

Freight Mobility Strategic Investment Board

Board Meeting

June 2, 2023

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

Skamana Lodge - Baker Conference Room - 1131 SW Skamania Lodge Way, Stevenson

Meeting will be webcast live on TVW:

<https://www.tvw.org/watch/?clientID=9375922947&eventID=2023061006>

(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
9:10 AM	2 PUBLIC COMMENT		
9:15 AM	3 Motion to Approve March 17, 2023 Minutes	Temple Lentz	Action
9:20 AM	4 Path of Freight in SWRTC Region	Matt Ransom, SWRTC Exec Director	Informational
9:45 AM	5 FMSIB Budgets	Jane Wall	Informational
10:05 AM	6 Board Member Reports	Board Members	Informational
10:40 AM	7 The World of Trucking	Sheri Call, President/CEO WA Trucking	Informational
11:00 AM	8 FPAC Report on Current Capital Projects	Ben Wick	Informational
11:20 AM	9 Executive Director Position COLA	Temple Lentz	Action
11:25 AM	10 Next Steps for Hiring New Staff	Temple Lentz	Informational
11:50 AM	11 Working Lunch		
12:20 PM	12 Process/Policy for Letters-of-Support From Agencies	Temple Lentz	Action
12:30 PM	13 Dates/locations for 2024 FMSIB Board Meetings	Temple Lentz	Action
12:40 PM	14 FMSIB Sub-committee Member Appointments	Temple Lentz	Action
12:50 PM	15 Next Board Meeting: September 22, 2023 in Walla Walla	All	Action
12:55 PM	16 Adjourn	Temple Lentz	



"FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD MEETING MINUTES

March 17, 2023 • 9:00 a.m. – 1:00 p.m. • Port of Kalama, WA

[TVW Recording](#)

In Attendance

BOARD MEMBERS

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

FMSIB STAFF

Jane Wall, Interim Executive Director
Sally A. See, Executive Assistant

GUEST PRESENTERS

Eric Yakovich, Director of Economic Development, Port of Kalama
Bill Fashing, Executive Director, CWCOCG

Meeting Convenes

Chair Lentz convened the meeting at 9:00 am. All Board members accompanied Director Yakovich to tour the Port of Kalama project.

Chair Lentz brought the meeting back to order at 9:45 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 January 20, 2023 Meeting Minutes.

Chair Lentz entertained a motion to adopt the January 20, 2023 meeting minutes.

Mr. Barnes moved to accept the minutes. Commissioner Swannack seconded.

MOTION CARRIED

Port of Kalama Project and Other Funding Timelines

Director Yakovich presented information regarding the Port's Commission, their mission, and three points of their responsibility: Jobs, capital investments, and environmental protection. He and the Port are very proud that they are community focused. <https://portofkalama.com/>

Several very impressive ongoing projects were discussed.

Director Yakovich encouraged FMSIB to take Board action and request from the Legislature reappropriation of past funds that were granted to Port of Kalama, but not able to be used by end of biennium to next biennium when the time comes. He also invited everyone to return and spend time in Kalama and at the Port.

Staff thanked him for the great onsite tour this morning.

CWCOG Project Presentation

Canceled last minute due to emergency on CWCOG's behalf. Executive Director Bill Fashing's presentation will be made at FMSIB Board meeting December 1, in Vancouver.

Legislative Bill SHB 1084 Update

Chair Lentz discussed proposed HB 1084 and updates to the Bill that have been made and approved by Representative Fey.

Mr. Barnes spoke to what he referred to as the "hole" in the Bill asking who will be managing the grants that are currently funded. Commissioner Swannack suggested that the Board confirm reading of bill to include that FMSIB has monitoring responsibilities of grants. Mr. Hansen pointed out that he believes Section "2d" of SHB 1084 covers FMSIB monitoring these funds, although Secretary Millar/Mr. Pate will speak with FMSIB's Attorney General Lisa Kelley Christianson to ensure that we don't need additional language to make that clear.

Motion Item: For the Board to support SHB 1084 as written with caveat of AG's direction on Section 2d.

Chair Lentz entertained a motion for the Board to support SHB 1084 as written with caveat of AG's direction on Section 2d.

Mr. Barnes moved to accept the motion. Commissioner Wick seconded.

MOTION CARRIED

HB 1084 will be heard in the Senate Transportation Committee on March 24th. If there is no additional language needed to clarify who will monitor grants, Chair Lentz will testify to the committee that the Board supports the bill as written. She will also thank Representative Fey and staff on behalf of the Board for working so closely with us on requested concessions.

Sidenote: Chair Lentz did have a virtual meeting scheduled with Senator Liias on March 24. She was going to share what she discussed with the Senator, although he was unable to make the meeting due to illness.

FMSIB Budgets and Update on Other Legislation

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

Interim Director Wall, Executive Director of County Road Administration Board (CRAB) addressed the FMSIB budgets and project standings. She discussed the fiscal note for SHB 1084 for the study, six-year plan, and new FTE. She also pointed out that Port of Kalama is the project with the most concerns. \$3.9M has not been expended and there isn't enough time to complete the tasks needed this biennium. This indicates that the Board will need to discuss the request to move funding to next biennium's budget at the June meeting.

Interim Director Wall also thanked Commissioner Wick for all the work he's done to keep the FMSIB capital budget on track.

Commissioner Wick provided additional information on project fund standings. He also noted that the current biennium operating budget negative amount is money for the unexpected state audit that occurred in 2022. This funding was included in the Governor and House budgets, but not in the Senate's proposed budget.

Revenue forecast is due out Monday, March 27th. It is not clear whether or not the House or Senate budget will be coming out first. Interim Director noted, but is not sure why budgets will be coming out a week later than normal.

SB 5487 regarding truck parking is the only truck parking bill still alive, although the Governor has \$2M set aside for a truck parking study.

SB 5726 regarding prevailing wage is still alive in the Legislature. This bill is in regard to establishing the prevailing wage is to be set at the amount that was prevalent at the time the work was done, not the wage that was correct at the time of the signing of a contract.

Mr. Pate addressed a labor bill that if passed will increase the cost of transportation projects. The Governor has asked his WSDOT division more questions in regard to the truck parking study they provided in November 2022. He will let the Board know how those discussions progress.

Ms. Sheri Call thanked the Governor's office, Legislature, and FMSIB for the support shown for the important issue of truck parking.

Commissioner Swannack mentioned that there are some issues being worked out on the carbon emissions tax that has been collected in the past. All parties are working to clear up inconsistencies.

Board Member Reports – Freight Outreach Efforts

Commissioner Wick took part in a tour of the Port of Tacoma Road project and was impressed by what they were doing. He stressed that FMSIB should continue to work closely with MPOs. He also stated that Spokane's Barker Grade Separation project is only missing the fence before the project is complete.

Secretary Millar stated that there are a number of safety bills that have fallen off the Legislative radar but will be brought back next session. WSDOT snow management team is doing well in getting roads back open for Spring. WSDOT continues to work hard on employee recruitment. Transportation Commission is assisting in trying to close homeless camps, but it's hard work.

Secretary Millar also noted that the Federal government FMSA is working on rulemaking for long-haul truckers. AASHTO Spring Safety Summit will be held in October of this year.

Mr. Ewers responded to federal mandates regarding safety concerns on reducing truck speeds. Because of the difference in speed limits from automobiles and trucks are so different that it's difficult for cooperation on the highways. 85 percent of truck accidents are caused by automobiles. Some of the new technologies coming out just aren't going to work well for safe truck drivers.

Process for Support Letters (added to Board discussion)

Chair Lentz brought up Letters of Support (LoS) that are requested from different local agencies. She requests that FMSIB put together a process by which to approve or deny LoS and what criteria is needed to make those decisions. Mid-April, FPAC will convene to discuss this issue. This will also be discussed at the June workshop.

The most recent request from Washougal contained a project that was never vetted by FMSIB. They will be informed that FMSIB is working on a process for these letters, regardless of the merit of the project. That the Board will be unable to provide a letter until after the process is discussed at the June FMSIB workshop.

FPAC Committee Update

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

Councilman Wick thanked the FPAC Committee and WSDOT for their assistance in putting together the list of projects provided by the Legislature into high/medium/low freight benefit. He provided additional information on the current FMSIB project statuses, as well as the list of projects that was requested from the Legislature. Both lists were finalized by the FPAC Committee. He also provided additional information on project funding moves that will be needed in the coming capital budget.

Mr. Ewers, Chair Lentz, and the rest of the Board thanked Ron Pate and Jason Beloso of WSDOT for all the work they provided in reviewing the projects that were submitted to FMSIB by the Governor for ranking.

Commissioner Swannack expressed concern for the amount of data needed to provide a worthwhile list to the Governor and asked where we might find the different resources needed. Hopefully, the new FTE will have those resources so that FMSIB doesn't need to lean so much on WSDOT for their assistance.

June Workshop Agenda

Chair Lentz asked for ideas on agenda items for the June Workshop.

Commissioner Wick asked that Mr. Pate speak to where the state is on truck parking. Also, he would like to discuss having a workplan for FMSIB moving forward.

Ms. Call suggested that Ted Prince of Tiger Cool Express be requested to present current issues around truck transport. She will provide contact information for Mr. Prince to staff.

Inviting local MPO to the workshop? (Stevenson's RTP is Southwest Regional Transportation Council (RTC))

Schedules/timing of FMSIB task due-dates. When should the workshop be held in 2024?

Recommendations for potential consultants for Legislative mandate study. DES has a list of qualified consultants that FMSIB could use.

Refresh understanding of Grade Separation and the education of the Board regarding how freight works with intermodal topics. (Ron Pate will consider a presentation for FMSIB Workshop.)

Discuss factors in expanding the Board by five members as mandated by the Legislature.

Calendaring meeting locations for 2024. (To include a possible meeting in Mount Vernon to enable the Board to take a Pac Car tour.

Next Meeting

Board Action Item: Adoption to affirm the FMSIB Workshop on June 1, 2023, and the next FMSIB Board meeting on June 2, 2023, in Stevenson WA.

