

# Freight Mobility Strategic Investment Board Workshop

*June 1, 2023*

*FMSIB Workshop*

**10:00 a.m. to 4:00 p.m.**

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

## AGENDA

10:00 AM	1 Welcome/Introductions	Temple Lentz
10:10 AM	2 PUBLIC COMMENT	
10:15 AM	3 Breaking Down HB 1084	Jane Wall
11:15 AM	4 Local Programs' Role in FMSIB	Jay Drye, Director of WSDOT Local Programs
11:40 AM	5 Refresher on Intermodal & How Modes Work Together	Ted Prince, Chief Strategy Officer & Co-Founder Tiger Cool Express
12:05 PM	6 Working Lunch	All
12:35 PM	7 WSDOT Truck Parking and How FMSIB Fits	Jason Beloso, WSDOT
12:55 PM	8 FMSIB 2023-25 Budget Rundown	Jane Wall
1:15 PM	9 World of Rail	Johan Hellman, Exec Director Public Affairs, BNSF and FMSIB Board Member
1:35 PM	10 Addressing Legislative Mandates	Temple Lentz
2:35 PM	11 FPAC Committee Workplan Review	Ben Wick
2:55 PM	12 Onboarding New Board Members	Temple Lentz
3:10 PM	13 Timing/Dates/Locations for Board Meetings	Temple Lentz
3:35 PM	14 Hiring of FMSIB Executive Director	Temple Lentz
3:50 PM	15 FMSIB Sub-Committee Member Appointments	Temple Lentz
4:00 PM	Adjourn	Temple Lentz



CERTIFICATION OF ENROLLMENT

**SUBSTITUTE HOUSE BILL 1084**

Chapter 167, Laws of 2023

68th Legislature  
2023 Regular Session

FREIGHT MOBILITY—PRIORITIZATION

EFFECTIVE DATE: July 23, 2023

Passed by the House March 7, 2023  
Yeas 95 Nays 0

LAURIE JINKINS

**Speaker of the House of  
Representatives**

Passed by the Senate April 12, 2023  
Yeas 48 Nays 0

DENNY HECK

**President of the Senate**

Approved April 25, 2023 3:17 PM

JAY INSLEE

**Governor of the State of Washington**

CERTIFICATE

I, Bernard Dean, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **SUBSTITUTE HOUSE BILL 1084** as passed by the House of Representatives and the Senate on the dates hereon set forth.

BERNARD DEAN

**Chief Clerk**

FILED

April 26, 2023

**Secretary of State  
State of Washington**

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**SUBSTITUTE HOUSE BILL 1084**

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Passed Legislature - 2023 Regular Session

**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.

Passed by the House March 7, 2023.

Passed by the Senate April 12, 2023.

Approved by the Governor April 25, 2023.

Filed in Office of Secretary of State April 26, 2023.

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# HOUSE BILL REPORT

## SHB 1084

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### As Passed Legislature

**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.

Passed Senate: 4/12/23, 48-0.

Passed Legislature.

### 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

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*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.*

measures addressing community impacts to the greatest extent possible.

- 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.

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## 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 McEnerny-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.



# **Local Programs**

## **FMSIB Workshop**

Jay Drye, Director Local Programs

June 1, 2023

Roger Millar, Secretary of Transportation  
Amy Scarton, Deputy Secretary of Transportation

# Local Programs Overview

Support to cities, counties, and other transportation partners such as tribal governments, ports, and transit agencies:

- Oversight & Manage FHWA and State Funded Projects
- Technical Support
- Financial Support
- Education



# Local Programs

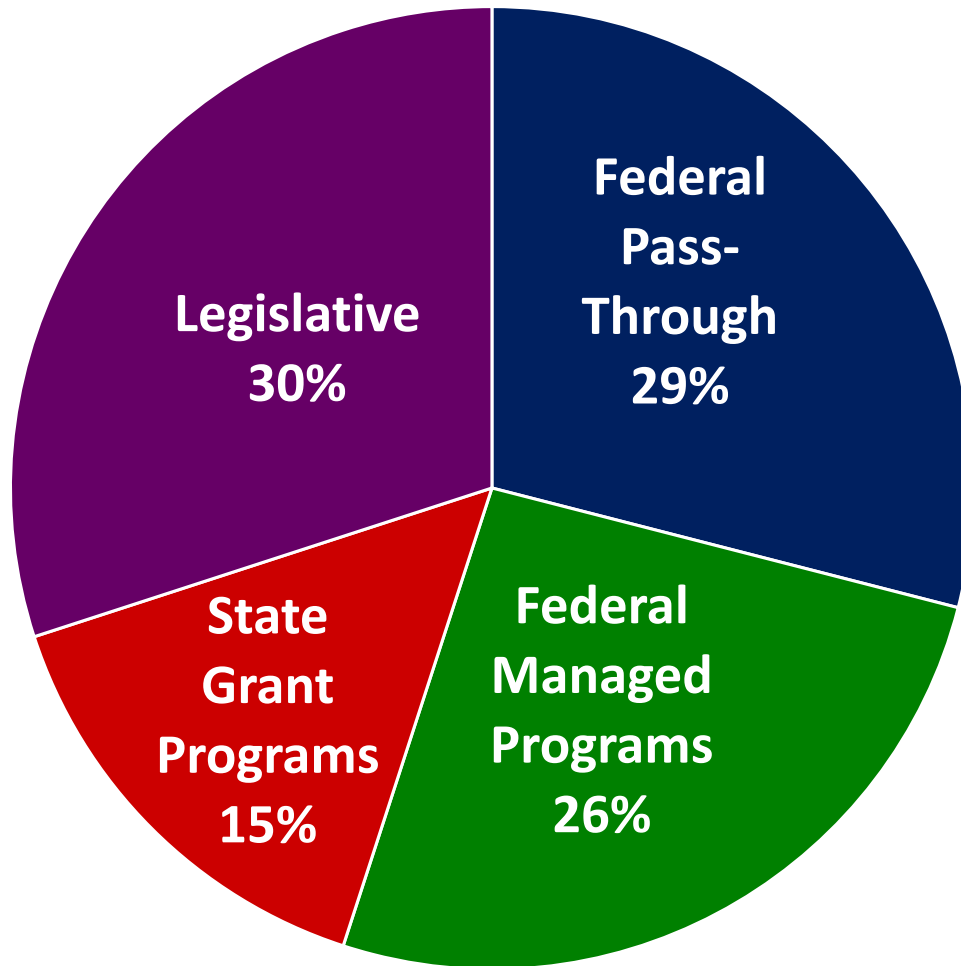
- State and Federal Compliance
  - Over 1,200 active projects
  - Local Bridge Inventory – 4,207 bridges
- Over 125 construction contracts awarded annually
- 200 NEPA approvals
- 47 federalized Right of Way certifications



*\* Numbers are based on annual average.*

# WSDOT Local Programs

## 2023 – 2025 Capital Budget



Appropriated \$684 million

Unappropriated \$600 million

- **Federal Pass-Through \$400 million**

- Surface Transportation Block Grant \$270m
- Congestion Mitigation/Air Quality \$75m
- Transportation Alternatives \$30m
- Carbon Reduction \$25m

- **Federal Managed Programs \$360 million**

- Local Bridge Program \$117m
- Highway Safety Improvement Program \$70m
- NHS Asset Management Program \$100m
- National Highway Freight Program \$38m
- PROTECT \$36m

- **State Grant Programs \$197 million**

- Safe Routes to School \$71m (\$52m st/\$19m fed)
- Pedestrian & Bicycle Safety \$77m
- Connecting Communities \$25m
- Other Active Transportation programs \$24m

- **Legislative \$415 million**

- Connecting WA projects \$99m
- Move Ahead WA projects \$157m
- Legislatively Directed \$86m
- Tiered Bike/Ped Lists (CWA/MAWA) \$49m
- Local Federal Exchange Program \$24m

*Dollars may not add due to rounding.*

# Managed Programs

- Local Bridge Program
- Safety Improvement Programs
  - City
  - County
  - Railway-Highway Crossings
- NHS Asset Management Program
- Multiuse Roadway Safety Program



Coordinate with regional planning organizations:

- Statewide Transportation Improvement Program (STIP)
- Maximize the delivery of the local federal program



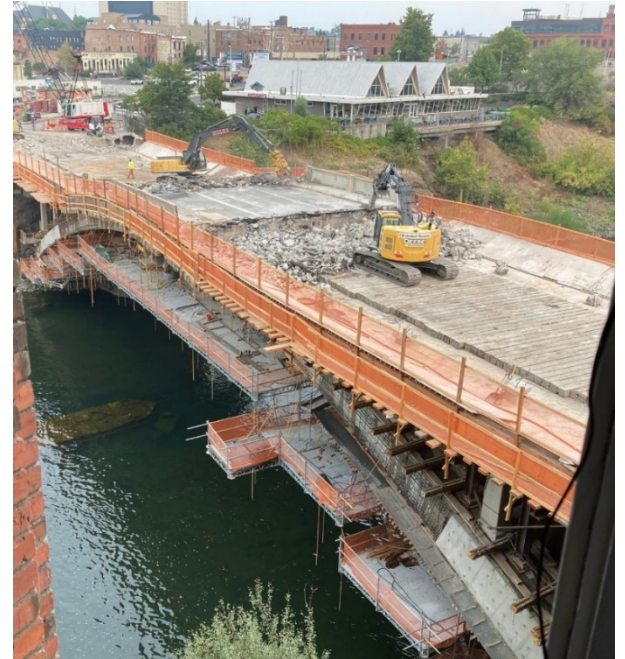
# Local Bridge Program

## Bridge Programs:

- Replacement;
- Rehabilitation
- Preventative maintenance

## FHWA requires annual documentation:

- Bridge Inspections
- Inspection Training
- Certification of Inspectors.



In 2022 selected 49 bridges projects, totaling \$215 million.

# Safety Improvement

## Highway Safety Improvement Program (HSIP)

### Cities - Urban

- Higher cost improvements
  - curve re-alignment
  - intersection reconstruction
  - \$36.4 million in 2022

### County - Rural Safety

- Most severe run off the road
- Low-cost area-wide improvements
  - Guardrail
  - Signing
  - rumble strips
  - striping upgrades



# PROTECT Program

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)

- \$75 million directed to local fish passage projects
- FFY 2023 selections
- Nine projects - \$25 million
- Brian Abbott Fish Barrier Removal Board





# FMSIB Support

## Interagency Agreement

- Operations
  - Program Administration & Support
    - Budget and Accounting
    - Graphics and Printing
    - WSDOT Service and Master Agreements
    - IT Customer Support and Technology

# FMSIB Support (2021-23)

- Capital Program
  - Authorize Projects
  - Reimbursements
  - Final Inspections
  - Final Accounting
  - Provide reports and identify savings as applicable

# 2022 2<sup>nd</sup> Supplemental Projects

- Projects that do not have funding in 2023-25.
  - Spokane Co – Bigelow Gulch / Forker Rd Realignment
  - Spokane Co – Bigelow Gulch Phase 3
  - Port of Kalama – Industrial Rail Additions
- **Projects must incur the remaining costs through June 30, 2023, and submit reimbursements no later than July 15<sup>th</sup>**

# Legislative Changes (SHB 1084)

- Modifies FMSIB's role and priorities.
- Operations Budget minimal changes.
  - WSDOT/FMSIB interagency agreement to include Program administration and support for operating budget only

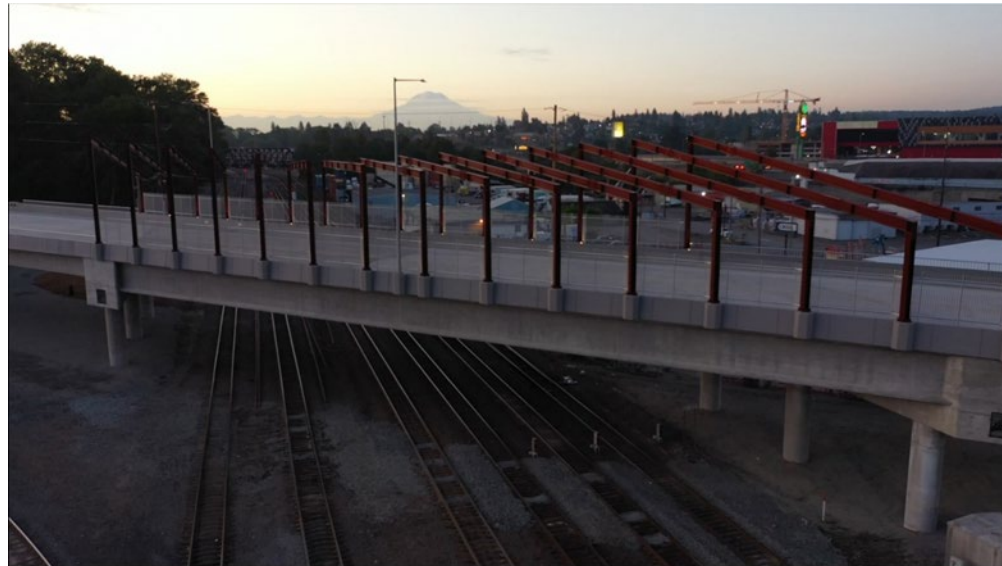


# Transportation Budget

- Freight mobility funds have been moved to Z program
- Agencies have been notified
- Exceptions/Capital program (need clarification)
  - **2024 Marine Cargo Forecast**
    - \$300,000
    - Update 2017 Marine Cargo Forecast.
    - Need clarification on the lead agency FMSIB or WPPA
  - **Study of Inland Intermodal Transfer Facilities Success Factors**
    - \$300,000
    - Evaluate potential Inland Intermodal Transfer Facility sites.
    - Need clarification on the lead agency FMSIB or WSDOT

# Moving Forward

- Local Programs is committed to support the efficient delivery of the local agency federal and state programs.
- Continue to support the delivery of strategic freight investments and the delivery of the program in coordination with FMSIB.
- What are the expectations of the Board?



# Questions

More information and project status available at:  
<http://www.wsdot.wa.gov/localprograms/>.

