

Freight Mobility Strategic Investment Board

March 17, 2023

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

Port of Kalama offices • Large Conference Rm • 110 West Marine Dr., Kalama

Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?clientID=9375922947&eventID=2023031006>

(For Zoom meeting option, please contact Sally See at see@fmsib.wa.gov for meeting link)

Note: Chair may adjust agenda topics and timing

AGENDA

9:00 AM	1 Meet at Port of Kalama Conference Room	All		0
9:05 AM	2 Carpool to Port of Kalama project	Eric Yakovich, Director Economic Development	Informational	
9:50 AM	3 Welcome and Introductions	Temple Lentz	Informational	
10:00 AM	4 Public Comment	Temple Lentz	Informational	
10:05 AM	5 Meeting Minutes approval (January 20, 2023)	Temple Lentz	Action	
10:10 AM	6 Port Project and other funding timelines	Eric Yakovich and Temple Lentz	Informational/ Possible Action	
10:20 AM	7 CWCOG Project Presentation	Bill Fashing CWCOG Executive Director	Informational	
10:40 AM	8 Bill SHR 1084 Update	Temple Lentz	Informational/ Possible Action	
11:00 AM	9 FMSIB Budgets and Update on Legislation	Jane Wall (CRAB)	Informational	
11:30 AM	10 Board Member Reports	Board Members	Informational	
12:05 PM	11 Working Lunch	All	Informational	
12:25 PM	12 FPAC Committee Update	Ben Wick	Informational / Action	
12:45 PM	13 June Workshop Agenda	Temple Lentz	Informational	
12:55 PM	14 Next Workshop and Meeting: June 1-2, Stevenson	Temple Lentz	Action	
1:00 PM	15 Adjourn	Temple Lentz	Action	



Note: FMSIB meetings are video and audio recorded.

"FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD MEETING MINUTES

January 20, 2023 • 9:00 a.m. – 1:00 p.m. • Olympia, WA

[TVW Recording](#)

In Attendance

BOARD MEMBERS

Temple Lentz, Chair	John McCarthy	<i>Not Present:</i>
Leonard Barnes	Roger Millar	Roger Millar
Peter Bennett	Art Swannack by Zoom	
Matt Ewers	Ben Wick	
Erik Hansen	Anne McEnerny-Ogle	
Johan Hellman	Ex officio Aaron Hunt	

FMSIB STAFF

Not present: Executive Director
Sally A. See, Executive Assistant

GUEST PRESENTERS

Jane Wall, Executive Director, County Road Administration Board (CRAB)
Chris Herman, Deputy Director, Washington Public Ports Association (WPPA)
Brandy DeLange, Government Relations Advocate, Asso of WA Cities (AWC)
Alex Swanson, Managing Director, Washington State Association of Counties (WSAC)
Representative Jake Fey, Washington State House of Representatives
Representative Andrew Barkis, Washington State House of Representatives
Senator Curtis King, Washington State Senate
Senator Mark Liias, Washington State Senate

Meeting Convenes

Chair Lentz convened the meeting at 9:15 am and stated that 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.

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

Public Comment

No one stepped forward.

Approval of Minutes

Motion Item: Adoption of November 2022 Meeting Minutes

Chair Lentz entertained a motion to adopt the November 2022 meeting minutes.

Mayor McEnerny-Ogle moved to accept the minutes. Commissioner McCarthy seconded.

MOTION CARRIED

Review Day on the Hill

Chair Lentz – Opened discussion asking Members’ opinion of how Day-on-the-Hill progressed. She also asks that Board Members be ready to discuss their thoughts on proposed legislation HB 1084. This will also be discussed later in this meeting.

Mayor McEnerny-Ogle – She received good feedback from Leg members, although she was surprised that more Legislators didn’t know “FMSIB”. But then, most had not opened the link to our Annual Report. Suggested that it might be a good idea to invite Leg Members on fieldtrips to review FMSIB projects in their Districts during the year.

Mr. Bennett – Agreed that inviting Leg Members when our Board Members are in their area to show them the FMSIB projects firsthand.

Several Board members agreed that they were received by Leg Members warmly and were interested in the FMSIB Annual Report and what we have accomplished.

Mr. Ewers and Mayor Wick – Expressed concern that Leg Members continue to have the old impression that FMSIB is not spending their allotted money in a timely manner, although over the last two years we have been more on top of a timely project completion list.

Chair Lentz – In regard to the proposed legislation HB 1084, the Board is looking for clarity for a number of points on the Bill. Although many signed into testimony at the House Committee hearing January 19th as “Pro” for the Bill, the general consensus was that most people weren’t clear on what the Bill would accomplish. After this Board meeting, a Zoom call was scheduled for Thursday, January 26th to discuss the Board’s consensus on questions that we have of Representative Fey to clarify what the Bill really means.

Also, after this Board meeting Representative Fey scheduled a listening session with our Board to be held on February 3rd. Rep Fey plans to make clarifying updates to the Legislation after this Feb 3rd meeting and before it is reheard in the House Transportation Committee.

Executive Director Search

Chair Lentz – The Executive Director’s position recruitment currently closes on February 15th. At the time of this Board meeting, four applications have been put forward by Human Resources and are being reviewed by the FMSIB Transition Team.

FMSIB Budget Reports

Please see the board meeting packet for Budget documents that were discussed.

Jane Wall, Executive Director of County Road Administration Board (CRAB) addressed the FMSIB budgets. Ms. Wall, Mayor Wick, and WSDOT Local Programs Stephanie Tax will be meeting next week to work out FMSIB budget issues. No action will be taken by the Board until budgets are straightened out.

Ms. Wall noted that FMSIB is not alone in not having a clear budget and that it's happening all over the State.

Mayor Wick addressed some of the differences between FMSIB budget and what the Governor is aware of.

Board Member Reports – Freight Outreach Efforts

Mr. Bennett – Visited Port of Kalama and was given a tour by the Port's Director of Economic Development, Erik Yakovich. The project details and funding are quite different than what FMSIB is aware of, according to Mr. Yakovich. Mayor Wick will follow up with Mr. Yakovich and pass the information to the Board. A tour of the project area will be requested for the March FMSIB Board meeting.

Mr. Hellman – Provided an update on the railroad labor negotiations national process. He explained how negotiations are done and how unions are again working to ratify the pay increase that was awarded. The union is working with Congress, and everything went as it was supposed to do. The only issue left on the table is workers' paid leave.

Commissioner McCarthy – Spoke to the labor issues on docks and that the crisis negotiations are "radio silent". Cargo is being redirected from the west to the east coast. Activity in Seattle and Tacoma are way down.

Mayor McEnerny-Ogle – Gave an update on the negotiations for the new I-5 bridge into Portland. One big issue is discovering a way to get trucks on and off the freeway in a smoother fashion. The possibility of a "freight only" lane is being discussed. Mr. Hellman noted that plans include having a light rail on the bridge.

Mr. Ewers – Spoke to Spokane's main freight corridor and plans to upgrade the ability for smoother freight movement. (Unable to hear details on TVW)

Update on Washington Ports

Mr. Chris Herman, Deputy Director WPPA presented priorities for Washington Ports.

(See attached handout "Washington Public Ports Association – 2023 Legislative Priorities".)

Update on Washington Cities

Brandy DeLange, Government Relations Advocate, Association of Washington Cities presented priorities for Washington Cities.

(See attached handout "2023 City Legislative Priorities".)

Update on Washington Counties

Axel Swanson, Managing Director, Washington Association of County Engineers (WSAC & WSACE) presented priorities for Washington Counties.

(See attached handout "2023 County Legislative Priorities")

Phase 2 Proviso Report – FPAC Report

Committee Chair Mayor Wick addressed the list of projects sent on January 11th as an attachment to the Proviso Report that was sent to Governor Inslee and Legislative members on December 1, 2022. FMSIB received several responses from MPOs, RTPOs, and WPPA. Mayor Wick demonstrated how the top projects were chosen to be included in the Proviso.

Board Chair Lentz thanked everyone on the FPAC Committee and Committee Chair Wick for all the hours they'd invested in putting together a very solid list of projects to be included in the Proviso sent to the Governor and Legislature.

Working Lunch with Legislative Members – Future of FMSIB

Representative Fey – Intends to bring FMSIB and stakeholders back together to discuss HB 1084 to better understand the language of the Bill. He will not forward the Bill back to Committee until the conversation is had. His intent is to take advantage of the skill set of the FMSIB Board and to have more “forward thinking” in the legislation. He would like the Board to come up with a strategic package of recommendations to produce those projects on the list as soon as possible, not letting the funding sit for 12 years.

Chair Lentz – asked if the Legislature would appropriate a specific dedicated amount for FMSIB to spend. Representative Fey's answer was “Yes”. Senator King's response was, “The Legislature says ‘Here's the money you have in using due diligence to pick projects in a timely manner,’ and not to let the money sit. When a project is stuck, with Legislative approval, take that money and move it over to a project that will benefit in a timely manner.” Senator King added, “We'll figure this out.”

Review of FMSIB Sub-Committee members

Motion Item: Reconfirm FMSIB Sub-committee members. (Contained in Board meeting materials.)

Chair Lentz entertained a motion to reconfirm FMSIB sub-committee members.

Commissioner McCarthy moved to reconfirm FMSIB sub-committee members' list. Mayor McEnerny-Ogle seconded.

MOTION CARRIED

Legislative Review and Board Direction

Chair Lentz discussed proposed HB 1084 and the hearing held January 19th in the House Transportation Committee.

