. Improving the road to current standard will also improve traffic flow and safety on 76th Ave S.	6,150,000	2023	
Road Preservation	PSRC	Pierce County	CRP 5942 - Steele St E	Steele St E	Grind and overlay. ADA ramp and push button improvements.	\$ 2,848,000	Steele St E connects directly to the Primary Highway Freight Network on SR 512. This project preserves the roadway at the opportune time to minimize lifecycle cost.	-	2023	NHPF (88%) and local funds (11%).
Road Preservation	PSRC	Pierce County	CRP 5941 - 140 St E	140 St E	Grind and overlay. ADA ramp and push button improvements.	\$ 2,095,000	140 St E connects the Canyon Rd E Freight Corridor with SR 161. This project preserves the roadway at the opportune time to minimize lifecycle cost.	-	2023	NHPF (90%) and local funds (10%).
Bridge Preservation	PSRC	City of Redmond	90th Street Bridge Deck Overlay	90th Street	Improve overlay of bridge deck. 2023-2024	\$ 742,000	Bridge preservation	-	2023	
Bridge and Road Replacement	SRTC	City of Spokane	Hawley Ave: Freya to Havana (fully funded)	Hawley Ave	Rehabilitate existing arterial roadway by replacing pavement and adding pedestrian and bicycle infrastructure along Hawley Ave, between Freya St and Havana St.	\$ 4,995,000	Rehabilitates an existing 1.2 freight route, improving access to the Hillyard industrial area.	-	2024	Project has secured full funding and is included to illustrate SRTC's ongoing commitment to the project through its completion.
Grade Separation Projects	SCOG	City of Burlington	BNSF North-South Mainline Railroad Overpass Project	BNSF North-South Mainline	Construct overcrossing over BNSF rail tracks to connect east and west sides of city. This project requires coordination with BNSF. Project schedule is 2022-2025.	\$ 20,000,000	New overcrossing separates automotive traffic with train traffic. Truck freight would benefit from a grade separation, increasing mobility and resiliency of the road system, with the only existing Burlington road-rail grade separation at East Whitemarsh Road - a street adjacent to the Skagit River and susceptible to closure from flooding.	20,000,000	2024	
Expansion of Freight Corridors	RTC	City of Vancouver	Jefferson Street Realignment	Jefferson Street	Upgrade of an arterial to urban standards. Will facilitate freight movement on the west side of downtown Vancouver thereby eliminating freight traffic traveling on residential streets.	\$ 8,500,000	Once completed, the project will provide an improved freight route from industrial properties on the side of downtown Vancouver to Interstate 5. The new arterial will provide increased freight mobility, safety, reliability, and resilience. The new arterial will shift freight traffic off of residential streets.	7,650,000	2024	\$17M is funded by Connecting WA and \$3M from Tulalip Tribes. Design at 30%
Bridge and Road Replacement	PSRC	WSDOT /Tulalip Tribes lead (Marysville submitted)	I-5 - SR 528 - Marine Drive and 88th St NE Interchanges (88th Street NE)	88th St NE	Replace a signalized intersection with roundabouts	\$ 40,000,000	Improve level of service for freight mobility at the I-5 / SR528 interchange serving businesses for both the Tulalip Tribes and City of Marysville.	20,000,000	2024	
Road Preservation	PSRC	Pierce County	CRP 5960 - 304 St E	304 St E	Grind and overlay. Install guardrail.	\$ 1,300,000	304 St E connects SR 7 to SR 161 in Rural Pierce County. This project preserves the roadway at the opportune time to minimize lifecycle cost.	-	2024	RAP (78%) and local funds (22%).

FMSIB Freight Investment Priorities (2023 - 2024 Construction) - Ranked by Point Score - ATTACHMENT C