Chair Lentz entertained a motion to affirm the FMSIB Workshop on June 1, 2023, and the next FMSIB Board meeting on June 2, 2023, in Stevenson WA.

Commissioner Wick moved to pass the motion. Commissioner Swannack seconded.

MOTION AFFIRMED

Meeting Adjourned

Chair Lentz adjourned the meeting at 1:00 p.m.

Summary of Board Motions:

- 1) Adoption of January 20, 2023, Board Meeting Minutes. (page 2)
- 2) For the Board to support SHB 1084 as written with caveat of AG's direction on Section 2d. (page 2)
- 3) Adoption to hold the next FMSIB workshop on June 1, 2023 and next Board meeting on June 2, 2023 at Stevenson, WA. (page 5)

Summary of Future Agenda Items:

- 1) Bill Fashing, Executive Director of CWCOC, will return to the December 1, 2023 Board meeting in Vancouver.
- 2) For the June 2 Board meeting: discussion to request of the Legislature that Port of Kalama funds be transferred to the 2023/24 biennium.
- 3) 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.
- 4) Chair Lentz to testify to Senate Transportation Committee on March 27th, re: HB 1084.
- 5) FPAC will convene mid-April to discuss and bring to a vote a process by which to review Letters of Support from local agencies. This will also be discussed at the June FMSIB workshop.
- 6) Ron Pate will work on putting together a presentation for the workshop to re-educate the Board on how freight works and how intermodal applies.

Temple Lentz
FMSIB Board Chair

Attest: Jane Wall
Interim Director

Path of Freight in the RTC Region: Clark, Skamania and Klickitat Counties

presented by:

Matt Ransom, AICP

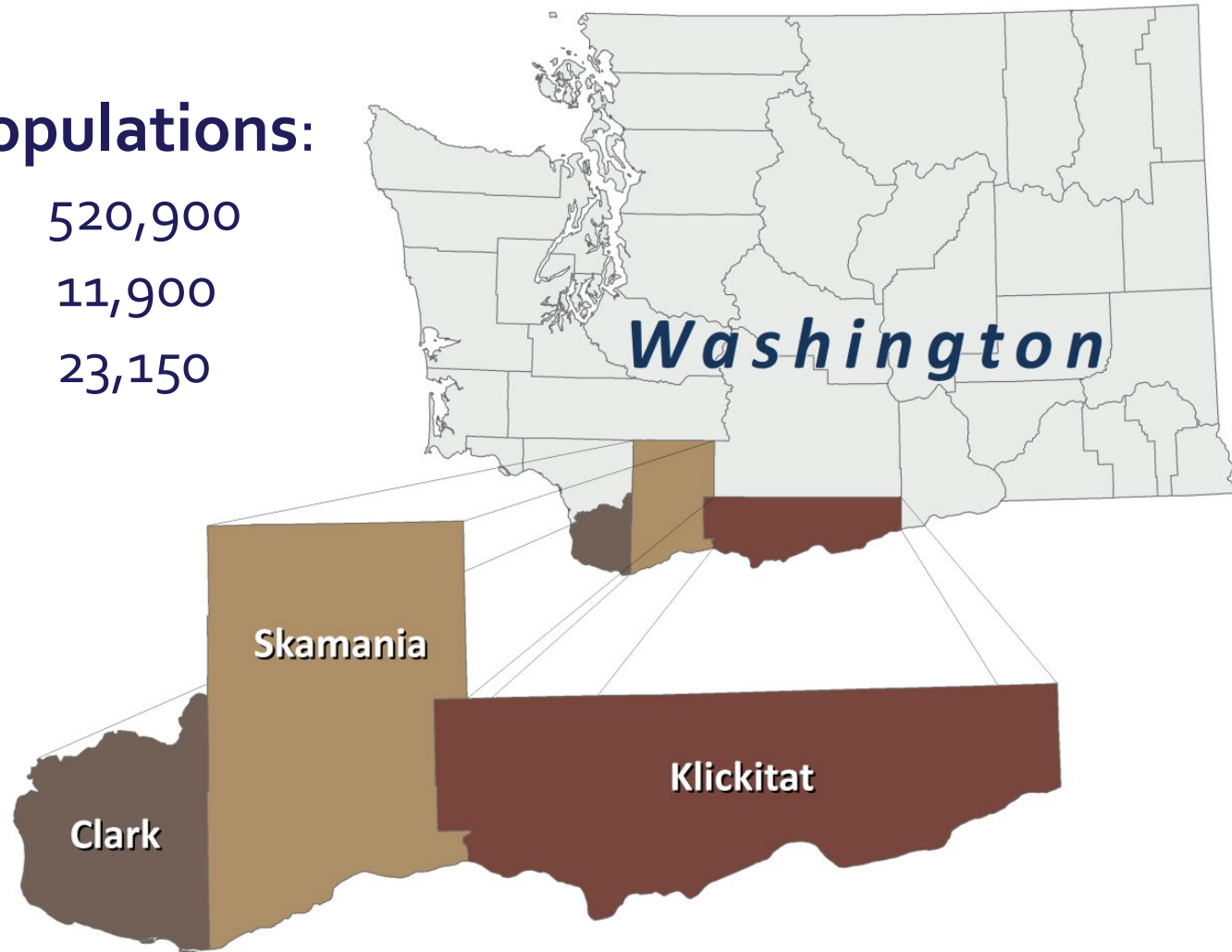
Executive Director

Southwest Washington Regional Transportation Council (RTC)

MPO / RTPO for RTC region

■ 2022 County Populations:

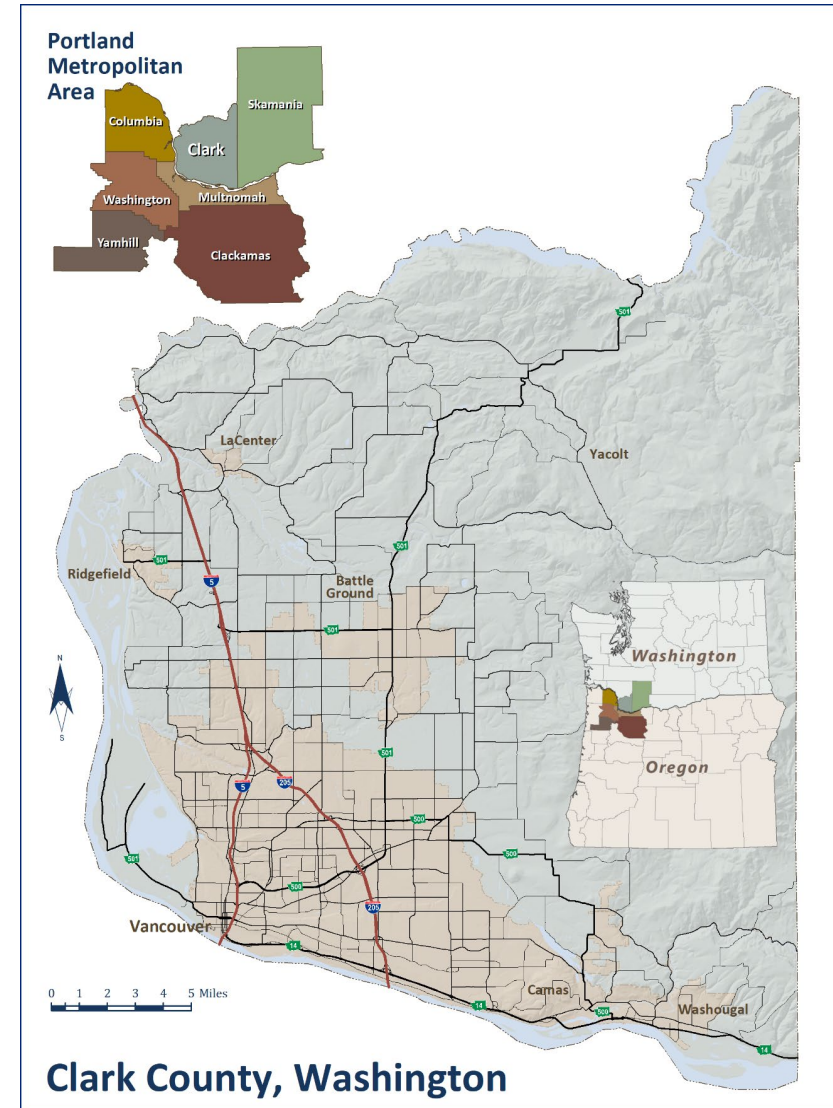
- Clark 520,900
- Skamania 11,900
- Klickitat 23,150



