

Freight Mobility Strategic Investment Board

September 22, 2023

9:00 a.m. to 1:00 p.m. - VIRTUAL MEETING ONLY

~~Marcus Whitman Hotel, 6 West Rose Street, Walla Walla, WA~~

Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?eventID=2023081104>

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

Note: Chair may adjust agenda topics and timing

AGENDA

9:00 AM	1 Welcome/Introductions	Temple Lentz	Informational
9:10 AM	2 Public Comment	Open	Informational
9:15 AM	3 Approve Meeting Minutes (June 2, 2023)	Temple Lentz	Action
9:20 AM	4 Future of FMSIB Director	Temple Lentz	Informational
9:25 AM	5 Director and Board Member Reports	All	Informational
9:55 AM	6 FMSIB Budgets	Jane Wall, Ben Wick	Informational
10:00 AM	7 Port of Walla Walla Local Report - Port of Walla Walla	Patrick Reay, Exec Director	Informational
10:15 AM	8 Marine Cargo Forecast: Washington Ports	Chris Herman, Deputy Director	Informational
10:25 AM	8b Marine Cargo Forecast Notification Letter and Agreement	Ben Wick, FPAC Chair	Action
10:30 AM	9 Truck Parking	Jason Beloso, WSDOT	Informational
11:00 AM	9b Truck Parking Solutions and Status	Ben Wick, FPAC Chair	Action
11:20 AM	10 Freight and Goods Transportation System (FGTS): What, When, and Why	Wenjuan Zhao, WSDOT	Informational
11:45 AM	11 FMSIB Six-Year Plan: Process and Policies	Ben Wick, FPAC Chair	Informational/ Action
12:00 PM	Working Lunch		
12:30 PM	11b FMSIB Six-Year Plan: continued Process and Policies	Ben Wick, FPAC Chair	Informational/ Action
12:55 PM	12 Next Meeting: December 1, 2023, Vancouver	Temple Lentz	Action
1:00 PM	13 Adjourn	Temple Lentz	Action



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FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

June 2, 2023 • 9 a.m. – 1 p.m. • Stevenson, WA

TVW Recording

In Attendance

BOARD MEMBERS

Temple Lentz, Chair	John McCarthy	Virtual:
Peter Bennett	Johan Hellman	Leonard Barnes
Matt Ewers	Art Swannack	
Erik Hansen	Ben Wick	Not Present: Roger
Al French	Ex officio Aaron Hunt	Millar

FMSIB STAFF

Jane Wall, Interim Director
Sally See, Executive Assistant

GUEST PRESENTERS

Jay Drye, WSDOT Local Programs
Ted Prince, Tiger Cool Express
Johan Hellman, BNSF
Matt Ransom, RTC MPO
Jason Beloso, WSDOT
Sheri Call, Washington Trucking Associations

Meeting Convenes

Chair Lentz convened the meeting at 9:00 am. She stated that this Board meeting is being conducted in accordance with state and local health guidelines regarding COVID-19 and public meetings. Some members of the public and some participants may choose not to participate in person, so the meeting is being conducted via Zoom teleconferencing software. The meeting is also live-streamed on TVW and archives of the broadcast will be available shortly after today's meeting. This is an open public meeting and all provisions of the Open Public Meetings Act (OPMA) apply, as amended by recent orders of the Governor.

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

Public Comment

Sean Philbrook of Identity Clark County introduced himself and spoke to the Southwest Region transportation interests and offered his assistance for cross referencing resources.

Approval of Meeting Minutes

Board Action Item: Adoption of the March 17, 2023, Board Meeting Minutes.

MOTION: Chair Lentz entertained a motion to adopt the March 17, 2023, meeting minutes as presented. Councilmember Wick so moved to adopt the minutes and Commissioner Swannack seconded.

MOTION CARRIED

Southwest RTC MPO/RTPO Presentation – Path of Freight in RTC Region

Mr. Matt Ransom of Southwest Region Transportation Council MPO/RTPO addressed the transportation/freight needs and successes of the Region. See PowerPoint presentation within Board packet, page 7.