1. Phase 1 Target Area	2. MPO/RTPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	10. Total Cost	11. Benefits to Freight	Total Need (Estimated)	17. Construction Start	Funding Source	Total Cost	18. Comments (Optional)
Expansion of Freight Corridors	PSRC	Pierce County	CRP 763 - 122 Ave E	122 Ave E	Widen to 3 lanes plus two-way left turn lane. Add sidewalks.	\$ 24,500,000	122nd Ave E provides freight access to South Hill, Puyallup, and the Driving Valley. This project will relieve a concurrency failure which is limiting this route's usefulness as an alternative to SR-161.	\$ -	2024	5	8	Local funds (100%).
Intermodal Transfer Facilities	PSRC	Northwest Seaport Alliance	Terminal 28 Improvements	East Waterway	Improvements include dock rehabilitation to keep the dock in a state of good repair. Dock rehabilitation will include improvements to the pile, pile caps, deck, walrs, bollards and related infrastructure. Dredge to restore berths to -50' MLLW.	\$ 75,000,000	Dock rehab will preserve and extend average life of port facility to allow for ongoing cargo imports and exports. Removes high spots in the waterway that limit ocean going vessel access to the port facility. Allows for safe vessel operation and fulfills requirements.	\$ 73,830,000	2024	2	7	Managing Members have authorized a total of \$1,700,000 for various project elements as of October 2023. These projects are in the capital improvement budget.
Expansion of Freight Corridors	SRTC	City of Airway Heights	8th/120th/122th Ave Improvements	6th Ave/120th Ave/122th Ave	Improve roadwork to arterial standard. Schedule dependent on securing full funding.	\$ 9,680,000	Provides alternative E-W corridors. Relieves traffic on adjacent HWY 2, a congested and high freight traffic route.	\$ 4,065,800	2023	3	6	-
Road Preservation	WW/MPO	College Place	C Street & Myers Road Intersection	C Street & Myers Road	Modify merge lane and signage.	30,000	Project will increase merging area and intersection way.	\$ 30,000	2024	0	6	-
Intermodal Transfer Facilities	CWCOG	Port of Gray Harbor	Gray's Harbor Terminal 4 Expansion and Redevelopment Project	Port of Gray Harbor	This multimodal project uses existing dual berth at Terminal 4 and adjacent Port owned uplands to improve cargo flow into and through the international shipping complex. Critical construction elements include: Construction of additional 60,246 sq ft of rail for efficient unit train off-loading, rail car storage and unit train assembly, repurposing a 50-acre brownfield into cargo laydown area for breakbulk, cargo and relocation; construction of secured site access and roadway improvements for the safe, secure and efficient flow of freight into and through the site; replacement of marine terminal feeder system and related site improvements. Permitting 2020-2024 with phased construction 2023-2026.	\$ 46,800,000	Rail and vessel movement improvements and improvements to site access will significantly benefit freight and accommodate the private investment in a new ship loading facility at the dual berth Terminal 4. A third rail line will be provided for Terminal 4 eliminating conflicts with operations at Terminal 2 and Terminal 1. All three loop tracks will operate simultaneously. Three additional storage tracks will create storage for an additional 600 rail cars bringing total rail car storage to 1,400 cars. Annual vessel count will increase to 120 vessels reducing loading time on the dock from 3.5 days to 1.1 days. Site improvements will provide laydown area for continued no-ro, break-bulk and military cargo movement at Terminal 4A in parallel with the new ship loader at Terminal 4B.	\$ 25,299,000	2023	2	5	Contact Kris Koski, Port Engineer, for more information: 360.531.9495, Koski@portgray.org
Intermodal Transfer Facilities	PSRC	Northwest Seaport Alliance	Terminal 46 Improvements	Elliott Bay	Project includes south bulkhead repairs and wood dock replacement at Terminal 46. This project may change pending future conversations with the USCG. Schedule TBD.	\$ 63,000,000	Preserve and extend service life of port facility to allow for ongoing cargo imports and exports. P	\$ 63,000,000	2024	0	5	Projects are in the capital improvement budget, so funding will be made available upon project authorization, and will be further refined pending future conversations with potential customers
Expansion of Freight Corridors	SRTC	City of Spokane Valley	South Barker Rd Corridor Improvements	S Barker Rd	Widen and improve Mission to Appleway (including I-90 interchange) to a 5-lane urban section. Widen and improve Appleway to 8th Ave. to a 3-lane urban section. Install roundabouts at Sprague, 4th, and 8th Avenues.	\$ 18,800,000	Accommodate the booming industrial growth north of I-90 in the City's Northeast Industrial Area and the equally booming residential growth in south Spokane Valley and the adjacent Liberty Lake and Spokane County urban growth area that rely on Barker to live, work and play by traveling via Barker to I-90, Sprague and Appleway. The project adds sidewalk and bike lanes to a corridor that currently has neither. Signal improvements at Appleway and a center turn lane south of Mission will accommodate more efficient and reliable travel times as freight navigates to and from I-90.	\$ 11,656,000	2024	2	5	Phase 1 Target Area may also be classified as "bridge and road replacement." The corridor is phased to incrementally improve segments as funding becomes available. Non-state funds match amount is based on secured funds to date and will vary based on the type of grant funds secured for the balance of unfunded project costs.
Transportation Systems Management and Operations (TSMO)	SRTC	WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvements	I-90	Various TSMO improvements from I-90/I-904 interchange to Idaho state line including additional variable message signs, ramp meters, variable speed limits, queue warning detection/messaging with ATMS (automated traffic management system) lane assignment, and wrong way detection/notification.	\$ 20,000,000	Implements cost-effective strategies enhancing existing infrastructure to improve safety and mobility on an important high-volume freight route.	\$ 20,000,000	2024	0	5	-
Intermodal Transfer Facilities	RTC	Port of Eldorado	Binaca Point Freight Improvements	Binaca Point	Load Freight Road System	\$ 5,721,000	Roads	\$ 4,948,665	2024	2	5	This project loans the road systems for additional freight access to BPT.
Bridge and Road Replacement	SRTC	Spokane Falls	Airport Dr & Spotted Rd Safety & Multimodal Improvement Project	Airport Dr/Spotted Rd	Relocate Spotted Rd outside of a Runway Protection Zone and construct a grade-separated interchange over the inbound/outbound roadways at Spokane International Airport.	\$ 28,700,000	Improves multimodal safety, freight mobility, and connectivity to Spokane International Airport and the surrounding industrial/manufacturing lands located between I-90 and US 2.	\$ 19,300,000	2024	2	5	-
Transportation Systems Management and Operations (TSMO)	RTC	Skamania County	Carson Freight Mobility Project	Wind River Road	Enhance road for freight movement	\$ 856,350	Freight mobility and safety	\$ 856,350	2023	0	3	-
Expansion of Freight Corridors	CDTC	Wenatchee	North Wenatchee Avenue/Hawley St. N	North Wenatchee Ave	Improve intersection to include a turn and Median barrier connecting to projects north	\$ 7,000,000	Improve freight mobility	\$ 7,000,000	2023	0	3	-
Expansion of Freight Corridors	CDTC	East Wenatchee	3rd St SE/Rock Island Rd Improvement	3rd St SE	Traffic Signal or Roundabout	\$ 860,000	Improve freight mobility	\$ 860,000	2023	0	3	-
Road Preservation	RTC	Skamania County	Wind River Side Project	Wind River Road	Signage rehabilitation	\$ 1,100,000	Freight mobility and safety	\$ 1,100,000	2024	0	3	-
Intermodal Transfer Facilities	TBPC	Port of Olympia	Olympia Port Centennial Marine Terminal Improvement	South Puget Sound - Budd Inlet	Project consists of 3 Components identified in a 2019 Asset Assessment. (Component #1) Marine Terminal Berth 1 Repair: Repair identified corrosion in the concrete pile caps at Berth 1, including concrete spall and reinforced steel repairs, and anodes maintenance. The proposed repair extends its useful life 25 years - \$1,738,802. (Component #2) Marine Terminal Pierhead Repair: Repair and replace approximately 25 acres of paved surfaces on the marine terminal facility, which is built on fill and experiences significant impacts from frequent and heavy equipment operations, as well as tug and other cargo storage. Proposed project includes seal and removal of pavement, planning and sealing edges, localized subgrade repairs and new surfacing. \$8,688,000 (Component #3) Maintenance Facility: Replace deteriorated maintenance facility with 4000 SF tall bay shop & one-story accessory building. Both existing buildings are in significant disrepair. The Marine Terminal maintenance staff is working in outdoor conditions to repair equipment because of the status of the current building. Proposing full tear down and replace. \$1,736,415. Anticipated schedule: Grant Award, Fall 2022; Contracting, Fall 2023; Final Design/Permitting, Fall 2023; Construction, Summer 2024	\$ 12,361,225	Rebuild and restore these assets for their intended use by maximizing previous investments while eliminating or preventing weight restrictions, safety, and increased marine terminal use.	\$ 12,361,225	2024	0	3	This request seeks 25% of the total cost for the Seaport's US DOT Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) project that has a total cost of \$12,361,225. The PIDP application requesting \$9,296,819 in grant funds from USDOT was submitted on May 18, 2022. The Port is seeking MARAD funding in the amount of \$3,060,306. The total project cost is \$12,361,225. The Port of Olympia Seaport (Marine Terminal) provides a Strategic Pacific Northwest location as the southernmost deep water port on Puget Sound. It is centrally located to serve Thurston County and the surrounding Region, providing ready access to local, regional and international markets. It is within one mile of Interstate 5, ten miles from the Olympia Regional Airport, and daily miles from Seattle-Tacoma International Airport. The marine terminal is within twenty miles of Joint Base Lewis-McChord, and it is viewed as a critical facility in the event of a natural disaster that significantly damages Interstate 5 in the Niqually Basin area, necessary to ensure continued movement of resources and goods between the Seattle and Portland metropolitan areas. The marine terminal handles breakbulk cargo (lumber, corn, rice, logs, equipment, cattle) shipping needs with three deepwater berths (1,750 feet long). Additional facilities on the terminal include direct discharge to on-dock rail service provided by Union Pacific and Burlington Northern Santa Fe, 140 MT mobile harbor crane, on-site bulk and breakbulk yard handling equipment, and a 76,000 square foot open beam warehouse facility. In 2022, the terminal has provided relief to container ship supply chain back ups by offering innovative solutions to container shipping for cargos including jamine rice, steel pipe, coils and modules. The primary imports from the terminal include hay, dairy cattle and forest products.
Road Preservation	TBPC	Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	Marine Drive NE, Olympia WA	Grind and overlay 5700' of pavement between existing curbs to create a structural roadway to handle heavy freight traffic inlet/out of the Port's marine terminal. The project will maintain/utilize the existing stormwater system. Proposed Schedule: Design and permitting, 2024; Construction, 2025	\$ 1,300,000	The current roadway is owned and maintained by the Port of Olympia, and it serves as the primary access for all trucked cargo coming into and out of the Port's marine terminal, and in part for accessing the Lacey Olympia Turnwater Thurston (LOTWT) regional waste water treatment facility. Additionally, it is a primary access point for travelers coming from the north and east seeking to access community assets in the area such as the Olympia Farmer's Market, the Port Plaza and Boardwalk, the Billy Frank Jr. trail, Swanton Marina (733 slip facility) and Boatworks, and various areas along the Port Peninsula that are used for enjoying access and scenic vistas in the area. The project is necessary to repair the significantly compromised surface and maintain this asset for it's vital intended uses, including the movement of heavy freight traffic as well as tourists and recreational visitors.	\$ 1,300,000	2024	0	3	This corridor project is the heavy haul freight route connecting the Port of Olympia's working waterfront to the I-5 corridor (one mile away). The proposed road improvement project is 5,700' in length. Improvements are for the heavy haul section of the road where Marine Drive (Port owned road) intersects with Olympia Avenue ending at the Marine Terminal Main Gate. Due to increased heavy traffic loads and freight activity, this important corridor has deteriorated quickly in 2022
Expansion of Freight Corridors	CDTC	Chelan County	Malaga Alcoa Hwy/Thermi Creek Rd Intersection Improvement	Malaga Alcoa Highway	Evaluate intersections and reconstruct	\$ 2,500,000	Improve freight mobility on farm to market route	\$ 2,500,000	2024	0	3	-
Expansion of Freight Corridors	CDTC	Douglas County	Grant Rd/Nevada Ave Intersection	Grant Rd	Reconstruct the intersection of Grant Rd and Nevada Ave to improve safety and increase	\$ 2,250,000	Maintain farm to market route	\$ 2,250,000	2024	0	3	-
Expansion of Freight Corridors	CDTC	Douglas County	Grant Rd/Mary Ave Intersection	Grant Rd	Reconstruct the intersection of Grant Rd and Mary Ave to improve safety and increase	\$ 2,250,000	Maintain farm to market route	\$ 2,250,000	2024	0	3	-
Bridge and Road Replacement	WW/MPO	Walla Walla County	Fishhook Park Road MP 1.40 to MP 2.92	Fishhook Park Road	Road reconstruction	\$ 1,500,000	Project will reconstruct roadway to improve freight throughput and safety along this im	\$ 1,500,000	2024	0	3	-
Expansion of Freight Corridors	CDTC	East Wenatchee	Eastmont Ave/29th St NE Intersection & Eastmont Ave	Eastmont Ave	Traffic Signal or Roundabout	\$ 950,000	Improve freight mobility	\$ 950,000	2024	0	3	-
Expansion of Freight Corridors	CDTC	Wenatchee	Chelan Ave/Victoria St Intersection Inp	Chelan Ave	Construct New Traffic Signal	\$ 500,000	Improve freight mobility	\$ 500,000	2024	0	3	-
Zero Emissions	TBPC	Port of Olympia	Capital City - Seaport - Carbon Reduction Initiative/Pilot	Intermodal - Marine Terminal and/or Airport location	The Port of Olympia is updating the Seaport (Marine Terminal) Master Site Plan, completed in 2023. As the Port addresses our Marine Terminal infrastructure (as noted above), explicitly, paving, an opportunity presents itself. As paving is underway, the Port can lay the groundwork and infrastructure to electrify the site at the marine terminal. This grid will have the capacity to support heavy freight traffic/dragage equipment and ship-to-shore power. And, unbeknownst, the technology for addressing zero emissions is fast changing (e.g., smart charging), the Port is well situated and close to the I-5 corridor in both the Seaport and Airport locations. The Port is looking to provide a hydrogen hub by building an onsite hydrogen electrolysis fueling station at the airport or the marine terminal. This project could begin as early as 2025 to implement Phase 1 planning and design with final construction 2026/27.	\$ 1,370,000	WA State is an innovative capacity builder for addressing zero emissions. Transportation is one of the highest producers of greenhouse gases. Carbon reduction benefits the communities we serve with improved air quality and supports economic development by leading the way in providing heavy haul loads easy access options to "refuel" with either hydrogen or BEV. The Port of Olympia is an intermodal port in the shadow of the Capital and ideally situated to pilot the way with zero emissions. The Port of Olympia can showcase the state's commitment by setting the stage and electrifying our support fleets, drayage equipment - railroad, airport, and ship-to-shore power.	\$ 1,370,000	2024	0	3	The Port of Olympia is part of the Green Marine environmental certification program, making it one of the first 40 Port Authorities to do so globally, and the fourth regional Port. The work required for this Project includes the installation of medium voltage (13.8KV to 6.6KV) electrical shore to ship power systems, including substitution and equipment (transformers, switchgear assemblies, walk-in enclosures including shore power switches, relays, controls, metering, status indicators, and revenue metering installation), and 7,200 shore power receptacles. Work includes installation of one new shore power vault on the Port's bulk pier, wharf modification, and trenching work.
Expansion of Freight Corridors	CDTC	East Wenatchee	19th St NW Reconstruction	19th St NW	Center turn lane, curb, gutter and sidewalk, stormwater conveyance street illumination	\$ 2,694,000	Improve freight mobility	\$ 2,694,000	2024	0	3	-
Intermodal Transfer Facilities	PSRC	Snohomish County	Snohomish County Intermodal Facility Expansion		Add sidings and impervious surface to handle growth in Snohomish County waste-by-rail system	\$ 2,750,000	Increased efficiencies by allowing more cars to be moved each switch	\$ 2,750,000	2023	2	2	This will help alleviate the backup of solid waste in Snohomish County, and by improving the efficiency of BNSF operations may assist other Counties utilizing waste-by-rail (Specifically Island and Skagit County)
Road Preservation	WW/MPO	Wahburg	Bolles Road Overlay (WA-6853) - Wah	Bolles Road	Road reconstruction	\$ 827,000	Road/rail improvements to better facilitate freight movement	\$ 711,030	2024	2	2	-
Transportation Systems Management	PSRC	Port of Seattle	Re-DESIGN of I-95 Gate & Access Road		Design gate approach to enhance access to PDS5 T-91	\$ 145,000	Secure access to commercial area enhancing productivity and throughput for maritime supply chain.	\$ 125,000	2024	0	0	Submitted to NEHP
Road Preservation	CDTC	Douglas County	Enterprise Ave/Nelpur Dr Reconstruction	Enterprise Ave/Nelpur Dr	Reconstruct the surface and base of a segment of Enterprise Dr and the concrete/leaved	\$ 813,000	Final/Last mile connection	\$ 813,000	2024	0	0	Submitted to NEHP
Expansion of Freight Corridors	CDTC	Douglas County	Enterprise Ave Extension	Enterprise Ave	Construct a new section of Enterprise Dr to connect Enterprise Dr to NE Cascade Ave.	\$ 3,258,559	Final/Last mile connection	\$ 3,258,559	2024	0	0	Submitted to NEHP
						\$ 798,265,221		\$ 436,126,862				