Jay Drye, Director Local Programs



# Tiger Tri-Cities Logistics Center A New Supply Chain Solution – Driven by Intermodal

Theodore Prince

Chief Strategy Officer and Co-Founder

Tiger Cool Express

[ted@tigercooexpress.com](mailto:ted@tigercooexpress.com)

1 June 2023





# Tiger Cool Express

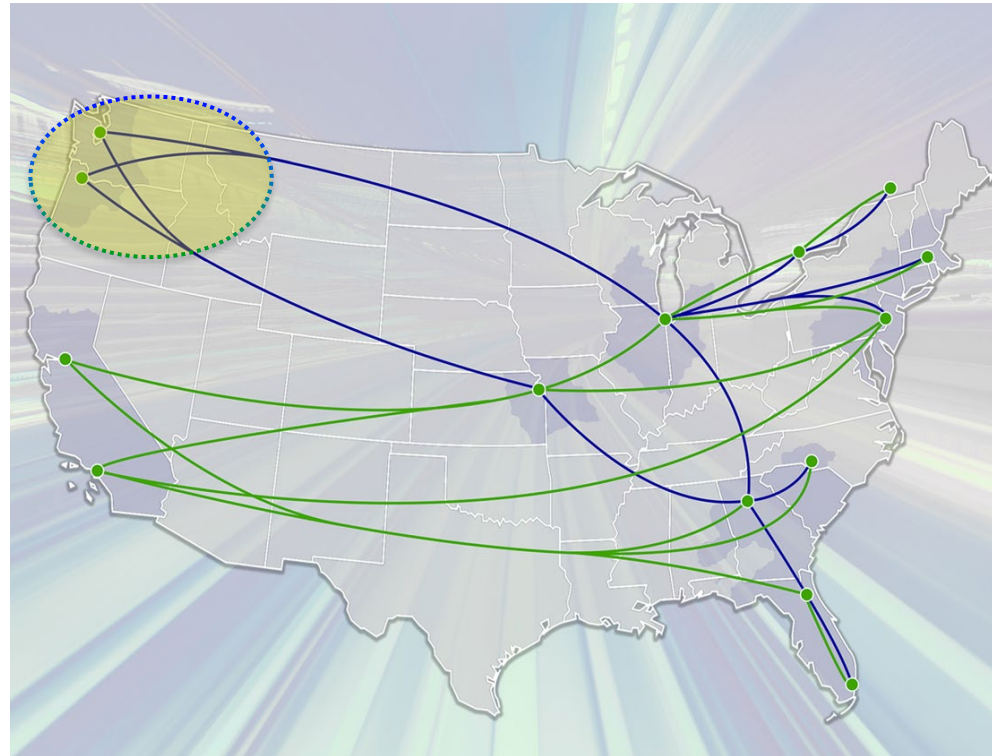
Founded  
in 2013

Asset-based 3PL providing  
intermodal door-to-door  
transportation

750 53-foot domestic  
refrigerated  
containers

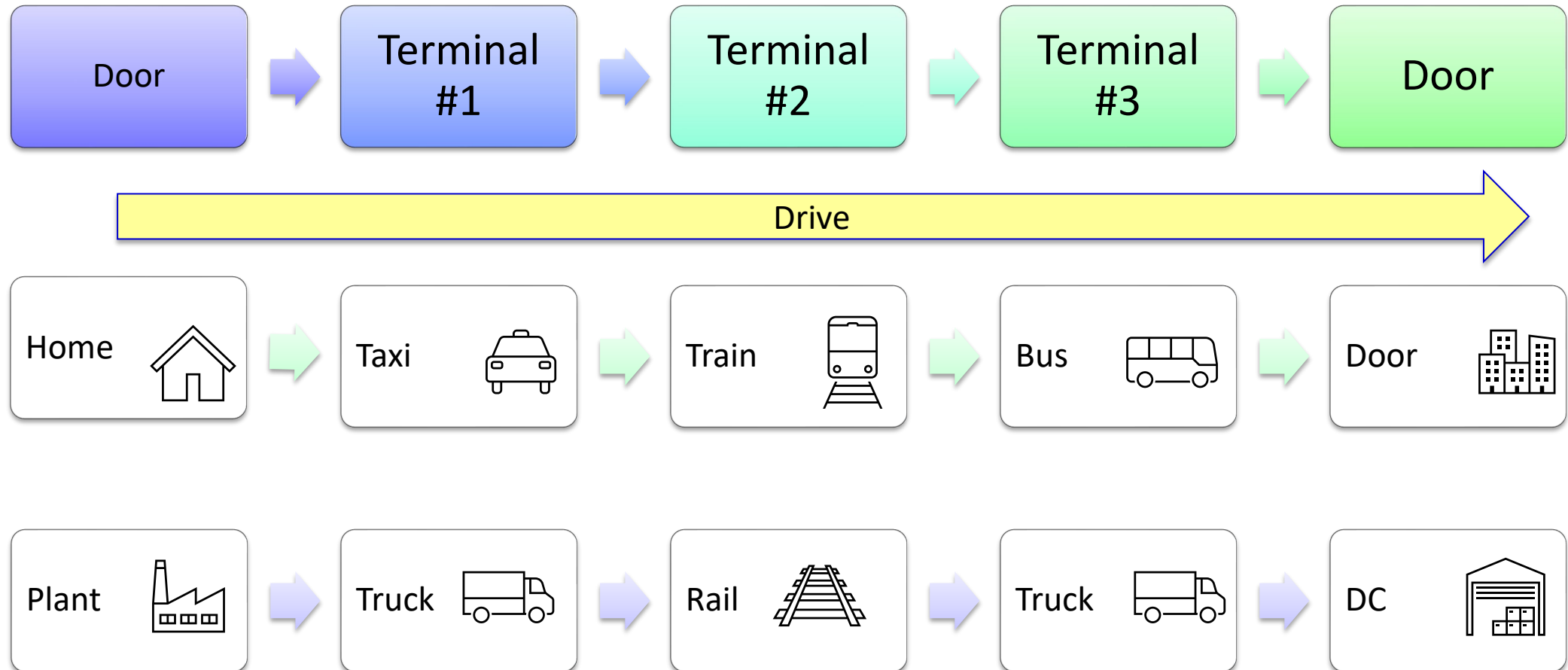
Efficient, cost-effective  
and environmentally  
benign

Pioneer with  
CarbonFree  
Load



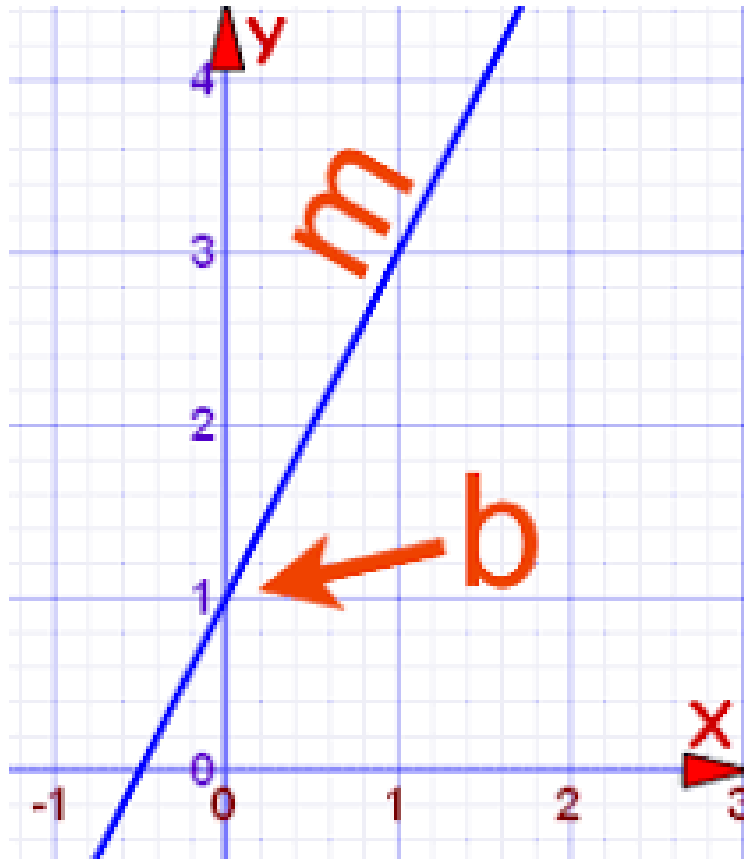
# The Intermodal Network

- The topology is always identical for passenger or freight transportation
  - Intermodal vs.
  - Single vehicle



# Intermodal Economics

- Linear equation explains outcomes

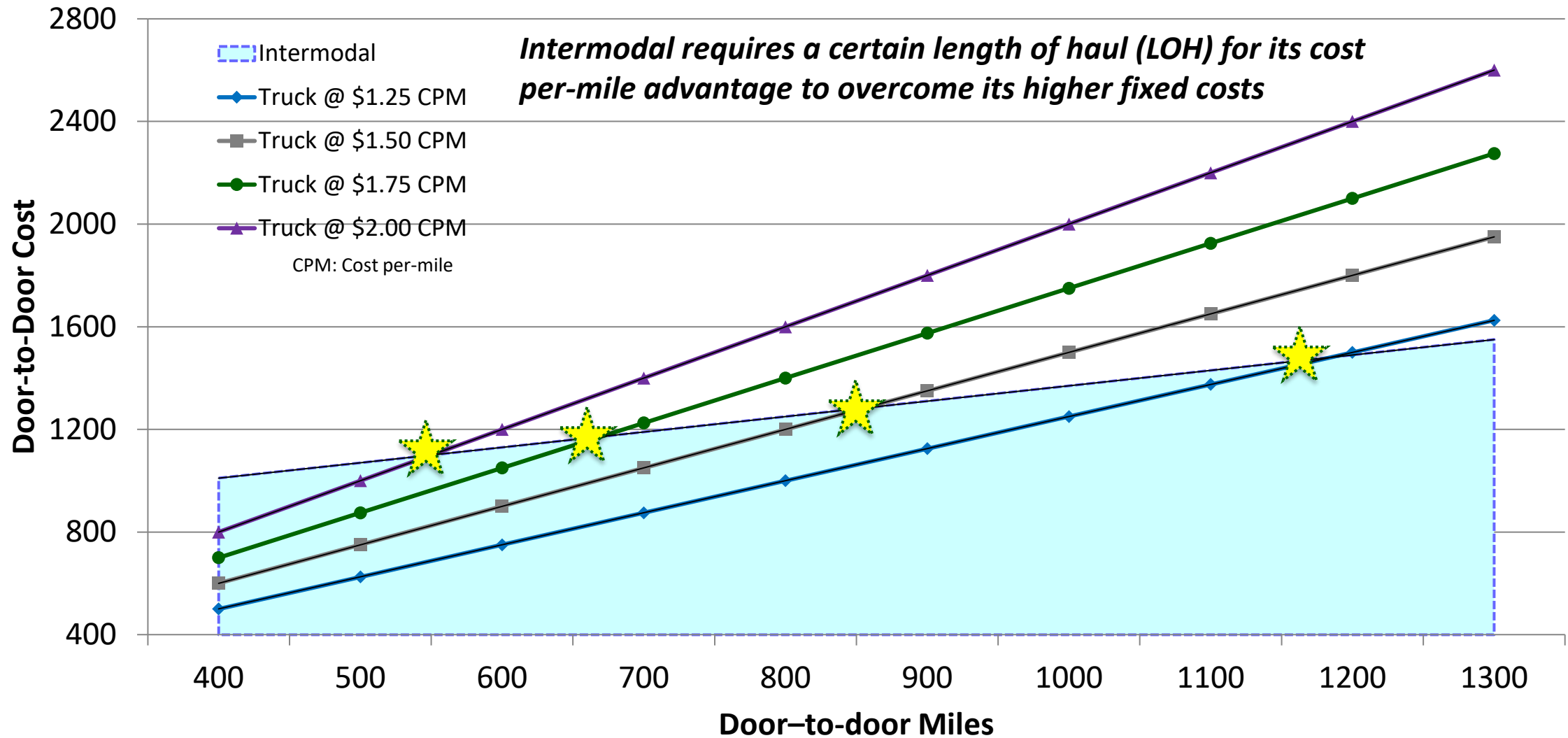


$$y = mx + b$$

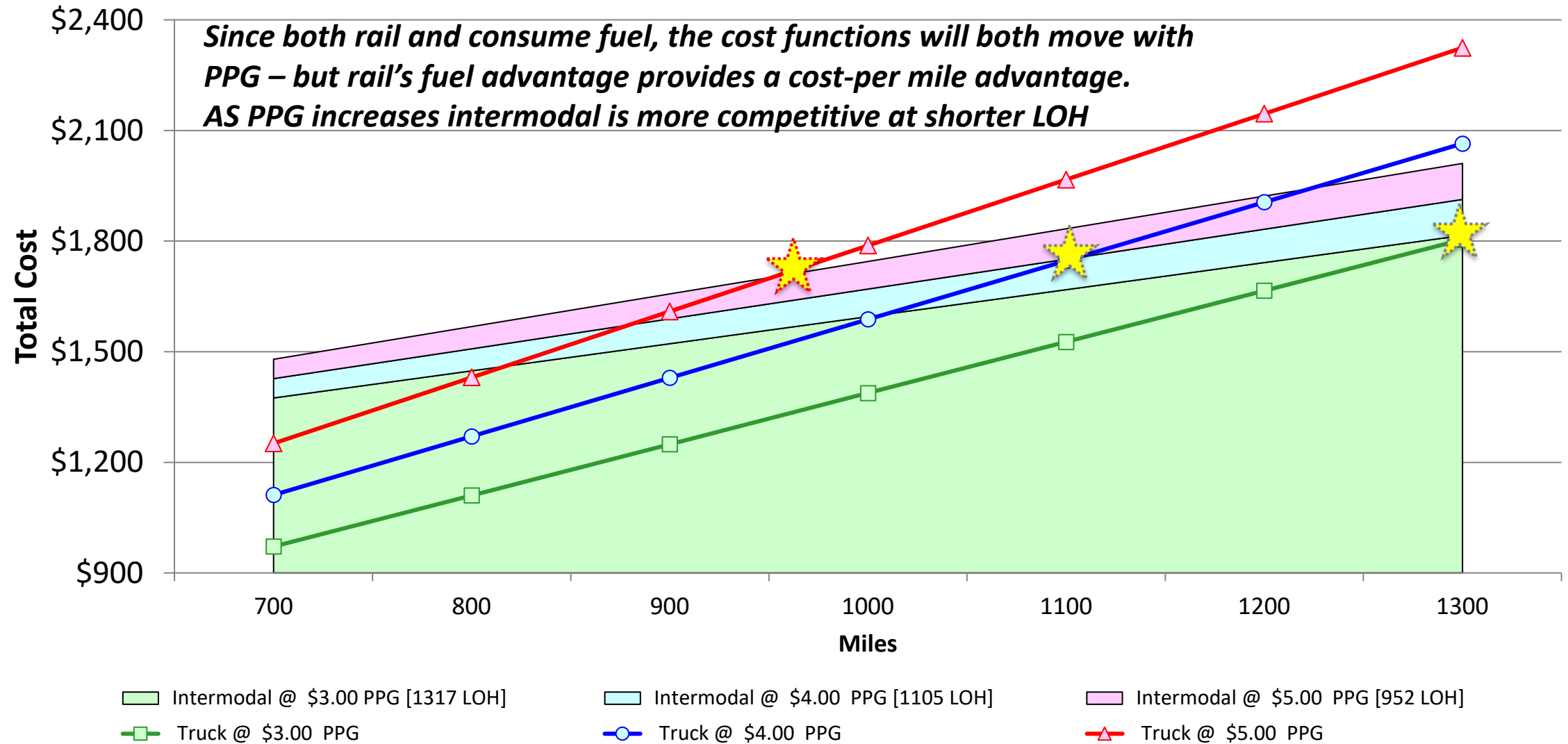
Diagram illustrating the components of the linear equation  $y = mx + b$ :

- Variable Cost per-mile** (blue box) points to  $m$ .
- Miles** (purple box) points to  $x$ .
- Total Cost** (red box) points to  $y$ .
- Fixed Cost** (green box) points to  $b$ .

# Intermodal Price Competitiveness



# Intermodal Price Competitiveness



PPG: Diesel Price per-Gallon

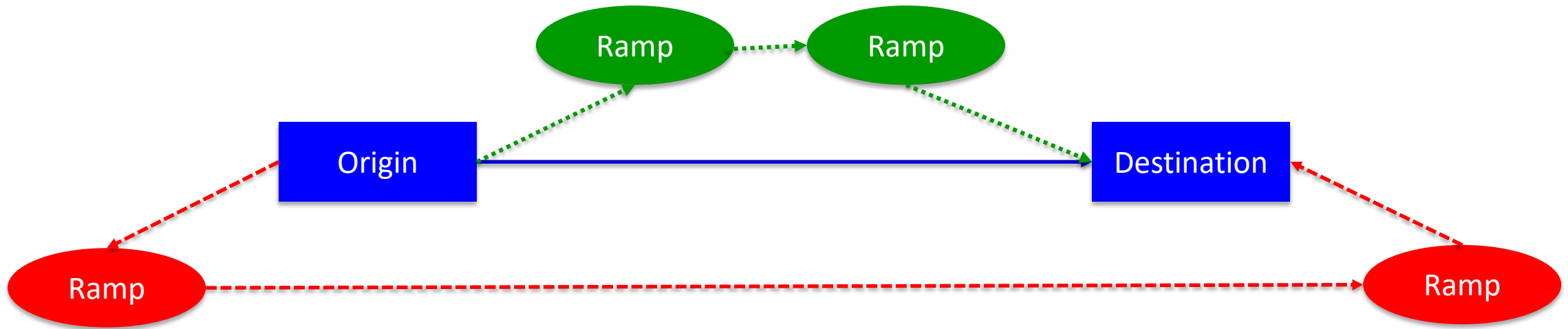
# Intermodal Structural Advantages

Factor	Good for Intermodal	Bad for Intermodal
Length of Haul (LOH)	Longer	Shorter
Diesel Price-per gallon (PPG)	High	Low
Demand Patterns	Peaks and Valleys	Steady
Traffic Balance	Imbalanced	Balanced
Railroad Service	East – West	North South
Railroad Circuitry	Low	High

*These are “rule of thumb” guidelines – and there are always exceptions*

# Intermodal Price Advantages

Factor	Good for Intermodal	Bad for Intermodal
Truck Market	“Hot” (Low discount)	“Cold” (High Discount)
Pickup and Delivery Distance	Close	Far
Pickup and Delivery Roundtrip	Load/Load	Load/Empty or Empty/Load
Pickup and Delivery Complexity	Single stop	Multiple Stops
Door-to-door circuitry	Low	High