Further discussion and decisions on any consensuses made on behalf of the Board were tabled until after further discussion with the FMSIB Board, Legislative Representatives, and Legislative committee representatives once the Substitute HB 1084 is put forward.

Next Meeting

Board Action Item: Adoption to hold the next FMSIB Board meeting on March 17, 2023 at Port of Kalama, WA.

Chair Lentz entertained a motion to affirm the next FMSIB Board meeting be held on March 17, 2023 at Port of Kalama, WA.

Mr. Hellman moved to pass the motion. Commissioner Swannack seconded.

MOTION AFFIRMED

Meeting Adjourned

Chair Lentz adjourned the meeting at 1:18 p.m.

Summary of Board Motions:

- 1) Adoption of November 18, 2022, Board Meeting Minutes. (page 2)
- 2) Reconfirm FMSIB Sub-committee members. (Contained in Board meeting materials.) (page 4)
- 3) Adoption to hold the next FMSIB Board meeting on March 17, 2023 at Port of Kalama, WA.
- 4) Convene Administration Committee to evaluate applications. (page 2)

Summary of Future Agenda Items:

- 1) Board would like to move forward in inviting Legislative Members on a tour of projects in their Districts whenever a Board member is in their area.
- 2) A virtual Board meeting was scheduled for January 26th to discuss consensus on questions surrounding HB 1084.
- 3) A listening session was scheduled with Representative Fey on February 3rd to discuss HB 1084. Rep Fey plans to make clarifying updates to the Legislation after this Feb 3rd meeting and before it is reheard in the House Transportation Committee.
- 4) We are asking Erik Yakovich of Port of Kalama to review their project with the Board at our March Board meeting.

Temple Lentz
FMSIB Board Chair



WASHINGTON PUBLIC PORTS ASSOCIATION

2023 Legislative Priorities

Tax Increment Financing – Real Property Definition Correction

An important new infrastructure and economic development funding tool made available to local government, including port districts, in 2021 requires technical corrections to be useful for most port projects. The definition of real property currently in the Tax Increment Financing (TIF) statute excludes many port projects from using TIF because it does not currently allow for port districts to retain ownership of property within the established increment area. This bill insures TIF can be used for its intended purpose by all port districts in Washington. Additionally, the bill clarifies that property acquisition is allowed under the TIF statute.

Freight Mobility Strategic Investment Board (FMSIB) Reform (HB 1084)

FMSIB has been an important partner in funding port transportation infrastructure for over 25 years. The board has been precluded from funding projects for four years as it considers reforms designed to make the board more strategically focused and incorporate policy into their workplan. WPPA supports these efforts including incorporating more community focus into the membership of the board and addressing freight policy matters. Retaining an efficient and independent board is vital to advancing the mission of port districts statewide, and we look forward to working with legislators to ensure HB 1084 allows the board to remain an independent and effective voice for freight transportation.

Low Carbon Energy Siting in Washington State

Port districts offer low-carbon energy producers and clean tech manufacturers some of the least conflict, most desirable industrial sites to locate across Washington State. But current permitting processes and regulatory hurdles don't provide the certainty necessary to incentivize companies to bring clean tech jobs to Washington. WPPA supports vital reforms to energy siting processes and regulations to ensure Washington can achieve its greenhouse gas emissions goals and become a location of choice for the green energy transformation.

Port Electrification & Alternative Fuels Program – Climate Commitment Act

Port districts seek a partner in the state of Washington to help achieve our zero emission goals and further the transition of the transportation sector to clean fuels. Dedicated funding from the Climate Commitment Act for ports engaged in decarbonization work would help ports electrify terminal operations, transition cargo handling equipment to zero emission, incentivize freight modal shift and further clean truck adoption. WPPA supports initiatives similar to those championed as part of the Pacific Coast Collaborative. Port decarbonization has been highlighted as one of the most cost-effective ways to reduce greenhouse gas emissions in overburdened communities.



2023 City Legislative Priorities

Strong cities make a great state. Cities are home to 65% of the state's residents, drive the economy, and provide the most accessible government. The continued success of cities depends on adequate resources and local decision-making to best meet the needs of our residents.

Washington's 281 cities ask the Legislature to partner with cities and act on the following priorities:



Respond to the *Blake* decision

Support clarification around the crime of possessing a controlled substance so that individuals, law enforcement, and treatment providers can respond appropriately. Revise the current system of two referrals prior to criminal charges, so it can be more effectively administered across the state.

Support additional investments to help cities with the costs stemming from the *Blake* decision on how possession of controlled substances is handled by the criminal justice system. This includes:

- Funding to help offset the costs of vacating criminal convictions, repaying legal financial obligations, administering diversion programs, and mitigating municipal court impacts.
- Investment in alternative response teams; treatment facilities for adults and juveniles; treatment in jails; and social workers, treatment providers, and system navigators to help direct people to treatment.



Address vehicle pursuits for public safety

Clarify the ability for law enforcement to conduct vehicle pursuits using a reasonable suspicion standard in specific circumstances. This is essential to allow for effective and safe pursuit of suspects when there is an immediate threat to public safety. Cities will continue to support safety standards and training for officers who engage in vehicle pursuits.



Ensure basic infrastructure funding

Fully fund the Public Works Assistance Account (PWAA), allow the current revenue diversions to sunset at the end of fiscal year 2023, and refrain from further fund transfers or diversions to other infrastructure programs or non-infrastructure accounts. Expand state funding opportunities to assist with maintenance and operations of local infrastructure.



Increase housing availability & affordability

Support a proactive approach that creates new tools, incentives, and revenues that cities can use to help increase housing supply and address affordability. Cities need resources to encourage development of housing at all income levels—especially for our lowest-income residents.



Provide behavioral health resources

Create greater access to community-based behavioral health services to include substance use disorder treatment and dual diagnosis treatment facilities. Support continued state funding to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement for responding to situations that involve individuals suffering from behavioral health issues.

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Addressing the *Blake* decision

2023



Respond to community impacts of the *State v. Blake* decision on drug possession, including more treatment for substance use disorder.

Background:

In 2021, the Legislature passed **SB 5476** to address the impacts of the Washington Supreme Court's ruling on *State v. Blake*, which declared unconstitutional the previous law that had categorized drug possession as a felony. The bill establishes misdemeanor-level criminal penalties for the possession of controlled substances, but also requires a referral step for someone's first two offenses, creating an uncertain legal scenario without a fully developed treatment system in place.

In 2022, cities received approximately **\$30 million** in investments from the state, including:

- **\$21.5 million** to offset the costs of repaying legal financial obligations and vacating criminal convictions;
- **\$4.9 million** to fund municipal therapeutic courts;
- **\$2 million** in grants to create alternative response teams; and
- **Additional investments** in services like transportation and case managers to support individuals referred to therapeutic courts.

Cities have been placed on the front lines for carrying out the new public policy created under **SB 5476**. Yet cities lack dedicated, ongoing resources to do this work on their own. Extreme disparities in access to drug treatment are found in communities across the state. Most communities don't have local options to divert people into drug treatment—or the nearest service center is often located many miles away from the community.

The Legislature must invest in statewide services to provide substance use disorder treatment for those who need it and to share the burden of building a statewide support system to address addiction and behavioral health needs.

Strong cities need:

- **Clarification** regarding the legality of possessing a controlled substance. The current two-referral requirement has created legal uncertainty and, in some cases, impedes individuals from accessing treatment. Without a statewide tracking system, there is no way to verify the number of times an individual may have received a referral.
- **Continued funding** to help offset the costs of vacating criminal convictions, repaying legal financial obligations, administering diversion programs, and mitigating municipal court impacts, including the development of new therapeutic courts.
- **State investment** in alternative response teams; treatment facilities for adults and juveniles; treatment in jails; and social workers, treatment providers, and system navigators to help direct people to treatment.

Key city facts:

- Washington cities operate **100 municipal courts**.
- Many, but not all, municipal courts operate **specialized court programs**, including therapeutic courts, veteran courts, drug courts, domestic violence courts, teen courts, and homeless courts.
- In 2021, the Administrative Office of the Courts (AOC) launched the Therapeutic Courts Grant, which allocated **\$4.5 million** to municipal and district courts. The AOC received **41 requests** totaling over **\$9.4 million** – the need continues to outpace investments.
- **178 cities** have their own law enforcement departments, employing a total of **6,582 officers**.
- Cities are investing in **alternative response models** such as co-responders, crisis responders, law enforcement assisted diversion, and other community-based outreach programs.

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Public safety: Vehicle pursuits

2023



Support effective and accountable use of vehicular pursuits in response to immediate threats to public safety.

Background:

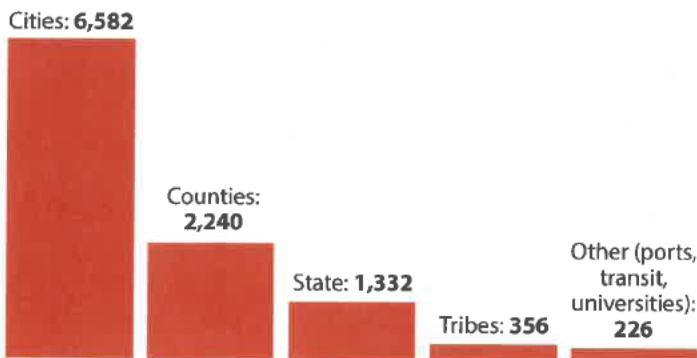
Cities employ the most law enforcement officers in Washington state, which is why cities are deeply involved in recent law enforcement reforms. Police departments need clarity to implement state requirements and meet the unique needs of their community.