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

1. Phase 1 Target Area	2. AMPO/STPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	10. Total Cost	11. Benefits to Freight	Total Road (Estimated)	17. Construction Start	Total Score	18. Comments (Optional)
Bridge and Road Replacement Road Preservation	RTIC PSRC	Clark County City of Redmond	NE Dellfel Road (NE 179th Street - NE Aوندale Road Pavement Management (50th to Novelly Hill Road))	NE Dellfel Road Aوندale Road	Includes: realignment of NE Dellfel Road north between NE 179th Street and NE 184th St Pavement overlay, 2024-2028	\$ 515,300,000 \$ 11,983,000	The NE Dellfel Road (NE 179th Street - NE 184th Street) re-alignment and roundabout or Roadway preservation	\$ - \$ -	2025 2025	11 11	The area around the NE Dellfel Road (NE 179th Street - NE 184th Street) project site and NE 179th Street corridor has over 5,900
Expansion of Freight Corridors Bridge and Road Replacement Bridge and Road Replacement	PSRC BFGC BFGC	City of Everett Franklin County City of Pasco	41st Street Rucker Avenue Freight Railroad Avenue Intersection Tank Farm Road	41st Street to Rucker Avenue to West	Arterial and access improvements from Port of Everett to I-5 on West Marine View industrial park located south of the intersection of Vineyard Drive West and North intersections (overpasses) and or by combining the two intersections into a single The project will improve mobility issues created by recent development of a new industrial park on North Railroad Avenue. N. Railroad Ave (previously PH11/SR-395) is an urban minor arterial/urban major north-south collector arterial running parallel between BNSF's Pasco Yard and SR-395 (MP 30.18). With excellent access to Highway 395 and the BNSF rail network, natural gas on-site, and electrical transmission in place, this project will support the rapidly expanding industrial area along N Railroad	\$ 37,631,500 \$ 2,832,000 \$ 25,000,000	Improvements to better accommodate over-dimensional freight traffic and increasing in project description and included in attachments in project description and included in attachments	\$ 1,881,575 \$ 2,449,680 \$ 21,625,000	2025 2025 2025	11 10 10	Connecting Washington funds are a 2015 Estimate with concerns for current inflation
Bridge and Road Replacement	BFGC	Franklin County	North Railroad Avenue			\$ 3,350,000	In project description and included in attachments	\$ 2,897,750	2025	10	
Bridge and Road Replacement Transportation Systems Managem	BFGC PSRC	City of Pasco City of Everett	Heritage Blvd - "A" Street to Hwy 12 Interchange SR 526 Corridor Improvements	SR 526	Construct safety and efficiency improvements along Heritage Boulevard corridor from the intersection of "A" Street to Highway 12 interchange. Corridor upgrades for traffic flow to and from SW Everett Aerospace and Paine Field Manufacturing and Industrial Center	\$ 11,000,000	In project description and included in attachments	\$ 9,515,000	2025 2025	10 8	Connecting Washington funds are a 2015 Estimate with concerns for current inflation
Bridge and Road Replacement Bridge and Road Replacement	PSRC PSRC	Snohomish County City of Seattle	Granite Falls Bridge #102 East Marginal Way Corridor Improvement Project - Central Segment	Mountain Loop Highway East Marginal Way 5	Bridge Replacement; Design Report (30%) completed. Advancing to 60% design. Reconstruct surface street to Heavy Haul standards between S Spokane St and Duwamish Ave S, improve turning radii for truck movements, improve wayfinding and lighting, upgrade ITS connections, and install separated non-motorized facilities. Proposed schedule includes Design update in 2024 and Construction in 2025.	\$28,739,000 \$ 10,677,000	This project will generate state of good repair benefits by designing and constructing a Rebuild crumbling pavement, improve truck operations, and minimize conflicts between freight and non-motorized users	\$ 3,994,721	2025 2025	8 8	There are timber sales active and/or planned through 2030 that will produce an estimated 44MBF that will exit Mount Baker We are seeking various state and federal grants, and the percentage of state vs. non-state funds is an estimate assuming grants are awarded. In conjunction with SCDOT's North Segment project which rebuilds East Marginal Way 5 to Heavy Haul standards north of S Spokane St, and a pending WSDOT project to repave SR-99 from Duwamish Ave S to Diagonal Ave S (and beyond), this project would be the final step to upgrading East Marginal Way 5 to Heavy Haul standards.
Bridge Preservation Expansion of Freight Corridors	SRTIC PSRC	City of Spokane Port of Seattle	Freya/Greene/Market Corridor Bridges Deck & Surface Preservation West Waterway Deepening	Freya St/Greene St West Waterway	Repair deck spalling and apply a thin modified concrete layer to preserve and extend the life of the bridge deck. Schedule dependent on securing funding. Deepen the West Waterway Federal Channel to -57' MLW.	\$2,000,000 TBD	Preserves bridge condition on T-1 freight route avoiding potential load/weight restrictions. Greater access to port facilities for ocean-going vessels to load and unload cargo	\$ 10,677,000 \$ 1,730,000	2025 2025	7 5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Expansion of Freight Corridors Road Preservation	RTIC PSRC	City of Battle Ground King County	SW Eaton Blvd Improvements SE Petrovsky Road at 134th Avenue	SW Eaton Blvd SE Petrovsky Road	Widen from 2 to 3 lanes; adds sidewalks, landscaping, streetlights, installation of signal Scope: Improve road safety and reduce risk of road closure by replacing two	\$7,620,581 780,000	Improved LOS at both intersections within project limits which are in concurrency failure SE Petrovsky Road is a high volume freight route at 134th Ave SE, the west leg is	\$ 4,940,581 \$ 6,441,840	2025 2025	5 5	This project has multiple benefits in addition to freight benefits. This route is a designated lifeline for emergency planning, it
Expansion of Freight Corridors Grade Separation Projects	RTIC SCOG	City of Battle Ground City of Sedro-Woolley	SE Grace Ave Ph II Jones/John Liner Railroad	SE Grace Ave BNSF Burlington-Sumas Branch Line	Widen from 2 to 3 lanes; adds sidewalks, landscaping, streetlights; adds signal at E Main Construct new BNSF railroad undercrossing and new major collector from East Jones	\$6,310,056 \$ 1,003,000	Increased LOS at intersection of E Main which is in concurrency failure. Additional mobility New undercrossing separates automotive traffic with train traffic, project would ease	\$ 3,310,056 \$ 9,462,580	2025 2025	5 5	
Bridge and Road Replacement	SRTIC	City of Spokane	Freya St: Rowan to Francis	Freya St	Reconstruct roadway, add complete street and drainage improvements. Schedule dependent on securing funding.	\$9,000,000	Improves critical and primary N-S freight route in Hillary industrial area. Provides access to nearby, under construction BNSC Freeway. A 'First/Last Mile Connector' in WA FGTS system.		2025	5	
Expansion of Freight Corridors	PSRC	Northwest Seaport	Berth Deepening Along the Blair	Blair Waterway	Deepen terminal berths to -57' MLW to match the future depth of the Blair	\$ 46,000,000	Expanded access to port facilities for ocean-going vessels to load and unload cargo	\$ 7,785,000 \$ 46,000,000	2025	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Transportation Systems Managem	WWWMPO WSDOT		US 12/Walla Walla to Clarkston - ITS Im	US-12	Technology upgrades to improve corridor safety	600,000	Project will add ITS technology upgrades to this regionally significant freight corridor to	\$ 600,000	2025	3	
Bridge and Road Replacement Grade Separation Projects Expansion of Freight Corridors	WWWMPO WSDOT PSRC	WSDOT/Walburg City of Tukwila	US 12/Preston Ave Bridge Replacement US 12/Clinton Interchange Strander Blvd./29th St Extension Phase I	US-12 US-12 Strander Blvd. connecting to SW 27th St	Bridge replacement Replace at grade highway intersection with a grade-separated interchange Design and construct an underpassing at the Union Pacific (UP) railroad tracks and a four-lane, grade-separated roadway connecting SW 27th St (in Renton) to Strander Blvd (in Tukwila). The project will also include a connection to the Tukwila Commuter Rd Station and the regional Interurban Trail. The goal is to design completed by end of 2025, and construction completed by 2028	\$ 5,500,000 \$ 42,000,000 \$110,230,874	Project will replace an structurally deficient bridge that is critical to regional freight, and Project will create a grade-separated interchange, improving freight and agricultural movement This project provides regional connections and increases capacity for trucks, resulting in more efficient movement of goods from the Green River Valley, which is the second largest warehousing district on the West Coast, to key distribution centers such as Seattle-Tacoma International Airport and the Ports of Seattle and Tacoma. It will stimulate the region's economy by providing construction jobs, increasing freight movement, and facilitating better access to the Southcenter retail core.	\$ 5,500,000 \$ 42,000,000 \$ 110,230,874	2025 2025 2025	3 3 3	
Bridge and Road Replacement	WWWMPO	Walla Walla County	School Avenue MP 0.00 To MP 1.11 (W	School Avenue	Road reconstruction	2,400,000	Project will reconstruct roadway along this important north-south corridor that serves	\$ 2,400,000	2025	3	
Expansion of Freight Corridors Expansion of Freight Corridors	CDTC PSRC	Douglas County Pierce County	NW Cascade Ave Reconstruction CRP 589S - 122 Ave E	NW Cascade Ave 122 Ave E	Reconstruct a section of NW Cascade Ave to add capacity, stormwater control, and pedestrian Widen to 3 lanes plus two-way left-turn lane. Add sidewalks.	\$ 2,285,000 \$ 16,100,000	Improve freight mobility on farm to market route 122nd Ave E provides freight access to South Hill, Puyallup, and the Orting Valley. This project will relieve a concurrency failure which is limiting this route's usefulness as an alternative to SR-161.	\$ 2,285,000 \$ 6,279,000	2025 2025	3 3	Local funds (100%). Construction date is dependent on securing full funding.
Bridge and Road Replacement	CDTC	Douglas County	Badger Mtn Rd Realignment	Badger Mtn Rd	Realign an urban section of Badger Mtn Rd to avoid an active landslide. This new segment Analyse three highway intersections and design intersection improvements for safety and efficiency for truck traffic and recreational vehicles, resulting in construction ready access. Reopening 2023 to increase for 2025 development.	\$ 6,212,100	Maintain farm to market route	\$ 6,212,100	2025	3	
Transportation Systems Managem Intermodal Transfer Facilities	Peninsula RTI SCOG	Jamestown S'Klallam Tribe Port of Anacortes	US 101 Intersection Improvements from Knapp Rd to Old Gardner Rd T-Dock Replacement	US 101 Cap Sante Waterway	A major truck facility will be built to serve trucking industry and a State Park expansion will generate more trip and turning movements. The Tribe is working to increase compatibility of these new uses with the existing road capacity. Intersection Decrease the choke point at dock entrance by increasing access area to the dock; increase the laydown and working area of the dock, which allows for more cargo to be set and more surface for net work; increase dock structural capacity; conversion from timber to hard surface reduces future M&M costs significantly.	\$ 400,000 \$ 7,300,000	Project will stabilize and reconstruct the failing road base and will include bringing the roadway up to current design standards. Project schedule is 2023-2026.	\$ 360,000	2025 2025	2 0	Tribal sovereignty projects in this region will bring economic development for the North Olympic Peninsula. Future enterprise will be on tribal trust land. Project is consistent with the Skagit Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Bridge and Road Replacement Road Preservation	PSRC SCOG	Port of Seattle Skagit County	T-91 West Gate & Access Road long- Josh Wilson Road Phase 2	Garfield entrance into T91 Josh Wilson Road	Construction of gate approach and western ring road This project will stabilize and reconstruct the failing road base and will include bringing the roadway up to current design standards. Project schedule is 2023-2026.	\$ 10,000,000 \$ 8,200,000	Secondary access for resiliency. Access to Smith Cove for cruise and day visitors Connection from Interstate 5 to intermodal facility at Skagit Regional Airport; connection from Interstate 5 to intermodal point of entry at Skagit Regional Airport.	\$ 7,300,000 \$ 8,200,000	2025 2025	0 0	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Zero Emissions Expansion of Freight Corridors	PSRC CDTC	Port of Everett Wenatchee	Greenline Marine Highways 9th St Corridor Safety Improvements	M-5 9th St	Scope includes design and construction of upgraded electrical service and charaine Reduce through lanes, add turn lanes and bike lanes, upgrade sidewalks and signals, con	\$22,000,000 \$ 850,000	Project upgrades electrical systems to accommodate hotline and charaine of all- Improve freight mobility	\$ 22,000,000 \$ 850,000	2025 2025	0 0	In CDTC Freight Study