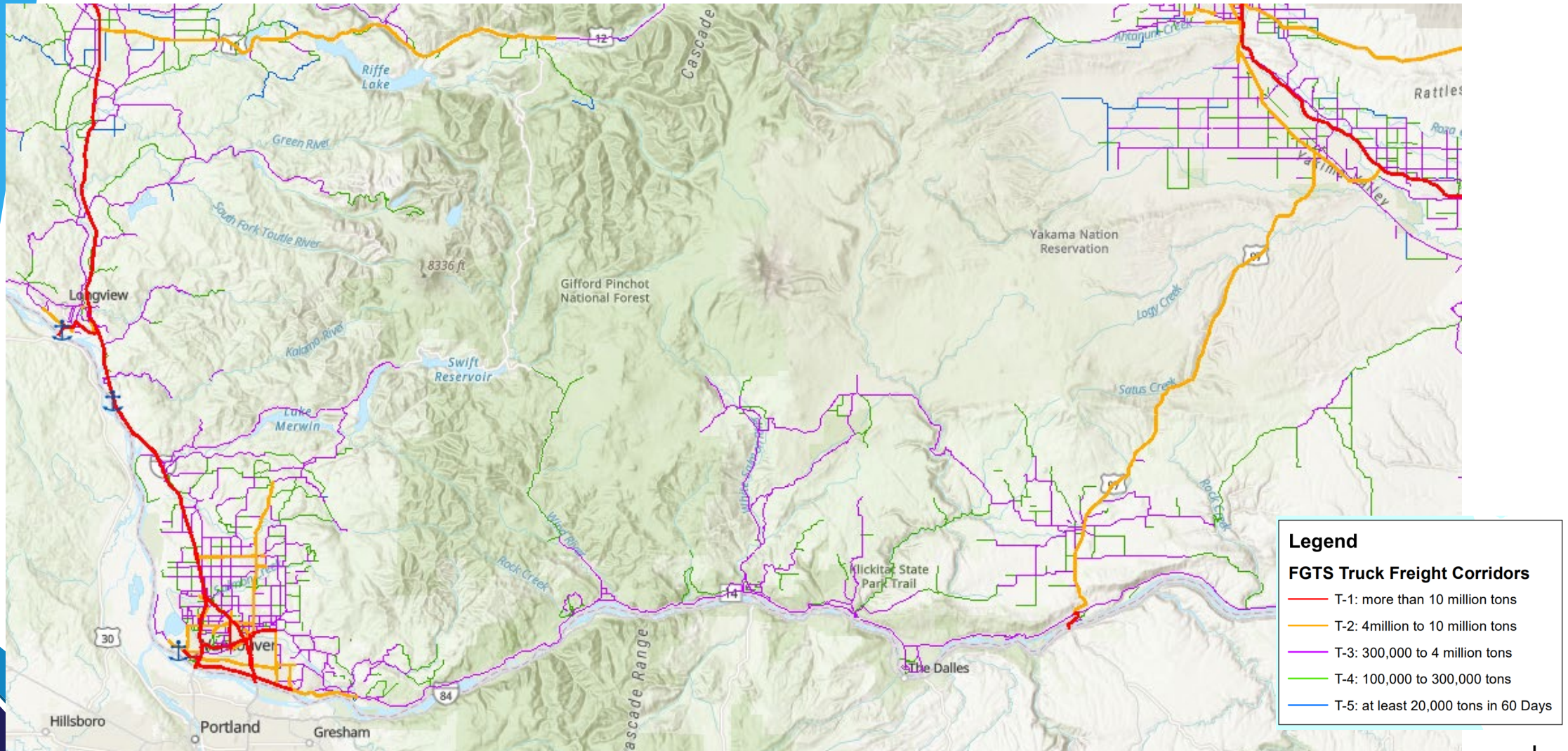
Portland-Vancouver Metropolitan Area



- 2022 Population:
 - Metro Area over 2.5 million



WSDOT - Freight & Goods System



RTC Region (WA) – *Commodity Flows*



Total tonnage for the selection

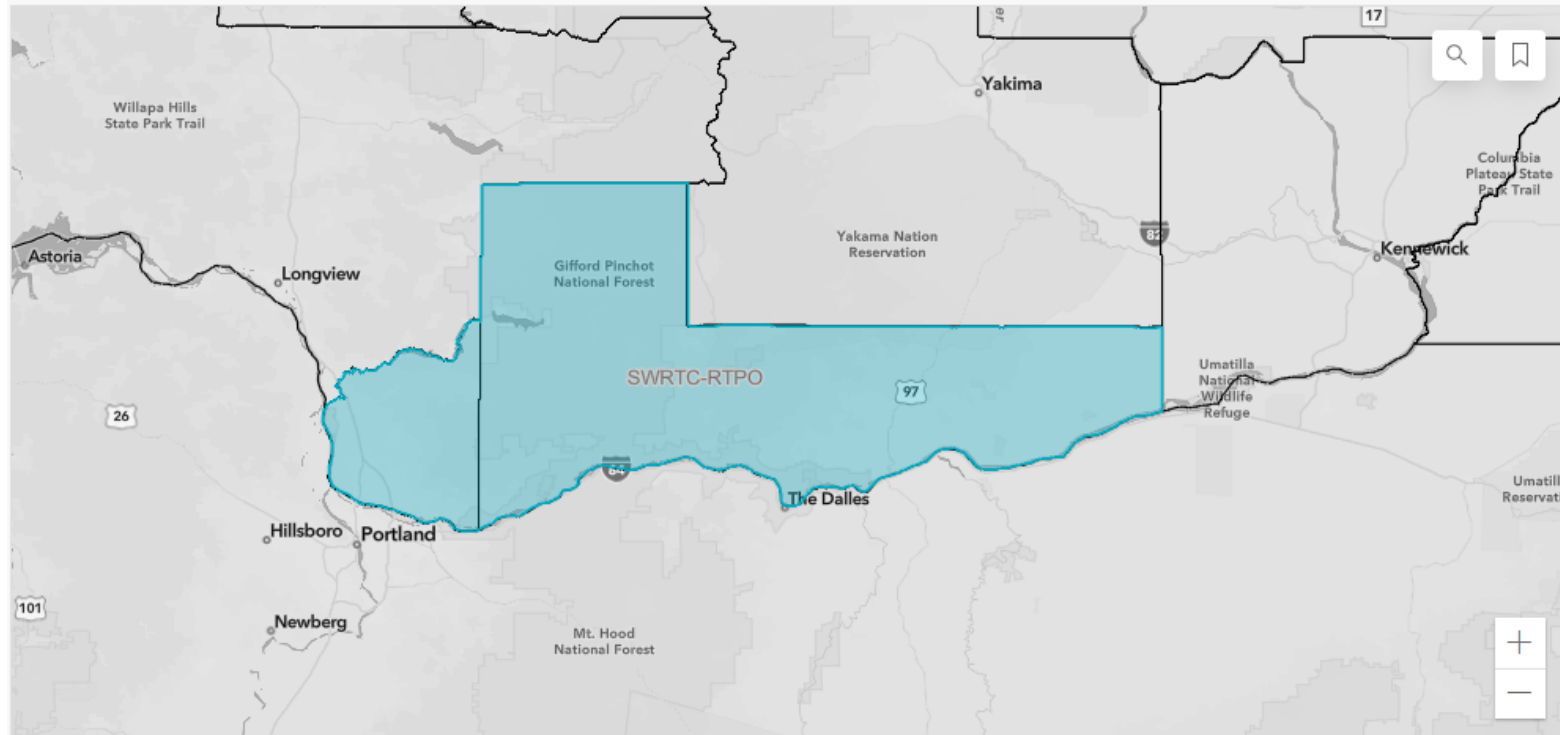
17.94 millions of tons

Total statewide tonnage: 502.34 millions of tons

Total value for the selection

\$20.12 billion

Total statewide trade value: \$680.81 billion

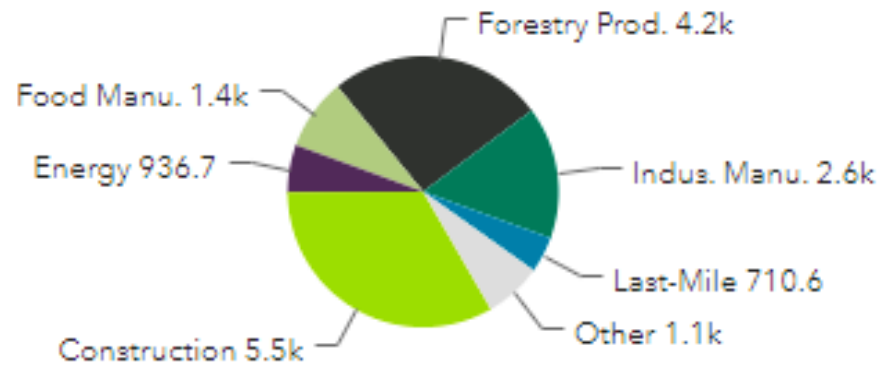


RTC Region (WA) – *Commodity Flows*



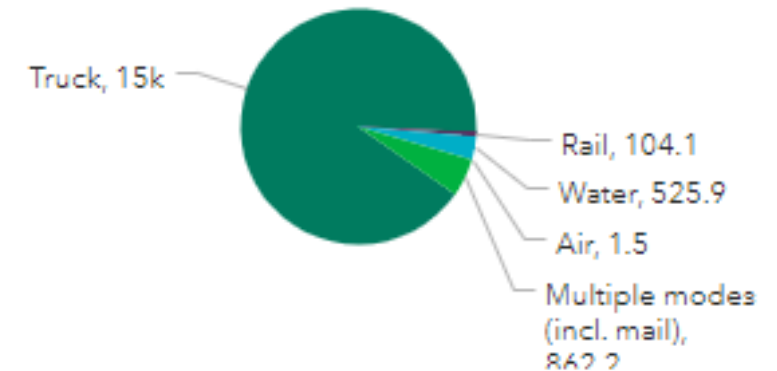
Total tonnage by industry for the selection (kilotons)

*Click on the pie to see statistics for the specific industry



Total tonnage by domestic mode for the selection (kilotons)

*Click on the pie to see statistics for the specific mode

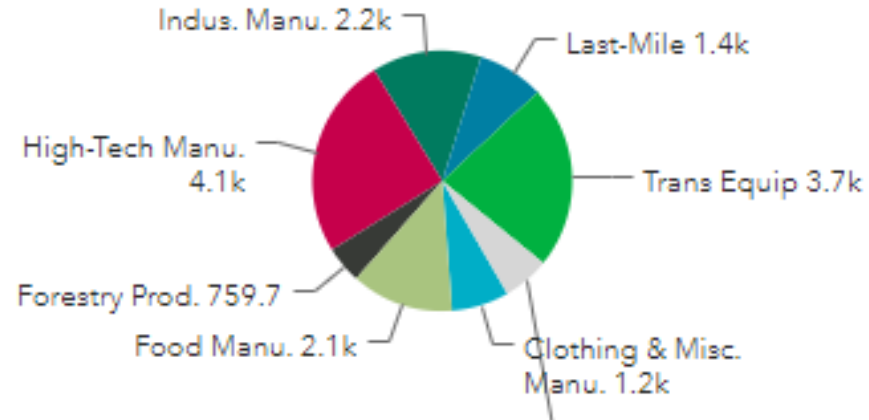


RTC Region (WA) – *Commodity Flows*



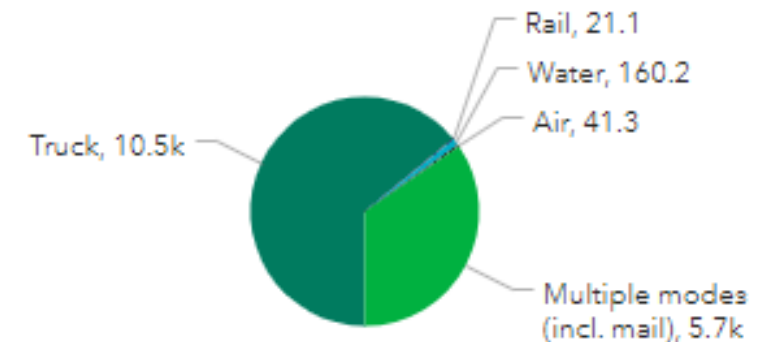
Total value by industry for the selection (\$millions)