FMSIB Budget Overview

Interim Director Wall reviewed FMSIB Budgets. See spreadsheets in Board packet.

Operating Budget:

FMSIB is right on target with the Operating Budget.

Capital Budget:

The three remaining FMSIB projects on the books: two Bigelow Gulch projects will have billing submitted before July 15 (cutoff). The Port of Kalama project has issues that has stopped “forward movement” on the project. This includes environmental and labor issues.

The Board discussed the pros and cons of moving the Port of Kalama project forward with a partial payment included in the FMSIB six-year report, a request for funding to the Legislature, or defer the funding to WSDOT. FMSIB’s portion of the appropriated funds is for Right-of-Way.

Board Action Item: Motion to NOT facilitate the forward movement of the Port of Kalama project by deferring the project, allowing it to lose funding if they don’t come up with a concrete plan before July 15, 2023.

MOTION: Chair Lentz entertained a motion to NOT facilitate the forward movement of the Port of Kalama project by deferring the project, allowing it to lose funding if they don’t come up with a concrete plan by July 15, 2023.

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

MOTION CARRIED

The Board will pass all projects that are underspending to the FPAC committee to determine future steps.

There continues to be \$3.9M sitting in FMSIB’s Legislative account that requires a recommendation from the Board. This was confirmed by Board Member Mr. Hanson.

Director Drye assured the WSDOT Local Programs office will be collaborating with the FMSIB Board on the new challenges that appear due to the new Legislation directing FMSIB.

Board Member Reports

Chair Lentz asked Board members to share what they have been involved with since the last Board meeting.

Commissioner French spoke to the bridge replacement over BNSF. There is a groundbreaking on June 13th for the next phase on the North-Spokane Corridor freeway bridge.

Mr. Hellman thanked Commissioner French for his work on this project.

Chair Lentz updated the Board on the Interstate Bridge project. The project is moving along well. Mayor McEnerny Ogle has been working very hard to make this project a reality. The current plan is to add a toll to the bridge once it's open. Oregon and Washington are working together to determine best practices on tolling Interstates and bridges.

World of Trucking in Washington State

Ms. Call of Washington Trucking Associations presented a PowerPoint presentation in regard to facts about trucking in Washington. See presentation within Board packet.

In addition, she stated that there aren't enough voices covering freight issues and needs in Washington. WTA is working to include training/education in trucking issues within the I-5 Interstate Bridge project, Share the Road issues, training new drivers, and other parts of the trucking world.

FPAC Report on Current FMSIB Capital Projects

Councilmember Wick addressed the three remaining open capital projects as noted earlier in this document. Additional open projects were addressed: there were no changes from the March Board meeting.

He then introduced a list of the projects that FMSIB put forward during the 2023 Legislative Session. All 13 projects were approved. Local Programs will be working on the billing and assisting region Local Programs staff with these.

Councilmember Wick informed the Board that FPAC will be working on project standings in the near future. FPAC will work closely with Local Programs to understand how we will work together in moving forward on the new projects, as well as the continuing FMSIB projects. FPAC will also work closely with the agencies to keep tabs on the projects.

Executive Director Position COLA

See briefing paper in Board packet.

Board Action Item: Motion to approve Washington State Legislative approved Cost of Living increase for the Executive Director position recruitment.

MOTION: Chair Lentz entertained a motion to approve Washington State Legislative approved Cost of Living increase for the Executive Director position recruitment. Commissioner McCarthy so moved and Mr. Hansen seconded.

MOTION CARRIED

Staff Action: Executive Assistant will notify WSDOT Human Resources of action taken.

Hiring New Staff

- Executive Director
- Transportation Planning Specialist
- Additional staff member
- Contracting RFP for studies

Chair Lentz noted that Human Resources had received six additional applications for the ED position. The Hiring Committee will be interviewing two of the candidates the week of June 12th. Candidates that are approved during the first interview with sub-committee, will have a second interview with the entire Board in a Special meeting which will go into Executive Session for any interviews by the Board. The recruitment will remain active until June 30th, unless there is an Executive Director in place before that.