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

1. Phase / Target Area	2. MPO/STPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	10. Total Cost	11. Benefits to Freight	Total Need (Estimated)	17. Construction Start	Target Score	18. Comments (Optional)
Grade Separation Projects	PSRC	Pierce County	CRP 5643 - Canyon Road Regional Connection	Canyon Rd E	Construct new 4-lane roadway, pedestrian facilities, and bridge over BNSF rail.	\$100,000,000	This project is essential for completing Canyon Road East, a Critical Urban Freight Corridor which connects the Port of Tacoma with Fredrickson Manufacturing/Industrial Center. It also provides grade separation over the BNSF railroad.	\$ 19,000,000	2026	13	This is a new roadway connecting Canyon Rd. E. to Fife. Once completed the road is expected to be a T1 or T2 route.
Expansion of Freight Corridors	PSRC	City of Fife	I-5 and 54th Avenue E Interchange	54th Avenue E	This five phase project will reduce traffic congestion at the interchange and on Grind and overlay, ADA ramp improvements.	\$ 111,700,000	The project will relieve freight congestion by improving traffic distribution and	\$ 107,790,500	2026	10	
Road Preservation	PSRC	Pierce County	CRP 5961 - Canyon Rd E Overlay	Canyon Rd E		\$3,528,000	The Canyon Road East freight corridor provides the most direct connection between	\$ -	2026	10	STP (21%) and local funds (79%).
Expansion of Freight Corridors	WWWMPO	WSDOT	US 12 & US 730 Junction - Safety Impr	US 12 & US 730 JCT	Modify the highway junction to improve safety for all modes and reduce pull-out wait	\$ 5,500,000	Project will improve safety at this dangerous highway junction and reduce pull-out wait	\$ 5,500,000	2026	8	
Road Preservation	PSRC	Pierce County	CRP 5962 - Niqually Rd SW	Niqually Rd SW	Pre-level and overlay the road, replace guardrail.	\$ 2,960,000	Niqually Rd SW connects rural Pierce and Thurston Counties to the Primary Highway Freight Network on I-5. This project preserves the roadway at the opportune time to minimize lifecycle cost.		2026	8	STP (83%) and local funds (16%)
Grade Separation Projects	OKCOG	City of Aberdeen	Aberdeen US 12 Highway-Rail Separation Project	US 12	Preliminary Engineering (underway), Right of Way (beginning in 2024), and Construction (beginning in 2026) for a multimodal grade separation at the intersection of Chehalis Street and US 12/Wishkah Street.	\$ 51,724,000	Once completed the project on US 12 will improve freight mobility and access, and create free flow of traffic to the Port of Grays Harbor and surrounding areas. Idle times will be reduced thereby improving system reliability. Multimodal safety is greatly increased by removing pedestrian, freight and rail conflicts.	\$ -			Seven at-grade rail crossings cause bottle necks and choke points on US 12. Freight traffic to the Port of Grays Harbor and surrounding areas is slowed and stopped. This loss of mobility causes delays due to lengthy increased wait times and increases greenhouse gas emissions. First responder access to an extremely busy section of town is cut off.
Expansion of Freight Corridors	SRTC	Spokane County	Argonne Rd & Upriver Dr Intersection Improvement	Argonne Rd/Upriver Dr	Improve intersection at Argonne Rd and Upriver Dr to improve capacity and increase freight circulation, while reducing delay and air pollution from idling.	\$8,800,000	Provides safety and mobility enhancements to a major intersection located on a T-1 freight route, improving a vital connection for regional freight movements.		2026	7	-
Road Preservation	PSRC	City of Redmond	Avondale Road Pavement Management (109th St to 116th St)	Avondale Road	Pavement overlay, 2025-2027	\$ 3,660,000	Roadway preservation	\$ 8,456,800	2026	6	
Expansion of Freight Corridors	PSRC	City of Redmond	148th Avenue NE 2nd left turn lane on NE 24th Street Intersection	NE 24th St	Widen roadway to accommodate new second left turn lanes on NE 24th Street, 2025-2028	\$24,612,000	Road capacity increase	\$ 3,660,000	2026	6	
Intermodal Transfer Facilities	PSRC	Northwest Seaport	Terminal 30 Dock Rehabilitation	East Waterway	Damage to under wharf structure will be repaired. Schedule TBD.	\$9,500,000	Preserve and extend service life of port facility to allow for ongoing cargo imports and	\$ 9,500,000	2026	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Expansion of Freight Corridors	Peninsula RTF	Port Angeles	SR 117 Truck Route at US 101 Interchanges Improvements	US 101 at SR 117	Enable full directionality at the US 101/US 117 interchange, adding new ramps and channelization to eliminate turn-of-corners for trucks deservine Port of PA and	\$ 7,750,000	Project will improve safety and travel time reliability by eliminating existing left turn conflicts and establishing full directional freight movement at the US 101/SR 117	\$ 7,517,500	2026	5	Cost is presented for the whole project. City has committed \$225,000 in Transportation Benefit District (TBD) revenue towards PE and is working to leverage this as 30% match towards a grant for remaining PE costs. City has not secured CH funding. This is
Intermodal Transfer Facilities	PSRC	Port of Everett	Smith Island Loop Rail	Everett Mainline	Scope includes construction of rail bed, rail, switches, grade underpass, cargo yard.	\$ 34,000,000	Expanding intermodal freight connections at BNSF western terminus (Everett) with	\$ 34,000,000	2026	5	In 2009 City of Everett Freight Plan; City currently seeking a federal RAIS planning grant
Grade Separation Projects	PSRC	City of Everett	East Everett Avenue/BNSF Overcrossing	East Everett Avenue/BNSF	Add a grade separated crossing to 65 acres industrial area	\$22,000,000	Improve access to land industrial area		2026	5	
Expansion of Freight Corridors	PSRC	Pierce County	CRP 5498 - Canyon Road Regional Connection	Canyon Rd E	Construct new 4-lane roadway, pedestrian facilities, and bridge over Puyallup River.	\$ 200,000,000	This project is essential for completing Canyon Road East, a Critical Urban Freight Corridor which connects the Port of Tacoma with Fredrickson Manufacturing/Industrial Center.	\$ 122,000,000	2026	5	This is a new roadway connecting Canyon Rd. E. to Fife. Once completed the road is expected to be a T1 or T2 route.
Expansion of Freight Corridors	PSRC	Port of Tacoma and US Army Corps of Engineers (RWSA submitted)	Blair Waterway Deepening	Blair Waterway	Joint project with the US Army Corps to deepen the Blair Waterway to -57' MLW. Anticipated construction start 2026.	\$80,000,000	Greater access to port facilities for ocean-going vessels to load and unload cargo	\$ 80,000,000	2026	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Expansion of Freight Corridors	CDTC	East Wenatchee	Valley Mall Parkway Enhancements - Sta	Valley Mall Pkwy		\$ 928,000	Improve freight mobility	\$ 928,000	2026	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	Eastmont Ave/11 St NE Intersection Im	Eastmont Ave		\$ 920,000	Improve freight mobility	\$ 920,000	2026	3	
Transportation Systems Management and Operations (TSMO)	SCOG	City of Sedro-Woolley	Cook Road / South Trail Road Intersection Improvements	Cook Road	Replace the existing 1-way stop intersection with a three-leg roundabout. Project schedule is 2024-2026.	\$ 2,948,000	Improve safety of existing intersection by constructing roundabout.	\$ 2,948,000	2026	3	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Expansion of Freight Corridors	CDTC	Ochilun County	Chumuck Highway/North Rd Intersect	Chumuck Highway	Construct a roundabout to improve intersection function and mobility.	\$ 1,372,000	Improve freight mobility on farm to market route	\$ 1,372,000	2026	3	
Road Preservation	SCOG	City of Mount Vernon	Riverside Drive Improvements - 2	Riverside Drive	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, implement data traffic data collection capability and underground overhead utilities. Project schedule is 2022-2027.	\$ 3,083,000	Preservation project on alternate north-south route to Interstate 5. National Highway System facility in Fair and Poor pavement conditions per WSDOT in 2018 addressing FHWA performance management requirements. Project would result in Good pavement condition once complete, benefiting freight.	\$ 2,537,535	2026	2	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Expansion of Freight Corridors	PSRC	Pierce County	CRP 5786 - 122 Av E	122 Av E	Widen to 3 lanes plus two-way left turn lane. Add sidewalks.	\$9,600,000	122nd Av E provides freight access to South Hill, Puyallup, and the Orling Valley. This project will relieve a concurrency failure which is limiting this route's usefulness as an	\$ 6,240,000	2026	2	Local Funds (100%). Construction date is dependent on securing full funding.
Bridge and Road Replacement	Peninsula RTF	Jefferson County	Yarr Bridge Replacement	Center Road	Project scope includes preliminary and final design, permitting, right-of-way, bidding and contract award, and construction. Assuming project funds are awarded in 2023, it is anticipated that the project would be completed in 2025 or 2026.	\$ 3,564,000	Built in 1955, the Yarr Bridge is located on Center Road, which is Jefferson County's primary north-south route for freight mobility. The Yarr Bridge is currently on an increased inspection frequency and will likely need to be posted for load restrictions.	\$ 3,564,000	2026	0	Center Road is the only corridor between Chinacum/Port Townsend environs and Quilome and the US 101 corridor. It serves important agricultural and industrial areas of Jefferson County. There are no practical alternate routes. Load restrictions will entail long and costly detours and disruptions.
Transportation Systems Management	PSRC	King County	SE Kent Kangley Rd and Landsburg St Intersection Improvement	SE Kent Kangley Rd	Scope: Address a high collision location and truck-incompatible skewed intersection by improving the SE Kent Kangley Rd (T-3) and Landsburg Ave St (T-3) intersection. The project is in the alternatives analysis stage. The current preferred alternative is to construct a single-lane rural roundabout, construction of a signal with left turn lane pockets is also under consideration. The improvements will include roadway reconstruction, cement concrete curb, marked crosswalks, 8' foot shoulders.	\$5,220,000	The project will improve intersection safety for all road users and will reconstruct and realign the south leg to eliminate a skew that restricts heavy vehicles from maneuvering through the intersection. The skew causes truck drivers to detour through residential streets to circumvent the intersection and travel southward.	\$ 5,220,000	2026	0	Roads funded a \$100,000 alternatives analysis and a \$300,000 interim traffic safety solution with local funds (not included in this project's cost estimates). This project is in the county's 20-year Transportation Needs Report.
Intermodal Transfer Facilities	WWWMPO	Port of Walla Walla	Dodd Road Rail Loop Expansion and Air Cargo Rd Phase 2	Dodd Road Rail Loop	Expand and extend existing rail lines near intermodal facility	\$ 5,000,000	Project will increase the railcar capacity of the intermodal facility, allowing more rail to	\$ 5,000,000	2026	0	
Road Preservation	PSRC	Port of Seattle Airport	Air Cargo Rd Phase 2	Air Cargo Rd	Replace worn out HMA pavement on Air Cargo Rd from S 154th-166 St, & on S 161 St that has reached the end of its service life. Also install a paved sidewalk along the west side of Air Cargo Rd, with bus stop seats as road, install bike lane capacity, & shifts the	\$1,000,000	Provides truck access to Sea-Tac Airport's North Cargo Area. Supports on-going air cargo at state's highest volume air cargo airport	\$ 19,000,000	2026	0	
Bridge and Road Replacement	PSRC	City of Kent	S 212th Street Preservation - Green	S 212th Street	Grind, replace failing pavement sections and full-width ACP overlay of the roadbed.	\$3,346,000	S 212th Street is a designated Critical Urban Freight Corridor connecting I-5 to SR 167	\$ 3,505,700	2027	11	
Road Preservation	PSRC	City of Redmond	Avondale Road Pavement	Avondale Road	Pavement overlay, 2027-2028	\$7,112,000	Roadway preservation	\$ -	2027	11	
Expansion of Freight Corridors	WWWMPO	WSDOT	US 12 Phase 8 Construction	US 12	New divided highway between Frenchtown and Wallula	\$25,000,000	Completing this divided highway will dramatically increase safety for all road users and	\$ 217,250,000	2027	8	
Bridge Preservation	PSRC	City of Kent	S 212th Street Green River Bridge	S 212th Street	Replace the existing truss expansion joints, remove and replace the steel	\$ 1,800,000	S 212th Street is a major corridor connecting I-5 to SR 167 and SR 515, bisecting the	\$ 1,380,000	2027	8	
Expansion of Freight Corridors	PSRC	City of Redmond	148th Ave NE NB Thru Lane	148th Ave NE	Reconstruct north leg of intersection to accommodate third northbound through lane, 2025-2028	\$ 9,072,000	Road capacity increase		2027	6	
								\$ 9,072,000			