In 2021, the Legislature adopted a package of reforms related to policing and in 2022, it updated some of those changes to help law enforcement better respond to pressing community needs. One area still needing further refinement is the ability of law enforcement to use vehicular pursuits as a public safety tool.

Additionally, due to a variety of factors including a strong job market and high rate of retirement, cities continue to struggle to fill law enforcement positions. To help with this challenge, cities need continued state investment in training and public safety programs.

178 cities employ 61% of all law enforcement

Number of law enforcement officers by jurisdiction



Source: 2021 CJIS Statistics and Reports

Strong cities need:

- **Clarity around allowable use of police pursuits:** AWC supports clarifying the ability to conduct vehicular pursuits using a reasonable suspicion standard. This is essential to address concerns about impacts to public safety and allow for effective and safe pursuit of suspects when there is an immediate threat to public safety. Cities continue to support safety standards and training for officers who engage in vehicular pursuits.
- **Investments in the future:** Washington state is facing historic vacancies in law enforcement. Around **22% of officers** are already eligible for retirement, and another 17% will be eligible in the next few years. AWC supports the proposal to create and fund regional campuses to train Washington police. The creation of these campuses, alongside continued investments in the Basic Law Enforcement Academy (BLEA), will help cities hire and provide timely training of new officers.
- **Ongoing public safety funding:** In the 2021-2023 biennial budget, the Legislature provided \$20 million for Washington's cities to help offset costs associated with implementing law enforcement-related legislation. Those costs are ongoing, and cities need continued state support to help with the growing costs of public safety programs.

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Funding local infrastructure systems

2023



Fully fund the Public Works Assistance Account and expand state funding opportunities to help maintain and operate local infrastructure.

Background:

City infrastructure systems are a critical part of the larger network that serves the entire state. Cities support development by building and maintaining needed infrastructure to keep pace with a growing population that demands safer and more equitable access to public services.

However, Washington infrastructure continues to suffer from inadequate investment. The American Society of Civil Engineers recently graded Washington's infrastructure:

Overall: **C** grade
Wastewater: **C-** grade
Stormwater: **D+** grade

More than **80% of cities** say their aging water and wastewater infrastructure requires critical repair. Yet cities face steep administrative costs to address these basic needs.

Nearly **60% of cities** say they need state assistance with infrastructure funding, and **more than a quarter** report significant challenges in meeting grant and loan fund match requirements, in addition to public contracting and bidding requirements.

Small cities and towns have limited tax bases and feel the impact of chronic underinvestment the most.

In the current PWAA construction cycle, applicants requested funding for **58 projects**:

Total funding request:	\$198 million
Total funding available:	\$118 million
Unmet need:	\$80 million

Strong cities need:

- **Full funding** of the Public Works Assistance Account;
- **The return of diverted revenue streams** to the Public Works Assistance Account; and
- **Direct and robust state investment** in local infrastructure to maintain and improve aging systems.

Public Works Assistance Account: Essential support for cities

Cities use a diverse range of financing options to fund their local infrastructure projects, but they rely on the Public Works Assistance Account (PWAA) the most for state-level funding.

Due to ongoing state diversions and sweeps, and the Legislature's lack of investments in the account, the PWAA hasn't been fully funded since 2009. As a result, nearly **\$1 billion** worth of infrastructure projects have gone unfunded.

Before these sweeps and revenue diversions, the PWAA provided a regular and sustainable source of affordable, low-interest infrastructure financing to cities.

Investing in infrastructure pays back

Infrastructure is the foundation of a strong, competitive economy and thriving communities. **Every dollar** invested in public infrastructure produces up to **2.2 dollars** in economic activity.

Cities own a significant share of Washington's critical infrastructure and are home to the majority of the state's residents.

Investing in city infrastructure systems helps local leaders overcome the financial challenges of building and repairing municipal infrastructure that is vital to the health of the state's economy, the environment, and the people of Washington.

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Housing availability & affordability

2023



Address Washington's complex housing crisis with holistic state action.

Background:

Despite an impressive list of policy advancements and record investments in housing by state and local governments, Washington state still faces a complex constellation of interrelated housing challenges.

Even in the face of record new construction, the state still ranks lowest nationally in housing units per household—housing *underproduction* has more than doubled since 2012. This decade-long shortage—coupled with increasing costs for materials, labor, and land—is making new construction too expensive for the average Washingtonian. A prospective homebuyer earning the area median income can afford to purchase a home in only two counties, both in the southeast corner of the state.

Renters are faring no better. Cities are still experiencing a severe shortage of rental housing, with a statewide vacancy rate of less than 4%. Due to low housing supply and high housing demand, rental prices have risen dramatically to levels that are now out of reach for many low- to moderate-income earners. Some communities have experienced a 50% increase in rent in the last five years. As a result, 44% of renters in the state are rent burdened, spending more than a third of their income on housing.

As average working individuals and families are less able to become homeowners, they get simultaneously squeezed by ever-increasing uncertainty and cost increases in the rental sector.

This unhealthy housing market:

- Contributes to our homelessness crisis
- Creates an economic burden on those who can secure housing
- Deepens racial disparities in homeownership
- Reduces our competitiveness in attracting new hires and economic development

Strong cities need:

- **Investments to support housing** for the lowest income levels.
- **Regulatory flexibility** to respond to local housing needs.
- **Incentives to increase** the supply of housing development for all incomes.
- **Tools to preserve** existing affordable units.

The challenge is daunting and will worsen as more people relocate to the Pacific Northwest to escape extreme climate conditions.

One-size-fits-all policies will not address a problem caused by multiple factors spanning more than a decade. There is no silver bullet. We need holistic policy and revenue proposals that are scaled to the size of the need and will provide a sustainable solution into the future.

Cities ask the Legislature to pass a comprehensive housing policy package that addresses low-income housing affordability; permanently affordable homeownership opportunities; necessary infrastructure upgrades to support private and nonprofit development; and measures to ensure that all communities have the means to address our housing crises.

6X

The gap in housing for 0-50% AMI earners in the Central Puget Sound is six times the size of the entire state Housing Trust Fund portfolio.

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Shannon McClelland

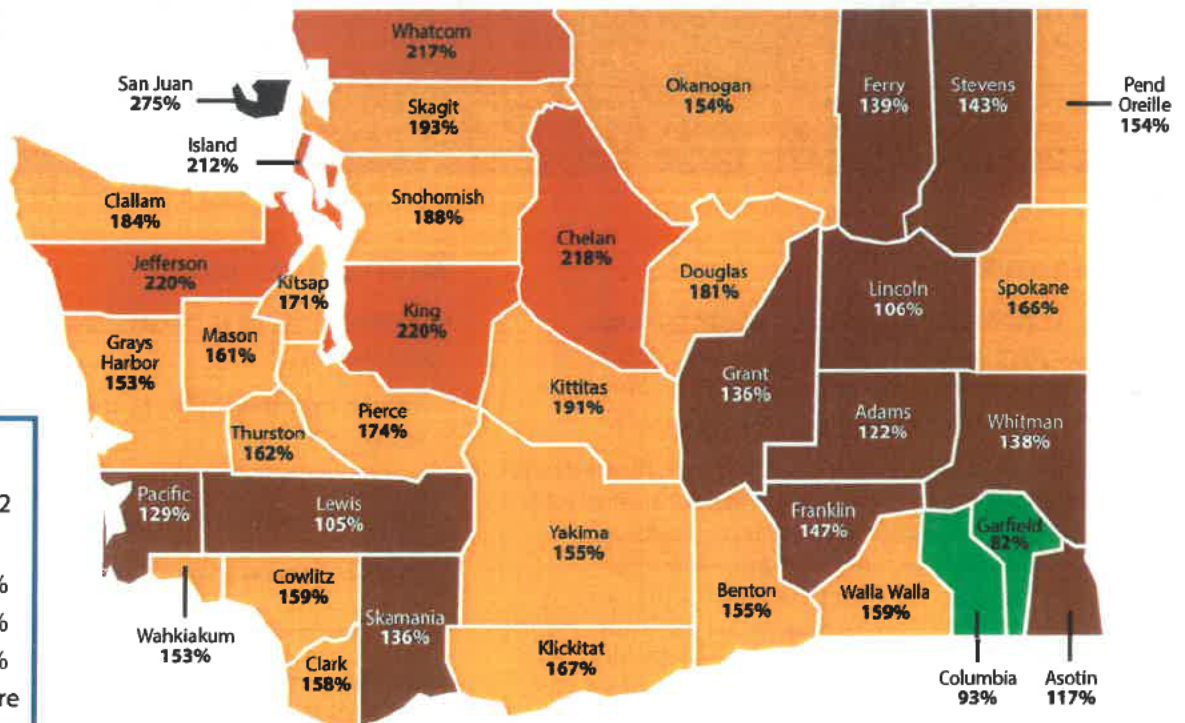
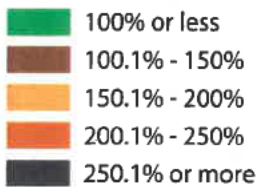
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Ownership housing is unaffordable across the state

Households earning 100% of AMI can only afford the median home in 2 counties

Required income (% of area median income, or AMI) to afford the median value home in each county assuming a 5% down payment.