Chair Lentz will be meeting with Human Resource staff to discuss the ongoing FTE TPS5 and the additional staff member regarding what the Board is looking for and how it fits in with the position description for recruitment.

Hiring a temporary worker or contract worker for the research position in the truck parking area of study was discussed and agreed upon since that position will not be permanent. FMSIB will not be recruiting for these two positions until after the ED has been appointed. Mr. Hansen asks that FMSIB obtain WSDOT input on what consultant should be hired.

A suggestion was to find out if there were any possibilities that WSDOT staff could work on our research position and pay part of their wages. WSDOT is having problems getting enough staff to do their work and unable to offer this help. Although FMSIB will work closely with WSDOT on determining truck parking needs.

Letters of Support Requests

Chair Lentz discussed the history of requests made to FMSIB for letters of support and the need to establish a process with policies set out for future requests. Once a new Executive Director is hired, that person will re-assess how FMSIB will support agencies and projects in the future.

Board Action Item: Motion to approve FPAC suggested process and policies for future Letters of Support requests. (See briefing paper in Board packet.)

MOTION: Chair Lentz entertained a motion to approve FPAC suggested process and policies for future Letters of Support requests. Commissioner Swannack moved to pass the motion. Commissioner Wick seconded.

MOTION CARRIED

Future 2024 Board Meetings

- January 18 Day-on-the-Hill Olympia
- January 19 Board Meeting Olympia
- March
- June
- September
- November

Chair Lentz will work with Executive Assistant to determine best dates/locations for a future Board vote.

Suggested locations: Mount Vernon (PacCar), North Bend (Truck Parking), Seattle (Ports), Spokane, and Wenatchee.

Full Motion was postponed for further review of dates/locations.

Board Action Item: Approve the January 18 Day-on-the-Hill in Olympia and January 19 Board meeting in Olympia.

MOTION: Chair Lentz entertained a motion to approve the January 18 Day-on-the-Hill in Olympia and January 19 Board meeting in Olympia. Commissioner Swannack so moved and Councilman Wick seconded.

MOTION CARRIED

Staff Action Item: Plan for Board meeting arrangements for January 18 Day-on-the-Hill and January 19 Board meeting (Olympia). Work with Chair to determine timing and location of additional Board meetings, Workshop, and FPAC meetings.

2024 FMSIB Sub-committee Appointments

Chair Lentz requested input from the Board on any changes to the sub-committee appointments.

Discussion of a new sub-committee: "Policies for New Direction" to discuss changes that are taking place within FMSIB. Examples: new policy on reappropriations and how they're handled, potential changes to the Letters-of-Support policy (although this may be evaluated by FPAC), defining what Overburdened Communities are to FMSIB, etc.

List changes to subcommittees: Add Peter Bennett to FPAC and Policy committees, Add Matt Ewers to Stakeholders, Add Chair John McCarthy, Johan Hellman, and Al French to Legislative sub-committee.

List of Board members to serve on Policy for New Directions sub-committee: Chair Al French, Leonard Barnes, Peter Bennett, Johan Hellman, a Cities Rep to be named.

Board Action Item: Determining those that will serve on FMSIB sub-committees and adding a Policy for New Direction sub-committee.

MOTION: Chair Lentz entertained a motion to make the afore mentioned changes to the FMSIB sub-committees and to add a "Policy for New Direction" sub-committee. Mr. Hansen moved to pass the motion. Mr. Ewers seconded.

MOTION CARRIED

Next Meeting

Board Action Item: Approve the September 22nd FMSIB Board meeting in Walla Walla.

MOTION: Chair Lentz entertained a motion to hold the next Board meeting on September 22, 2023 in Walla Walla, WA. Mr. Ewers so moved and Commissioner Swannack seconded.

MOTION CARRIED

Meeting Adjourned

Chair Lentz adjourned the meeting at 1:00 pm.