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

	1. Phase / Target Area	2. MPO/STPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost	8. Benefits to Freight	9. Total Need (unranked)	10. Construction Start	11. Target Score	12. Comments (Optional)
Expansion of Freight Corridors	SCOG	Skagit County	Peterson Road (Urban)	Peterson Road	Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards. This will include but not be limited to adding or improve sidewalks/ walkways and Bicycle Wayfinding. Project schedule is 2025-2028.	\$ 2,721,989	Serves Port of Skagit and provides critical first/last mile connection between Skagit Regional Airport and planned Amazon fulfillment center on Bay Ridge Drive.			2027	5	
Expansion of Freight Corridors	CDTC	East Wenatchee	18th St NE Reconstruction Phase III	18th St NE	Full reconstruction project, center turn lane, curb, gutter and sidewalk, storm.	\$ 3,736,000	Improve freight mobility.	\$ 3,736,000	2027	3		
Expansion of Freight Corridors	CDTC	East Wenatchee	18th St NE Reconstruction Phase II	18th St NE	Full reconstruction project. Center turn lane, curb, stormwater conveyance and street lighting.	\$ 1,669,680	Improve freight mobility.	\$ 1,669,680	2027	3		
Road Preservation	PSRC	City of Redmond	148th Ave Pavement Management (Willows Rd to Old Redmond Rd)	148th Ave NE	Pavement overlay, 2027-2038	\$ 5,982,000	Roadway preservation	\$ 5,982,000	2027	3		
Road Preservation	SCOG	City of Mount Vernon	Riverside Drive Improvements - 1	Riverside Drive	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities. Project schedule is 2022-2028.	\$ 3,673,145	Preservation project on alternate north-south route to Interstate 5. National Highway System facility with pavement in unknown condition per 2018 WSDOT inventory	\$ 3,199,309	2027	2		Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Expansion of Freight Corridors	RTIC	City of Vancouver	NW 32nd Avenue (SR 501 to 78th Street)	NW 32nd Avenue	A new arterial roadway to provide improved freight mobility with better access to the Port of Vancouver. The designed project along Portland Ave extends from the Lincoln Ave to E 27th St (I-5 Interchange), and east along Lincoln Avenue to the Lincoln Avenue bridge deck. For	\$ 5125,000,000	Once completed, the project will provide an improved freight route from the Port of Vancouver to the Port of Everett. The project will restore an asphalt roadway with a heavy haul route corridor. The project will reconstruct roadway to improve freight throughput and safety along this corridor.	\$ 118,750,000	2028	8		Project will be built in 5 phases due to length and cost of project. Project will alleviate congestion on the Mill Plain corridor through the Port of Vancouver. This project does not need to be on the Regional Transportation Plan based on the scope and street classification. At the time of application the total project cost for Phase II was undetermined, however, Phase II will be ready for construction in 2028 if
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 9.40 to MP 10.60	Sheffer Road	Road reconstruction	\$ 1,070,000	Project will reconstruct roadway to improve freight throughput and safety along this corridor.	\$ 1,070,000	2028	3		
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 3.90 to MP 5.39	Sheffer Road	Road reconstruction	\$ 1,580,000	Project will reconstruct roadway to improve freight throughput and safety along this corridor.	\$ 1,580,000	2028	3		
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 11.20 to MP 11.90	Sheffer Road	Road reconstruction	\$ 960,000	Project will reconstruct roadway to improve freight throughput and safety along this corridor.	\$ 960,000	2028	3		
Bridge Preservation	CDTC	Chelan County	Perishin Bridge Replacement	Main St	Replace or retrofit to improve multi-modal and freight traffic	\$ 35,000,000	Improve freight mobility on farm to market route	\$ 35,000,000	2028	3		
Road Preservation	PSRC	City of Redmond	Pavement Management Project 40th	NE 40th St	Pavement overlay, 2029-2038	\$ 1,517,000	Roadway preservation	\$ 1,517,000	2028	3		
Expansion of Freight Corridors	CDTC	Chelan County	North Rd Phase II	North Rd	Replace or retrofit to improve multi-modal and freight traffic	\$ 3,450,000	Improve freight mobility on farm to market route			2028	3	
Bridge and Road Replacement	WWWMPO	Walla Walla County	Eureka North Road MP 2.80 to MP 3.80	Eureka North Road	Road reconstruction	\$ 850,000	Project will reconstruct roadway to improve freight throughput and safety along this corridor.	\$ 850,000	2028	3		
Expansion of Freight Corridors	WWWMPO	Collage Place/WSDOT	Collage Avenue (SR 125 to 135th Street)	Collage Avenue & SR 125	Intersection improvements to handle current and anticipated traffic growth in immediate future. Project schedule is 2025-2028.	\$ 1,000,000	Project will allow intersection to properly handle increases in freight traffic from nearby developments. Project will reconstruct roadway to improve freight throughput and safety along this corridor.	\$ 1,000,000	2028	3		
Road Preservation	CDTC	Chelan County	Chumuck Highway Preservation	Chumuck Highway	Asphalting for RAMP, 3-R, Resurfacing, restoration, or rehabilitation to extend service life.	\$ 35,000,000	Maintain farm to market route	\$ 35,000,000	2028	3		
Road Preservation	CDTC	Chelan County	Wenatchee Heights Road, Phase II	Wenatchee Heights Rd	2-R: Resurfacing and restoration to provide structural adequacy and minor safety improvements.	\$ 1,000,000	Maintain farm to market route	\$ 1,000,000	2028	0		CDTC RTP programatically addresses preservation need - no project list
Road Preservation	CDTC	Chelan County	Wapato Lake Rd Preservation	Wapato Lake Rd	3-R: Resurfacing, restoration, or rehabilitation to extend service life and enhance multi-modal access.	\$ 3,500,000	Maintain farm to market route	\$ 3,500,000	2028	0		CDTC RTP programatically addresses preservation need - no project list
Bridge and Road Replacement	CDTC	Chelan County	Stemilt Hill Rd Slope Stabilization	Stemilt Hill Rd	Mitigate slope instability and restore roadway.	\$ 2,500,000	Maintain farm to market route	\$ 2,500,000	2028	0		CDTC RTP programatically addresses preservation need - no project list
Road Preservation	CDTC	Chelan County	Squiklick Road Preservation	Squiklick Rd	3-R: Resurfacing, restoration, or rehabilitation to extend service life and enhance multi-modal access.	\$ 2,100,000	Maintain farm to market route	\$ 2,100,000	2028	0		CDTC RTP programatically addresses preservation need - no project list
Bridge Preservation	CDTC	Chelan County	Monitor Bridge Rehabilitation	Main St	Repair structural elements and assess whether deck can be widened.	\$ 4,500,000	Maintain farm to market route	\$ 4,500,000	2028	0		CDTC RTP programatically addresses preservation need - no project list
Bridge and Road Replacement	PSRC	City of Marysville	156th St NE	156th St NE	Build new SPU interchange	\$ 60,000,000	Provide new I-5 interchange connecting into Cascade Industrial Center		Other	11		\$42M is funded by Connecting WA. Construction begin 2029
Transportation Systems Management and Operations (TSMO)	SCOG	WSDOT	Interstate 5 Active Traffic Management	Interstate 5	A wide range of technologies and strategies used to optimize traffic throughput and improve safety during periods of peak travel demand, or when incidents and events occur that affect traffic flow and safety. Active Traffic Management may include adaptive ramp metering, adaptive intersection signal systems, variable message signs, variable speed limits and lane use control signs. This project requires coordination with Skagit County, Mount Vernon and Burlington. Planning began on this project in 2021, and construction is expected to begin in 2031.	\$ 60,770,000	Benefits to freight include easing of congestion on Interstate 5 through the Mount Vernon Urbanized Area through utilization of Intelligent Transportation Systems measures.		Other	8		Construction currently planned for 2031 but could be advanced if funding provided for this phase. Phase 1 planning study for project concluded in 2021.
Road Preservation	PSRC	City of Seattle	West Marginal Way Reconstruction	West Marginal Way S	Rehabilitate and improve roadway, schedule TBD	\$ 50,000,000	Maintain state of good repair	\$ 50,000,000	Other	5		This project has received minimal design, and the schedule and cost are preliminary estimates.
Bridge and Road Replacement	PSRC	King County	Berruade Bridge #3086X Corridor	Kent Black Diamond Rd	Scope: Improve structural, traffic, and freight rail safety by improving interconnected	\$ 28,800,000	The Berruade Bridge carries a T-3 road over an R-1 BNSF railroad that connects the Port of Everett to the Port of Seattle.	\$ 28,800,000	Other	5		The project provides multiple non-freight benefits. The replacement bridge will add two 8' wide shoulders for vehicular safety. This project has received minimal design, and the schedule and cost are preliminary estimates.
Bridge and Road Replacement	PSRC	City of Seattle	Ballard Bridge	15th Ave NW	Replace bridges, schedule TBD	\$ 700,000,000	Maintain state of good repair		Other	5		This project has received minimal design, and the schedule and cost are preliminary estimates.
Bridge and Road Replacement	PSRC	City of Seattle	1st Ave and 4th Ave Over ARGO Bridges	1st Ave S & 4th Ave S	Replace bridges, schedule TBD	\$ 800,000,000	Maintain state of good repair		Other	5		This project has received minimal design, and the schedule and cost are preliminary estimates.
Transportation Systems Management and Operations (TSMO)	SCOG	City of Sedro-Woolley	Cook Road / North Trail Road Intersection Improvements	Cook Road	Construct a new intersection to tie the new North Trail Road portion of the corridor to Cook Road. Project schedule is 2029-2030.	\$ 3,069,000	Improve mobility through Sedro-Woolley by providing alternate east-west route, beginning/concluding at this intersection on Cook Road, including access to the Jones/John Liner Railroad Undercrossing.		Other	3		Construction currently planned for 2030 but could be advanced if funding provided for this phase. Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Grade Separation Projects	PSRC	City of Marysville	Grove St Overcrossing	Grove St	Build overcrossing at BNSF railroad crossing on Grove St, design start 2022	\$ 530,000,000	Provide overcrossing of BNSF mainline within Downtown Marysville	\$ 24,400,000	Other	2		SSM is funded by Move Ahead WA. \$500K City funds secured
Grade Separation Projects	PSRC	City of Marysville	156th St NE Overcrossing	156th St NE	Build overcrossing at BNSF railroad crossing on 156th St NE, design start 2025	\$ 18,000,000	The overcrossing will provide a bypass for traffic to the west/Lakewood area and therefore alleviate the congestion at 172nd to allow freight movement into Cascade	\$ 17,496,000	Other	2		\$500K is funded by Move Ahead WA available after 2023. \$500K City funds secured
Road Preservation	PSRC	City of Seattle	Harbor Island Rehabilitation	N/A	Rehabilitate and improve streets throughout the island, schedule TBD	\$ 50,000,000	Rebuild crumbling pavement, improve truck operations		Other	0		This project has received minimal design, and the schedule and cost are preliminary estimates.
Grade Separation Projects	PSRC	City of Seattle	Duwamish Rail Overcrosses	S Holgate St	Build new rail overcross	\$ 600,000,000	Grade separation, schedule TBD	\$ 600,000,000	Other	0		This project has received minimal design, and the schedule and cost are preliminary estimates.
Truck Parking	PSRC	Northwest Seaport	Terminal 25 South Truck Parking	East Waterway	Redevelopment of 11 acre site to accommodate truck and chassis parking.	TBD	Provides truck parking and amenities for drayage truck drivers that move cargo.		5			Project is in planning alternatives phase, no capital funding has been reserved for the project yet.
Zero Emissions	PSRC	Northwest Seaport	Pierce County Terminal Reefer Alliance	Blair Waterway	Install 300 reefer plugs on the terminal, schedule TBD.	\$ 6,000,000	Adds refrigerated cargo container plug-ins and eliminates diesel emissions by replacing a diesel generator.	\$ 6,000,000	5			Project is in the capital improvement budget, so funding will be made available upon project authorization
Road Preservation	RTIC	City of Ridgefield	Union Ridge Parkway Rehab	Union Ridge Pkwy	Project will address fatigue and worn out asphalt on this roadway to bring it back up to	N/A, working on design	Will improve mobility of freight by bringing the asphalt back up to an acceptable condition.	\$ -	3			Ridgefield is working on project cost estimate. Pavement rehabilitation on S Union Ridge Parkway (an extension of NE 259th Street)
Transportation Systems Management and Operations (TSMO)	PSRC	WSDOT (Port of Seattle)	SR 518 Freight Data Collection	SR518	SR518 Corridor Ring Study: collect freight data to support future decisions in corridor	\$ 1,000,000	Improve freight use to support investment to serve air cargo facility & regional traffic	\$ 1,000,000	3			WSDOT study
Expansion of Freight Corridors	PSRC	City of Pile	SR 167/Valley Ave East							0		
									\$ -			