# Delivering The Low Carbon Economy

**57%** of all freight moves are considered flexible freight and **78%** of this freight is being moved by Truck

Rail is **3 to 7 times** more fuel efficient than truck and can lower GHG emissions **up to 90%**

On some of the dense intermodal lanes we are seeing **30-35 miles** per gallon, which is equivalent to the fuel efficiency of a Honda Accord, but with **15 tons of freight on board**

The choice of transportation is the most powerful lever that you have to reduce your carbon footprint

Conversion from diesel truck to intermodal removes more carbon than diesel truck conversion to EV



# Tiger Tri-Cities Logistics Center

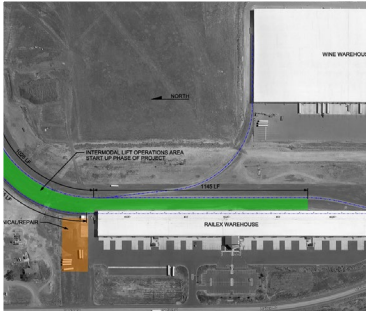


- Fills both geographical and functional voids



Ramp	Miles from Wallula	Directions Served	Equipment Handled
Wallula	0	East & West	Domestic & ISO
Spokane	148	East	Domestic
Portland	210	East	Domestic
Seattle	241	East	Domestic & ISO
Tacoma	254	East	Domestic & ISO
Millersburg	273	West	ISO
Pocatello	510	West	ISO

# Tiger Tri-Cities Logistics Center



Introduction of intermodal ramp at former Railex (ColdConnect) facility



Enhance competitive access of Washington exports to global markets



Build up Tri-Cities as global distribution hub



THE NORTHWEST  
SEAPORT ALLIANCE

SEATTLE + TACOMA

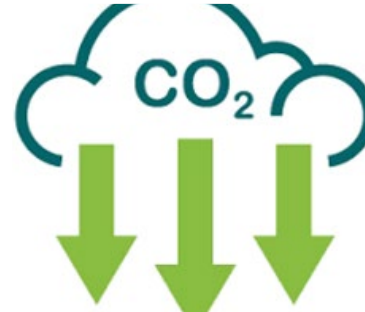
Improve scope, scale and competitive position of NWSPA



Remove trucks from I-90 and transiting Snoqualmie Pass



Eliminate truck congestion at port gates in Seattle and Tacoma



Significantly reduce greenhouse gas emissions from trucks



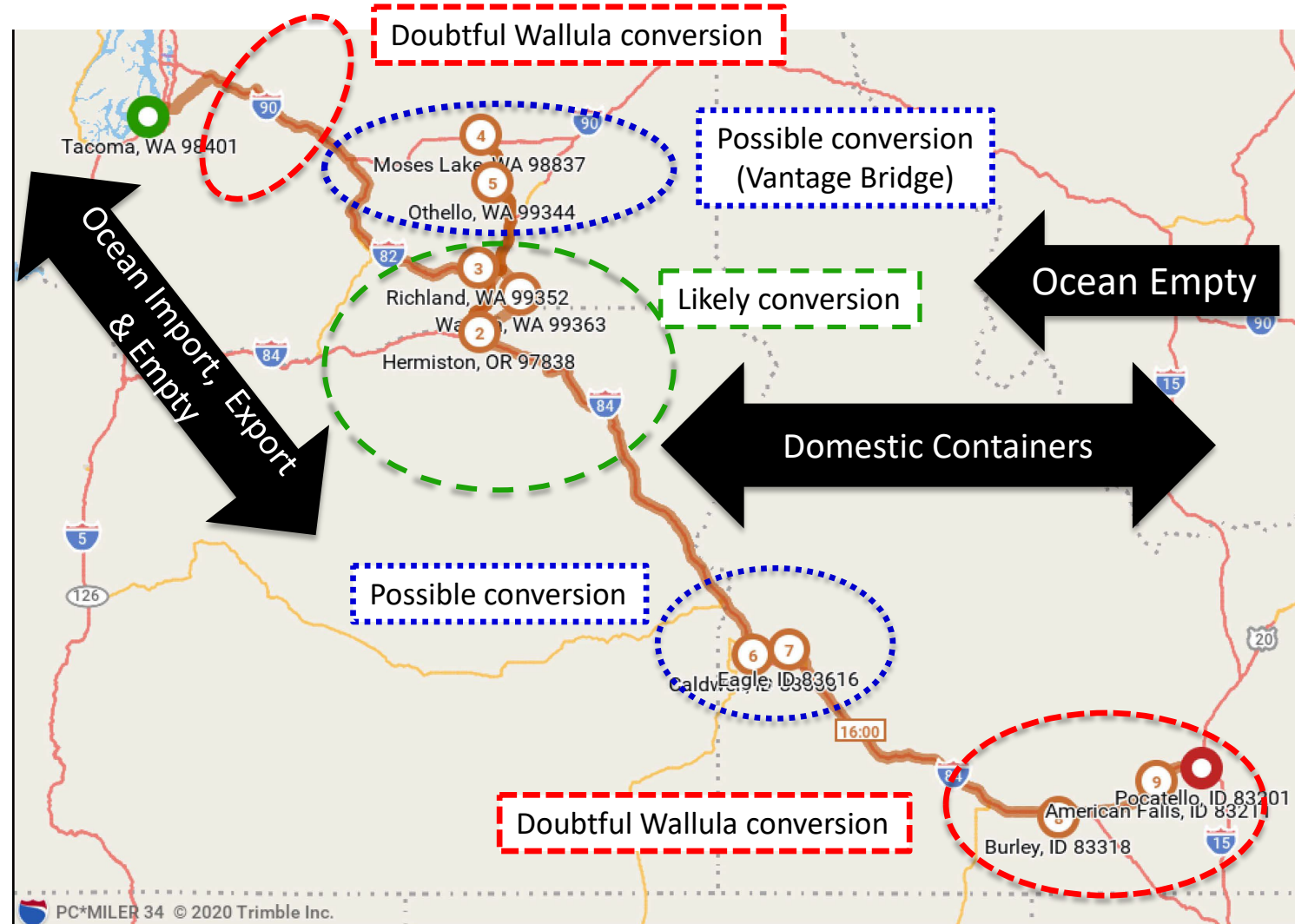
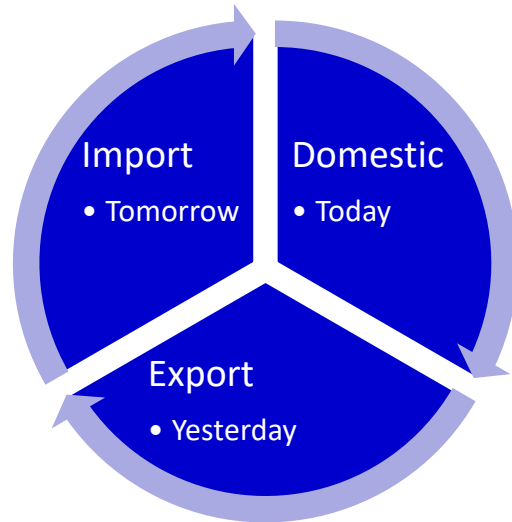
Open for business this summer

# Tiger Tri-Cities Logistics Center



- Wide geographical and service scope

## Intermodal Opportunities



# Tiger Tri-Cities Logistics Center



Factor	Good for Intermodal	Bad for Intermodal
Length of Haul (LOH)	Longer	Shorter
Diesel Price-per gallon (PPG)	High	Low
Demand Patterns	Peaks and Valleys	Steady
Traffic Balance	Imbalanced	Balanced
Railroad Service	East – West	North South
Railroad Circuitry	Low	High
Truck Market	“Hot” (Low discount)	“Cold” (High Discount)
Pickup and Delivery Distance	Close	Far
Pickup and Delivery Roundtrip	Load/Load	Load/Empty or Empty/Load
Pickup and Delivery Complexity	Single stop	Multiple Stops
Door-to-door circuitry	Low	High



# Tiger Tri-Cities Logistics Center



- Expansion plans on existing land

## Phase 1

- 5,000 Lifts/Month



## Phase 1A

- 7,500 Lifts/Month



## Phase 2

- 10,000 Lifts/Month



## Phase 3

- 20,000 Lifts/Month



# Benefits for Washington State Domestic Shippers

253 miles ①⇒②

- Truck Seattle to Tri-Cities



253 miles ②⇒①

- Truck Tri-Cities to Seattle



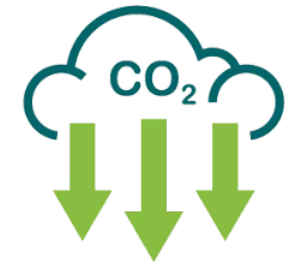
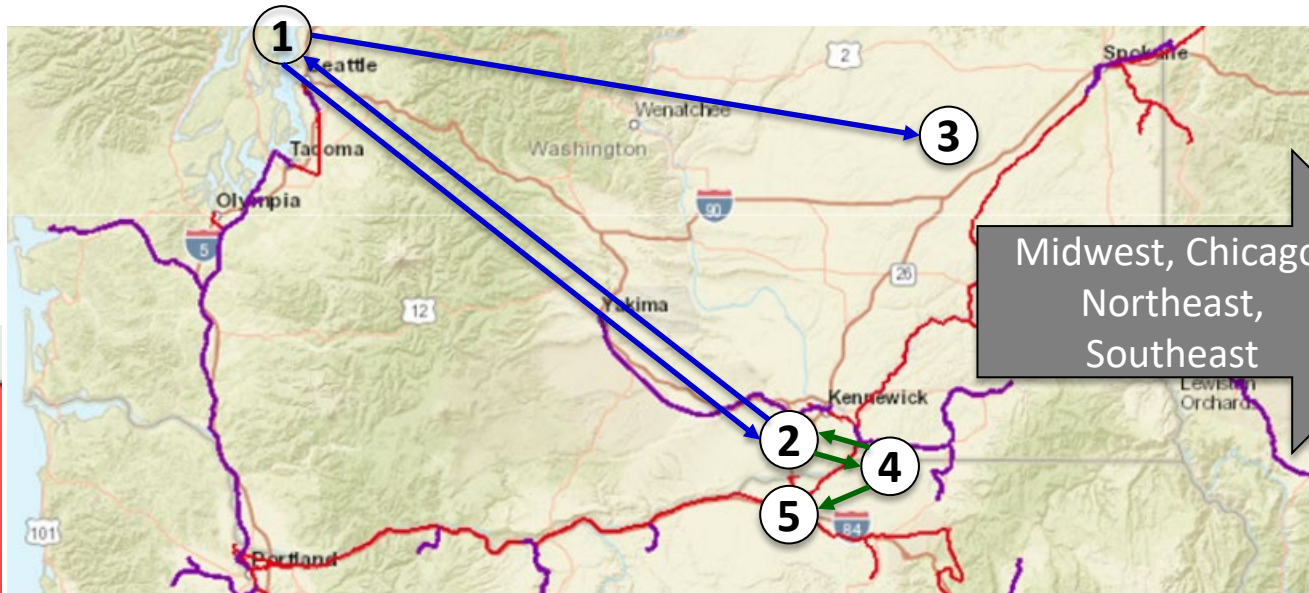
211 Miles ①⇒③

- Incremental Rail



1.0 Metric Ton Carbon

- 506 Truck miles
- 211 Rail miles



18 miles ④⇒②

- Truck Wallula to Tri-Cities



18 miles ②⇒④

- Truck Tri-Cities to Wallula



30 miles ④⇒⑤

- Incremental Rail



0.04 Metric Ton Carbon

- 36 Truck miles
- 30 Rail miles

# Benefits for Washington State Exporters

- Tiger Tri-Cities Logistics Center will eliminate numerous supply chain challenges currently confronting exporters



## Containers

- Unavailable for booking
- Unavailable for pickup



## Trucker Capacity

- Hours of Service
- Risk of “layover”
- Snoqualmie Pass – year-round delay



## Port Delivery

- Long queuing to enter terminal
- Further delays inside terminal
- Long queuing to depart terminal



## Failure Feeds on Uncertainty

- Problem proliferation
- One failure generates additional failure(s)



## Landed Costs

- Transportation is major driver of landed cost for exporters – and ultimate determinant of global competitiveness



## Reduced transportation costs

- Trucking to port costs more than ocean freight to Asia



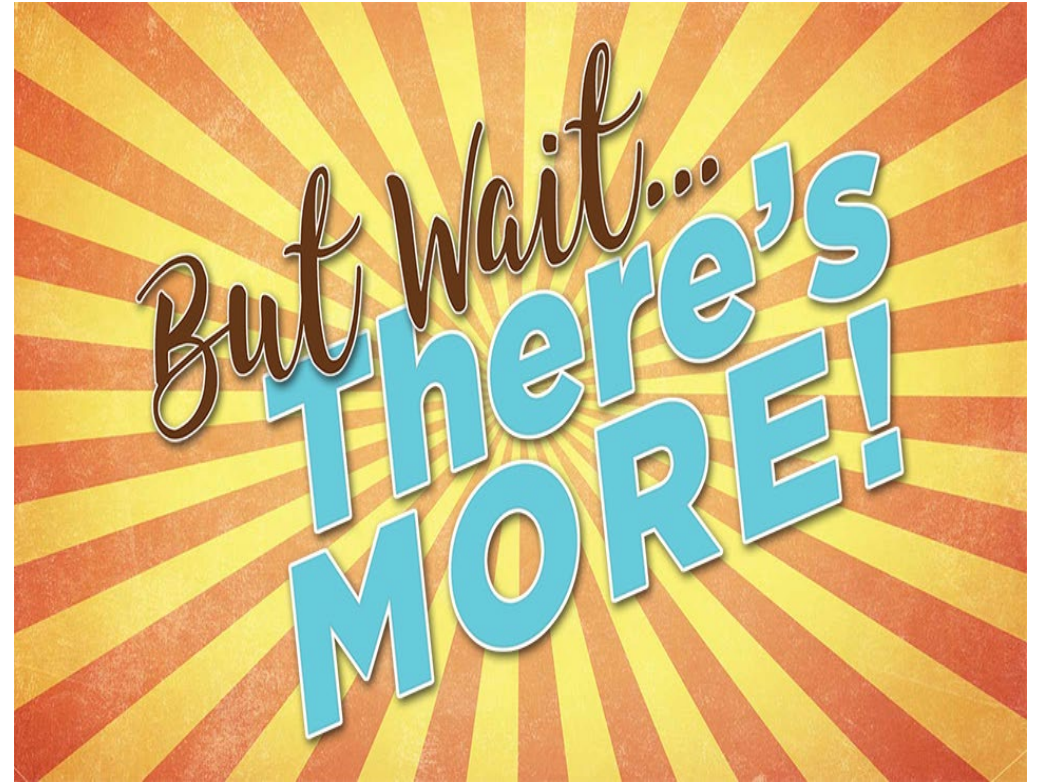
# Possible Washington State Benefits from Imports

## Global Logistics Hubs

- Hong Kong ✓
- Shanghai ✓
- Singapore ✓
- Rotterdam ✓



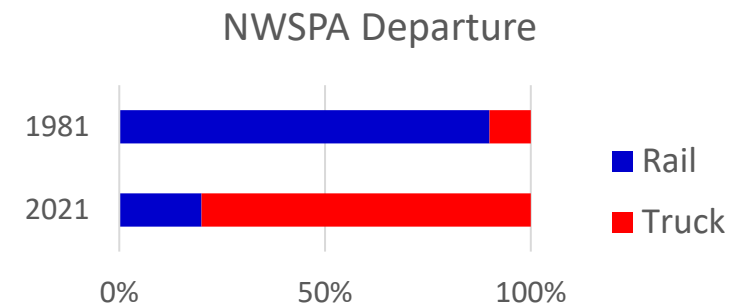
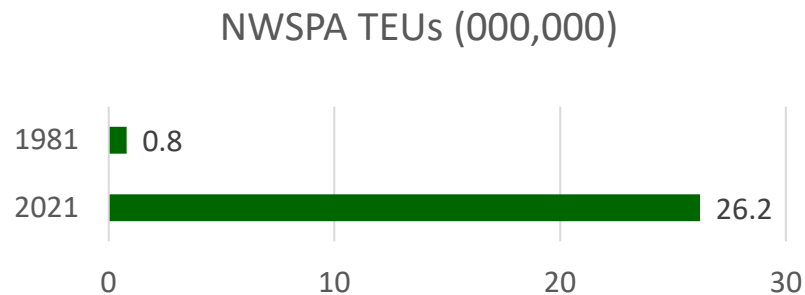
• Tri-Cities