*Click on the pie to see statistics for the specific industry



Total value by domestic mode for the selection (\$millions)

*Click on the pie to see statistics for the specific mode



Bi-State Freight: *The Bridges*



Interstate Bridge Replacement

- S-EIS in development
- WA funding committed



Bridge of the Gods

- Seismic study proposed

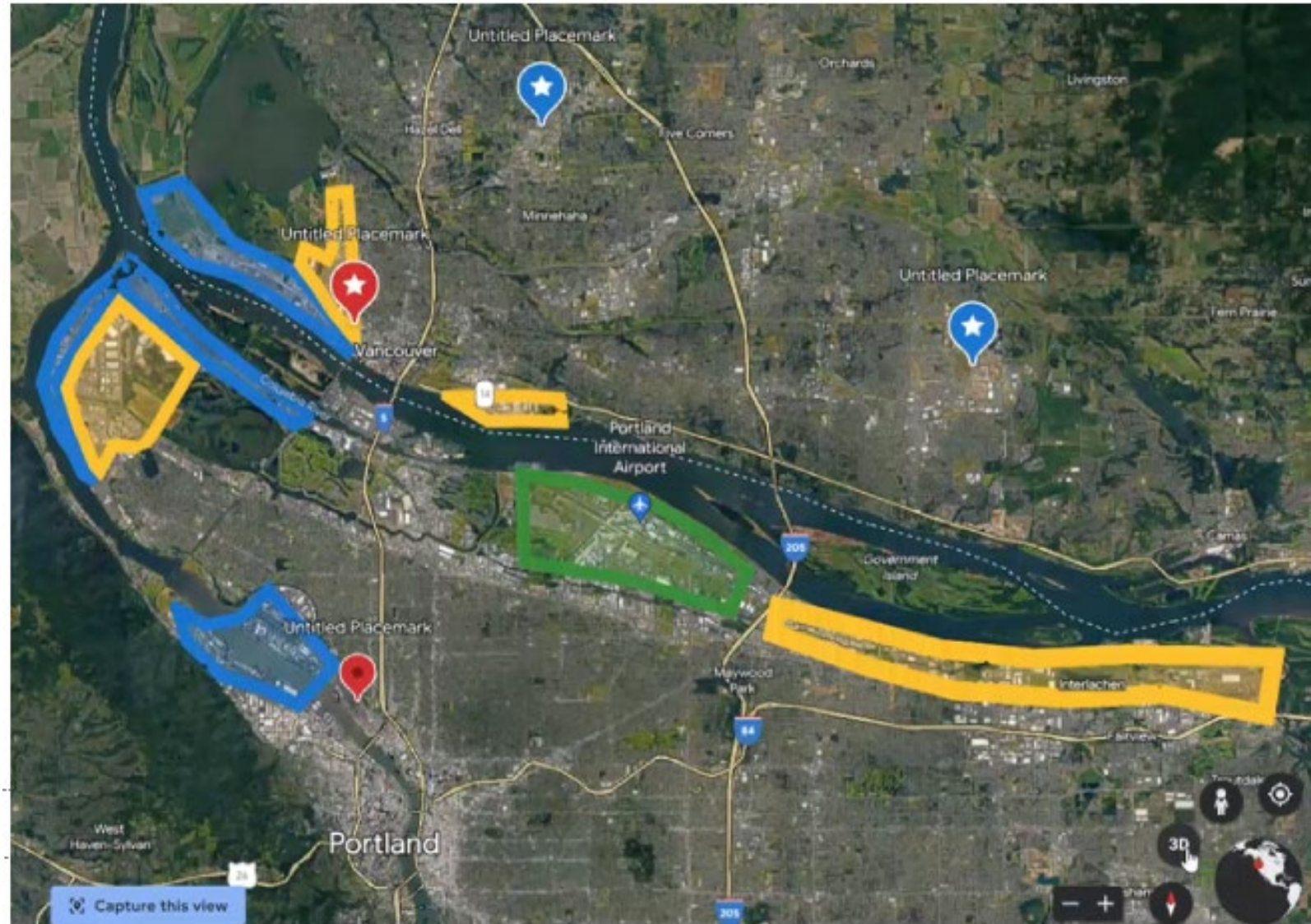


Hood River Bridge

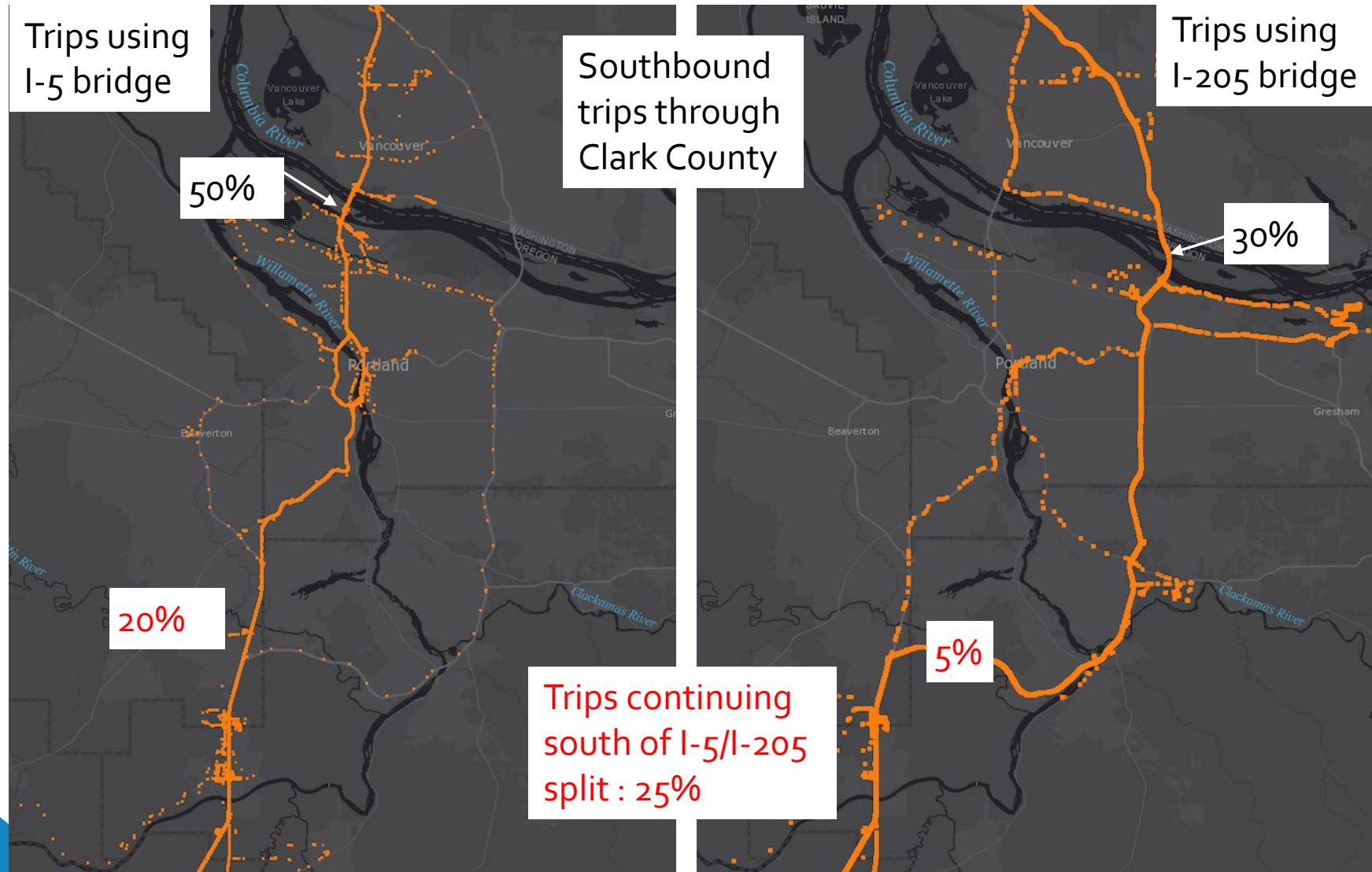
- EIS in development
- WA funding committed



Bi-State Freight – *PDX/Vancouver Geography* **RTC**



Bi-State Freight – *Interstate Flows*



2020 Commodities – *Interstate Flows*



Key Findings: percentage of 'all goods' crossing the Columbia River

Northbound:

- ◆ **I-5: 73% of daily \$ value; 71% of daily tonnage**
- ◆ I-205: 27% of daily \$ value; 29% of daily tonnage