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

1. Phase 1 Target Area	2. MPO/RTPO	3. Project / Investment Source	4. Project Title	5. Route Name	6. Scope and Schedule	10. Total Cost	11. Benefits to Freight	Total Need (Requested)	17. Construction Start	Target Score	18. Comments (Optional)
Expansion of Freight Corridors	PSRC	WSDOT (Port of Seattle Airport support)	S 152nd St On-ramp to WB SR 518, Collector Distributor	SR518	The project is identified in the WSDOT SR518 Corridor Planning Study (Project #15). By adding an on-ramp from S 152nd St & 24th Ave S to WB SR518, as a collector-distributor, the project supports freight movement & improves access to WB SR518. Construction schedule TBD	\$ 20,000,000	Improves access to WB SR518 for trucks accessing the Airport's North Cargo Area & planned cargo warehouse development on adjacent POS-owned property as envisioned in the Port's Sustainable Airport Master Plan.	\$ 20,000,000	0	0	WSDOT study recommends; POS supports
Expansion of Freight Corridors	PSRC	WSDOT (Port of Seattle Airport support) (Port)	S 152nd St On-ramp to WB SR 518, Collector Distributor	SR518	The project is identified in the WSDOT SR518 Corridor Planning Study (Project #15). By adding an on-ramp from S 152nd St & 24th Ave S to WB SR518, as a collector-	\$ 20,000,000	Improves access to WB SR518 for trucks accessing the Airport's North Cargo Area & planned cargo warehouse development on adjacent POS-owned property as	\$ 20,000,000	0	0	WSDOT study recommends; POS supports
All	Statewide	FMSIB	Local Government Freight Mobility Grant Program		Provide grants to local freight bottlenecks and chokepoints identified in a competitive	\$ -	Provide nimble and targeted responses to critical local freight mobility problems.	\$ -	0	0	
Zero Emissions	PSRC	Northwest Seaport Alliance	Implementation of the Northwest Ports Clean Air Strategy		Support transition to zero-emission cargo operations through implementation of the Northwest Ports Clean Air Strategy. Projects include shore power, infrastructure and equipment for the clean truck program and deploying reduced and zero-emission cargo-handling equipment, and charging equipment for passenger and fleet vehicles. Projects will be carried out in both harbors on a rolling basis.	\$200,000,000	Phasing out emissions from seaport-related activities by 2050 will support cleaner air for our local communities and fulfill our shared responsibility to help limit global temperature rise to 1.5°C.			0	This is a gateway-wide project at multiple terminals in Seattle and Tacoma Harbors.
Zero Emissions	PSRC	Port of Seattle Fleet Maintenance	EV charging facilities	Port facilities	provide EV charging for Port fleets	TBD	reduces freight emissions consistent with NW Ports Clean Air Strategy	\$ 200,000,000		0	as yet unscopd
						\$ 4,329,549,125		\$ 3,966,479,871			

Beth Redfield
Transportation
October 13, 2022

1 AN ACT Relating to freight mobility prioritization; amending RCW
2 ...; recodifying RCW ...; and repealing RCW

3

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5

6

7

8 **Sec. 1.** RCW 47.06A.010 and 1998 c 175 s 2 are each amended to
9 read as follows:

10 Unless the context clearly requires otherwise, the definitions
11 in this section apply throughout this chapter.

12 (1) "Board" means the freight mobility (~~((strategic investment))~~)
13 strategy board created in RCW 47.06A.030.

14 (2) "Department" means the department of transportation.

15 (3) "Freight mobility" means the safe, reliable, and efficient
16 movement of goods within and through the state to ensure the state's
17 economic vitality.

18 (4) "Local governments" means cities, towns, counties, special
19 purpose districts, port districts, and any other municipal

1 corporations or quasi-municipal corporations in the state excluding
2 school districts.

3 (5) "Public entity" means a state agency, city, town, county,
4 port district, or municipal or regional planning organization.

5 (6) "Strategic freight corridor" means a transportation corridor
6 of great economic importance within an integrated freight system
7 that:

8 (a) Serves international and domestic interstate and intrastate
9 trade;

10 (b) Enhances the state's competitive position through regional
11 and global gateways;

12 (c) Carries freight tonnages of at least:

13 (i) Four million gross tons annually on state highways, city
14 streets, and county roads;

15 (ii) Five million gross tons annually on railroads; or

16 (iii) Two and one-half million net tons on waterways; and

17 (d) Has been designated a strategic corridor by the board under
18 RCW 47.06A.020(3). However, new alignments to, realignments of, and
19 new links to strategic corridors that enhance freight movement may
20 qualify, even though no tonnage data exists for facilities to be
21 built in the future.