Percent of AMI needed to afford median home in 2022

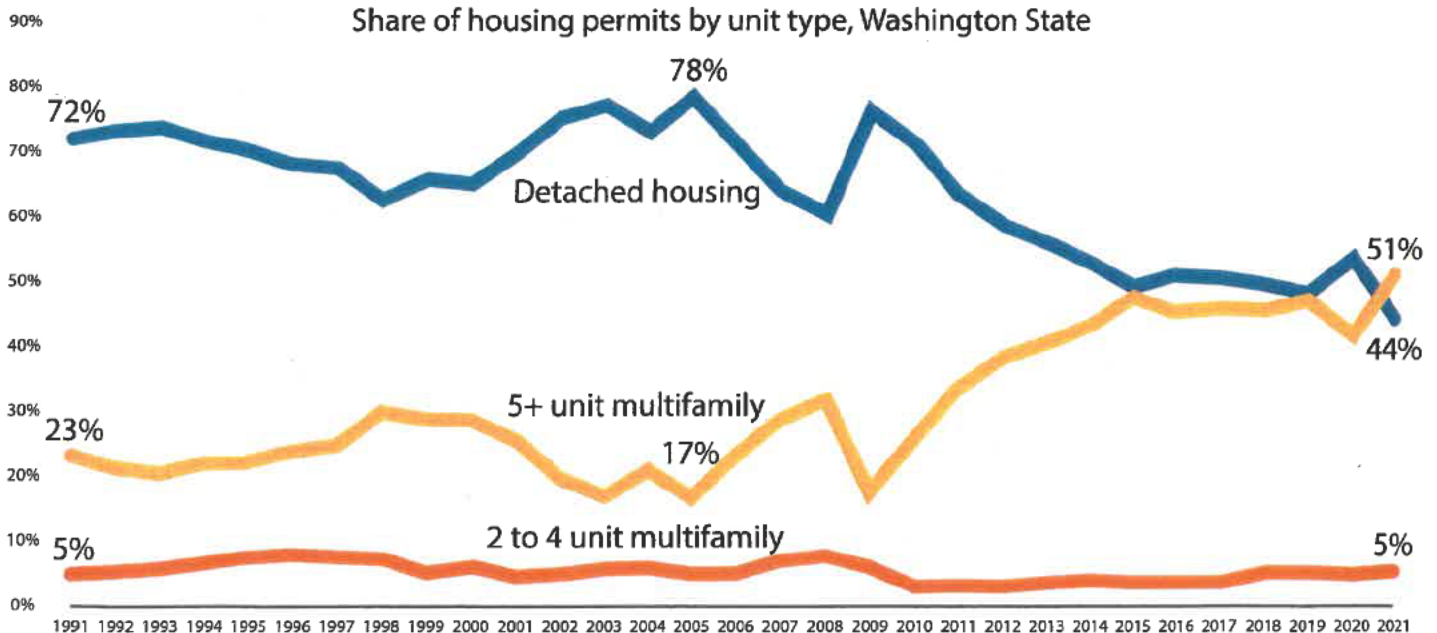


Source: Zillow, HUD, Freddie Mac, ECONorthwest Calculations

Despite a ten-year trend of multifamily housing construction increasing and single-family decreasing, housing affordability worsened

For the first time in Washington history, more 5+ unit structures permitted than detached

Share of housing permits by unit type, Washington State



Source: HUD ; ECONorthwest Calculations

Contact:

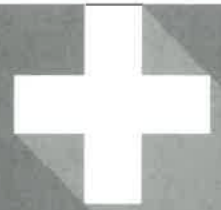
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Behavioral health

2023



Continue or expand funding for behavioral health services and alternative response programs.

Background:

Cities throughout the state are struggling with the impacts of individuals with untreated behavioral health issues. In 2022, nearly a quarter of adults with mental illness in Washington state said that they were not able to receive the treatment they needed. Unfortunately, these individuals are more likely to engage with law enforcement or experience homelessness.

Cities are not traditionally direct service providers, yet are often tasked with finding solutions for the outward impacts of the lack of available services. Cities call for expanded capacity and access to the full statewide continuum of community-based behavioral health services. A comprehensive behavioral health system doesn't just involve responding to a crisis, but supports healthy behavior and prevention services before a problem occurs.

A number of cities are adopting alternative response programs that complement or replace a traditional law enforcement response with one that takes a holistic approach to an individual's needs. Community diversion options like mental health co-responders, Law Enforcement Assisted Diversion (LEAD), and Community Advocates for Referral and Education Services (CARES) programs have proven successful. In 2022, the Legislature provided **\$2 million** for grants to cities to establish new programs.

Strong cities need:

- **Greater access** to community-based behavioral health services, including substance use disorder treatment and dual diagnosis treatment facilities.
- **Continued state funding** to help communities establish alternative response programs that provide options beyond law enforcement for responding to situations with individuals suffering from behavioral health issues.

67% of Washington cities

identify availability of behavioral health resources as a major concern for their community.

55% of Washington cities

report not having alternative community diversion programs in place.

Contact:

Candice Bock
Government Relations Director
candiceb@awcnet.org

February 3, 2023



WSAC Legislative Reception a Success!



This past Wednesday evening, WSAC's Legislative Steering Committee (LSC) and Board of Directors were joined by 35 State Representatives and Senators for WSAC's 2023 Legislative Reception. Additional attendees included local elected officials, county policy and government staff, legislative and caucus staff, state, and federal agencies. Topics discussed included housing, transportation, behavioral health, climate, and land use. LSC members highlighted local contexts to state policies, and emphasized the importance local government has in implementing the Legislators' priorities. It was a great opportunity to network and chat with one another! WSAC extends our gratitude and appreciation to our Legislators and staff that spent the evening with your local government colleagues! Thank you!

RESOURCES

Quick Links

- [Legislative Steering Committee](#)
- [Legislative Priorities](#)
- [Accessing the Legislature Remotely](#)

Upcoming Events

[WSAC Virtual Assembly](#)

Monday, February 6

Trueblood and HB 1515

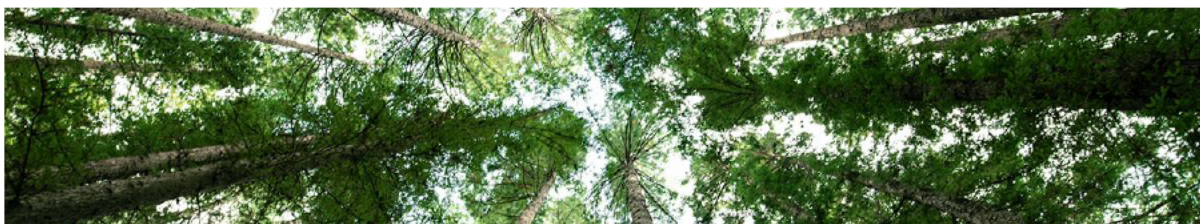


This week, the Senate heard SB 5440 (Dhingra) – Governor request legislation. However, the Law & Justice Committee heard a proposed substitute, introduced by Sen. Dhingra, in lieu of the original bill. We greatly appreciate the pared-down version of the bill as the original version was just not workable for counties.

The proposed sub still leaves counties concerned for a variety of reasons. The proposed substitute provides that the Department of Social and Health Services (DSHS) may place defendants, who have been charged with felonies and found to be incompetent, in an appropriate facility for restoration, which may include placement in a county jail-based competency restoration unit.G

[**Read more**](#)

The Foster Fix



The Senate Agriculture, Water, Natural Resources, & Parks Committee will hear SB 5517 on Monday, February 6, at 1:30 PM. SB 5517 proposes implementing recommendations from the Joint Legislative Task Force on Water Resource Mitigation, also known as the Foster Task Force.

This bill addresses several issues stemming from the 2015 Washington Supreme Court decision *Foster v. Ecology, City of Yelm, and Washington*

applications without direct, in-time, in-place mitigation. It also rendered Ecology's ability to utilize the "overriding considerations of public interest (OCPI)" exception for impairment to approve water rights applications when public benefits far outweigh any impact on stream flows nearly impossible.

[Read more](#)

Rural Sales Tax Credit Extension, Prejudgment Interest, and Frivolous Public Records Lawsuits



Our .09% rural sales tax credit extension bills, a major WSAC priority, continue to move forward. HB 1267 has passed out of the House Committee on Local Government and will be heard in the House Committee on Finance on February 7. The companion bill, SB 5613, will also be heard on the 7th in the Senate Committee on Local Government, Land Use & Tribal Affairs.

[Read more](#)

Public Works Assistance Account



The Public Works Assistance Account (PWAA) is critical to ensuring that local jurisdictions can provide and maintain safe and reliable infrastructure in their communities. The legislature's appropriation of PWAA revenue to The Public Works Board (PWB) funds programs that help maintain the health of residents,

growth by modernizing systems and maintaining their existing infrastructure. The PWB helps provide Washington's citizens with access to modern and functional infrastructure while also providing affordable monthly utility rates.

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HOUSE BILL REPORT

SHB 1084

As Passed House:

March 7, 2023

Title: An act relating to freight mobility prioritization.

Brief Description: Concerning freight mobility prioritization.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Fey, Ramos, Ryu, Ramel, Leavitt, Timmons and Wylie).

Brief History:

Committee Activity:

Transportation: 1/19/23, 2/9/23 [DPS].

Floor Activity:

Passed House: 3/7/23, 95-0.