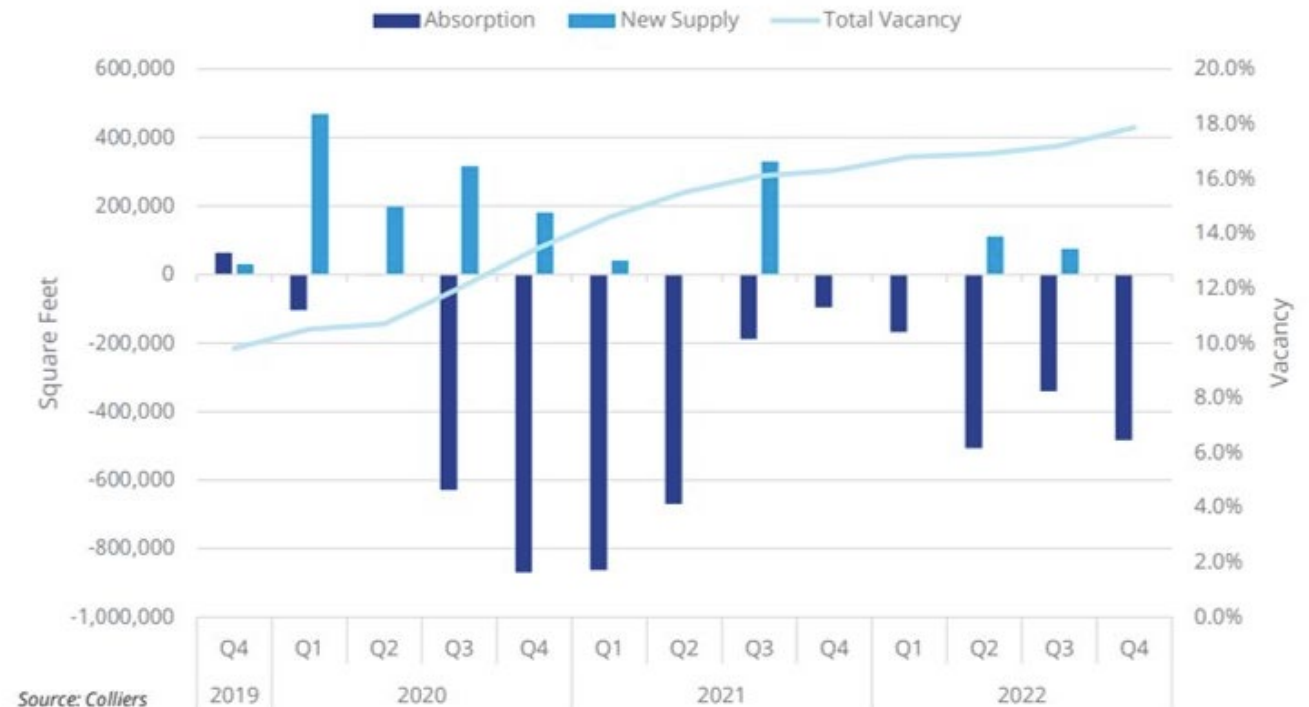
Southbound:

- ◆ **I-5: 57% of daily \$ value, 63% of daily tonnage**
- ◆ I-205: 43% of daily \$ value; 37% of daily tonnage

Effects of COVID-19 on Deliveries



- Parcel carrier
 - Shifting demand (more residential, less office delivery)
 - Changes in logistics chains (ground s. air, etc.)



Source: "Portland Office Report, Q4 2022" Colliers International, 2023.

Effects of COVID-19 on Deliveries



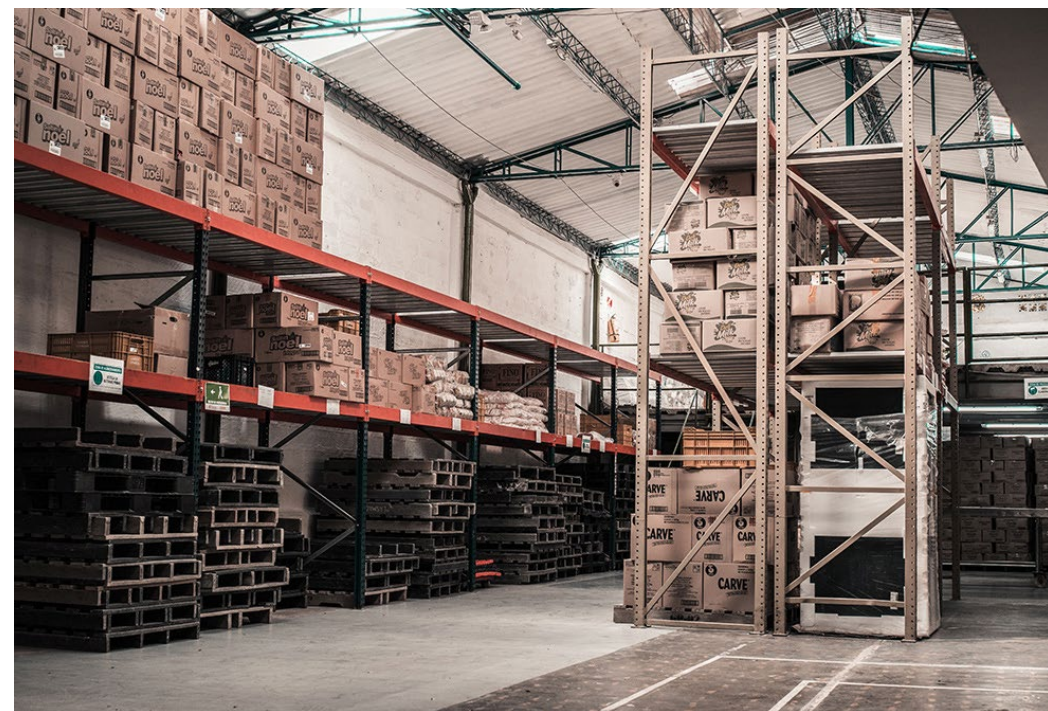
- Less than Truckload (LTL) carrier
 - Increased demand for residential deliveries
 - Congestion has been returning, delivery challenges in CBD and other mixed-use districts



Effects of COVID-19 on Deliveries



- Industrial real estate profession
 - E-commerce contributing to demand for large DCs
 - Limited large-footprint sites, and persistent demand for Portland's "bread and butter" manufacturing and small distribution



FMSIB Projects

Prior | Current | Future

RTC Region | Prior Awards

All are Port of Vancouver Projects:

Project	Total Cost	FMSIB Funds	Awarded	Type
Rail Tie-In to Mainline-Phase 2-Loop Track	\$72,000,000	\$3,700,000	2006	Rail
Rail Tie-In to Mainline-Phase 3-Rail Trench	\$35,000,000	\$2,950,000	2006	Rail
Bulk Facility track relocation	\$14,800,000	\$3,450,000	2012	Rail
Rail Tie-In to Mainline-Phase 1	\$15,000,000	\$3,350,000	2006	Rail & Road

RTC Region | Current Awards

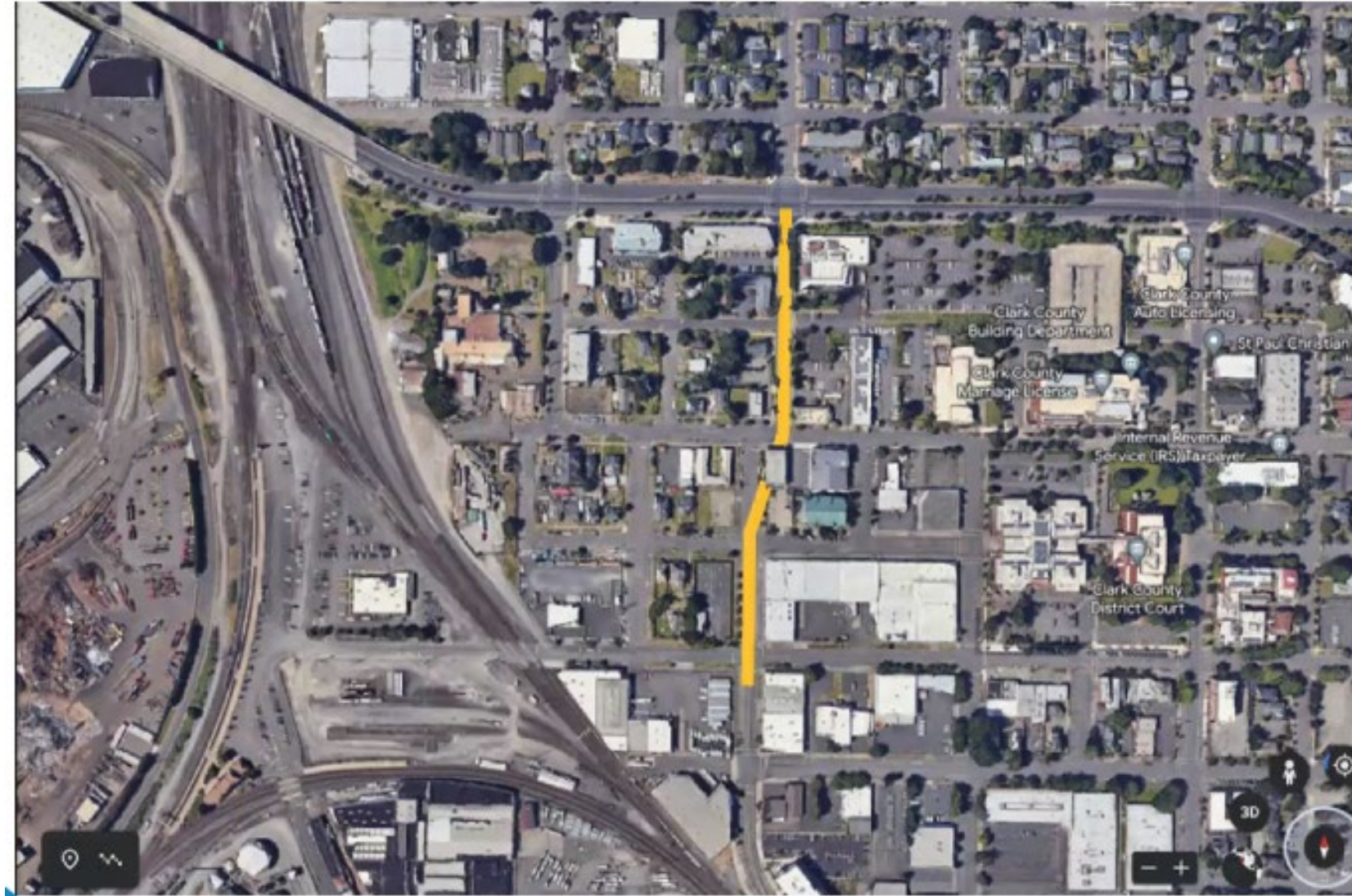
- **Jefferson Street Realignment**
- **Terminal 5 Overpass**

Jefferson Street Realignment



- Sponsor Agency: **City of Vancouver**
- Total Cost: **\$9,500,000**
- **FMSIB Award: \$3,000,000**
- **Project Description:** 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.
- **Benefits to Freight:** Once completed, the project will provide an improved freight route from industrial properties on the west 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.