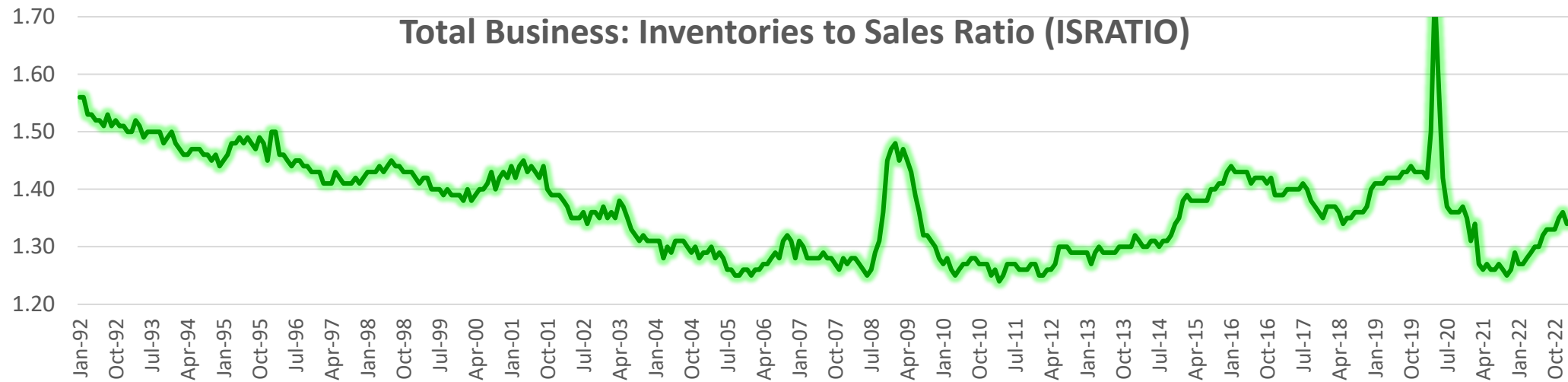
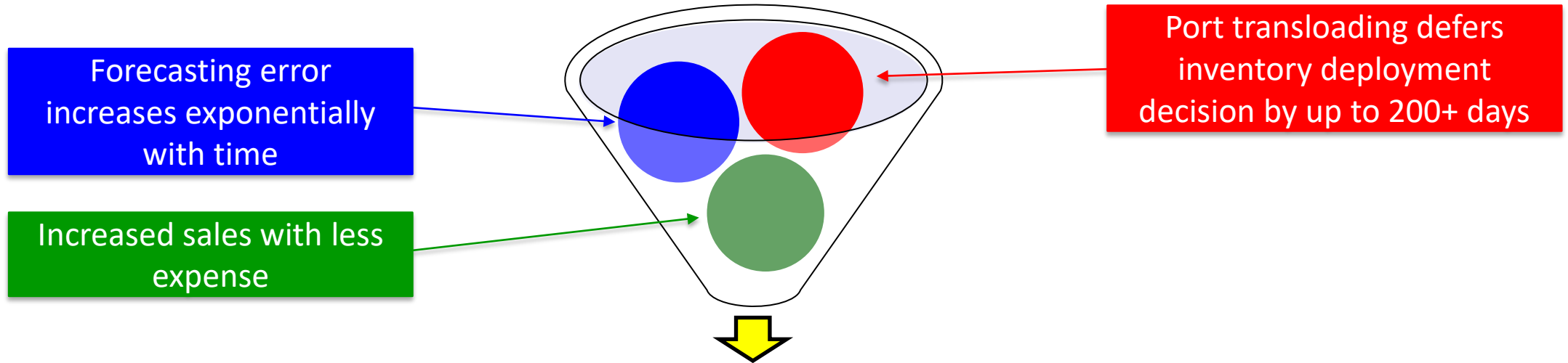


# How Import Supply Chains Have Changed

	1982	2022
Overseas loading	To destination DC	To port transload
Number of Distribution Centers	5-8	100 - 300
Doctrine	Serve stores within 250 miles	Serve consumers within 50 miles
Advance Days from DC Direction	100 - 250 Days	3 – 6 Days
Discharge port processing	On-dock rail departure	Truck delivery departure



# How Import Supply Chains Have Changed



# Southern California is Illustrative

- Southern California achieved supply chain dominance through expansion -- and distance -- to available land

## 1980s

- DCs located 20-30 miles one-way from Ports of Los Angeles and Long Beach

## 2020s

- DCs located wherever there is land
  - 90 – 140 miles one-way
  - 500% increase in truck miles, congestion and pollution
- ***No shorthaul rail alternative***



# Pacific Northwest Opportunity is The Tri-Cities

- Q: What is the Pacific Northwest pathway to logistics preeminence?
- A: The Tri-Cities

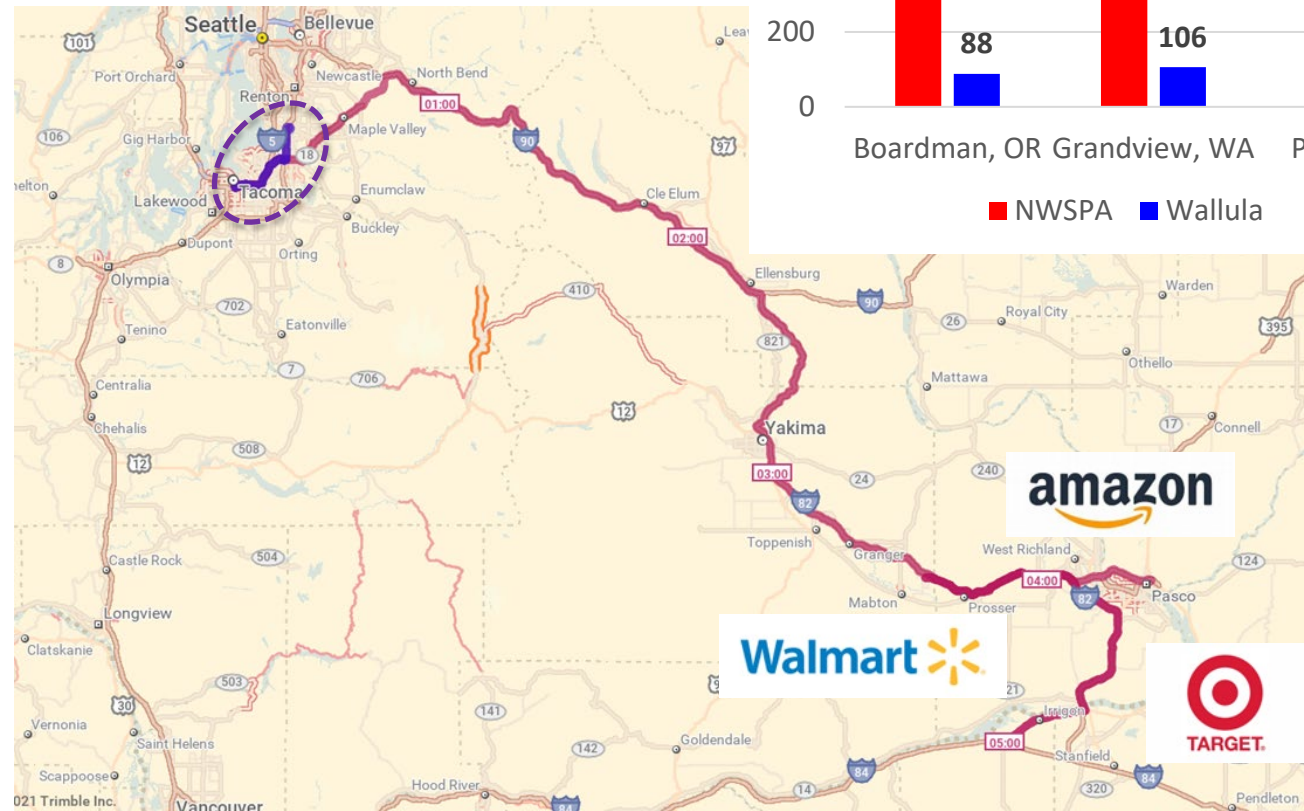
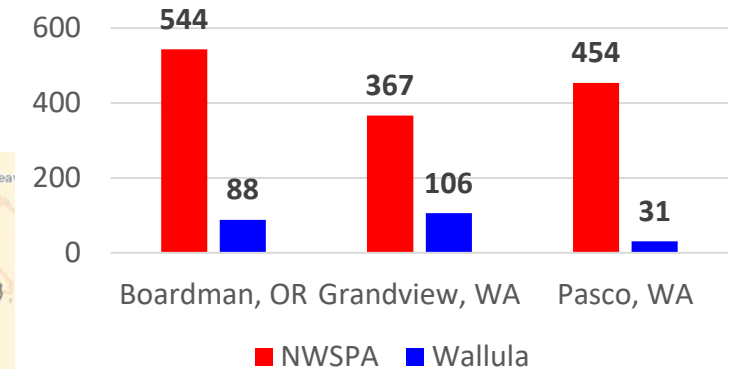
1990s

- DCs located 10-20 miles one-way from port

2023

- DCs located wherever there is land
  - 200 – 270 miles one-way
  - But distance not an obstacle
- **NWSPA and Wallula offers shorthaul rail alternative**
  - 70-85% reduction in truck miles, congestion and pollution

Roundtrip Dray Miles





# Further Benefits of Wallula

- Import – export synergies will be significant

**Import Delivery**

- Truck Seattle to Tri-Cities
- 253 miles ①⇒②



**Import Empty Return**

- Truck Tri-Cities to Seattle
- 253 miles ②⇒①



**NWSPA**



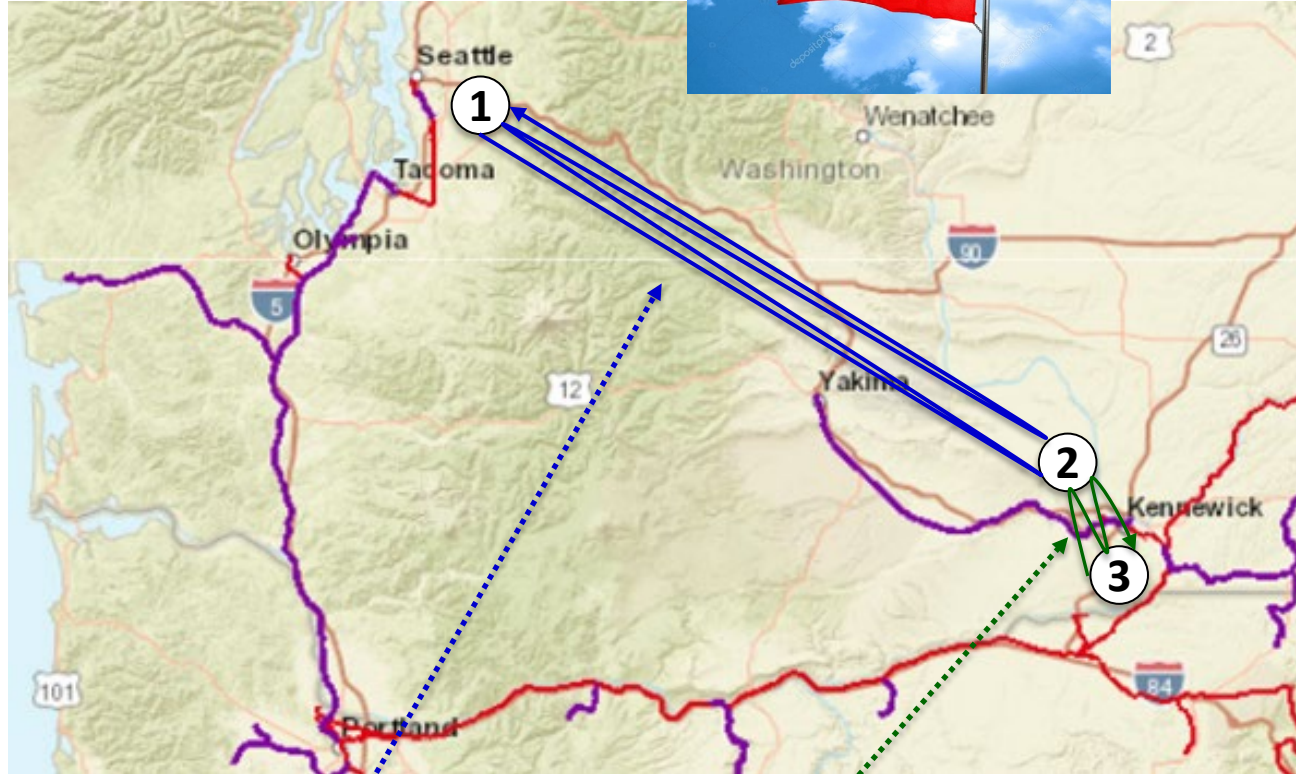
**Export Empty Pickup**

- Truck Seattle to Tri-Cities
- 253 miles ①⇒②



**Export Loaded Delivery**

- Truck Tri-Cities to Seattle
- 253 miles ②⇒①



## Today

- 4 @ 253 = 1012 Truck miles
- Port congestion

## Tomorrow

- 4 @ 18 = 72 Truck miles
- No port congestion

**Import Delivery**

- Truck Wallula to Tri-Cities
- 18 miles ③⇒②



**Import Empty Return**

- Truck Tri-Cities to Wallula
- 18 miles ②⇒③



**Tiger Tri-Cities Logistics Center**



**Export Empty Pickup**

- Truck Wallula to Tri-Cities
- 18 miles ③⇒②



**Export Loaded Delivery**

- Truck Tri-Cities to Wallula
- 18 miles ②⇒③

# Closing Thoughts – Big Win for Everyone

## Cost and Pollution Reduction

- Lower transportation expense through intermodal
- Reduced emissions and congestion
- Carbon credits

## Reliable Capacity

- Domestic and ISO container availability
- Driver retention and availability

## Economic Development

- Renewed support for agriculture
- Tri-Cities as national distribution hub

## Employment

- Good jobs in supply chain sector

## Certainty of Success

- Intermodal logistics parks over past 25 years
  - Alliance, TX
  - Elgin, IL
  - Joliet, IL
  - Gardiner, KS

# Timeline



2022 Q4

- Contracts signed

2023 Q1

- Engineering Complete

2023 Q2

- Construction

2023 Q3

- Phase 1 active

2024 Q1

- Phase 1A expansion





## Conference Truck Parking Items

### 1. Truck Parking Implementation Plan

**\$400,000** in MM-S to FMSIB

- FMSIB, in consultation with WSDOT, to develop an implementation plan for specific truck parking solutions that emerge from WSDOT's work below and any additional opportunities identified.
- Status report due by Dec. 1, 2023 and final report due by Dec. 1, 2024.

### 2. WSDOT Site-Related Solutions to Assess / Develop

**\$1.2 million** in MM-S to WSDOT Facilities, Capital

- Expansion opportunities, including through reconfigurations, at rest areas and commercial vehicle inspection locations.
- Improvements to restroom facilities at weigh stations with truck parking.
- Expansion and property acquisition opportunities to extend rest area foot prints, including an evaluation of the John Hill Rest Area along Interstate 90.
- Identification of WSDOT land parcels for potential development as sites.
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- To pursue federal grant opportunities (i.e., an INFRA grant, timing of spring 2023), to develop and implement a technology-based truck parking availability system along I-5 (in coordination with California and Oregon).
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**\$150,000** in MM-S to WSDOT Rail, Freight, and Ports

- \$150,000 for use of durable markings along SR 906 to create up to 20 spaces for larger vehicles, including trucks, vehicles pulling trailers, RVs, and buses. Availability of these spaces would be limited during winter months by snow storage needs.

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- Funds for truck parking improvements for use this biennium to be held in unallotted status pending further legislative direction.
- No decision on the WSDOT Division(s) for the supplemental appropriation intended by holding funds in WSDOT Rail, Freight, and Ports, which is a placeholder location.

- Total Amount Funded: **\$12 million** in MM-S.