Summary of Board Motions:

- 1) Adoption of March 17, 2023, Board Meeting Minutes. (page 2)
- 2) Motion to NOT facilitate the forward movement of the Port of Kalama project by deferring the project, allowing it to lose funding if they don't come up with a concrete plan by July 15, 2023. (page 2)
- 3) Approve Director position a 4 percent COLA to begin July 1, 2023 and a 3 percent COLA on July 1, 2024. (page 3)
- 4) Approve FPAC suggested process and policies for future Letters of Support requests. (page 4)
- 5) Adoption of FMSIB 2023 January 18 Day on the Hill and January 19 Board Meeting be scheduled. (page 5)
- 6) Adoption of changes to the FMSIB sub-committee appointments and adding a new Policy for New Direction sub-committee. (page 5)
- 7) Adoption to hold the September 22 FMSIB Board Meeting in Walla Walla, WA. (page 6)

Summary of Future Agenda Items:

- 1) Mr. Beloso will provide a Freight project update at the September meeting.
- 2) New Policy sub-committee's first task will be to define what Overburdened Communities means to FMSIB.
- 3) Mr. Hansen asks that that FMSIB obtain WSDOT input on what consultant should be hired for the contract position opening.
- 4) If a second Executive Director position interview is granted, it will be done in Special Meeting. Chair will call an Executive Session for any second interviews by the Board.
- 5) Chair Lentz will work to finalize a draft of 2024 Board meeting dates/locations for a full Board vote.

Temple Lentz
Chair

Attest: Jane Wall
Interim Director

FMSIB Executive Director and Transportation Planning Specialist 5 Positions Update
September 22, 2023

Background: FMSIB has been actively recruiting for an Executive Director since December 2022 and the Legislature has mandated the hiring of a Transportation Planning Specialist 5 (TPS5).

Issue: We have learned that hiring a TPS5 may be problematic and attempts to recruit an Executive Director through our Human Resources office and word-of-mouth has yielded no viable candidates.

Action: FMSIB will work with the Department of Enterprise Services to submit an RFP to locate a recruiter that will find and hire a Transportation Planning Specialist 5, and later a permanent Executive Director.

FMSIB has appointed Ms. Kjris Lund to the position of Interim Executive Director to last for approximately six to eight months. During that time, Ms. Lund will perform the following tasks:

- Work with DES on completing a Competitive Solicitation (RFP) to locate a recruiter that will find and hire a TPS5, and later a permanent Executive Director.
- Work with DES on completing a Competitive Solicitation (RFP) to locate and hire a consultant to work on the Legislative reports for Overburdened Communities and Inland Intermodal Transfer Facilities.
- Work with FPAC Chair Wick in coordinating the submittal of the December 1, 2023 report to the Legislature on proposed Truck Parking solutions.
- Once hired, work with the TPS5 in putting together the Statewide Freight Investment Priorities proposed project list to the Legislature.
- Taking part in meetings with Legislative members and committees as needed.
- Completing a three-four page FMSIB Annual Report/Memo for the Legislature by December 1, 2023.
- Coordinating the on-boarding of any Board members appointed by the Governor.
- A one-page update, twice per month of activities that she has been involved with.
- Other duties as needed.

FMSIB welcomes Ms. Lund to the position and looks forward to working with her through this very important time for our Agency.

No action is needed by the Board at this time.

Freight Mobility Strategic Investment Board
Issue Area: Transportation and Economic Development
[Board or Commission Profile Link](#)

Facilitates freight movement between and among local, national, and international markets which enhances trade opportunities. The Board is also finds solutions that lessen the impact of the movement of freight on local communities.