Jefferson St Realignment



Terminal 5 Overpass (Design)



- Sponsor Agency: **Port of Vancouver**
- Total Cost: **\$12,200,000**
- **FMSIB Award: \$200,000**
- **Project Description:** Add “third leg” extension to existing bridge structure, providing new access to heavy industrial development opportunity
- **Benefits to Freight:** Overpass will provide access to approximately 100 acres of prime industrial land along the banks of the Columbia River. This additional access will provide safe and efficient truck access for transport of a wide range of potential cargoes.

Terminal 5 Overpass



RTC Region | Future Priorities

- NW 32nd Avenue Corridor
- Terminal 5 Overpass (3rd leg)
- Bingen Point Freight Improvements
- Carson Freight Mobility Project
- Wind River Slide Project
- SW Eaton Blvd Improvements
- SE Grace Ave - Phase 2

NW 32nd Avenue Corridor



- Sponsor Agency: **City of Vancouver**
- Total Cost: **\$125,000,000**
- Total Need: **\$118,750,000**
- Freight Route: **T-2**
- **Project Description:** A new arterial roadway to provide improved freight mobility with better access to the Port of Vancouver and west Vancouver's industrial lands, which will shift freight movement away from Fruit Valley Road and one of Vancouver's most vulnerable communities. The project is proposed in 5 phases due to the length and the costs of the project.
- **Benefits to Freight:** Once completed, the project will provide an improved freight route from industrial properties on the west 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.

NW 32nd Avenue Corridor

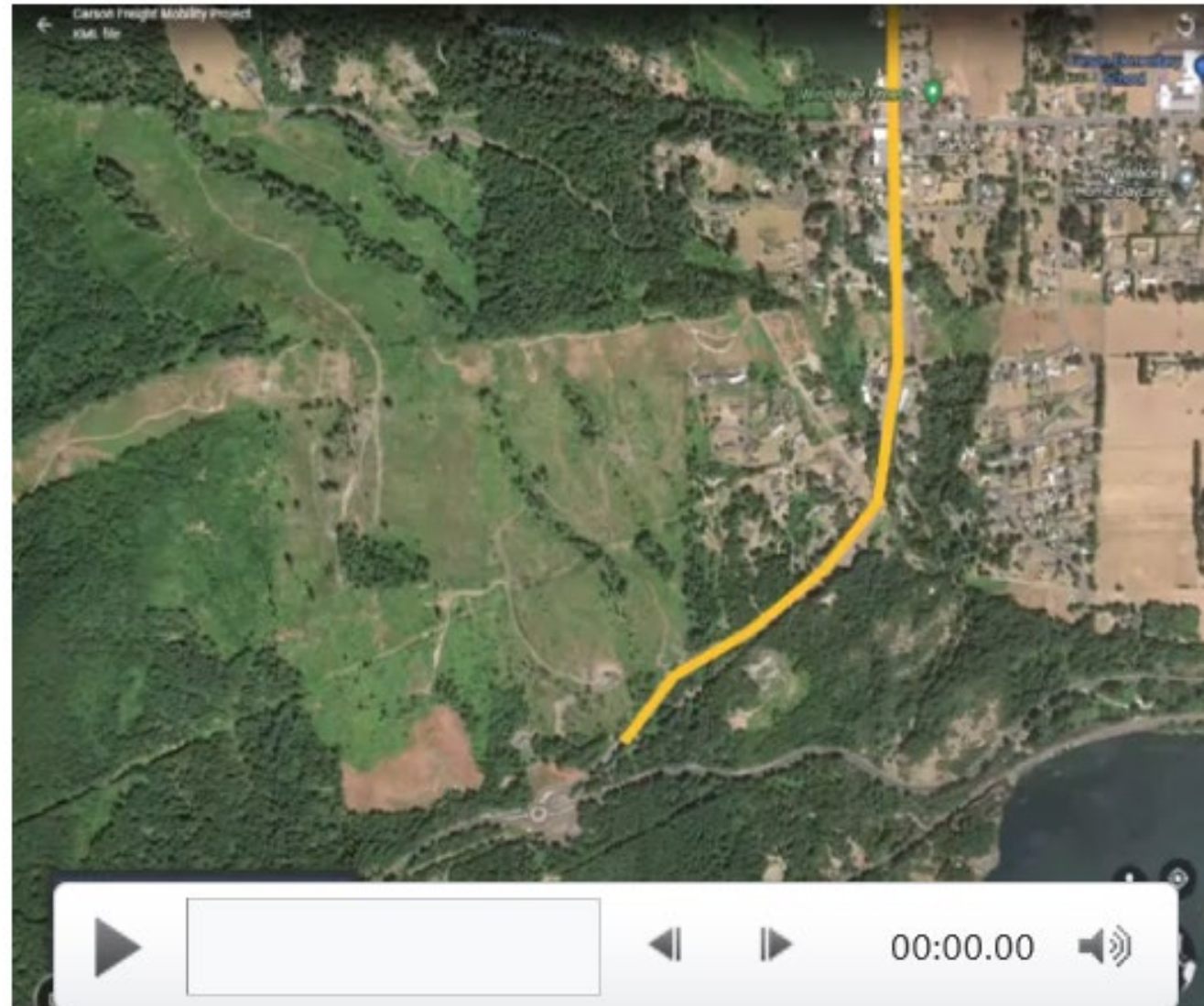


Carson Freight Mobility Project



- Sponsor Agency: **Skamania County**
- Total Cost: **\$856,350**
- Total Need: **\$ 856,350**
- Freight Route: **T-3**
- **Project Description:** Enhance road for freight movement
- **Benefits to Freight:** Freight mobility and safety

Carson Freight Mobility Project



Bingen Point Freight Improvements



- Sponsor Agency: **Port of Klickitat**
- Total Cost: **\$5,721,000**
- Total Need: **\$4,948,665**
- Freight Route: **T-3**
- **Project Description:** New loop freight road system.
- **Benefits to Freight:** This projects loops the road systems for additional freight access to Bingen Point fostering economic development opportunities

Bingen Point Freight Improvements



Contact:

Matt Ransom, AICP

Executive Director

Matt.Ransom@rtc.wa.gov

Southwest Washington Regional Transportation Council

www.rtc.wa.gov

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium

Reporting for April 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	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	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	2,383
15	Seattle	S Lander St Grade Separation (2023 complete)	2017	8,000	4,431	1,231	1,510	279	1	0	2,779
17	Skagit Co	Burlington Northern Overpass Replacement (2022 complete)	2016	2,000	1,221	834	833	0	0	0	1,667
25	Tacoma	SR 99 Puyallup River Bridge (2022 complete)	2010	5,000	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	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment- phase 6	2010	6,000	2,189	113	313	2,076	1,260	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	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	2,500	4,636	2,500	364	364	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	2,356
12	Port of Kalama	Industrial Rail Additions	2018	3,900	0		0	3,900	0	0	3,900
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	1,000		165	5,100	4,011	900	5,265
23	Sumner	SR 410 Traffic Ave/E Main (2022 complete)	2016	2,500	2,500	2,210	2,500	290	(29)	0	2,790
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500	1,621	1,500	879	879	0	2,379
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	1,100		0	0	0	5,000	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	1,680	967	988	10	8	703	1,701
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	1,134	87	1,134	1,583	1,466	0	2,717
	Statewide	Future Awards			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	863	6,558	0	8,396
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0		0		6,100	0	6,100
24	Sumner	Stewart Road	2018	3,700	0		0	700	626	3,000	4,326
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	9,466	43,826	28,500
											120,250

Percentage delivery:

48% 28%

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
	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
Reappropriation			11,904		17,427	1,810	30,832

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by Biennium

Reporting for April 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 Feb 2023 Report

			PROJECT STATUS					Notes
Agency	Project Title	Yr. Selected	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimbursed	
Projects Started in 17 - 19 Biennium								
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.
Projects Started in 19 - 21 Biennium								
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					In Right of Way Phase
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013					Open to Traffic
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					The right of way completion is anticipated for June 30th, 2023.
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018					Phases 1, 2a and 3 open, 2b construction planned for June 2023 (currently advertising for bids)
19	Spokane Co	Bigelow Gulch Phase 3	2018					Final reimbursment working through WSDOT
Projects 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 sooner. Phase 2A 100% design and R/W certification est June 2023, Award eta Nov 2023
16	Seattle	East Marginal Way Heavy Haul Corridor	2018					Bid was awarded on Feb 13th 2023. Awaiting Water main pipe, before starting construction.
24	Sumner	Stewart Road	2018					Relocating utilities to prepare to advertise for bids