# Freight Rail Overview

JOHAN HELLMAN, EXECUTIVE DIRECTOR OF PUBLIC AFFAIRS



## About BNSF Railway

- A Berkshire Hathaway company
- ~**35,000\*** employees
- ~ **8,000** locomotives
- Moves **30%** of the nation's rail freight





## BNSF Legacy Railroads



## In one year BNSF moves:

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- Enough grain to supply **900 million people** with bread for one year
- **2.5 million new cars and trucks**, about 5 per minute
- Enough steel to build **75 Golden Gate Bridges**
- Enough wheat flour to bake a dozen cookies **23 billion** times





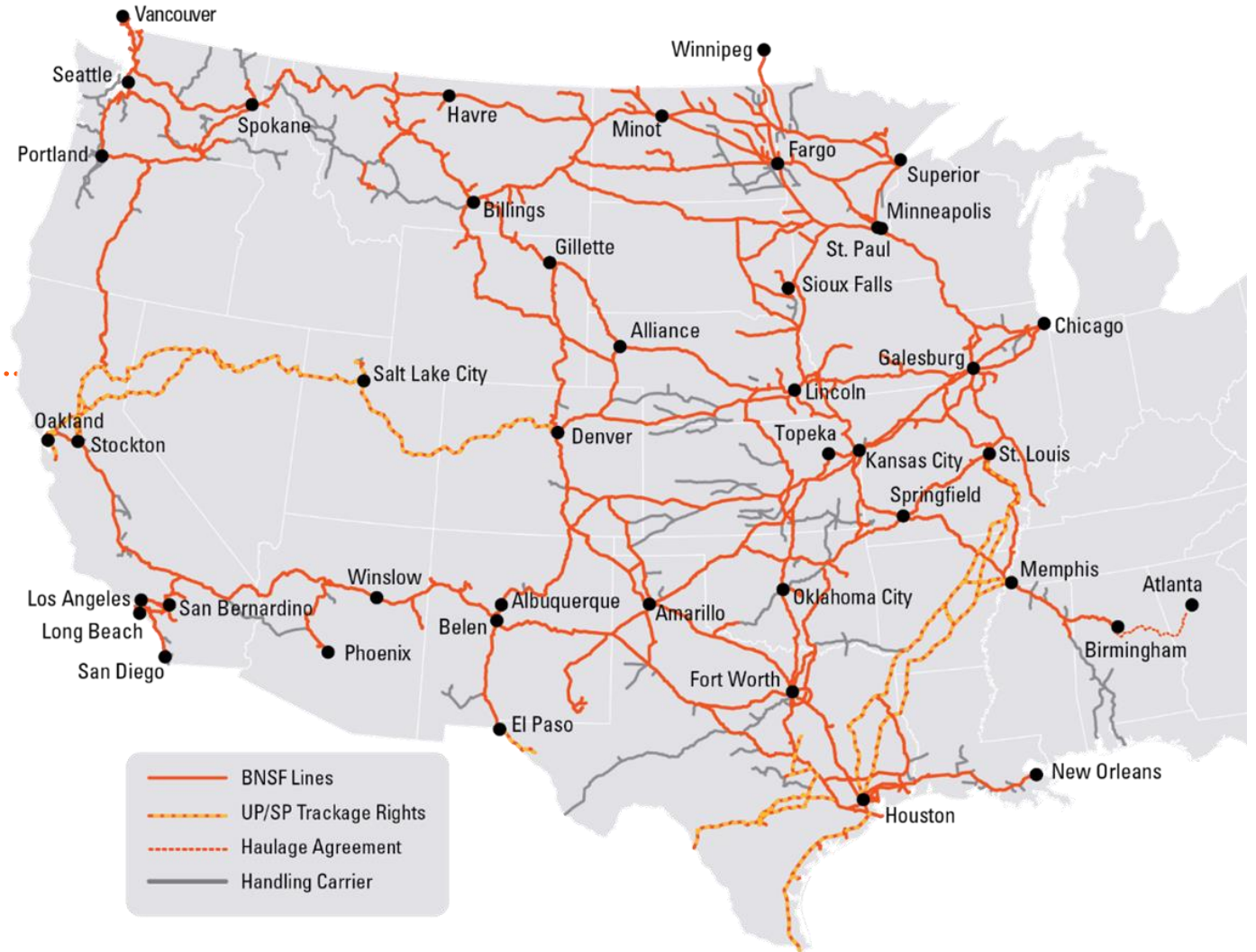
## Sustainability

- On average, BNSF trains can move one ton of freight **500 miles** on a single gallon of diesel fuel.
- Trains are three times more efficient than trucks, 16 times safer, and **reduce greenhouse gas emissions by more than 75%.**
- In 2021, customers reduced total carbon emissions by 21 million metric tons by shipping with BNSF. That's the equivalent of taking **4.4 million vehicles** off the road.



# Our Network

- **32,500 route miles** in 28 states and three Canadian provinces
- **13,000** bridges and **89** tunnels
- Serves **+40 ports**
- **25** intermodal facilities



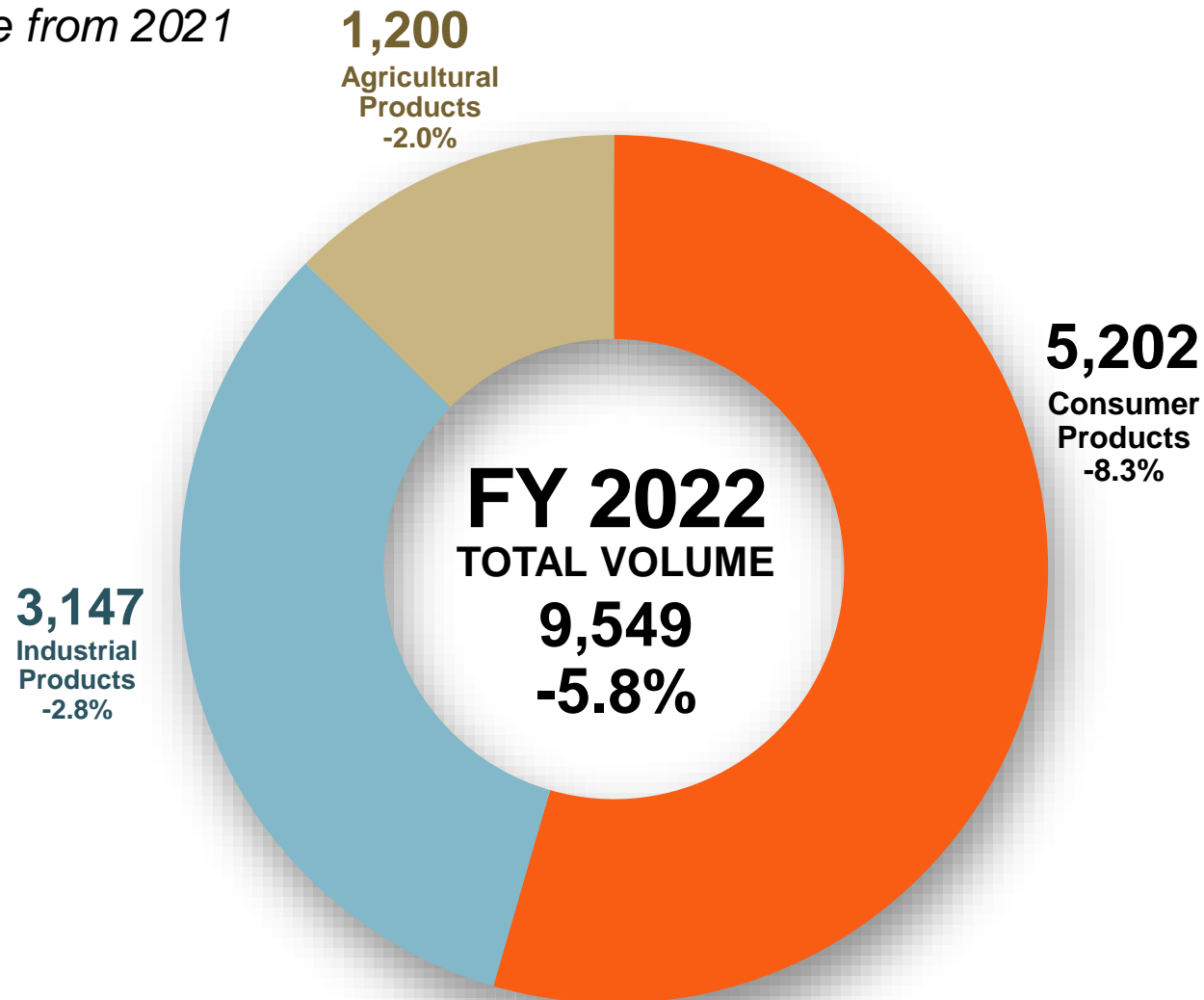
- Cornerstone industries: maritime, manufacturing, agriculture, aerospace
- **3,500 employees**, support **342,00 jobs** statewide
- Supports more than **\$28.5 billion** in state economic activity



# BNSF Full Year 2022 Volume

*Total units and % change from 2021*

*In Thousands*



# Commodity Flow – Consumer Products

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**Consumer  
Products**

**5.2**  
**million**

-8.3%

- International
- Domestic
- Automotive



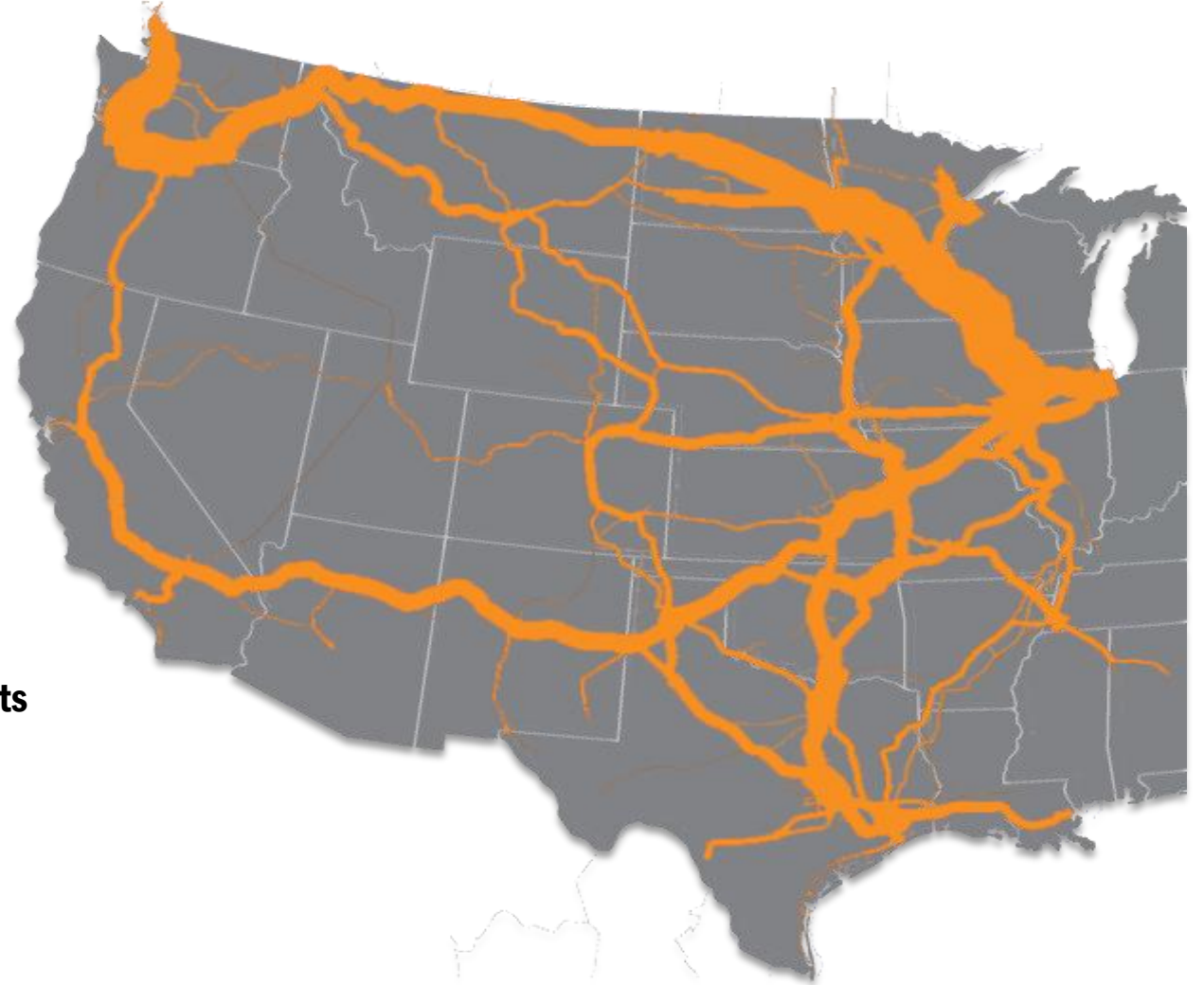
# Commodity Flow – Industrial Products

**Industrial  
Products**

**3.15**  
**million**

**-2.8%**

- Food and Beverage
- Chemicals/Plastics
- Construction Products
- Building Products
- Petroleum Products



# Commodity Flow – Agricultural Products

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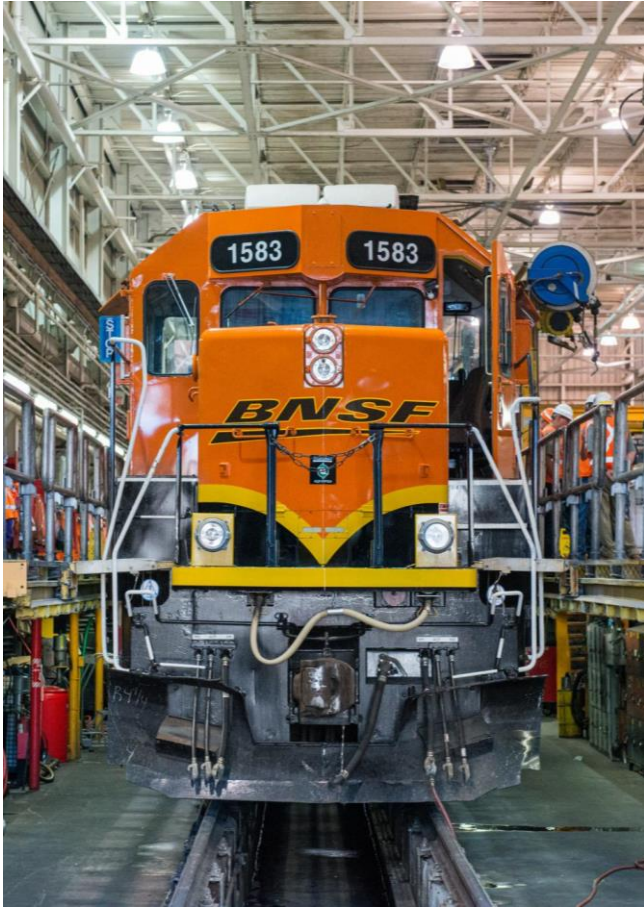
**Agricultural  
Products**

**1.2  
million**

**-2.0%**

- Grain/Oilseeds
- Bulk Foods
- Other Grain Products
- Fertilizer
- Ethanol





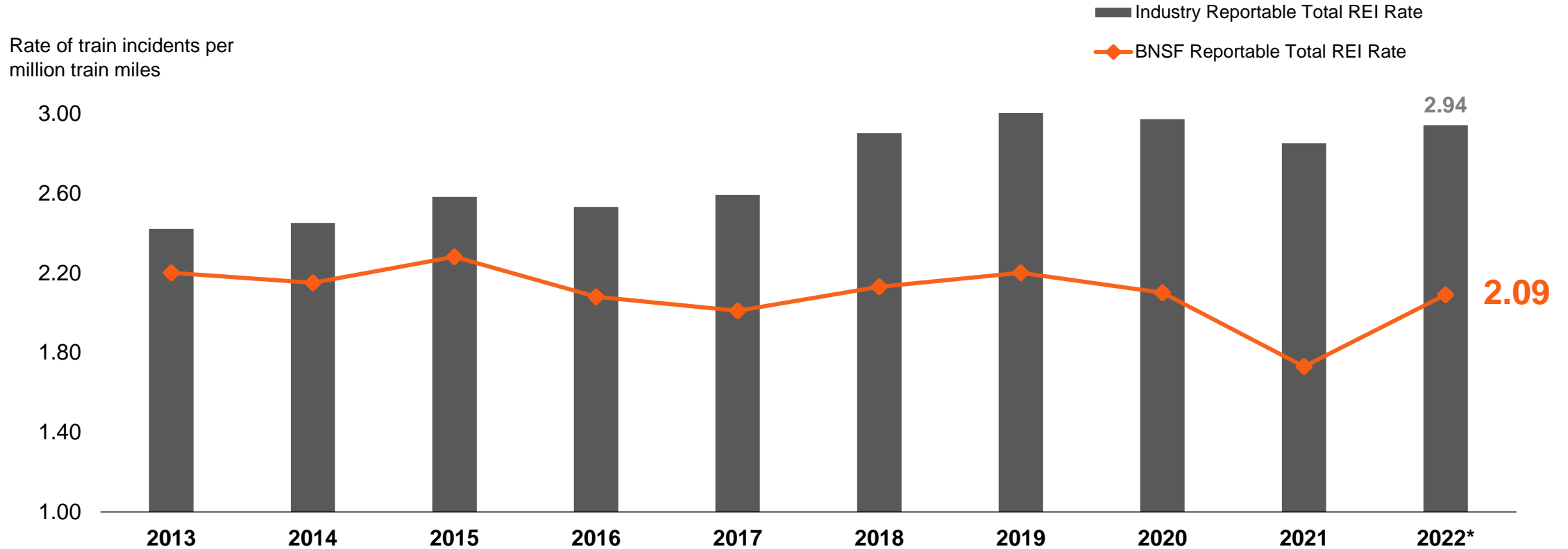
## Rail Safety

### Since 2000:

- Train accident rate **decreased 44%**
- Employee injury rate **decreased 63%**
- Hazmat accident rate **decreased 78%**
- **99.99%** of all BNSF hazmat shipments reach their destination without incident