Brief Summary of Substitute Bill

- Changes the primary duty of the Freight Mobility and Strategic Investment Board (Board) to providing strategic guidance to the Governor and the Legislature regarding the highest priority freight mobility needs in the state.
- Requires the Board to recommend a six-year investment program of the highest priority freight projects and also identify critical emerging freight mobility issues.
- Requires a biennial report on these activities to the Governor and the transportation committees of the Legislature.
- Establishes threshold criteria for project inclusion in the six-year investment program that the project sponsor must demonstrate a plan for sufficient engagement with overburdened communities impacted by a project and a plan for evaluation of project alternatives and mitigation measures addressing community impacts to the greatest extent possible.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

- Increases Board membership by five members: one member representing the package delivery industry, one member representing environmental protection interests, one member representing the interests of overburdened communities, one labor member representing the freight sector, and one member representing the heavy highway construction industry.
- Allows the Secretary of the Washington State Department of Transportation to be represented on the Board by a designee.
- Requires a study of best practices for preventing or mitigating the impacts of investments in and the operation of freight systems in overburdened communities.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 29 members: Representatives Fey, Chair; Donaghy, Vice Chair; Paul, Vice Chair; Timmons, Vice Chair; Barkis, Ranking Minority Member; Hutchins, Assistant Ranking Minority Member; Low, Assistant Ranking Minority Member; Robertson, Assistant Ranking Minority Member; Berry, Bronoske, Chapman, Cortes, Dent, Doglio, Duerr, Entenman, Goehner, Griffey, Hackney, Klicker, Mena, Orcutt, Ramel, Ramos, Schmidt, Taylor, Volz, Walsh and Wylie.

Staff: Beth Redfield (786-7140).

Background:

The Freight Mobility and Strategic Investment Board (Board) was created in 1998 to make strategic, prioritized freight investments that reduce barriers to freight movement. The Board is required to solicit and prioritize projects from public entities, using specified criteria and a scoring framework.

The statement of legislative intent for the creation of the Board addressed many aspects of freight movement: its importance to the state's economy, constraints impacting the performance of the freight system, and the tension between economic benefits and safety concerns in communities with high freight impacts.

Board membership includes 12 members appointed by the Governor for four year terms: two members representing cities from nominations by the Association of Washington Cities, two members representing counties from nominations by the Washington State Association of Counties, two members representing port districts from nominations by the Washington Public Ports Association, one member representing the Office of Financial

Management, one representative of the trucking industry, one representative of railroads, the Secretary of the Washington State Department of Transportation (WSDOT), one representative of the steamship industry, and one member of the general public. The Board members are not subject to Senate confirmation.

The first 55 percent of investments made by the Board must be allocated to projects with the highest prioritization scores and the remaining investments allocated equally among three regions of the state, one including the counties of the Puget Sound, a second including counties east of the Cascades, and a third including counties west of the Cascades. Specific statutory rules apply to the elimination or restoration of projects from the investment list. The Board is authorized to make grants and loans to project sponsors.

The Board is required to designate the strategic freight corridors of the state and is authorized to recommend policies to address operational improvements to the freight system.

State and federal transportation planning requirements require the WSDOT to develop a freight plan and a marine ports and navigation plan. Port district development plans must be submitted to the WSDOT, transportation planning organizations, and affected cities and counties.

Funding for projects approved by the Board is provided by two state accounts. The Freight Mobility Investment Account receives \$14.5 million each biennium in transfers from revenues limited to use for highway purposes. The Freight Mobility Multimodal Account receives \$14.5 million each biennium in transfers from revenues that may be used for any transportation purpose.

Summary of Substitute Bill:

The Legislative finding addressing community impacts is modified 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. Additional intent language is added referencing the state's greenhouse gas reduction targets and stating that freight mobility efforts must facilitate a transition to zero-emission technology.

The Board's primary duty of soliciting freight project applications and making freight project investments is changed to providing strategic guidance to the Governor and the Legislature regarding the highest priority freight mobility needs in the state. To accomplish this end, the Board must recommend a six-year investment program of the highest priority freight projects, after seeking input from local governments, transportation planning organizations, Indian tribes and other public entities. The investment program must be developed consistent with the federally recognized state freight plan. The Board must also identify critical emerging freight mobility issues and report on a biennial basis on these

activities to the Governor and the transportation committees of the Legislature.

The required threshold criteria for selection of projects to recommend as part of the six-year investment program of highest priority freight mobility investments are reduced to two criteria. The first is that the project must be on a strategic freight corridor (a current threshold criteria). The second is that the project sponsor must demonstrate a plan for sufficient engagement with overburdened communities impacted by the project and a plan for evaluation of project alternatives and mitigation measures addressing impacts to the greatest extent possible.

The Board may adopt other criteria for the selection of projects to recommend which may include, and not be limited to: benefits to the state's freight system, funding already secured, project readiness for construction, and regional distribution of projects. The Board must also establish procedures for collecting and validating project information that rely on information that project sponsors have already developed to the greatest extent possible.

The Board membership is increased by five members: one member representing the package delivery industry, one member representing environmental protection interests, one member representing the interests of overburdened communities, one labor member representing the freight sector, and one member representing the heavy highway construction industry. The Secretary of the WSDOT may be represented on the Board by a designee.

The Board is required to coordinate with the WSDOT throughout the periodic update of the state's freight mobility plan and review and provide feedback on the plan. The WSDOT is directed to coordinate with the Board throughout its process of updating the freight mobility plan and the marine ports and navigation plans and provide opportunities for review and feedback on the plans.

The Board is authorized to evaluate and recommend for state sponsorship priority projects eligible for federal grant funding under the Infrastructure for Rebuilding America program and the Railroad Crossing Elimination program.

Continued activities of the Board include designating the strategic freight corridors of the state and recommending policies to address operational improvements to the freight system. Also retained is the previous direction to the Board to recommend projects with appropriate levels of state, federal and local funding; ensure that state funds leverage the greatest amount of partnership funding possible; and to not recommend projects that primarily benefit general mobility.

Two definitions are added to the Board's authorizing statute. "Indian tribe" means any federally recognized Indian tribe whose traditional lands and territories included parts of Washington, the same definition as is used in the laws relating to government-to-government relationships with Indian tribes. "Overburdened community" means a

geographic area where vulnerable populations face combined, multiple environmental harms and health impacts and is the same definition as is used in the laws relating to environmental justice.

The Board is required to conduct a study of best practices for preventing or mitigating the impacts of investments in, and the operation of freight systems in overburdened communities. The focus of the study must be on developing common procedures and practices for use by jurisdictions developing freight projects. The study must also make recommendations to the Board regarding methods to evaluate the requirement to demonstrate a plan for engagement with overburdened communities and mitigation of project impacts in those communities.

The Freight Mobility Investment Account and the Freight Mobility Multimodal Account are each amended so that funds shall only be used for projects recommended by the Board, rather than projects approved by the Board.

Port districts are authorized to develop freight development plans. These plans must be submitted to the Board, the WSDOT, transportation planning organizations, and affected cities and counties.

Repealed sections include the authorization to make grants and loans, a required methodology for allocation of funds among regions of the state, the required process for removal of projects from a funding list, and obsolete language.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support) The Board is a group of high-level experts, and the state isn't taking advantage of their expertise. The purpose of this bill is to make a strategic effort to identify the biggest freight needs. Instead of receiving applications, the process should be more forward looking. There will also be better coordination with the WSDOT especially on recommendations for using federal funds in the state. New Board members are needed to recognize the greater role of local trucking in delivering goods to people's homes. And it is also important to recognize the intersection between freight issues and the environment and overburdened communities. Money will still go to the projects recommended by the Board. Greenhouse gas emissions have doubled and freight investments have contributed, the zero-emissions language in the intent statement should be operationalized. More voices in the process would be good. If Board members are added, a labor position should be

considered.

(Opposed) The confidence that the Board is handling this and broadening its scope of activities is appreciated. The Board can implement these additional tasks, but the big thing that is taken away is granting authority. Which means that the Board no longer has a capital budget to focus on freight projects.

(Other) The Board has provided a vital funding source for the last 25 years, with 30 percent going to ports. California funds ports at over \$1 billion per year. Over the last four years, about \$45 million has been swept from the Board's accounts. The Board's strategic investments reduce delays on mainline railroads, separate roads and railroads, investments which are important to ports and the State of Washington. The Board is a strong advocate for regions, without them freight investments could get lost among all the transportation projects. It is important to lessen the impacts on communities and it should be a more conscious decision. Hopefully, the Board will still be able to make small investments that leverage significant funds from other sources. The study's look at environmental justice requirements for projects will be important to ensure there aren't duplicative requirements. Time spent on the Board is time spent away from running my company, this time on the Board needs to be well spent. The Board member interest may decline in serving without project approval authority. The six-year plan is out of sync with the five-year state freight plan. Concerned that without an application process, there won't be community impact information. It would be useful for the Board to have a labor representative with hands on experience and working knowledge of freight mobility. The Board should also include a heavy highway construction labor representative.

Persons Testifying: (In support) Representative Jake Fey, prime sponsor; Leah Missik, Climate Solutions; and Mike Elliott.

(Opposed) Dan Gatchet.

(Other) Jim Hagar, Port of Vancouver United States of America; Temple Lentz, Ben Wick, Matthew Ewers, and John McCarthy, Freight Mobility Strategic Investment Board; John Worthington; Mike Ennis, Association of Washington Business; Sheri Call, Washington Trucking Associations; Axel Swanson, Washington State Association of County Engineers; Anne McEnery-Ogle, Association of Washington Cities; Herb Krohn, Sheet Metal Air Rail Transportation Division and United Transportation Union; Licett Garbe, Greater Spokane Valley Chamber of Commerce; Chris Herman, Washington Public Ports Association; and Gordon Baxter, International Longshore and Warehouse Union.

Persons Signed In To Testify But Not Testifying: None.