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 21-23 Budget \$ 843,000

Expenditure Detail through: Apr 30, 2023

FMSIB Budget	Biennium Appropriation July 1, 2021 - June 30, 2023	Biennium Allotments thru Apr 30, 2023	Actual Expenditures thru Apr 30, 2023	Biennium To Date Dollar Variance
Salary	588,000	539,000	471,203	67,797
Travel	57,000	52,250	48,618	3,632
Goods & Services	148,000	135,667	130,645	5,022
Personal Service Contracts	50,000	50,000	50,000	0
Total Thru Apr 30, 2023	\$ 843,000	776,917	700,465	76,451
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Budgeted Expenditures thru Apr 30, 2023	Actual Expenditures thru Apr 30, 2023	Biennium To Date Dollar Variance
Salaries:				
Staff Salary (includes \$27,184 LeaveBuyout)	588,000	539,000	471,203	67,797
Total Salary	\$ 588,000	539,000	471,203	67,797
Travel:				
Staff Travel	22,000	20,167	17,815	2,351
Board Travel	35,000	32,083	30,802	1,281
Total Travel	\$ 57,000	52,250	48,618	3,632
Goods & Services:				
Other State Agency Services				
WSDOT Labor & Svcs/Auditor/CRAB	49,000	44,917	43,907	1,010
WS DES Services	27,000	24,750	24,204	546
WS TIB - Office Rent & Utilities	37,000	33,917	32,584	1,333
WS Attorney General	2,000	1,833	408	1,425
Misc. Operating Expenses				
Misc. Office, Mtg, Equipment Costs	33,000	30,250	29,542	708
Total Goods & Services	\$ 148,000	135,667	130,645	5,022
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 Apr 30, 2023	\$ 843,000	776,917	700,465	76,451

Sheri Call presentation

https://www.beautiful.ai/player/-NVp_HX4FjfdKIFaU24P/Legislative-Wins-2023-Investing-in-Safety-and-Decarbonization



FPAC Report on Current Capital Projects Discussion

June 2, 2023

Background: The state legislature, as part of the 2021-23 budget, requested that FMSIB put together a statewide prioritized list of freight investments. This work was broken into two phases, a phase 1 report was provided back to the legislature on December of 2021, which identified the priority investment categories (see attached).

Then in 2022, after the legislative session FPAC was directed to work with the Regional Transportation Planning Organizations (RTPOs) to determine the prioritized freight investments within each of their regions and organize these identified priorities into a single list with a recommendation for funding.

The workplan from 2022 is also attached but was submitted to the Governor and Legislature later than desired.

In the last legislative session, FMSIB is required to submit a “six year investment program list” for consideration by Dec 1st 2024.

Discussion: Feedback and thoughts from the last process? Does the Board want to charge the Freight Policy Advisory Committee (FPAC) to begin this process? Do we still agree with the investment categories, or do we want to re-evaluate them?

FMSIB Preliminary Report to the Legislature
Regarding SSB 5165, Sec. 301(3)

December 1, 2021

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 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 this report, please find proposed methodology to determine investment priorities and an outline of the process to move forward.

Section 2: Investment Categories and Prioritization

FMSIB agrees that the state must follow through on its commitment to fund freight projects identified in Connecting Washington and looks forward to working with WSDOT on this issue. Those projects should be the highest funding priority. This proposal addresses funding beyond those commitments, to continue advancing the state's transportation and freight mobility goals.

Any methodology for strategically investing limited resources must reflect the context of the entire freight mobility system. FMSIB is committed to thinking about the freight system as a whole. If, for example, there were one dollar to spend on freight mobility, how would that dollar best be divided in order to maximize positive impact for the entire system?

To determine freight categories and priorities, FMSIB consulted subject matter experts and freight stakeholders including cities, counties, ports, and industry representatives. Individual conversations and informal surveys were conducted to determine what outcomes stakeholders would like to see from investments in freight mobility. From these responses, FMSIB identified patterns and developed categories which were refined in group conversations. Priorities were then weighted according to stakeholder response and further refined into key target areas. Throughout this process, FMSIB ensured consistency with statewide transportation goals and priority areas around equity and climate change.

FMSIB proposes four weighted investment categories to achieve highest system function:



Asset Preservation and Safety 45%

Preserving existing assets must be the state's highest priority. "Taking care of what we have" is prerequisite to any discussion of adding new resources.

Improving the Operations of the Existing System 5%

Continuing to refine and improve management of existing assets will allow our state to increase effectiveness and reliability, without necessitating expansion.

Expanding the Existing System 20%

As our population grows and demands on freight mobility compound, care must be taken to expand our system in strategic ways that maximize benefits and minimize impacts on surrounding communities.

Achieving the Freight System of the Future 30%

The world of freight is changing quickly and keeping pace with change will involve long-term investments that must begin immediately.

3. Freight Categories and Outcomes

Within the broader categories outlined above, FMSIB has identified targeted areas and project types, along with desired freight outcomes for each area. Please see the chart on the next page.

The “Target Area” column represents the types of projects FMSIB believes will most effectively help advance strategic goals.

The “Desired Freight Outcome” column includes descriptions of the strategic freight outcome desired for each target area, as identified by freight stakeholders.

“Relative Investment Amounts” continues the prioritization percentages identified above, further breaking down the amount of the “dollar” that should be invested in these areas. Together, the target area percentages make up the freight category percentages (i.e., The “Bridge and Road Replacement” area should receive 10% of the “dollar” and is a part of the 45% allotted to “Asset Preservation and Safety” category).

Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%
	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%
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%
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%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%
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%
	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%
	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%

4. Regular Evaluation and Refinement

Because these priority categories were developed in consultation with board members and stakeholders who know and understand the needs of freight in Washington State, FMSIB believes the categories and weights 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 investment category 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 plan and recommend any updates.

5. Alignment with State Transportation Goals, Equity, and Environment

FMSIB is dedicated to working collaboratively with WSDOT to advance our state's transportation goals. Please see the graph below for a visual representation of how the proposed freight investment categories and the state's transportation goals intersect.

In the chart, the "pies" show a rough representation of the degree to which each of the target areas coincides with the state transportation goals. Knowing the state is particularly concerned about addressing equity and climate change, we have added checkmarks to show where target areas address these concerns. The pies and the checkmarks are independent of freight goals; the intent of this chart is simply to show that freight goals and the state's overall transportation goals are intertwined.

		State Transportation Goals						Emphasis Areas	
Freight Category	Target Area	Economic						Equity	Climate Change
		Preservation	Safety	Stewardship	Mobility	Vitality	Environment		
Asset Preservation and Safety	Bridge Preservation	●	◐	◑	◑	◑	◑	✓	
	Road Preservation	●	◐	◑	◑	◑	◑	✓	
	Bridge and Road Replacement	◐	◐	◑	◑	◑	◑	✓	✓
Improving the Operations of the Existing System	Transportation Systems Management and Operations (TSMO)	○	◐	●	◐	◑	◐		✓
Expanding the Existing System	Grade Separation Projects	○	◐	◑	◐	◑	◐	✓	✓
	Expansion of Freight Corridors	○	◑	◑	●	●	◐		✓
Achieving the Freight System of the Future	Land Banks	◐	○	◑	○	◑	●	✓	✓
	Truck Parking	○	●	◑	◑	◑	◐	✓	
	Intermodal Transfer Facilities	◑	◑	◐	◐	●	◑		✓
	Zero Emissions	○	◑	◐	○	○	●	✓	✓
○ = Limited Support ◐ = Some Support ◑ = Mostly Supports ◐ = High Support ● = Fully Supports									

Further, FMSIB recognizes that the freight system cannot see the benefits of strategic investments if those investments are not actually completed. We propose a “bias for action,” with a preference for funding investments that are ready to proceed to construction, and that can be completed timely so as to deliver benefits quickly.

6. Recommended Process

Following the methodology outlined in the preceding sections, FMSIB proposes that future funding, beyond the Connecting Washington commitments, be allocated according to the categories indicated in Sections 2 and 3 of this report. For the 2022 report of prioritized investments, investments will be based on these categories, and FMSIB selection criteria will reflect these categories as well as:

- Geographic balance across the state as identified by the Legislature in the proviso;
- Balance of funding across the target areas;
- Volume of freight impacted by the project; and
- Readiness of the project to proceed to construction.

Recognizing that larger freight projects (such as system expansion projects) require additional steps (i.e., right-of-way acquisition) and are typically larger and more complex but equally important to help advance to construction, FMSIB may consider funding pre-construction activities. The board may also consider allowing for some portion of funding allocation further-out than one biennium. Planning for future biennia gives larger, more complex projects a greater chance of success, and allows for predictability in budgeting.

FMSIB will also establish policy updates that will allow for timely pivots of funding toward pre-identified projects which may be able to advance more quickly.

While the 2022 report is timely, FMSIB proposes that in preparation for each biennium budget a prioritized list of investments be submitted for the Legislature's consideration.

7. Next Steps

Following is a proposed schedule for process benchmarks:

December 1, 2021:	Submit Report to the Legislature.
January-March 2022:	Develop revised freight investment eligibility and prioritization criteria, and plan stakeholder outreach, focusing on existing stakeholder plans.
April - June 2022:	Conduct stakeholder outreach to identify highest priority investments according to revised criteria.
July – September 2022:	Finalize and validate draft investment list.
September 2022:	Present draft investment list to FMSIB Board.

October 2022:	Revise investment list as needed.
November 2022:	FMSIB Board vote on final investment priority list to submit to the Legislature.
December 1, 2022:	Submit prioritized investment list to the Legislature.
January – April 2023:	Provide testimony to the Legislature on the investment list.

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.