# BNSF Safety Performance

*BNSF continues to lead the industry in reducing rail equipment incident rates*





# Technology Enhances Safety and Efficiency



**More than 4 million** revenue service trips using Positive Train Control (PTC)



Wayside Detectors take **35+ million** readings daily



**Autonomous Track Geometry Cars** increase the number of miles inspected



Utilizing **Big Data Analytics** for a comprehensive view

# Prevention: Equipment Detection Technology



## Technology

Acoustic Bearing Detector (ABD)

Cold Wheel Detector (CWD)

Cracked Wheel and Axle Detector (CWAD)

Dragging Equipment Detector (DED) \*

High / Wide

Hot Bearing Detector (HBD)

Hot Wheel Detector (HWD)

Machine Vision System (MVS)

Truck Geometry Detector (TGD)

Truck Hunting Detector (THD)

Truck Performance Detector (TPD)

Wheel Impact Load Detector (WILD)

Wheel Condition Monitor (WCM)



# Prevention: Rail Equipment Detector Examples

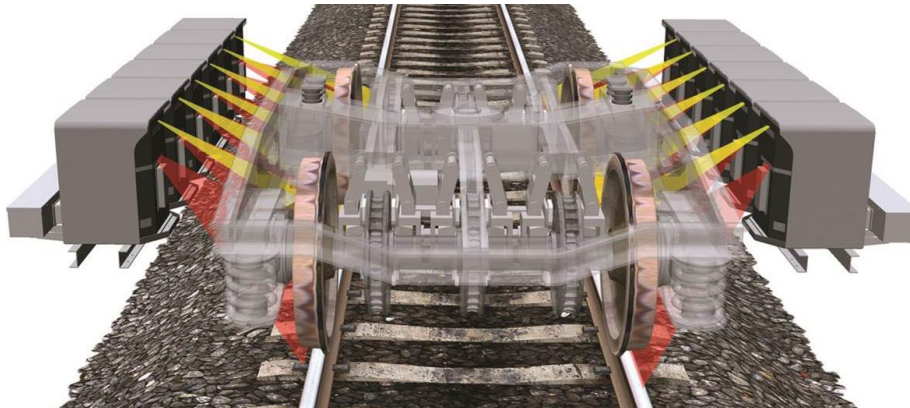
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- **Acoustic Bearing Detector (ABD)** – Microphone-based systems used to evaluate sounds generated by specific bearing component defects
- 



- **Hot Box Detector (HBD)** – Pyrometer-based system that evaluates bearing temperature history for statistical outliers; brake issues, burned off journals
- 



- **Wheel Tread Inspection Detector (WTID)** – Camera-based system that is capable of performing a visual inspection of the entire wheel plate and tread surface, identifying cracks, breaks and missing pieces

# Leveraging Advanced Technology: Automated Track Inspections

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**More Miles Tested  
(under load)**



**Fewer Defects per  
Track Mile**



**Increased  
Safety**





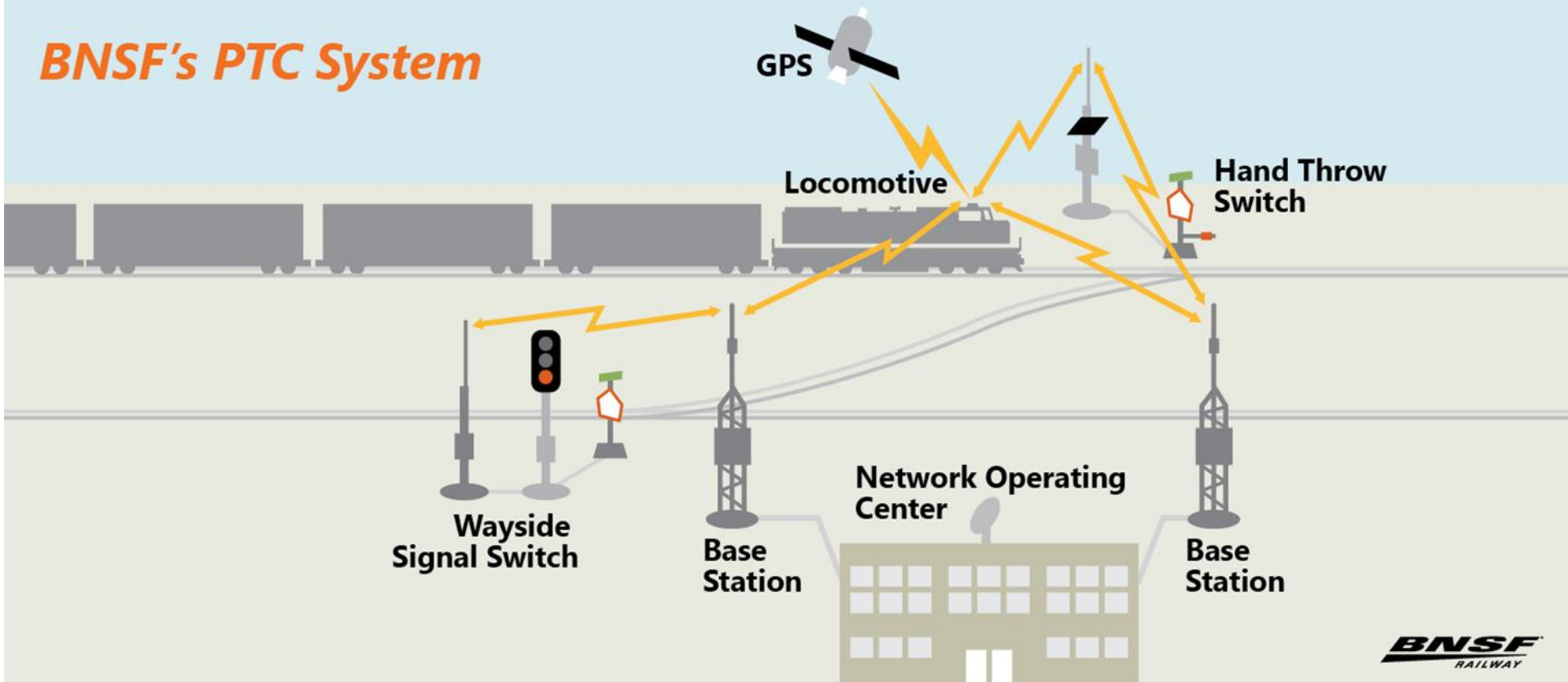
## Prevention: Positive Train Control (PTC)

PTC is a digital wireless communication technology

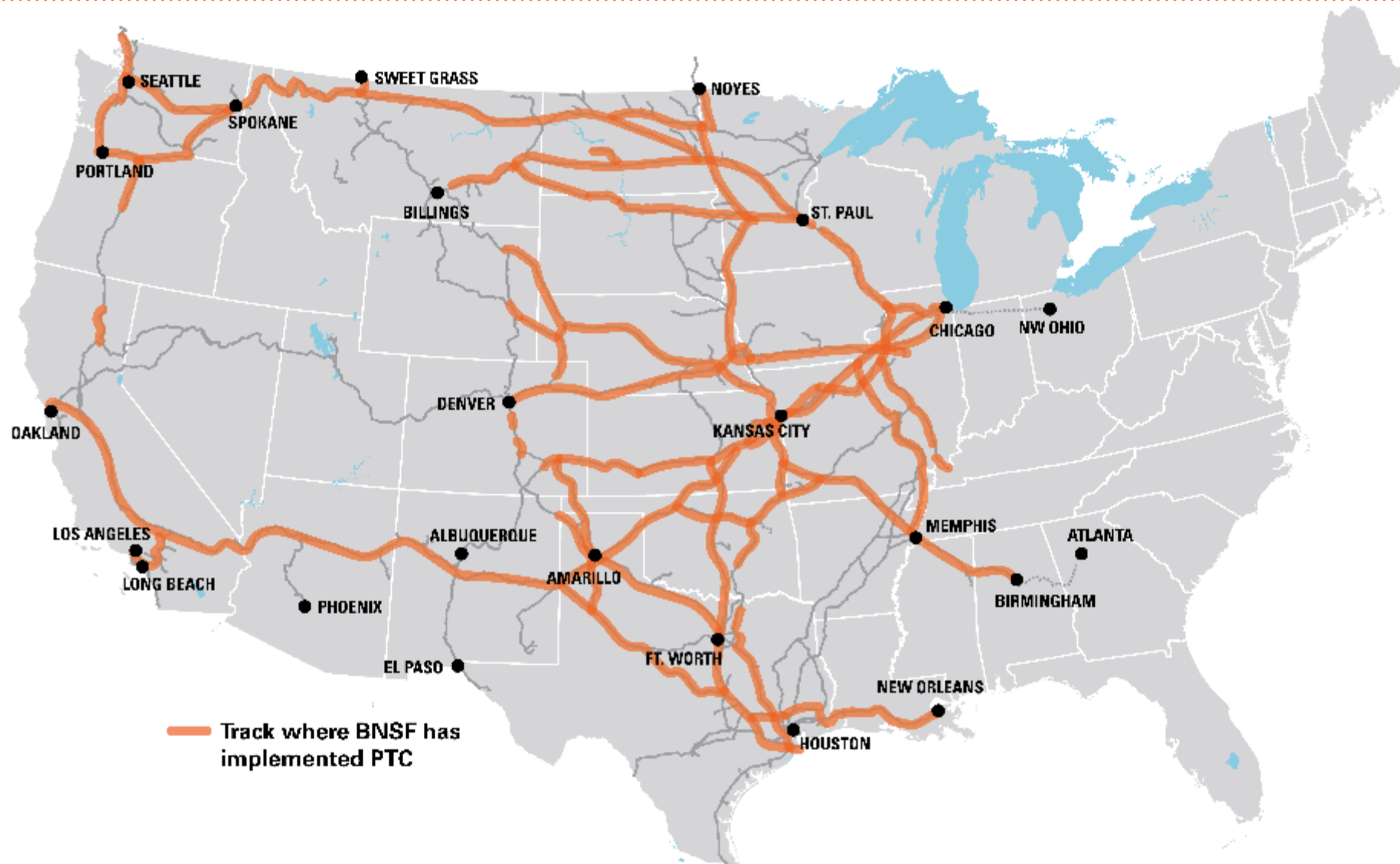


*The Future*

### *BNSF's PTC System*



# What is the Scope of Implementation?



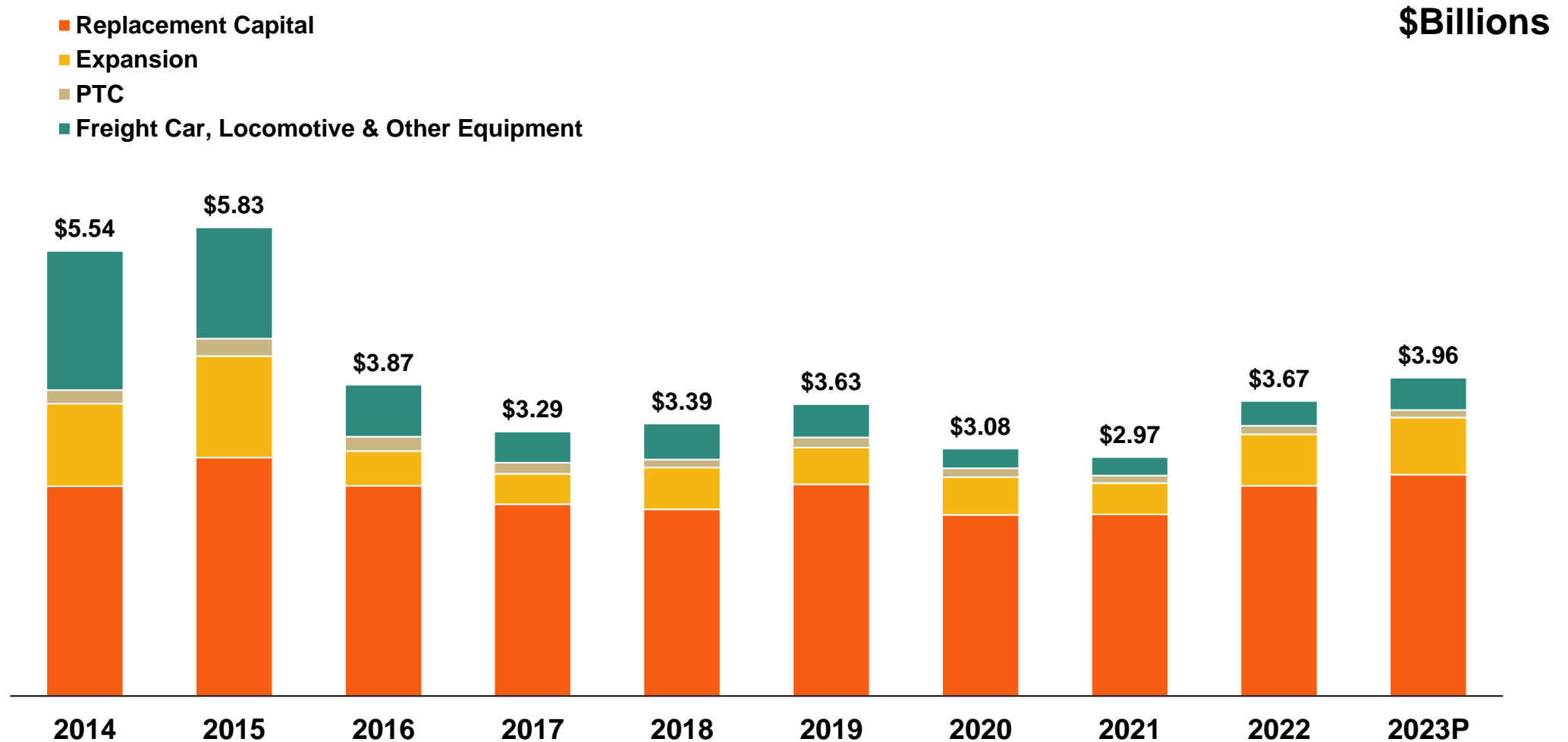


# Network Operations Center

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# Prevention: BNSF's Capital Investments



## Response: First Responder Coordination

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- **Shipment information** access by first responders
- **Training** first responders, employees and customer employees
- **Mobilizing** in the event of an incident
- BNSF **Incident Management team**
- Annual, graded drills with state **Dept. of Ecology**



# Response: First Responder Training

BNSF and the railroad industry train first responders in their communities under a longstanding program called “*TRANSCAER*” (*Transportation Community Awareness and Emergency Response*)

- Hands-on equipment in field – Instructor lead
- Train list/shipping papers
- Placards
- Equipment
- Incident assessment

BNSF trained **more than 4,000** local first responders in 2022.

More than **128,000 emergency responders** trained by BNSF since 1996.