22 (7) Overburdened community has the same meaning as provided in
23 RCW 70A.02.010 (11).

24 (8) Indian tribe has the same meaning as provided in RCW
25 43.376.010 (1).

26

27

28

29 **Sec. 2.** RCW 47.06A.001 and 1998 c 175 s 1 are each amended to
30 read as follows:

31 The legislature finds that:

32 (1) Washington state is uniquely positioned as a gateway to the
33 global economy. As the most trade-dependent state in the nation, per
34

1 capita, Washington's economy is highly dependent on an efficient
2 multimodal transportation network in order to remain competitive.

3 (2) The vitality of the state's economy is placed at risk by
4 growing traffic congestion that impedes the safe and efficient
5 movement of goods. The absence of a comprehensive and coordinated
6 state policy that facilitates freight movements to local, national,
7 and international markets limits trade opportunities.

8 (3) Freight corridors that serve international and domestic
9 interstate and intrastate trade, and those freight corridors that
10 enhance the state's competitive position through regional and global
11 gateways are strategically important. In many instances, movement of
12 freight on these corridors is diminished by: Barriers that block or
13 delay access to intermodal facilities where freight is transferred
14 from one mode of transport to another; conflicts between rail and
15 road traffic; constraints on rail capacity; highway capacity
16 constraints, congestion, and condition; waterway system depths that
17 affect capacity; and institutional, regulatory, and operational
18 barriers.

19 (4) (~~Rapidly escalating population growth is placing an added~~
20 ~~burden on streets, roads, and highways that serve as freight~~
21 ~~corridors. Community benefits from economic activity associated with~~
22 ~~freight movement often conflict with community concerns over safety,~~
23 ~~mobility, [and] environmental quality.)) The negative impacts of
24 freight transportation do not fall equally on all residents of
25 Washington, and historically the negative impacts have been
26 concentrated or felt most acutely within overburdened communities.
27 Overburdened communities and vulnerable populations tend to be
28 disproportionately located next to industrial areas and freight
29 facilities such as ports, rail yards, highways, and truck stops. As
30 such, the incidence of many health conditions, traffic accidents
31 involving non-drivers, and highways dividing communities are among
32 the highest in these communities. Freight mobility improvement
33 efforts ((to-)) must prevent or minimize community impacts in areas
34 of high freight ((that-)) and must encourage the active~~

1 participation of communities in the early stages of proposed public
2 and private infrastructure investments(~~((will facilitate needed~~
3 ~~freight mobility improvements))~~).

4 (5) Ownership of the freight mobility network is fragmented and
5 spread across various public jurisdictions, private companies, and
6 state and national borders. Transportation projects have grown in
7 complexity and size, requiring more resources and longer
8 implementation time frames. Currently, there is no comprehensive and
9 integrated framework for planning the freight mobility needs of
10 public and private stakeholders in the freight transportation
11 system. A coordinated planning process should identify new
12 infrastructure investments that are integrated by public and private
13 planning bodies into a multimodal and multijurisdictional network in
14 all areas of the state, urban and rural, east and west. The state
15 should integrate freight mobility goals with state policy on related
16 issues such as economic development, growth management, and
17 environmental management.

18 (6) State investment in projects that enhance or mitigate
19 freight movements, should pay special attention to solutions that
20 utilize a corridor solution to address freight mobility issues with
21 important transportation and economic impacts beyond any local area.
22 The corridor approach builds partnerships and fosters coordinated
23 planning among jurisdictions and the public and private sectors.

24 (7) It is the policy of the state of Washington that limited
25 public transportation funding and competition between freight and
26 general mobility improvements for the same fund sources require
27 strategic, prioritized freight investments that reduce barriers to
28 freight movement, maximize cost-effectiveness, yield a return on the
29 state's investment, require complementary investments by public and
30 private interests, and solve regional freight mobility problems.
31 State financial assistance for freight mobility projects must
32 leverage other funds from all potential partners and sources,
33 including federal, county, city, port district, and private capital.
34

1 **Sec. 3.** RCW 47.06A.020 and 2013 c 104 s 1 are each amended to
2 read as follows:

3 (1) The purpose of the board is to:

4 (a) Provide strategic guidance to the governor and the
5 legislature regarding the highest priority freight mobility needs in
6 the state;

7 (b) Encourage policies that support a competitive, resilient,
8 sustainable, and equitable freight system; and

9 (c) Serve as a forum for discussion of state transportation
10 decisions affecting freight mobility.

11 (2) The board shall, in consultation with local governments,
12 other public entities, and Indian tribes:

13 ~~(a) ((Adopt rules and procedures necessary to implement the~~
14 ~~freight mobility strategic investment program;~~

15 ~~(b) Solicit from public entities proposed projects that meet~~
16 ~~eligibility criteria established in accordance with subsection (4)~~
17 ~~of this section; and~~

18 ~~(c) Review and evaluate project applications based on criteria~~
19 ~~established under this section, and prioritize and select projects~~
20 ~~comprising a portfolio to be funded in part with grants from state~~
21 ~~funds appropriated for the freight mobility strategic investment~~
22 ~~program. In determining the appropriate level of state funding for a~~
23 ~~project, the board shall ensure that state funds are allocated to~~
24 ~~leverage the greatest amount of partnership funding possible. The~~
25 ~~board shall ensure that projects included in the portfolio are not~~
26 ~~more appropriately funded with other federal, state, or local~~
27 ~~government funding mechanisms or programs. The board shall reject~~
28 ~~those projects that appear to improve overall general mobility with~~
29 ~~limited enhancement for freight mobility.))~~

30 ~~((The board shall provide periodic progress reports on its~~
31 ~~activities to the office of financial management and the senate and~~
32 ~~house transportation committees.~~

33)) Identify a six-year program of the highest priority freight
34 mobility investments for the state across freight modes,

1 jurisdictions, and the regions of the state. The program must be
2 consistent with the state's freight mobility plan.

3
4 (b) Identify critical emerging freight mobility issues not yet
5 addressed by investments considered for inclusion in the six-year
6 program of the highest priority freight mobility investments
7 required in (a) of this subsection; and

8 (c) By December 1st of each even numbered year, submit to the
9 governor and the legislature a report meeting the requirements of
10 this subsection. .

11 (2) The board may:

12 ~~(a) ((Accept from any state or federal agency, loans or grants~~
13 ~~for the financing of any transportation project and enter into~~
14 ~~agreements with any such agency concerning the loans or grants;~~

15 ~~(b) Provide technical assistance to project applicants;~~

16 ~~(e))~~ Accept any gifts, grants, or loans of funds, property, or
17 financial, or other aid in any form from any other source on any
18 terms and conditions which are not in conflict with this chapter;

19 ~~((d))~~ (b) Adopt rules under chapter 34.05 RCW as necessary to
20 carry out the purposes of this chapter; and

21 ~~((e))~~ (c) Do all things necessary or convenient to carry out
22 the powers expressly granted or implied under this chapter.

23 (3) The board shall designate strategic freight corridors within
24 the state. The board shall update the list of designated strategic
25 corridors not less than every two years, and shall establish a
26 method of collecting and verifying data, including information on
27 city and county-owned roadways.

28 (4) The board shall review and provide feedback to the
29 department of transportation on its periodic update of the state's
30 freight mobility plan.

31 (5) For the purposes of developing the six-year program of
32 highest priority freight mobility investments, the board shall
33 utilize threshold project eligibility criteria that, at a minimum,
34 includes the following:

1 (a) The project must be on a strategic freight corridor;

2 (b) The project sponsor must demonstrate a plan for:

3 (i) sufficient engagement with overburdened communities
4 impacted by the project; and,

5 (ii) the evaluation of project alternatives and mitigation
6 measures addressing the impacts on these communities to the greatest
7 extent possible.

8 (6) Other evaluation criteria for the six-year program of
9 highest priority freight mobility investments must include how much
10 funding has already been secured for a project, project readiness
11 for construction, and the regional distribution of projects.

12 ~~((The project must meet one of the following conditions:~~

13 ~~(i) It is primarily aimed at reducing identified barriers to~~
14 ~~freight movement with only incidental benefits to general or~~
15 ~~personal mobility; or~~

16 ~~(ii) It is primarily aimed at increasing capacity for the~~
17 ~~movement of freight with only incidental benefits to general or~~
18 ~~personal mobility; or~~

19 ~~(iii) It is primarily aimed at mitigating the impact on~~
20 ~~communities of increasing freight movement, including~~
21 ~~roadway/railway conflicts; and~~

22 ~~(c) The project must have a total public benefit/total public~~
23 ~~cost ratio of equal to or greater than one.~~

24 ~~(5) From June 11, 1998, through the biennium ending June 30,~~
25 ~~2001, the board shall use the multicriteria analysis and scoring~~
26 ~~framework for evaluating and ranking eligible freight mobility and~~
27 ~~freight mitigation projects developed by the freight mobility~~
28 ~~project prioritization committee and contained in the January 16,~~
29 ~~1998, report entitled "Project Eligibility, Priority and Selection~~
30 ~~Process for a Strategic Freight Investment Program." The~~
31 ~~prioritization process shall measure the degree to which projects~~
32 ~~address important program objectives and shall generate a project~~
33 ~~score that reflects a project's priority compared to other projects.~~
34 ~~The board shall assign scoring points to each criterion that~~

1 ~~indicate the relative importance of the criterion in the overall~~
2 ~~determination of project priority. After June 30, 2001, the board~~
3 ~~may supplement and refine the initial project priority criteria and~~
4 ~~scoring framework developed by the freight mobility project~~
5 ~~prioritization committee as expertise and experience is gained in~~
6 ~~administering the freight mobility program.~~

7 ~~(6) It is the intent of the legislature that each freight~~
8 ~~mobility project contained in the project portfolio approved by the~~
9 ~~board utilize the greatest amount of nonstate funding possible. The~~
10 ~~board shall adopt rules that give preference to projects that~~
11 ~~contain the greatest levels of financial participation from~~
12 ~~nonprogram fund sources. The board shall consider twenty percent as~~
13 ~~the minimum partnership contribution, but shall also ensure that~~
14 ~~there are provisions allowing exceptions for projects that are~~
15 ~~located in areas where minimal local funding capacity exists or~~
16 ~~where the magnitude of the project makes the adopted partnership~~
17 ~~contribution financially unfeasible.))~~

18 (7) The board shall develop and recommend policies that address
19 operational improvements that primarily benefit and enhance freight
20 movement, including, but not limited to, policies that reduce
21 congestion in truck lanes at border crossings and weigh stations and
22 provide for access to ports during nonpeak hours.