Position Number	Requirements	Status	Term Length
13	Package Delivery Industry Representative	Open	4
14	Labor - representing the freight sector	Open	4
15	Heavy Highway Construction Industry Representative	Open	4
16	Representing Environmental Protection Interests	Open	4
17	Representing the interest of overburdened communities	Open	4

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 23-25 Budget \$ 1,991,000					
Expenditure Detail through: August 31, 2023					
	Biennium Budget July 1, 2023 - June 30, 2025	Actual Expenditures Jul 2023 - Aug 2023	Balance Biennium Budget less Actual	Projected Remaining Expenditures Sept 2023 - Jun 2025	Balance Budget less Actual less Project Remaining Exp.
FMSIB Budget					
Salary	853,000	23,585	829,415	831,000	\$ (1,584.71)
Travel	105,000	-	105,000	105,000	\$ -
Goods & Services	183,000	1,571	181,429	178,400	\$ 3,029.05
Personal Service Contracts	850,000	-	850,000	850,000	\$ -
Total:	\$ 1,991,000	25,156	1,965,844	1,964,400	\$ 1,444.34
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Actual Expenditures Jul 2023 - Aug 2023	Balance Biennium Budget less Actual	Projected Remaining Expenditures Sept 2023 - Jun 2025	Balance Budget less Actual less Projected Remaining Exp.
Salaries:					
Staff Salary	853,000	23,585	829,415	831,000	(1,585)
Total Salary	\$ 853,000	23,585	829,415	831,000	(1,585)
Travel:					
Staff Travel	51,500	-	51,500	51,500	0
Board Travel	53,500	-	53,500	53,500	0
Total Travel	\$ 105,000	-	105,000	105,000	\$ -
Goods & Services:					
<i>Other State Agency Services</i>					
WSDOT Labor & Svcs/Auditor/CRAB	30,000	-	30,000	30,000	\$ -
WS DES Services	33,000	1,404	31,596	31,600	\$ (4)
WS TIB - Office Rent & Utilities	36,000	-	36,000	33,000	\$ 3,000
WS Attorney General	2,000	-	2,000	2,000	\$ -
<i>Misc. Operating Expenses</i>					
Misc. Office, Mtg, Equipment Costs	82,000	167	81,833	81,800	\$ 33
Total Goods & Services	\$ 183,000	1,571	181,429	178,400	\$ 3,029
Personal Service Contracts:					
<i>Consultant Expenses</i>					
FY22 - 2021 Annual Report (Lund)	25,000	-	25,000	25,000	0
FY23 - 2022 Annual Report (Lund)	25,000	-	25,000	25,000	0
Truck Study	400,000	-	400,000	400,000	0
Best Practices Study	400,000	-	400,000	400,000	0
Total Personal Service Contracts	\$ 850,000		50,000	850,000	\$ -
Total:	\$ 1,991,000	25,156	1,165,844	1,964,400	\$ 1,444.34

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium - Final

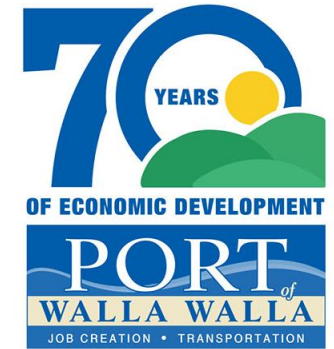
Likelihood to expend 21-23 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