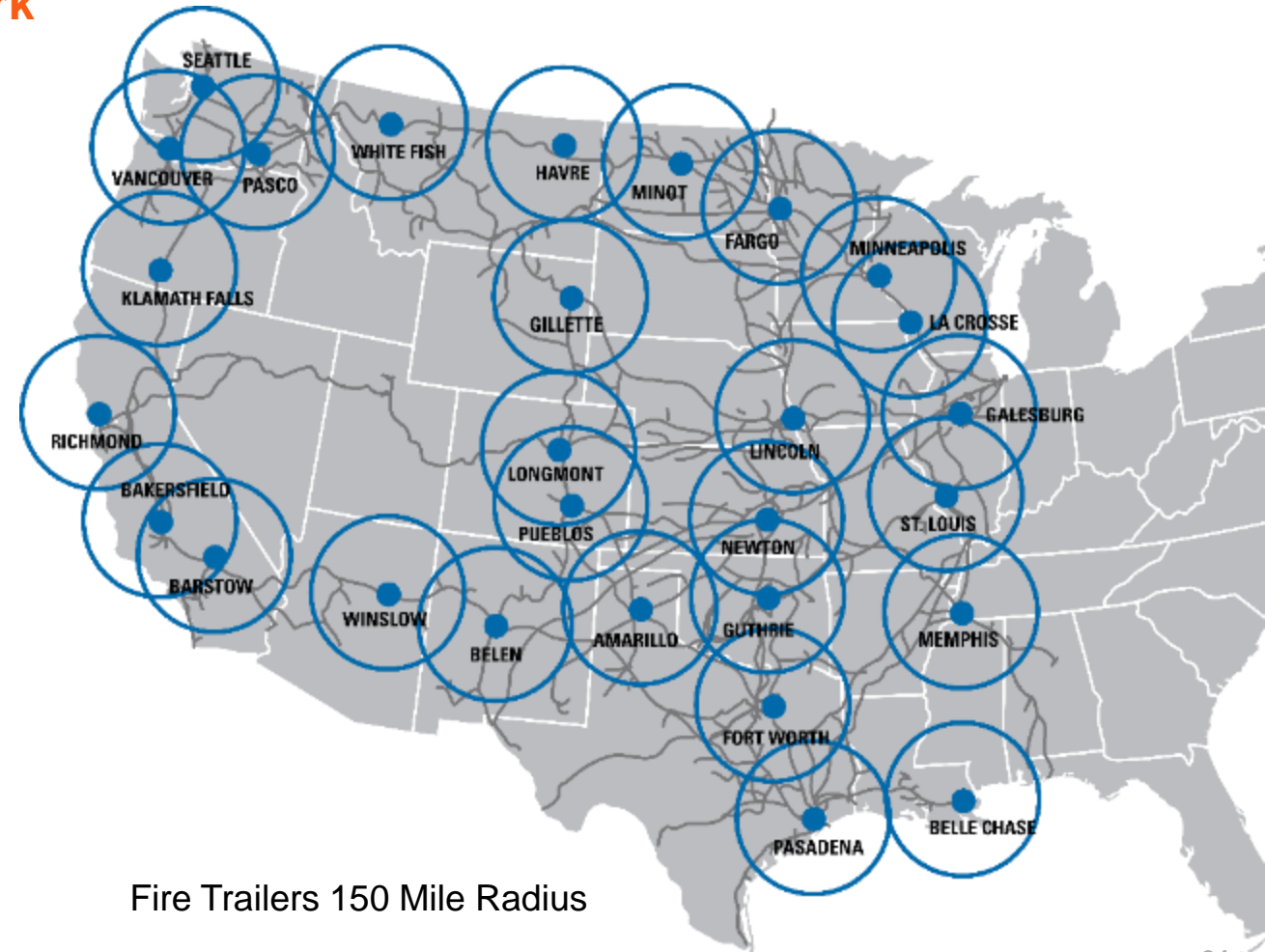




# Response: Incident Mobilization

## BNSF pre-positions equipment across its network

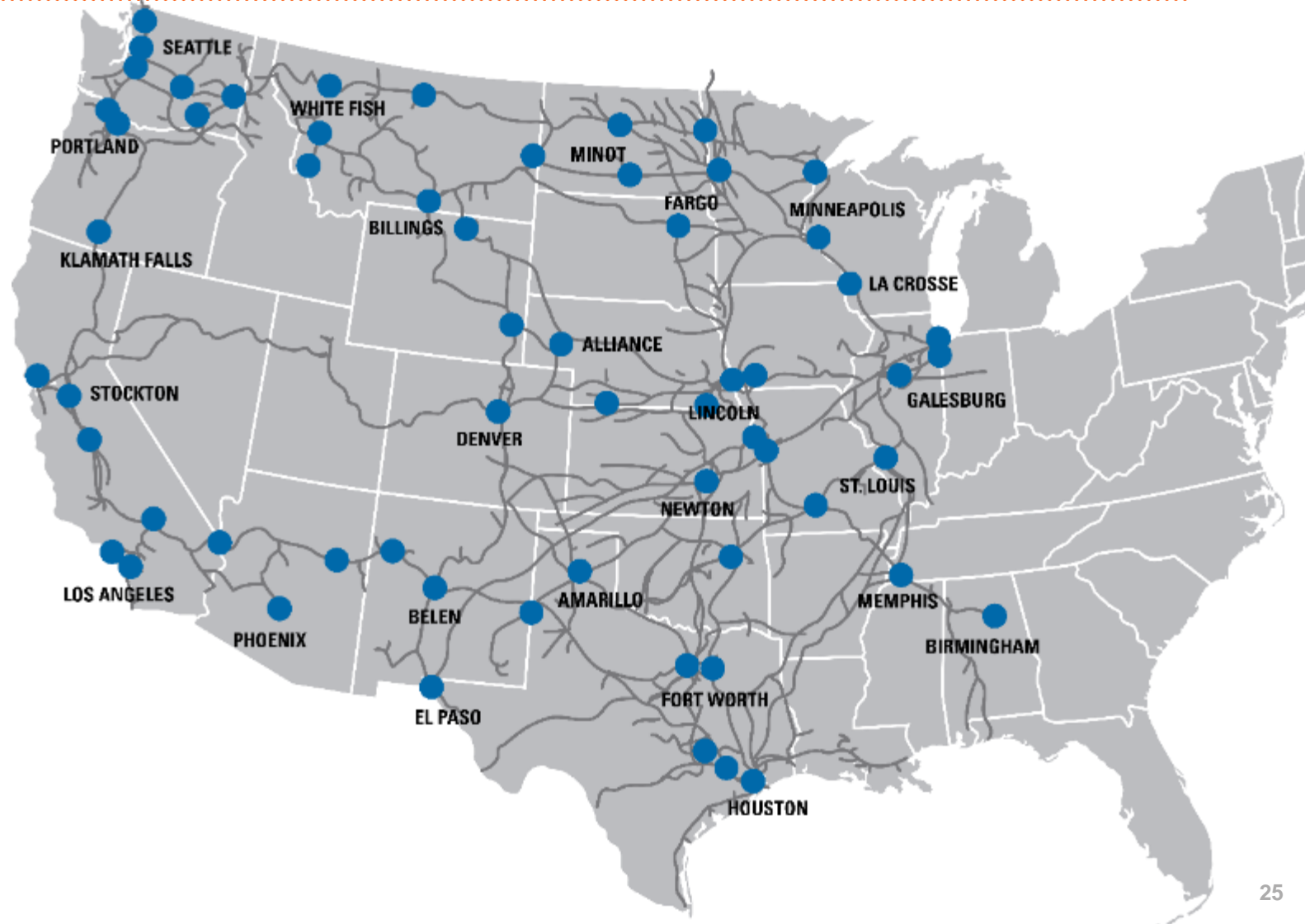
- Industrial fire-fighting foam trailers
- Emergency breathing air trailers
- Chlorine kits
- Midland kits
- Air monitoring assets



Fire Trailers 150 Mile Radius

## Response: Mobilization of Prepositioned Hazmat Responders

More than  
**140 hazmat responders**  
and **40 advisors** at  
**60 locations**



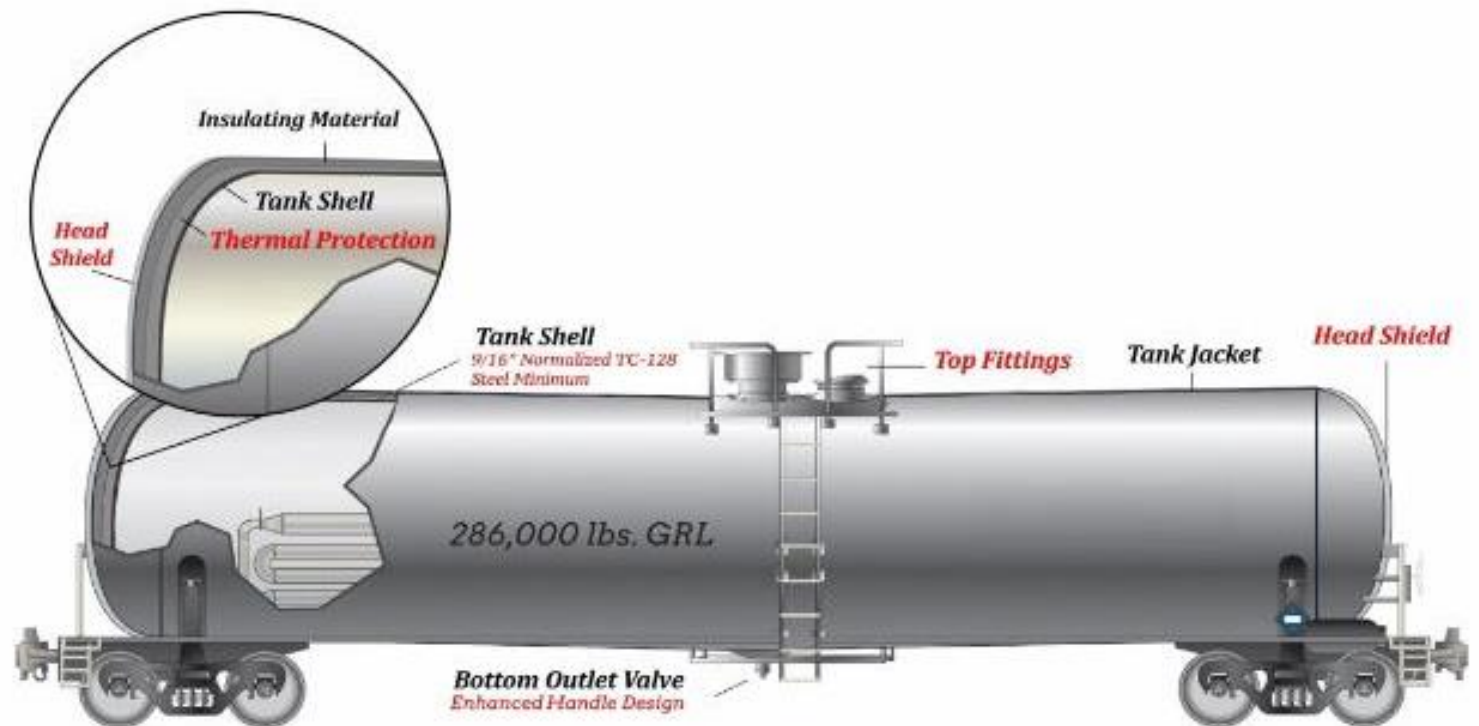


# Mitigation: Next Generation Tank Car

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Tank cars are privately owned and customer-provided. Those built after Oct. 2015 must meet **enhanced DOT 117 design**.

As more DOT 117 cars are online, others are phased out. BNSF incentivized the move to DOT 117s and is ahead of DOT regulations. Nearly all ethanol and crude shipments on BNSF's network are in DOT 117s.



## Restoration of sites

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- BNSF is responsible for mitigation of the spill and any restoration tasks
- BNSF contracts with pre-approved consultants and contractors to perform the remediation and restoration
- State agencies oversee the work and BNSF must obtain their concurrence before a site is acceptably closed

*Post derailment*







**BNSF**<sup>®</sup>  
*RAILWAY*



Dollars in Thousands

**VABS005 Fund and FTE Detail by Fiscal Year  
411 - Freight Mobility Strategic Invest  
2023-25 Regular Budget Session  
TPCONF - TR Proposed Conference 23-25 Bien**

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Average Annual FTEs	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
<b>Program 010 - FMSIB Operating</b>							
<b>2021-23 Expenditure Authority</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>420</b>	<b>423</b>	<b>843</b>	
<b>Current Biennium Fund Total</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
09E-1 Freight Mobility Investment Account-State				420	423	843	100
<b>Carry Forward Level</b>							
<b>92D Audit Services</b>							
09E-1 Freight Mobility Investment Account-State				1	0	1	100
<b>92R OFM Central Services</b>							
09E-1 Freight Mobility Investment Account-State				(1)	0	(1)	100
<b>G06 State Employee Benefits</b>							
09E-1 Freight Mobility Investment Account-State				3	0	3	100
<b>GLS Updated PEBB Rate</b>							
09E-1 Freight Mobility Investment Account-State				1	0	1	100
<b>Total Carry Forward Level</b>				<b>424</b>	<b>423</b>	<b>847</b>	
% Change from Current Biennium				1.0%		0.5%	
<b>Carry Forward Level</b>							
<b>Carry Forward Level Fund Total</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
09E-1 Freight Mobility Investment Account-State				424	423	847	100
<b>Maintenance Level</b>							
<b>92D Audit Services</b>							
09E-1 Freight Mobility Investment Account-State				(13)	(13)	(26)	100
<b>92J CTS Central Services</b>							
09E-1 Freight Mobility Investment Account-State				1	0	1	100
<b>92R OFM Central Services</b>							

**VABS005 Fund and FTE Detail by Fiscal Year  
411 - Freight Mobility Strategic Invest  
TPCONF - TR Proposed Conference 23-25 Bien**

*Dollars in Thousands*

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Average Annual FTEs	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
09E-1 Freight Mobility Investment Account-State				1	1	2	100
<b>Total Maintenance Level</b>				<b>413</b>	<b>411</b>	<b>824</b>	
% Change from Current Biennium				(1.7)%	(2.8)%	(2.3)%	
<b>Maintenance Level</b>							
<b>Maintenance Level Fund Total</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
09E-1 Freight Mobility Investment Account-State				413	411	824	100
<b>Policy Level</b>							
<b>92R OFM Central Services</b>							
09E-1 Freight Mobility Investment Account-State				2	0	2	100
<b>92W GOV Central Services</b>							
09E-1 Freight Mobility Investment Account-State				1	0	1	100
<b>GL6 Non-Rep Recruitment/Retention</b>							
09E-1 Freight Mobility Investment Account-State				2	0	2	100
<b>GL9 Non-Rep General Wage Increase</b>							
09E-1 Freight Mobility Investment Account-State				11	19	30	100
<b>GLS Updated PEBB Rate</b>							
09E-1 Freight Mobility Investment Account-State				0	1	1	100
<b>HFMS HB 1084 Freight mobility priority</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>				
09E-1 Freight Mobility Investment Account-State				370	361	731	100
<b>TPIP Truck Parking Implementation Plan</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>				
218-1 Multimodal Transportation Account-State				200	200	400	100
<b>UAAL Termination of Plan 1 UAAL Rate</b>							
09E-1 Freight Mobility Investment Account-State				(1)	(1)	(2)	100
<b>YYY Vaccine Booster Incentive</b>							

**VABS005 Fund and FTE Detail by Fiscal Year  
411 - Freight Mobility Strategic Invest  
TPCONF - TR Proposed Conference 23-25 Bien**

*Dollars in Thousands*

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Average Annual FTEs	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
09E-1 Freight Mobility Investment Account-State				2	0	2	100
<b>2023-25 Total Policy Level</b>				<b>1,000</b>	<b>991</b>	<b>1,991</b>	
% Change from Current Biennium				138.1%	134.3%	136.2%	
<b>Policy Level</b>							
<b>2023-25 Policy Level Fund Total</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>				
09E-1 Freight Mobility Investment Account-State				800	791	1,591	80
218-1 Multimodal Transportation Account-State				200	200	400	20

**92D Audit Services**

Adjustments are made for each agency's anticipated cost of audits performed by the State Auditor's Office.

**92J CTS Central Services**

Adjustments are made to reflect each agency's anticipated share of charges from Consolidated Technology Services (CTS) for the Office of the Chief Information Officer, Office of Cybersecurity, state network, enterprise services, small agency IT services, security gateways, and geospatial imaging services. This amount now includes the total amount for agencies that use the Microsoft 365 shared tenant. See Chapter 11 of the 2023-25 OFM Budget Instructions for allocation methodologies.

**92R OFM Central Services**

Adjustments are made to reflect each agency's anticipated share of charges for existing statewide applications, the One Washington program, and other central services provided by the Office of Financial Management. See Chapter 11 of the 2023-25 OFM Budget Instructions for allocation methodologies.

**92W GOV Central Services**

A new central service is created to reflect each agency's anticipated share of charges from the Office of the Governor for the Office of Equity.