23
24 NEW SECTION. **Sec. 4.** The board must contract for a study of best
25 practices for preventing or mitigating the impacts of investments in
26 and the operation of freight systems in overburdened communities. The
27 department must work with the department of enterprise services to
28 ensure that a diverse group of potential consultants are notified of
29 the contracting opportunity. The study must include findings and
30 recommendations with broad application for all jurisdictions making
31 future investments in freight systems. By December 1, 2024, the board
32 must submit a report to the governor and legislature with its findings
33 and recommendations.

34

1 **Sec. 5.** RCW 47.06A.030 and 1999 c 216 s 2 are each amended to
2 read as follows:

3 (1) The freight mobility (~~((strategic investment))~~) strategy board
4 is created. The board shall convene by July 1, 1998.

5 (2) The board is composed of (~~((twelve))~~) fifteen members. The
6 following members are appointed by the governor for terms of four
7 years, except that five members initially are appointed for terms of
8 two years: (a) Two members, one of whom is from a city located
9 within or along a strategic freight corridor, appointed from a list
10 of at least four persons nominated by the association of Washington
11 cities or its successor; (b) two members, one of whom is from a
12 county having a strategic freight corridor within its boundaries,
13 appointed from a list of at least four persons nominated by the
14 Washington state association of counties or its successor; (c) two
15 members, one of whom is from a port district located within or along
16 a strategic freight corridor, appointed from a list of at least four
17 persons nominated by the Washington public ports association or its
18 successor; (d) one member representing the office of financial
19 management; (e) one member appointed as a representative of the
20 trucking industry; (f) one member appointed as a representative of
21 the railroads; (g) the secretary of the department of transportation
22 or the secretary's designee; (h) one member representing the
23 steamship industry; (~~((and))~~) (i) one member representing the package
24 delivery industry; (j) one member representing environmental
25 protection interests; (k) one member representing the interests of
26 overburdened communities; and (l) one member of the general public.

27 In appointing the general public member, the governor shall endeavor
28 to appoint a member with special expertise in relevant fields such
29 as public finance, freight transportation, or public works
30 construction. The governor shall appoint the general public member
31 as chair of the board. In making appointments to the board, the
32 governor shall ensure that each geographic region of the state is
33 represented.

1 (3) Members of the board shall be reimbursed for reasonable and
2 customary travel expenses as provided in RCW 43.03.050 and
3 43.03.060.

4 (4) If a vacancy on the board occurs by death, resignation, or
5 otherwise, the governor shall fill the vacant position for the
6 unexpired term. Each vacancy in a position appointed from lists
7 provided by the associations and departments under subsection (2) of
8 this section must be filled from a list of at least four persons
9 nominated by the relevant association or associations.

10 (5) The appointments made in subsection (2) of this section are
11 not subject to confirmation.

12

13 **Sec. 6.** RCW 47.06.045 and 1998 c 175 s 10 are each amended to
14 read as follows:

15 The state-interest component of the statewide multimodal
16 transportation plan shall include a freight mobility plan which
17 shall assess the transportation needs to ensure the safe, reliable,
18 and efficient movement of goods within and through the state and to
19 ensure the state's economic vitality. The department shall engage
20 the freight mobility strategy board in the development of the
21 freight mobility plan.

22

23 **Sec. 7.** RCW 47.06.070 and 1993 c 446 s 7 are each amended to
24 read as follows:

25 The state-interest component of the statewide multimodal
26 transportation plan shall include a state marine ports and
27 navigation plan, which shall assess the transportation needs of
28 Washington's marine ports, including navigation, and identify
29 transportation system improvements needed to support the
30 international trade and economic development role of Washington's
31 marine ports. The department shall engage the freight mobility
32 strategy board in the development of the marine ports and navigation
33 portion of the freight mobility plan.

34

1 **Sec. 8.** RCW 46.68.300 and 2021 c 333 s 711 are each amended to
2 read as follows:

3 The freight mobility investment account is hereby created in the
4 state treasury. Money in the account may be spent only after
5 appropriation. Expenditures from the account may be used only for
6 freight mobility projects that have been (~~((approved))~~) recommended
7 by the freight mobility (~~((strategic investment))~~) strategy board in
8 RCW 47.06A.020 and may include any principal and interest on bonds
9 authorized for the projects or improvements. (~~((During the 2019-2021~~
10 ~~and 2021-2023 fiscal biennia, the expenditures from the account may~~
11 ~~also be used for the administrative expenses of the freight mobility~~
12 ~~strategic investment board.))~~)

13
14
15 **Sec. 9.** RCW 46.68.310 and 2020 c 219 s 702 are each amended to
16 read as follows:

17 The freight mobility multimodal account is created in the state
18 treasury. Money in the account may be spent only after
19 appropriation. Expenditures from the account may be used only for
20 freight mobility projects that have been (~~((approved))~~) recommended
21 by the freight mobility (~~((strategic investment))~~) strategy board in
22 RCW 47.06A.020 and may include any principal and interest on bonds
23 authorized for the projects or improvements. (~~((However, during the~~
24 ~~2019-2021 fiscal biennium, the legislature may direct the state~~
25 ~~treasurer to make transfers of moneys in the freight mobility~~
26 ~~multimodal account to the multimodal transportation account.))~~)

27
28 NEW SECTION. **Sec. 10.** The following acts or parts of acts are each
29 repealed:

- 30 (1) RCW 47.06A.045 and ... c ... s ...;
31 (2) RCW 47.06A.050 and ... c ... s ...; and
32 (3) RCW 47.06A.060 and ... c ... s

1 NEW SECTION. Sec. 11.

2 (1) Recodify RCW 47.06A.080 to Chapter 53.20 RCW

3 (2) Recodify RCW 47.06A.090 to Chapter 47.04 RCW

4

7 --- END ---
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An Act Relating to Freight Mobility Prioritization Summary

Sec. 1. Definitions:

- Renames the Freight Mobility and Strategic Investment Board (FMSIB) as the Freight Mobility Strategy Board (FMSB)
- Provides a definition of overburdened communities, referencing the definition in the HEAL Act.
- Provides a definition of Indian tribes, referencing the definition in the government-to-government consultation statute. NOTE: This definition only includes federally-recognized tribes.

Sec. 2. Legislative Intent

- Modifies the subsection addressing community impacts to recognize the impacts of freight transportation on overburdened communities and to state the intent that freight mobility improvements must prevent or minimize community impacts in areas of high freight and must encourage active participation of impacted communities.

Sec. 3. Board purposes and duties

- Adds purposes for the Board:
 - Provide strategic guidance to the Governor and Legislature regarding highest priority freight mobility needs in the state;
 - Encourage policies that support a competitive, resilient, sustainable, and equitable freight system; and
 - Serve as a forum for discussion of state transportation decisions affecting freight mobility.
- Modifies the Board's duties:
 - Removes duties related to the selection and finance of freight projects.
 - Adds the duty consult with local governments, other public entities and Indian tribes to:
 - Identify a six-year program of the highest priority freight mobility investments for the state, across freight modes, jurisdictions, and the regions of the state. The program must be consistent with the state's freight mobility plan;
 - Identify critical emerging freight issues not yet addressed by investments considered for inclusion in the program of freight mobility investments, and
 - Report to the Governor and the Legislature every other year with the results of these efforts.
 - Requires the Board to review and provide feedback to the Department of Transportation on its periodic update to the state's freight mobility plan.
 - For the purpose of developing the six-year program of the highest priority freight mobility investments, the threshold criteria are reduced to two criteria:
 - The existing criteria that a project must be on a strategic freight corridor; and
 - An additional criteria requiring that the project sponsor demonstrate a plan for sufficiently engaging overburdened communities and evaluating alternatives and mitigation measures to the greatest extent possible.
 - Other evaluation criteria must include how much funding has already been secured for a project, project readiness for construction, and the regional distribution of projects.

An Act Relating to Freight Mobility Prioritization Summary

Sec. 4. NEW SECTION. Requires a study of best practices for preventing or mitigating the impacts of investments in and the operation of freight systems in overburdened communities.

Sec. 5. Allows the Secretary of WSDOT to appoint a designee to serve on the Board. Increases the Board membership to 15 members adding:

- A member representing the package delivery industry,
- A member representing environmental protection interests, and
- A member representing the interests of overburdened communities.

Sec. 6. and Sec. 7. Amends the requirements for the state freight mobility plan and the state marine ports and navigation plan to direct the Department of Transportation to engage the Freight Mobility Strategy Board in the development of the plans.

Sec. 8. and Sec. 9. Amends the freight mobility accounts to direct that expenditures from the account may only be used for projects that have been recommended, not approved, by the Board. Also changes references to the Board's name and deletes obsolete sentences referencing the 2019-21 biennium.

Sec. 10. Repeals sections related to the selection and finance of freight projects. Also repeals an obsolete section.

- RCW 47.06A.045: Reimbursement of travel expenses in 2013-15.
- RCW 47.06A.050: Allocation of funds to projects.
- RCW 47.06A.060: Grants and loans for the financing of projects.

Sec. 11. Recodifies two sections:

- RCW 47.06A.080: The requirement that Port Districts submit development plans to transportation planning organizations is moved to the Ports RCW Chapter.
- RCW 47.06A.090: The Move Ahead WA Railroad Crossing Grant program expressly directed to be administered by WSDOT Local Programs was incorrectly codified in the FMSIB RCW Chapter.

Effective date not specified. Default is 90 days after the conclusion of the session in which the bill passes.

State Auditor Office (SAO) FMSIB Audit

November 18, 2022

Background: Every four to six years, SAO audits each Washington State agency. The last FMSIB audit took place in 2016.

Issue: In June, SAO began the process of reviewing FMSIB Risk Assessment in regard to:

- Internal control monitoring
- Compliance with laws and regulations
- Any risk of non-compliance
- General safeguarding of public records
- Monitoring activities related to fraud

On July 27, Chair Gatchet, Director Ziegler, Executive Assistant Sally See, and our accounting specialist from Local Programs Lynn Noah, met with SAO met to conduct a “Risk Assessment.”

The same group and Local Programs Project Manager Stephanie Tax met on August 5 for an “Entrance Conference” informing FMSIB of the specific areas in which FMSIB will be reviewed:

- Payroll
- Project Monitoring

Director Ziegler and EA Sally See have continued to meet with SAO staff 2-3 times per month to ensure that SAO is receiving everything that they need to conduct this audit.

All requested information has been submitted to the SAO office and their questions have been addressed in full. A close-out meeting with SAO and FMSIB staff will be scheduled late November/early December.

The Audit is expected to cost: \$21,240. (Total amount expended for June-September: \$7198.) FMSIB did not budget for this and staff has proposed a 2023 Supplemental Budget decision package to fund this expense.

Action: No Board action is required