SUBSTITUTE HOUSE BILL 1084

State of Washington

68th Legislature

2023 Regular Session

By House Transportation (originally sponsored by Representatives Fey, Ramos, Ryu, Ramel, Leavitt, Timmons, and Wylie)

READ FIRST TIME 02/14/23.

1 AN ACT Relating to freight mobility prioritization; amending RCW
2 47.06A.010, 47.06A.001, 47.06A.020, 47.06A.030, 47.06.045, 47.06.070,
3 46.68.300, 46.68.310, and 47.06A.080; adding a new section to chapter
4 53.20 RCW; adding a new section to chapter 47.04 RCW; creating a new
5 section; recodifying RCW 47.06A.080 and 47.06A.090; and repealing RCW
6 47.06A.045, 47.06A.050, and 47.06A.060.

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

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 in
11 this section apply throughout this chapter.

12 (1) "Board" means the freight mobility strategic investment board
13 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) "Indian tribe" has the same meaning as provided in RCW
19 43.376.010.

20 (5) "Local governments" means cities, towns, counties, special
21 purpose districts, port districts, and any other municipal

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

~~((5))~~ (6) "Overburdened community" has the same meaning as provided in RCW 70A.02.010.

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

~~((6))~~ (8) "Strategic freight corridor" means a transportation corridor of great economic importance within an integrated freight system that:

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

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

(c) Carries freight tonnages of at least:

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

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

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

(d) Has been designated a strategic corridor by the board under RCW 47.06A.020~~((3))~~ (4). However, new alignments to, realignments of, and new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities to be built in the future.

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

The legislature finds that:

(1) Washington state is uniquely positioned as a gateway to the global economy. As the most trade-dependent state in the nation, per capita, Washington's economy is highly dependent on an efficient multimodal transportation network in order to remain competitive.

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

(3) Freight corridors that serve international and domestic interstate and intrastate trade, and those freight corridors that enhance the state's competitive position through regional and global gateways are strategically important. In many instances, movement of

freight on these corridors is diminished by: Barriers that block or delay access to intermodal facilities where freight is transferred from one mode of transport to another; conflicts between rail and road traffic; constraints on rail capacity; highway capacity constraints, congestion, and condition; waterway system depths that affect capacity; and institutional, regulatory, and operational barriers.

~~(4) ((Rapidly escalating population growth is placing an added burden on streets, roads, and highways that serve as freight corridors. Community benefits from economic activity associated with freight movement often conflict with community concerns over safety, mobility, [and] environmental quality. Efforts to))~~ The negative impacts of freight transportation do not fall equally on all residents of Washington, and historically the negative impacts have been concentrated or felt most acutely within overburdened communities. Overburdened communities and vulnerable populations tend to be disproportionately located next to industrial areas and freight facilities such as ports, rail yards, highways, and truck stops. As such, the incidence of many health conditions, traffic accidents involving nondrivers, and highways dividing communities are among the highest in these communities. Freight mobility improvement efforts must prevent or minimize community impacts in areas of high freight movements ((that)) and must encourage the active participation of communities in the early stages of proposed public and private infrastructure investments ((will facilitate needed freight mobility improvements)).

(5) Greenhouse gas emissions from freight transportation contribute to global climate change. In keeping with RCW 70A.45.020, freight mobility efforts must facilitate a transition to zero-emissions technology and proposed public and private infrastructure investments must align with this transition. Projects that invest in zero-emissions vehicle refueling and transportation patterns and zero-emissions freight movement corridors should be included within the investment program.

(6) Ownership of the freight mobility network is fragmented and spread across various public jurisdictions, private companies, and state and national borders. Transportation projects have grown in complexity and size, requiring more resources and longer implementation time frames. Currently, there is no comprehensive and integrated framework for planning the freight mobility needs of

public and private stakeholders in the freight transportation system. A coordinated planning process should identify new infrastructure investments that are integrated by public and private planning bodies into a multimodal and multijurisdictional network in all areas of the state, urban and rural, east and west. The state should integrate freight mobility goals with state policy on related issues such as economic development, growth management, and environmental management.

~~((6))~~ (7) State investment in projects that enhance or mitigate freight movements, should pay special attention to solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts beyond any local area. The corridor approach builds partnerships and fosters coordinated planning among jurisdictions and the public and private sectors.

~~((7))~~ (8) It is the policy of the state of Washington that limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost-effectiveness, yield a return on the state's investment, require complementary investments by public and private interests, and solve regional freight mobility problems. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources, including federal, county, city, port district, and private capital.

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

(1) The purpose of the board is to:

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

(b) Identify and recommend a program of high-priority strategic freight mobility investments;

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

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

(2) The board shall:

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

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

4 ~~(c) Review and evaluate project applications based on criteria~~
5 ~~established under this section, and prioritize and select projects~~
6 ~~comprising a portfolio to be funded in part with grants from state~~
7 ~~funds appropriated for the freight mobility strategic investment~~
8 ~~program. In determining the appropriate level of state funding for a~~
9 ~~project, the board shall ensure that state funds are allocated to~~
10 ~~leverage the greatest amount of partnership funding possible. The~~
11 ~~board shall ensure that projects included in the portfolio are not~~
12 ~~more appropriately funded with other federal, state, or local~~
13 ~~government funding mechanisms or programs. The board shall reject~~
14 ~~those projects that appear to improve overall general mobility with~~
15 ~~limited enhancement for freight mobility.~~

16 ~~The board shall provide periodic progress reports on its~~
17 ~~activities to the office of financial management and the senate and~~
18 ~~house transportation committees.~~

19 ~~(2))~~ After seeking input from local governments, transportation
20 planning organizations, other public entities, and Indian tribes
21 recommend a six-year investment program of the highest priority
22 freight mobility projects for the state across freight modes,
23 jurisdictions, and the regions of the state;

24 (c) Ensure that the program provides statewide inclusion and
25 maximum federal funding options, projects recommended as a part of
26 the six-year investment program that intend to leverage federal funds
27 must be developed consistent with planning requirements for inclusion
28 in the federally recognized state freight plan;

29 (d) Monitor the implementation of projects included in the six-
30 year investment program on an ongoing basis;

31 (e) Identify critical emerging freight mobility issues not yet
32 addressed by investments considered for inclusion in the six-year
33 investment program of the highest priority freight mobility
34 investments required in (a) of this subsection; and

35 (f) Submit an initial full report meeting the requirements of
36 this subsection to the governor and the transportation committees of
37 the legislature by December 1, 2024. Updated reports may be submitted
38 annually to the transportation committees of the legislature and
39 governor by December 1st of each year; however, a full update must be
40 provided every two years.

1 (3) The board may:

2 ~~((Accept from any state or federal agency, loans or grants~~
3 ~~for the financing of any transportation project and enter into~~
4 ~~agreements with any such agency concerning the loans or grants;~~

5 ~~(b))~~ Provide technical assistance to project ~~((applicants))~~
6 sponsors;

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

11 ~~((d))~~ (c) Adopt rules under chapter 34.05 RCW as necessary to
12 carry out the purposes of this chapter; ~~((and~~

13 ~~(e))~~ (d) Do all things necessary or convenient to carry out the
14 powers expressly granted or implied under this chapter;

15 (e) Evaluate and recommend for state sponsorship priority
16 projects eligible for federal grant funding under the nationally
17 significant multimodal freight and highway projects program, also
18 known as the infrastructure for rebuilding America program,
19 established in 23 U.S.C. Sec. 117 and the railroad crossing
20 elimination program established in 49 U.S.C. Sec. 22909; and

21 (f) For critical emerging freight issues identified under
22 subsection (2)(e) of this section, proactively work with potential
23 project sponsors, impacted communities, and other interested parties
24 to facilitate project development to address these critical issues.

25 ~~((3))~~ (4) The board shall ((designate)):

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

31 ~~(4) The board shall))~~;

32 (b) Coordinate with the department of transportation throughout
33 the process of its periodic update of the state's freight mobility
34 plan and review and provide feedback on the plan;

35 (c) For the purposes of developing the six-year program of
36 highest priority freight mobility investments, utilize threshold
37 project eligibility criteria that, at a minimum, includes the
38 following:

39 ~~((a))~~ (i) The project must be on a strategic freight corridor;

40 ~~((b) The project must meet one of the following conditions:~~

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

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

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

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

12 ~~(5) From June 11, 1998, through the biennium ending June 30,~~
13 ~~2001, the board shall use the multicriteria analysis and scoring~~
14 ~~framework for evaluating and ranking eligible freight mobility and~~
15 ~~freight mitigation projects developed by the freight mobility project~~
16 ~~prioritization committee and contained in the January 16, 1998,~~
17 ~~report entitled "Project Eligibility, Priority and Selection Process~~
18 ~~for a Strategic Freight Investment Program." The prioritization~~
19 ~~process shall measure the degree to which projects address important~~
20 ~~program objectives and shall generate a project score that reflects a~~
21 ~~project's priority compared to other projects. The board shall assign~~
22 ~~scoring points to each criterion that indicate the relative~~
23 ~~importance of the criterion in the overall determination of project~~
24 ~~priority. After June 30, 2001, the board may supplement and refine~~
25 ~~the initial project priority criteria and scoring framework developed~~
26 ~~by the freight mobility project prioritization committee as expertise~~
27 ~~and experience is gained in administering the freight mobility~~
28 ~~program.~~