**GL6 Non-Rep Recruitment/Retention**

Funding is provided for \$1,000 recognition and retention payments for eligible state employees, who are not represented by a union or who are covered by a bargaining agreement that is not subject to a determination of financial feasibility.

**GL9 Non-Rep General Wage Increase**

Funding is provided for wage increases of 4 percent, effective July 1, 2023, and 3 percent, effective July 1, 2024, for state employees who are not represented by a union or who are covered by a bargaining agreement that is not subject to a determination of financial feasibility.

**GLS Updated PEBB Rate**



**VABS005 Fund and FTE Detail by Fiscal Year**  
**411 - Freight Mobility Strategic Invest**  
**TPCONF - TR Proposed Conference 23-25 Bien**

*Dollars in Thousands*

Funding is provided for increased rates for health care for state employees provided through the Public Employees' Benefits Board.

**HFMS HB 1084 Freight mobility priority**

Funding is provided for the implementation of SHB 1084 (Freight mobility priority), including funds for a transportation planner and meeting expenses for the additional members added to the Freight Mobility Strategic Investment Board. Provides one-time funding for a study of best practices for preventing or mitigating the impacts of freight projects on overburdened communities.

**TPIP Truck Parking Implementation Plan**

Funding is provided to develop an implementation plan for specific truck parking solutions in consultation with WSDOT. The legislative intent is to identify specific sites for more immediate truck parking capacity and other action steps that can be taken in the 2024 and 2025 legislative sessions. FMSIB must provide a status report and more immediate funding recommendations to the Transportation Committees of the Legislature by December 1, 2023. FMSIB must provide a final report with detailed information on other specific sites and specific action step recommendations by December 1, 2024 that will result in expanded truck parking capacity in the short term.

**UAAL Termination of Plan 1 UAAL Rate**

Funding is reduced for the unfunded actuarial accrued liability (UAAL) portion of the pension rates related to plans 1 of the Teachers' Retirement and Public Employees' Retirement Systems, as provided in Engrossed Substitute Senate Bill 5294 (Plan 1 UAAL rates).

**YYY Vaccine Booster Incentive**

Funding is provided for a \$1,000 COVID-19 booster incentive for employees who are not represented by a union or who are covered by a bargaining agreement that is not subject to a determination of financial feasibility.

**VABS005 Fund and FTE Detail by Fiscal Year  
411 - Freight Mobility Strategic Invest  
TPCONF - TR Proposed Conference 23-25 Bien**

*Dollars in Thousands*

**Report Number: VABS005 Input Parameters**

Version Source	O
Session	2023-25 Regular
Agency	411
Version	TPCONF
Version Option	T
Program	010
Sub Program	(All)
Include Budget Level Detail	CL,ML,PL,S1
With Codes	Y
Include Text	Y
For Word	N
Display Parameter Page	Y



Dollars in Thousands

**VABS005 Fund and FTE Detail by Fiscal Year  
411 - Freight Mobility Strategic Invest  
2023 Second Supplemental Budget Session  
TPCONF - TR Proposed Conference 23 Supp**

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Average Annual FTEs	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
<b>Program 010 - FMSIB Operating</b>							
<b>2021-23 Expenditure Authority</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>420</b>	<b>423</b>	<b>843</b>	
<b>Current Biennium Fund Total</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
09E-1 Freight Mobility Investment Account-State				420	423	843	100
<b>Maintenance Level</b>							
<b>Maintenance Level Fund Total</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
09E-1 Freight Mobility Investment Account-State				420	423	843	100
<b>Policy Level</b>							
<b>X1 Funding Non-Budgeted Audit Costs</b>							
09E-1 Freight Mobility Investment Account-State				0	21	21	100
<b>X2 FMSIB Director Separation Costs</b>							
09E-1 Freight Mobility Investment Account-State				0	31	31	100
<b>2021-23 Total Policy Level</b>				<b>0</b>	<b>52</b>	<b>52</b>	
% Change from Current Biennium				(100.0)%	(87.7)%	(93.8)%	
<b>Policy Level</b>							
<b>2021-23 Policy Level Fund Total</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>				
09E-1 Freight Mobility Investment Account-State				420	475	895	100
<b>X1 Funding Non-Budgeted Audit Costs</b>							
Funding is provided for audit costs associated with the State Auditor's Office audit of the Freight Mobility Strategic Investment Board (FMSIB).							
<b>X2 FMSIB Director Separation Costs</b>							
Funding is provided to cover separation costs for the departing Director of FMSIB.							

**VABS005 Fund and FTE Detail by Fiscal Year  
411 - Freight Mobility Strategic Invest  
TPCONF - TR Proposed Conference 23 Supp**

*Dollars in Thousands*

**Report Number: VABS005 Input Parameters**

Version Source	O
Session	2023 Supplemental
Agency	411
Version	TPCONF
Version Option	T
Program	010
Sub Program	(All)
Include Budget Level Detail	CL,ML,PL,S1
With Codes	Y
Include Text	Y
For Word	N
Display Parameter Page	Y

## **Conference Truck Parking Items**

### **1. Truck Parking Implementation Plan**

**\$400,000** in MM-S to FMSIB

- FMSIB, in consultation with WSDOT, to develop an implementation plan for specific truck parking solutions that emerge from WSDOT's work below and any additional opportunities identified.
- Status report due by Dec. 1, 2023 and final report due by Dec. 1, 2024.

### **2. WSDOT Site-Related Solutions to Assess / Develop**

**\$1.2 million** in MM-S to WSDOT Facilities, Capital

- Expansion opportunities, including through reconfigurations, at rest areas and commercial vehicle inspection locations.
- Improvements to restroom facilities at weigh stations with truck parking.
- Expansion and property acquisition opportunities to extend rest area foot prints, including an evaluation of the John Hill Rest Area along Interstate 90.
- Identification of WSDOT land parcels for potential development as sites.
- Status report due by Dec. 1, 2023 and final report due by Dec. 1, 2024.

### **3. Private Site-Related Solutions to Assess / Develop**

**\$2.5 million** in MM-S to WSDOT Innovative Partnerships

- Coordination with cities, counties, ports, and private entities to develop actionable recommendations on candidate sites.
- Identification of private land parcels for potential development as sites, which can include a feasibility analysis of sites next to I-90 near North Bend (for a 400 to 600-space site).
- Assessment of opportunities to provide assistance at candidate sites.
- Status report due by Dec. 1, 2023 and final report due by Dec. 1, 2024.

### **4. Truck Parking Availability Technology**

**\$1.8 million** in MM-S to WSDOT Rail, Freight, and Ports

- To pursue federal grant opportunities (i.e., an INFRA grant, timing of spring 2023), to develop and implement a technology-based truck parking availability system along I-5 (in coordination with California and Oregon).
- Status report due by Dec. 1, 2023 and final report due by Dec. 1, 2024.

### **5. SR 906 Truck Parking Expansion Near North Bend**

**\$150,000** in MM-S to WSDOT Rail, Freight, and Ports

- \$150,000 for use of durable markings along SR 906 to create up to 20 spaces for larger vehicles, including trucks, vehicles pulling trailers, RVs, and buses. Availability of these spaces would be limited during winter months by snow storage needs.

### **6. Funds for Use in Supplemental**

**\$5.950 million** in MMS to WSDOT Rail, Freight, and Ports

- Funds for truck parking improvements for use this biennium to be held in unallotted status pending further legislative direction.
- No decision on the WSDOT Division(s) for the supplemental appropriation intended by holding funds in WSDOT Rail, Freight, and Ports, which is a placeholder location.

- **Total Amount Funded:** **\$12 million** in MM-S.



FMSIB 2022 Phase 2 Report Work Plan

No.	Task	Who	Due
1	Develop Draft Work Plan	Staff	
2	FPAC Review of Draft Workplan	FPAC	1/6/2022
3	<b>Board Meeting</b>	<b>FMSIB</b>	<b>1/14/2022</b>
4	Develop Freight Stakeholder Outreach Plan	FPAC and Staff	1/17/2022
5	Develop Eligibility and Prioritization Criteria	FPAC and Staff	1/31/2022
6	Develop DRAFT Freight Stakeholder Outreach Plan and Eligibility Criteria for MPO / RTPPO Coordinating Committee	FPAC and Staff	2/14/2022
7	Present DRAFT Freight Stakehold Outreach Plan and Eligibility Criteria to MPO / RTPPO Coordinating Committee	Staff	2/22/2022
8	Review Feedback from MPO's. Develop DRAFT Recommendation to Board on Freight Stakeholder Outreach Plan and Eligibility Criteria	FPAC and Staff	2/28/2022
9	<b>Board Meeting</b>	<b>FMSIB</b>	<b>3/18/2022</b>
10	Revise DRAFT Freight Stakeholder Outreach Plan	FPAC and Staff	3/21/2022
11	Implement Freight Stakeholder Outreach Plan and Solicit Investment Ideas	FPAC and Staff	4/4/2022
12	Assemble Results from Freight Stakeholders	FPAC and Staff	8/1/2022
13	Assemble DRAFT Investment List for Board	FPAC and Staff	9/5/2022
14	<b>Board Meeting</b>	<b>FMSIB</b>	<b>10/1/2022</b>
15	Develop FINAL Investment List for Board Review	FPAC and Staff	10/17/2022
16	Share FINAL Investment List with MPO/RTPPO Coordinating Committee	Staff	11/15/2022
17	<b>Board Meeting</b>	<b>FMSIB</b>	<b>11/18/2022</b>
18	MPO / RTPPO Project Validation Outreach	FPAC	11/20/2022
19	Develop Proposed Investment List based upon Validation	FPAC	12/20/2022
	Submit Final Report to Leg / Gov	FPAC	1/11/2023
20	<b>Board Meeting</b>	<b>FMSIB</b>	<b>1/20/2023</b>
21	Provide Legislative Testimony on the Investment List	Board members and staff	Jan - April 2023

## Action Item: 2024 FMSIB Meeting Schedule

<b>2024 Meeting Options**</b>	
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 &amp; Meeting</u>
September 13 or 20	_____
November 15 or 22	_____

### Previous Board Meeting Locations

<b>2020 Board Meetings</b>	<b>2021 Board Meetings</b>	<b>2022 Board Meetings</b>	<b>2023 Board Meetings</b>
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

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Final dates and hotels will depend on availability



# 2024

January						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February						
S	M	T	W	T	F	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

March						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

April						
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28	29	30				

May						
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June						
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30						

July						
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August						
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25	26	27	28	29	30	31

September						
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29	30					

October						
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27	28	29	30	31		

November						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30

December						
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

January 8 – First Day of Session  
November 28 – Thanksgiving Holiday

# FMSIB Executive Director

APPLY

**Salary**

\$130,000.00 - \$155,000.00 Annually

**Location**

Thurston County – Olympia, WA

**Job Type**

Exempt

**Department**

Freight Mobility Strategic Investment Board

**Job Number**

22FMSIB-0001

**Closing**

1/15/2023 11:59 PM Pacific

- [DESCRIPTION](#)
- [BENEFITS](#)
- [QUESTIONS](#)

**Description****About FMSIB**

The Washington State Freight Mobility Strategic Investment Board (FMSIB) is a seventeen-member policy board made up of both public and private sector members

appointed by the governor, whose mission was modified by the passage of HB 1084 in 2023. The board's purpose is to:

- Provide strategic guidance to the governor and the legislature regarding the highest priority freight mobility needs in the state;
- Identify and recommend a program of high-priority strategic freight mobility investments;
- Encourage policies that support a competitive, resilient, sustainable, and equitable freight system; and
- Serve as a forum for discussion of state transportation decisions affecting freight mobility.

### **The Opportunity**

FMSIB is currently seeking an Executive Director to lead a small staff to develop and update the six-year freight mobility strategic investment program and provide strategic guidance under the new legislation. This position will also be critical to helping develop new policies and methods to achieve this work, and will be expected to do extensive outreach to stakeholders, partners, local governments and Tribes..

### **What to Expect**

Among the varied range of responsibilities held within this role, the FMSIB Executive Director is responsible for:

- Development of substantial, complex, funding partnerships.
- Developing and maintaining the highest standards for administrative and financial management of the FMSIB budget.
- Meeting with Legislative staff, securing and maintaining positive relationships with the Governor's office and the Legislature.
- Meeting with representatives from Tribes, local governments, regional planning organizations, and other stakeholders to secure and maintain positive relationships.
- Coordinating formal Board meetings and other meetings of the Board as necessary, establishing the meeting agendas in consultation with the Chair and bringing forward all information to be shared with the Board.
- Coordinating subcommittee meetings and collaborating with subcommittee leads to align information and work with programmatic scope, schedule, and board direction.
- Coordinating with the Washington State Department of Transportation, Local Programs office related to project administration and Rail, Freight, and Ports office related to freight systems planning and integration.
- Coordinating RFPs and work of consultants on studies such as that outlined in HB 1084.
- Conducting a wide variety of "field" work within communities around the state in developing strategic freight investment and policy recommendations to the Governor and the Legislature.

### **Qualifications**

To be considered for this opportunity, the following are required:



- Bachelor's degree or higher in Business Administration, Public Administration, or closely allied field, or equivalent relevant work and education experience.
- Five or more years of experience in: transportation policy development, managing professional personnel in a private or public sector transportation agency, technical expertise in surface transportation issues, or other equivalent relevant work experience.
- Strong background in fund and project management.
- Knowledge of financial management, including preparing and managing complex budgets.
- Thorough knowledge of Washington State statutes and administrative codes.
- Thorough knowledge of the state's fiscal and business climate, and the revenue used to finance state transportation.
- Ability to develop policy and manage complex transportation programs.
- Skilled in use of office computer software relevant to the position.
- Presentation skills for speaking to the Legislature, Board, transportation organizations, and other state and local governments.
- Ability to travel and stay overnight; requires travel to different locations within the state. At a minimum, there are five Board meetings per year throughout the state and necessary field visits.

It is preferred that qualified candidates also have:

- Thorough understanding of, and experience with, governmental public decision-making processes.
- Experience working with board or commission members who represent different interests.
- Ability to work effectively in a legislative and political arena.
- Demonstrated ability in multi-tasking with multiple agencies.
- Demonstrated leadership abilities and interpersonal skills.
- Exceptional oral and written communication skills.
- Solid knowledge of the Washington State transportation system as a whole.
- Knowledge of Washington's legislative process.
- Experience managing staff in a positive and proactive manner.

### **Important Notes**

- This position has been modified from the version previously posted due to legislative changes which occurred in the 2023 Legislative session.
- Position open until filled. FMSIB will begin reviewing applications on **May 30**
- This recruitment may also be used to fill additional positions per business needs.
- This position offers flexible/hybrid remote work options.
- FMSIB does not use the E-Verify system. For more information, please visit [www.uscis.gov](http://www.uscis.gov)

## How to Apply

Applications for this recruitment will be accepted electronically. Your relevant experience may be evaluated to determine salary. Therefore, it is very important that the "Work Experience" portion of the application be completed in as much detail as possible.

In order to be considered for this opportunity, please include the following with your online application:

- An attached Resume outlining (in reverse chronological order) your experience to date.
- An attached Cover Letter that further explains your qualifications and indicates why you believe you are a viable candidate for this role.
- Contact details for a minimum three (3) individuals who can attest to your work performance, technical skills, and job-related competencies. This information can be entered in the "References" section of the online application; does not require an additional attachment.

**Please click the "APPLY" button to proceed.** Note that you will be prompted to either sign in, or create an account. This step is required in order to submit an application to this opportunity.

*FMSIB is an equal opportunity employer. We value the importance of creating an environment in which all employees can feel respected, included, and empowered to bring unique ideas to the agency. Our diversity and inclusion efforts include embracing different cultures, backgrounds and viewpoints while fostering growth and advancement in the workplace. Women, racial and ethnic minorities, persons of disability, persons over 40 years of age, disabled and Vietnam era veterans, as well as people of all sexual orientations and gender identities are encouraged to apply. Persons with disabilities needing assistance in the application process, or those needing this job announcement in an alternative format may contact the listed Recruiter.*

*FMSIB does not use the E-Verify system. For more information, please visit [www.uscis.gov](http://www.uscis.gov)*

## Contact us

For inquiries about this posting, you may contact the assigned Recruiter, Andrew Huff, at [huffan@wsdot.wa.gov](mailto:huffan@wsdot.wa.gov) . Please be sure to reference **22FMSIB-0001** in the subject line.

## **2023-24 FMSIB Committees**

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### **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