FMSIB SSB-5165 Work Plan (Phase 2)

Revised: 12/7/21

No.	Task	Who	Due	Started	Complete
1	Testify to Phase 1 Report in Legislature	FMSIB and staff	1/10/22 thru 3/31/22		
2	Develop Draft 2022 Work Plan for FPAC	Staff		x	
3	Present Draft Work Plan to Board Chair and FPAC Chair	Staff	Dec. 2021		
4	Board Meeting	FMSIB	1/14/22		
5	Develop Stakeholder Outreach Plan	FPAC and staff	1/17/22		
6	Develop Eligibility and Prioritization Criteria	FPAC and staff	1/31/22		
7	Present DRAFT Stakeholder Outreach Plan and Eligibility Criteria to MPO/RTPO Coordinating Committee	Staff	Feb. 2022		
8	Review Feedback from MPO's	FPAC	2/14/22		
9	Develop DRAFT Recommendation to Board on Stakeholder Outreach Plan and Eligibility Criteria	FPAC and staff	2/28/22		
10	Board Meeting	FMSIB	3/18/22		
11	Revise DRAFT Stakeholder Outreach Plan	FPAC and staff	3/21/22		
12	Implement Stakeholder Outreach Plan	FPAC and staff	4/4/22		
13	Legislative Approval of FMSIB budget		4/15/22		
14	Update FPAC on Stakeholder Outreach	Staff	4/18/22		
15	Update FPAC on Stakeholder Outreach	Staff	5/2/22		
16	Assemble Initial Results from Stakeholders	FPAC and staff	5/16/22		
17	Board Workshop and Meeting	FMSIB	6/2-3/22		
18	Potential FPAC Meeting (Solicit investment ideas from MPO's/RTPO's)		6/6/22		
19	Potential FPAC Meeting		6/20/22		
20	HOLIDAY		7/4/22		
21	Potential FPAC Meeting		7/11/22		
22	Potential FPAC Meeting		7/25/22		
23	Potential FPAC Meeting (Review investment ideas from MPO's/RTPO's)		8/8/22		
24	Potential FPAC Meeting		8/22/22		
25	Assemble DRAFT Investment List for Board	FPAC and staff	9/5/22		
26	Board Meeting		9/16/22		
27	Modify DRAFT Investment List per Board Direction	FPAC and staff	9/19/22		
28	Develop PRELIMINARY Investment List and submit to Governor for consideration in 23-25 Budget	FPAC and staff	10/3/22		
29	Develop FINAL Investment List for Board review	FPAC and staff	10/17/22		
30	Develop FINAL Investment List for Board review (con't.)	FPAC and staff	10/31/22		
31	Board Meeting		11/18/22		
32	Submit Final Report to Leg/Gov		12/1/22		
33	Provide Legislative Testimony on the Investment List	Board members and staff	Jan - Apr 2022		



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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

Temple Lentz,
Chair

January 25, 2023

Board Members
Leonard Barnes

Re: FMSIB Final Report to the Legislature (SSB 5165, Sec. 301(3))

Peter Bennett

Dear Governor Inslee, Representative Fey, Senator Liias, Representative Barkis, and Senator King:

Matthew Ewers

Erik Hansen

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to provide further refinement on our December 1st, 2022, report to the Governor and the 2023 Legislature. This report was requested in FMSIB's 2021-23 Budget (SSB 5165, Sec. 301(3)).

Johan Hellman

John McCarthy

In that report we requested some more time to vet the freight investment list to ensure that we were giving you the projects that would be the best investments that are ready for action in the upcoming biennium.

Anne McEnerny-Ogle

Roger Millar

Arthur Swannack

Ben Wick

Building on our first two reports to the legislature in which we identified priority freight investment categories (FMSIB Dec 2021 report), we worked with the Metropolitan Planning Organizations (MPOs) / Regional Transportation Planning Organizations (RTPOs) to determine a list of freight investment needs (FMSIB Dec 2022 report). After reviewing the top projects further, and having conversations with the project sponsors to better understand which investments would be ready for action, we are recommending the use of the Freight Mobility Funds in the 2023 to 2025 biennium for the attached list of investments.

Website
www.fmsib.wa.gov

In addition to the identified investments, the FMSIB Board wanted to recognize the important work of the Washington State Department of Transportation (WSDOT) around Truck Parking. We see the importance of this work and support the Governor's proposals to find some solutions. We also recommend that the legislature consider putting additional funding for potential solutions that could come out of this work being proposed. This is an issue that affects our entire state; not just the transportation industry, but also our communities and the environment we live in.

Thank you for your time and consideration. 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

Governor Inslee and Legislature
Re: Final Report to the Legislature (SSB 5165, Sec. 301(3))
January 25, 2023

Proposed 2023 to 2025 Biennium Freight Priority Investment List

Phase 1 Target Area	MPO/RTPO	Sponsor	Project Title	Proposed Funding
Bridge and Road Replacement	PSRC	City of Kent	76th Avenue S (South Phase)	\$ 5,000,000
Expansion of Freight Corridors	SRTC	Spokane County	Bigelow Gulch Corridor Safety & Mobility Project 2	\$ 2,290,000
Expansion of Freight Corridors	RTC	City of Vancouver	Jefferson Street Realignment	\$ 3,000,000
Expansion of Freight Corridors	SRTC	City of Airway Heights	6th/10th/12th Ave Improvements	\$ 2,420,000
Grade Separation Projects	CDTC	Wenatchee	McKittrick Underpass (INFRA project segment 1B)	\$ 3,000,000
Grade Separation Projects	RTC	Port of Vancouver	Terminal 5 Overpass (Design)	\$ 200,000
Intermodal Transfer Facilities	Statewide	WSDOT/FMSIB	Study of Inland Intermodal Transfer Facilities Success Factors	\$ 300,000
Transportation Systems Management and Operations (TSMO)	Statewide	FMSIB/WPPA	2024 Marine Cargo Forecast	\$ 300,000
Road Preservation	TRPC	Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	\$ 1,300,000
Road Preservation	WWVMPO	Waitsburg	Bolles Road Overlay (Design)	\$ 80,000
Transportation Systems Management and Operations (TSMO)	PSRC	Port of Seattle	Re-Build of T-91 Gate & Access Road	\$ 75,000
Transportation Systems Management and Operations (TSMO)	SRTC	WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvements	\$ 600,000
Expansion of Freight Corridors	SRTC	City of Spokane Valley	South Barker Rd Corridor Improvements	\$ 3,000,000
				\$ 21,565,000

FMSIB Final Report to the Legislature
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, WSDOT applied the state portion of the national highway freight program funds to address shortfalls in Connecting Washington Act projects, where feasible.

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 and available [here](#)).

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.

FMSIB is conducting additional outreach to seek additional project readiness information from our MPO/RTPO/WPPA partners, and through them, from the designated project sponsors.

Following these efforts, FMSIB will submit a validated freight project funding list for Legislative consideration by January 13, 2023.

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

COLA Approved by Legislature for 2023 and 2024 Executive Director Position

June 2, 2023

Background: During each legislative biennium, unions that represent Washington State employees establish a salary package proposal that is sent to the Governor's office. They ask that it be considered by the Legislature for the following biennium state budget. That package proposal includes a Cost-of-Living Allowance (COLA) request for state employees.

A COLA is NOT a salary increase based on merit. It is literally a cost-of-living increase.

History: In May of 2023, the Governor signed the Washington State biennial budget that included a four-percent COLA to be effective July 1, 2023, as well as a three-percent COLA effective July 1, 2024.

Since FMSIB is in the process of hiring a new Executive Director, this increase would apply to the salary range for that position, effective July 1, 2023.

Under state guidelines, an Executive Director is an "exempt" employee, therefore changes made by the Governor's budget for exempt employees must go through the hiring entity. In this case, the FMSIB Board.

Action: A Motion to approve a Cost-of-Living Allowance salary increase for the Executive Director's open position salary range will be voted on by the FMSIB Board June 2, 2023.

Agency “Letter-of-Support” Request Policy

June 2, 2023

Background: There has never been an official policy for processing project Letters-of-Support requested by Washington local agencies. The Board will discuss putting a policy in place for future requests.

History: At the March 17th board meeting the Board requested that the Freight Policy Advisory Committee provide a recommendation for consideration at the June meeting.

On May 17th, the FPAC Committee met to discuss and agreed upon the following recommendation.

Recommendation: If the request is in regard to a project that FMSIB has recommended funding for, the request will be evaluated by the FMSIB Executive Director. If it merits FMSIB’s continued support, the Executive Director may provide the agency with the letter requested. A copy will be included in the Board packet for review at the following Board meeting and the Executive Director will address the letter with the Board.

If FMSIB has not recommended funding in the past for the project in question, the Executive Director will review the request and under special circumstances may bring the request to the FPAC Committee for consideration. This will only happen if the Executive Director feels the project will provide strong benefit to freight although in general, FMSIB will not provide letters of support for projects that the Board has not recommended for funding.

Proposed Action: A motion to adopt the policy as the process for providing Letters-of-Support to local agencies.

Action Item: 2024 FMSIB Meeting Schedule

2024 Meeting Options**	
January 11 or 18	<u>Olympia - Day on the Hill</u>
January 12 or 19	<u>Olympia</u>
March 15	_____
June 13 and 14	- <u>2-Day Workshop & Meeting</u>
September 13 or 20	_____
November 15 or 22	_____

Previous Board Meeting Locations

2020 Board Meetings	2021 Board Meetings	2022 Board Meetings	2023 Board Meetings
Olympia*	Virtual	Olympia*	Olympia
Virtual	Virtual	Vancouver	Port of Kalama
Virtual	Virtual	Stevenson*	Stevenson
Virtual	Walla Walla Workshop	Spokane Valley	Walla Walla
Virtual	Tacoma	SeaTac	Vancouver

*= No airport

Final dates and hotels will depend on availability

2023-24 FMSIB Committees

Board

Chair ~ Temple Lentz
Leonard Barnes
Peter Bennett
Matt Ewers
Erik Hansen
Johan Hellman
Anne McEnerny-Ogle
John McCarthy
Roger Millar
Arthur Swannack
Ben Wick
Aaron Hunt, Ex-Officio

Legislative

Chair ~ Leonard Barnes
Temple Lentz
Matt Ewers
Johan Hellman
Roger Millar
Ben Wick

Freight Policy Advisory Committee (FPAC)

Chair ~ Ben Wick
Leonard Barnes
Matt Ewers
Anne McEnerny-Ogle
Temple Lentz

Administrative

Chair ~ Temple Lentz
Leonard Barnes
Art Swannack
John McCarthy

Director Transition Ad Hoc (added Oct 2022)

Chair ~ Temple Lentz
Leonard Barnes
John McCarthy
Art Swannack

Stakeholders-Friends of Freight Added Dec 2022

Chris Herman-Ports
Sheri Call-Trucking
Axel Swanson-WSAC
Brandy DeLange-AWC
Johan Hellman-Board and Rail