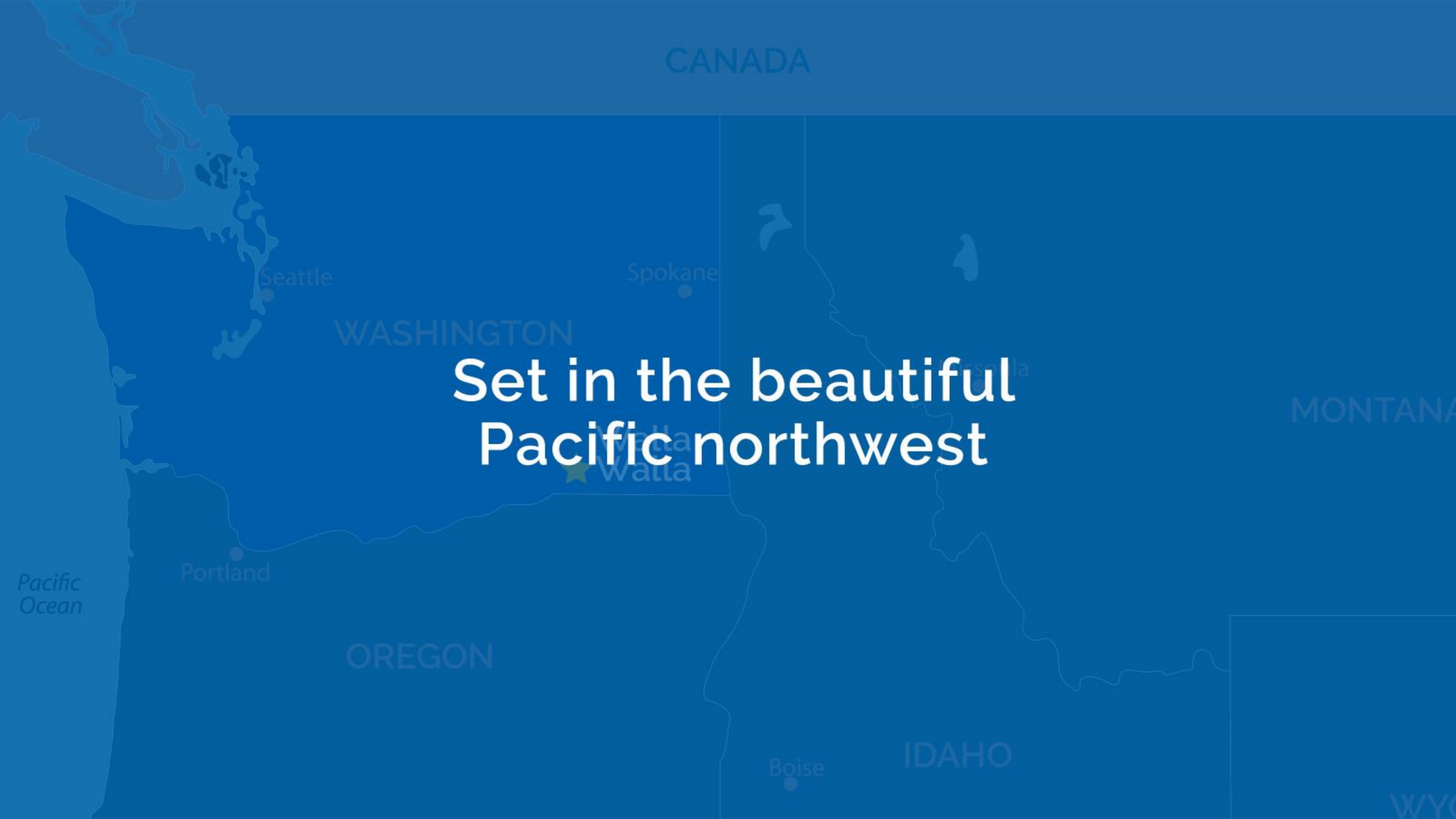
Projects/funding moved to WSDOT				(Dollars in thousands)								
Agency	Project Title	Yr. Selected	FMSIB Award	19 - 21 (Plan)	19-21 Expenditure	21 - 23 (Budget)	21-23 Expenditure	23 - 25 (Budget)	25 - 27	Total	PIN	
15	Seattle	S Lander St Grade Separation (2023 complete)	2017	8,000	4,431	1,231	279	1	0	0	2,501	L1000218
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment- phase 6	2010	6,000	2,189	113	2,076	2,076	0	0	6,000	6LP132F
Subtotal					19,630	13,828	2,355	2,077				
1	Chelan Co	West Cashmere Bridge	2018	3,000	3,000	3,000	0	0	0	0	3,000	L1000208
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	2,500	4,636	364	364	0	0	5,000	L1000212
10	Longview	SR 432/SR 411 Intersection Improvements (2023 complete)	2016	2,100	2,100	1,844	256	17	0	0	1,861	L1000216
12	Port of Kalama	Industrial Rail Additions	2018	3,900	0		3,900	314	0	0	314	L1000211
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	1,000		5,100	3,511	900	0	4,411	6LP131F
23	Sumner	SR 410 Traffic Ave/E Main (2022 complete)	2016	2,500	2,500	2,210	290	(29)	0	0	2,181	L1000219
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500	1,621	879	879	0	0	2,500	L1000214
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	1,100		0	0	5,000	0	0	L1000210
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	1,680	967	10	8	703	0	1,678	L1000207
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	1,134	87	1,583	1,466	0	0	1,553	L1000209
Statewide					0		0		0	0	0	L1000321
Past and Current Biennial Subtotals					37,144	28,193	14,737	8,607				
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0		975	915	6,558	0	7,473	3LP138F
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0		0	0	6,100	0	6,100	L1000206
24	Sumner	Stewart Road	2018	3,700	0		700	700	3,000	0	3,700	L1000205
Spokane Co				2022	2,290				2,290	0	2,290	
Kent				2023	5,000				5,000	0	5,000	
Vancouver				2023	3,000				3,000	0	3,000	
Airway Heights				2023	2,420				2,420	0	2,420	
Wenatchee				2023	3,000				3,000	0	3,000	
Port of Vancouver				2023	200				200	0	200	
WSDOT/FMSIB				2023	300				300	0	300	
FMSIB/WPPA				2023	300				300	0	300	
Port of Olympia				2023	1,300				1,300	0	1,300	
Spokane Valley				2023	3,000				3,000	0	3,000	
Waitsburg				2023	80				80	0	80	
Port of Seattle				2023	75				75	0	75	
WSDOT				2023	600				600	0	600	
Improvement												
Program Total					112,133	37,144	28,193	16,412	10,222			