29 ~~(6) It is the intent of the legislature that each freight~~
30 ~~mobility project contained in the project portfolio approved by the~~
31 ~~board utilize the greatest amount of nonstate funding possible. The~~
32 ~~board shall adopt rules that give preference to projects that contain~~
33 ~~the greatest levels of financial participation from nonprogram fund~~
34 ~~sources. The board shall consider twenty percent as the minimum~~
35 ~~partnership contribution, but shall also ensure that there are~~
36 ~~provisions allowing exceptions for projects that are located in areas~~
37 ~~where minimal local funding capacity exists or where the magnitude of~~
38 ~~the project makes the adopted partnership contribution financially~~
39 ~~unfeasible.~~

1 ~~(7) The board shall develop~~) (ii) The project sponsor must
2 demonstrate a plan for:

3 (A) Sufficient engagement with overburdened communities impacted
4 by the project; and

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

8 (d) Adopt other evaluation criteria for the six-year program of
9 highest priority freight mobility investments to include, but not be
10 limited to, benefits to the state's freight system, how much funding
11 has already been secured for a project, project readiness for
12 construction, and the regional distribution of projects;

13 (e) For the six-year investment program, solicit from public
14 entities proposed projects that meet threshold criteria established
15 in accordance with this subsection. The procedures for collecting and
16 validating project information must rely on information project
17 sponsors have already developed to the greatest extent possible; and

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

23 NEW SECTION. **Sec. 4.** The freight mobility strategic investment
24 board must contract for a study of best practices for preventing or
25 mitigating the impacts of investments in and the operation of freight
26 systems in overburdened communities, with a focus on developing
27 common procedures and practices for use by jurisdictions developing
28 freight projects. The study must also make recommendations to the
29 board regarding methods to evaluate the threshold criteria requiring
30 projects to demonstrate a plan for engagement with overburdened
31 communities and mitigation of project impacts in those communities.
32 The recommended methods should not create duplicative burdens on
33 project sponsors. The board must work with the department of
34 enterprise services to ensure that a diverse group of potential
35 consultants are notified of the contracting opportunity. By December
36 1, 2024, the board must submit a report to the governor and
37 transportation committees of the legislature with its findings and
38 recommendations.

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 board is created.
4 The board shall convene by July 1, 1998.

5 (2) The board is composed of (~~twelve~~) 17 members. The following
6 members are appointed by the governor for terms of four years, except
7 that five members initially are appointed for terms of two years: (a)
8 Two members, one of whom is from a city located within or along a
9 strategic freight corridor, appointed from a list of at least four
10 persons nominated by the association of Washington cities or its
11 successor; (b) two members, one of whom is from a county having a
12 strategic freight corridor within its boundaries, appointed from a
13 list of at least four persons nominated by the Washington state
14 association of counties or its successor; (c) two members, one of
15 whom is from a port district located within or along a strategic
16 freight corridor, appointed from a list of at least four persons
17 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 labor member representing the freight
25 sector; (k) one member representing the heavy highway construction
26 industry; (l) one member representing environmental protection
27 interests; (m) one member representing the interests of overburdened
28 communities; and (n) one member of the general public. In appointing
29 the general public member, the governor shall endeavor to appoint a
30 member with special expertise in relevant fields such as public
31 finance, freight transportation, or public works construction. The
32 governor shall appoint the general public member as chair of the
33 board. In making appointments to the board, the governor shall ensure
34 that each geographic region of the state is represented.

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

37 (4) If a vacancy on the board occurs by death, resignation, or
38 otherwise, the governor shall fill the vacant position for the
39 unexpired term. Each vacancy in a position appointed from lists
40 provided by the associations and departments under subsection (2) of

1 this section must be filled from a list of at least four persons
2 nominated by the relevant association or associations.

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

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

7 The state-interest component of the statewide multimodal
8 transportation plan shall include a freight mobility plan which shall
9 assess the transportation needs to ensure the safe, reliable, and
10 efficient movement of goods within and through the state and to
11 ensure the state's economic vitality. The department shall coordinate
12 with the freight mobility strategic investment board throughout the
13 process of the department's periodic update of the state's freight
14 mobility plan and provide opportunities for the board to review and
15 provide feedback on the plan.

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

18 The state-interest component of the statewide multimodal
19 transportation plan shall include a state marine ports and navigation
20 plan, which shall assess the transportation needs of Washington's
21 marine ports, including navigation, and identify transportation
22 system improvements needed to support the international trade and
23 economic development role of Washington's marine ports. The
24 department shall coordinate with the freight mobility strategic
25 investment board throughout the process of the department's periodic
26 update of the state marine ports and navigation plan and provide
27 opportunities for the board to review and provide feedback on the
28 plan.

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

31 The freight mobility investment account is hereby created in the
32 state treasury. Money in the account may be spent only after
33 appropriation. Expenditures from the account ~~((may))~~ shall be used
34 only for freight mobility projects that have been ~~((approved))~~
35 recommended by the freight mobility strategic investment board in RCW
36 47.06A.020 and may include any principal and interest on bonds
37 authorized for the projects or improvements. ~~((During the 2019-2021~~

1 ~~and 2021-2023 fiscal biennia, the expenditures from the account may~~
2 ~~also be used for the administrative expenses of the freight mobility~~
3 ~~strategic investment board.))~~

4 **Sec. 9.** RCW 46.68.310 and 2020 c 219 s 702 are each amended to
5 read as follows:

6 The freight mobility multimodal account is created in the state
7 treasury. Money in the account may be spent only after appropriation.
8 Expenditures from the account ~~((may))~~ shall be used only for freight
9 mobility projects that have been ~~((approved))~~ recommended by the
10 freight mobility strategic investment board in RCW 47.06A.020 and may
11 include any principal and interest on bonds authorized for the
12 projects or improvements. ~~((However, during the 2019-2021 fiscal~~
13 ~~biennium, the legislature may direct the state treasurer to make~~
14 ~~transfers of moneys in the freight mobility multimodal account to the~~
15 ~~multimodal transportation account.))~~

16 **Sec. 10.** RCW 47.06A.080 and 1998 c 175 s 9 are each amended to
17 read as follows:

18 Any port district may adopt and amend a freight development plan
19 as an amendment to the port's comprehensive scheme of harbor
20 improvements, pursuant to RCW 53.20.020. Port districts in the state
21 shall submit their freight development plans to the relevant regional
22 transportation planning organization or metropolitan planning
23 organization, the Washington state department of transportation, the
24 freight mobility strategic investment board, and affected cities and
25 counties to better coordinate the development and funding of freight
26 mobility projects.

27 NEW SECTION. **Sec. 11.** The following acts or parts of acts are
28 each repealed:

29 (1) RCW 47.06A.045 (Board—Standing committee—Travel
30 reimbursement) and 2013 c 306 s 707;

31 (2) RCW 47.06A.050 (Allocation of funds) and 2016 c 23 s 1, 2013
32 c 104 s 2, & 1998 c 175 s 6; and

33 (3) RCW 47.06A.060 (Grants and loans) and 1998 c 175 s 7.

34 NEW SECTION. **Sec. 12.** (1) RCW 47.06A.080 is recodified as a
35 section in chapter 53.20 RCW.

1 (2) RCW 47.06A.090 is recodified as a section in chapter 47.04
2 RCW.

--- **END** ---

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 21-23 Budget \$ 843,000

Expenditure Detail through: Feb 28, 2023

FMSIB Budget	Biennium Appropriation July 1, 2021 - June 30, 2023	Biennium Allotments thru Feb 28, 2023	Actual Expenditures thru Feb 28, 2023	Biennium To Date Dollar Variance
Salary	588,000	490,000	475,345	14,655
Travel	57,000	47,500	44,159	3,341
Goods & Services	148,000	123,333	115,913	7,421
Personal Service Contracts	50,000	50,000	50,000	0
Total Thru Feb 28, 2023	\$ 843,000	710,833	685,417	25,417
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Budgeted Expenditures thru Feb 28, 2023	Actual Expenditures thru Feb 28, 2023	Biennium To Date Dollar Variance
Salaries:				
Staff Salary (includes \$27,184 LeaveBuyout)	588,000	490,000	475,345	14,655
Total Salary	\$ 588,000	490,000	475,345	14,655
Travel:				
Staff Travel	22,000	18,333	17,165	1,169
Board Travel	35,000	29,167	26,994	2,172
Total Travel	\$ 57,000	47,500	44,159	3,341
Goods & Services:				
Other State Agency Services				
WSDOT Labor & Svcs/Auditor	25,000	20,833	34,970	-14,137
WS DES Services	38,000	31,667	22,320	9,347
WS TIB - Office Rent & Utilities	42,000	35,000	29,531	5,469
WS Attorney General	2,000	1,667	0	1,667
Misc. Operating Expenses				
Misc. Office, Mtg, Equipment Costs	41,000	34,167	29,092	5,075
Total Goods & Services	\$ 148,000	123,333	115,913	7,421
Personal Service Contracts:				
Consultant Expenses				
FY22 - 2021 Annual Report (Lund)	25,000	25,000	25,000	0
FY23 - 2022 Annual Report (Lund)	25,000	25,000	25,000	0
Total Personal Service Contracts	\$ 50,000	50,000	50,000	0
Total Thru Feb 28, 2023	\$ 843,000	710,833	685,417	25,417

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium

Reporting for February 28, 2023

Likelihood to expend 21-23 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

Agency		Project Title	Yr. Selected	FMSIB Award	19 - 21 (Plan)	19-21 Expenditure	21-23 LEAP 19- 21 Expenditures	21 - 23 (Plan)	21-23 Expenditure	23 - 25	25 - 27	Total
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A (2021 complete)	2016	500	0			0		0	0	500
3	Fife	I-5/Port of Tacoma Rd Interchg Ph 1 (N side I-5) (2023 complete)	2006	2,334	2,334	2,334	2,334	0	0	0	0	2,334
4	Fife	I-5/Port of Tacoma Rd Interchg Ph 1 (N side I-5) (2023 complete)	2006	4,333	4,333	4,333	4,333	0	0	0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0			0	0	0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements (2021 complete)	2012	2,383	231	92	92	0	0	0	0	2,383
15	Seattle	S Lander St Grade Separation (2023 complete)	2017	8,000	4,431	1,231	1,510	279	1	0	0	2,779
17	Skagit Co	Burlington Northern Overpass Replacement (2022 complete)	2016	2,000	1,221	834	833	0	0	0	0	1,667
25	Tacoma	SR 99 Puyallup River Bridge (2022 complete)	2010	5,000	1,742	1,742	1,742	0	0	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	0			0	0	0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation (2022 complete)	2004	9,750	3,149	3,149	3,149	0	0	0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment- phase 6	2010	6,000	2,189	113	313	2,076	1,260	0	0	7,260
Subtotal					19,630	13,828	14,306	2,355	1,261			
1	Chelan Co	West Cashmere Bridge	2018	3,000	3,000	3,000	3,000	0	0	0	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	2,500	4,636	2,500	364	364	0	0	2,864
10	Longview	SR 432/SR 411 Intersection Improvements (2023 complete)	2016	2,100	2,100	1,844	2,100	256	17	0	0	2,356
12	Port of Kalama	Industrial Rail Additions	2018	3,900	0		0	3,900	0	0	0	3,900
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	1,000		165	5,100	4,011	900	0	5,265
23	Sumner	SR 410 Traffic Ave/E Main (2022 complete)	2016	2,500	2,500	2,210	2,500	290	(29)	0	0	2,790
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500	1,621	1,500	879	879	0	0	2,379
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	1,100		0	0	0	5,000	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	1,680	967	988	10	8	703	0	1,701
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	1,134	87	1,134	1,583	1,466	0	0	2,717
Statewide					0			0		0	28,500	28,500
Past and Current Biennial Subtotals					37,144	28,193	28,193	14,737	7,977	6,603		
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0			975		6,558	0	7,533
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0		0	0		6,100	0	6,100
24	Sumner	Stewart Road	2018	3,700	0		0	700	586	3,000	0	4,286
NEW	Spokane Co	Bigelow Gulch Phase 2	2022	2,290						2,290		
NEW	Kent	76th Avenue S (South Phase)	2023	5,000						5,000		
NEW	Vancouver	Jefferson Street Realignment	2023	3,000						3,000		
NEW	Airway Heights	6th/10th/12th Ave Improvements	2023	2,420						2,420		
NEW	Wenatchee	McKittrick Underpass (INFRA Segment 1B)	2023	3,000						3,000		
NEW	Port of Vancouver	Terminal 5 Overpass (Design)	2023	200						200		
NEW	WSDOT/FMSIB	Study of Inland Intermodal Transfer Facilities Success Factors	2023	300						300		
NEW	FMSIB/WPPA	2024 Marine Cargo Forecast	2023	300						300		
NEW	Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	2023	1,300						1,300		
NEW	Spokane Valley	South Barker Rd Corridor Improvements	2023	3,000						3,000		
NEW	Waitsburg	Bolles Road Overlay (Design)	2023	80						80		
NEW	Port of Seattle	Re-Build of T-91 Gate & Access Road	2023	75						75		
NEW	WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvement	2023	600						600		
Program Total				112,133	37,144	28,193	28,193	16,412	8,563	43,826	28,500	119,347

Percentage delivery:

48% 25%

Revenue							
	Beginning Balance	23,189		12,175	17,427	1,810	
	Freight Mobility Investment Account - 09E	13,298		11,171	13,698	14,511	
	Freight Mobility Multimodal Account - 11E	-1,296		10,493	14,511	14,511	
	Motor Vehicle Funds	4,907		0	0	0	
	Total Revenue	40,098		33,839	45,636	30,832	
Expenditures							
	Freight Mobility Investment Accounts	23,049	23,048	16,412	8,563	43,826	0
	Highway Safety Account	81	81				0
	Motor Vehicle Funds (Federal)	5,064	5,064				0
	Total Expenditures	28,194	28,193	16,412	8,563	43,826	0
Reappropriation		11,904		17,427		1,810	30,832

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by Biennium

Reporting for March 8, 2023

Likelihood to expend 21-23 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

Changes from Jan 2023 Report

					PROJECT STATUS					
<u>Agency</u>	<u>Project Title</u>	<u>Yr. Selected</u>	<u>FMSIB Award</u>	<u>Fully Funded</u>	<u>Under Const.</u>	<u>Open to Traffic</u>	<u>Fully Reimbursed</u>	<u>Notes</u>		
		<u>Projects Started in 17 - 19 Biennium</u>								
15	Seattle	S Lander St Grade Separation	2017					Project closed out		
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment- phase 6	2010					Suspended due to weather, Work will resume spring of 2023 to complete signing, path paving, fence, shoulder work, and punch list items.		
		<u>Projects Started in 19 - 21 Biennium</u>								
1	Chelan Co	West Cashmere Bridge	2018					Project substantially completed 7/2022		
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					Has Preliminary Design and in Right of Way Phase		
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013					Awaiting a fence before allowed to open		
23	Sumner	SR 410 Traffic Ave/E Main (2022 complete)	2016							
26	Tacoma	Taylor Way Rehabilitation	2016							
11	Marysville	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 construction planed for June 2023 (City and UP reached a C&M agreement)		
19	Spokane Co	Bigelow Gulch Phase 3	2018					Final reimbursment working through WSDOT		
		<u>Projects Started in 21 - 23 Biennium</u>								
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 eta July 2023, Award eta Dec 2023		
16	Seattle	East Marginal Way Heavy Haul Corridor	2018					Bid was awarded on Feb 13th 2023. Requesting to Move funds to 23 - 25 biennium		
24	Sumner	Stewart Road	2018					In progress of procuring R/W. Expected ad date is April 2023. Requesting to move funds to 23 - 25 biennium		



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

March 8, 2023

Temple Lentz,
Chair

Board Members
Leonard Barnes

Peter Bennett

Matthew Ewers

Al French

Erik Hansen

Johan Hellman

John McCarthy

Anne McEnergy-Ogle

Roger Millar

Arthur Swannack

Ben Wick

Website
www.fmsib.wa.gov

The Honorable Jake Fey
The Honorable Andrew Barkis
Washington State House of Representatives
PO Box 40600
Olympia, Washington 98504

Dear Representative Fey, Representative Barkis, and House Transportation Leadership:

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to provide feedback on the proposed delays to Connecting Washington Projects that were provided to us from the Transportation Committee via Beth Redfield. With the requested quick turnaround, the FMSIB Board convened our Freight Policy Advisory Committee (FPAC) to provide the response.

Focusing our feedback around the impacts on Washington State's freight network, we utilized the project location, [Washington State Freight Goods and Transportation System's \(FGTS\)](#) annual freight tonnage classification and project construction status to classify the identified projects potential benefit to freight as 'High', 'Medium', or 'Low' on the freight system.

Our committee also recognizes that these aren't the only projects in motion within the Washington State Transportation Budget and while they aren't listed on here, FMSIB also acknowledges the importance of projects that help preserve the existing system.

While our organization has limited staff support, we want to thank our partnership with the Washington State Department of Transportation as they helped provide some of the research and staff support to facilitate this analysis.

Thank you for the opportunity to share feedback on the identified projects and your support in helping improve the Washington State Freight network.

Please contact the Board Chair, Temple Lentz, at email: Temple.Lentz@gmail.com or Sally See, FMSIB Executive Assistant, at email: SeeS@fmsib.wa.gov, if you have any questions.

Respectfully,

Temple Lentz
Board Chair

The Honorable Jake Fey
The Honorable Andrew Barkis
Washington State Legislature
RE: Connecting Washington Project list
March 8, 2023

Project #	Project Title	Freight System Benefit
1	SR 167/SR 509 Puget Sound Gateway	High
2	US 395 North Spokane Corridor	High
10	I-90 Snoqualmie Pass - Widen to Easton	High
11	I-5/Mill Plain Boulevard	High
SD-1	I-405/Renton to Bellevue - Corridor Widening	High
3	SR 432 Longview Grade Crossing	Med
5	I-5 Federal Way - Triangle Vicinity Improvements	Med
17	SR 539/Guide Meridian	Med
19	SR 526 Corridor Improvements	Med
4	I-5/179th St Interchange	Low
6	I-5/Slater Road Interchange - Improvements	Low
7	SR 510/Yelm Loop Phase 2	Low
8	SR 28/SR 285, North Wenatchee Area Improvements	Low
9	SR 14 / Bingen Underpass	Low
12	SR 522/Paradise Lk Rd Interchange & Widening SR522	Low
13	SR 3 Freight Corridor	Low
14	I-82 Yakima - Union Gap Economic Development Improv	Low
15	I-5/North Lewis County Interchange	Low
16	SR 28 East Wenatchee Corridor Improvements	Low
20	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	Low
21	US-12/Walla Walla Corridor Improvements	Low
22	SR 164 East Auburn Access	Low
23	I-5/Chamber Way Interchange Vicinity Improvement	Low
18	I-5/156th NE Interchange in Marysville	N/A*
SD-2	I-405/SR 522 to I-5 Capacity Improvements	N/A*
SD-3	SR 520 Seattle Corridor Improvements - West End	N/A*