Biennial Time Expended: 100%
Supplemental Budget:
Percentage delivery: 62%

Revenue				
Beginning Balance		23,189	12,175	22,847 4,801
Freight Mobility Investment Account - 09E		13,298	11,171	12,920 14,511
Freight Mobility Multimodal Account - 11E		-1,296	10,493	14,511 14,511
Motor Vehicle Funds		4,907	0	0 0
Total Revenue		40,098	33,839	50,278 33,823
Expenditures				
Freight Mobility Investment Account - 09E		17,345	17,344	17,769 8,899 21,847 0
Freight Mobility Multimodal Account - 11E		5,704	5,704	14,004 1,323 23,630 0
Highway Safety Account		81	81	
Motor Vehicle Funds (Federal)		5,064	5,064	
Total Expenditures		28,194	28,193	31,773 10,222 45,477 0
Reappropriation		11,904	2,066	4,801 33,823



Since 1952, the Port of Walla Walla
has led the county's
economic development



CANADA

Seattle

Spokane

WASHINGTON

Set in the beautiful
Pacific northwest

MONTANA

Portland

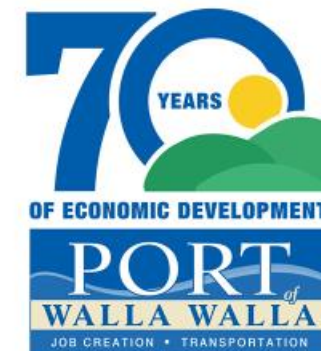
OREGON

IDAHO

Boise

WYOMING

Pacific
Ocean



Walla Walla, Washington

We recruit **new businesses**



We **develop infrastructure**
that businesses need



Highways



Railroads



River Transport



Airport

We **develop properties** to attract and
retain large businesses

Port-assisted businesses employ
approximately **6,000 employees** and create
a payroll in excess of over **\$300 million**





Port-assisted businesses pay
over 15% of all property taxes
collected in Walla Walla County

We've assisted in the development of:



Our vision for the
future is clear



Continue to improve transportation

Complete 4-lane development of Highway 12





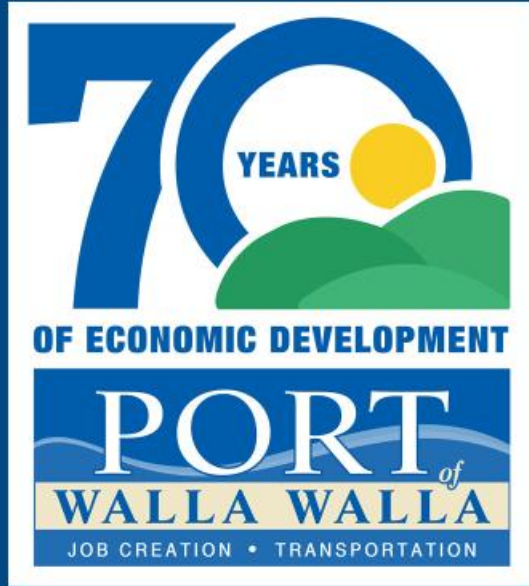
Preserve the Snake and
Columbia River dams

Recruit sustainable businesses



Port-assisted businesses

- Artifex Wine Company
- Amcor
- PCA (Boise Paper)
- Broetje Orchards
- Burwood Brewing
- Cargill Louis Dreyfus, Inc.
- Coca-Cola (Swire)
- Concrete Specialty Ties
- Burbank Products (FBAC)
- Frontier Transportation
- Columbia Rail (Frontier Rail)
- Grab On Products
- Harris Rebar
- Ingeniux, Inc.
- Key Technology, Inc.
- Koncrete Industries
- Martin Archery
- Midland Carrier TransCold
- Nelson Irrigation
- Northwest Collision
- Northwest Grain Growers
- Northwest Wine Services
- Northwest Equipment Sales (Volvo Mack)
- The Odom Corporation
- Precept Wine Brands
- Railex, LLC
- Refresco
- Reiff Manufacturing
- The Scoular Company
- Simplot Feeders Ltd.
- Sykes Enterprises
- Tate Transportation
- The Scoular Company
- Timeless Etchings
- Tyson Fresh Meats (IBP)
- Union Pacific Railroad– Cold Connect & Intermodal
- Walla Walla Foundry
- Walter E. Nelson Company
- Westway Trading Corp.



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September 7, 2023

Eric ffitich, Executive Director
Chris Herman, Deputy Director
Washington Public Ports Association
P.O. Box 1518
Olympia, WA 98507-1518

**RE: 2024 Marine Cargo Forecast
2023-25 Transportation Budget
State Funding**

Dear Mr. ffitich and Mr. Herman:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding through the 2023-25 State Transportation Budget. The state funding is limited as shown below:

2024 Marine Cargo Forecast **\$300,000**

2023-25 Available Funding: \$300,000

Scope: Update 2017 Marine Cargo Forecast. WPPA in coordination with the Freight Mobility Strategic Investment Board (FMSIB) and in consultation with a Technical Advisory Committee (representatives to be determined) will update the 2017 Marine Cargo Forecast study and provide a final report on the findings by December 1, 2024.

In order to meet state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information, including: (<http://www.wsdot.wa.gov/localprograms/>)
 - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
 - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
 - ✓ Funding and billing forms;
 - ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **WPPA** and your password is **WPPA273**. The password is case sensitive.

As a reminder, Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

Eric ffitch, Executive Director
Chris Herman, Deputy Director
Washington Public Ports Association
September 7, 2023

For assistance, please contact Stephanie Tax, Program Management Manager, at 360.480.1494 or Taxs@wsdot.wa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Drye", with a long horizontal flourish extending to the right.

Jay Drye, PE
Director
Local Programs

JD:st:cdm

cc: Temple Lentz, Board Chair, FMSIB

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.

Overview of Freight and Goods Transportation System

Freight Mobility Strategic Investment Board Meeting

Wenjuan Zhao
Multimodal Freight Systems Planning Engineer

September 22, 2023

Outline

- What is FGTS?
- Why do we update it?
- What is the update process and how is data collected?
- Where are we with the 2023 FGTS update?
- Next steps

What is FGTS?

- FGTS stands for Freight and Goods Transportation System

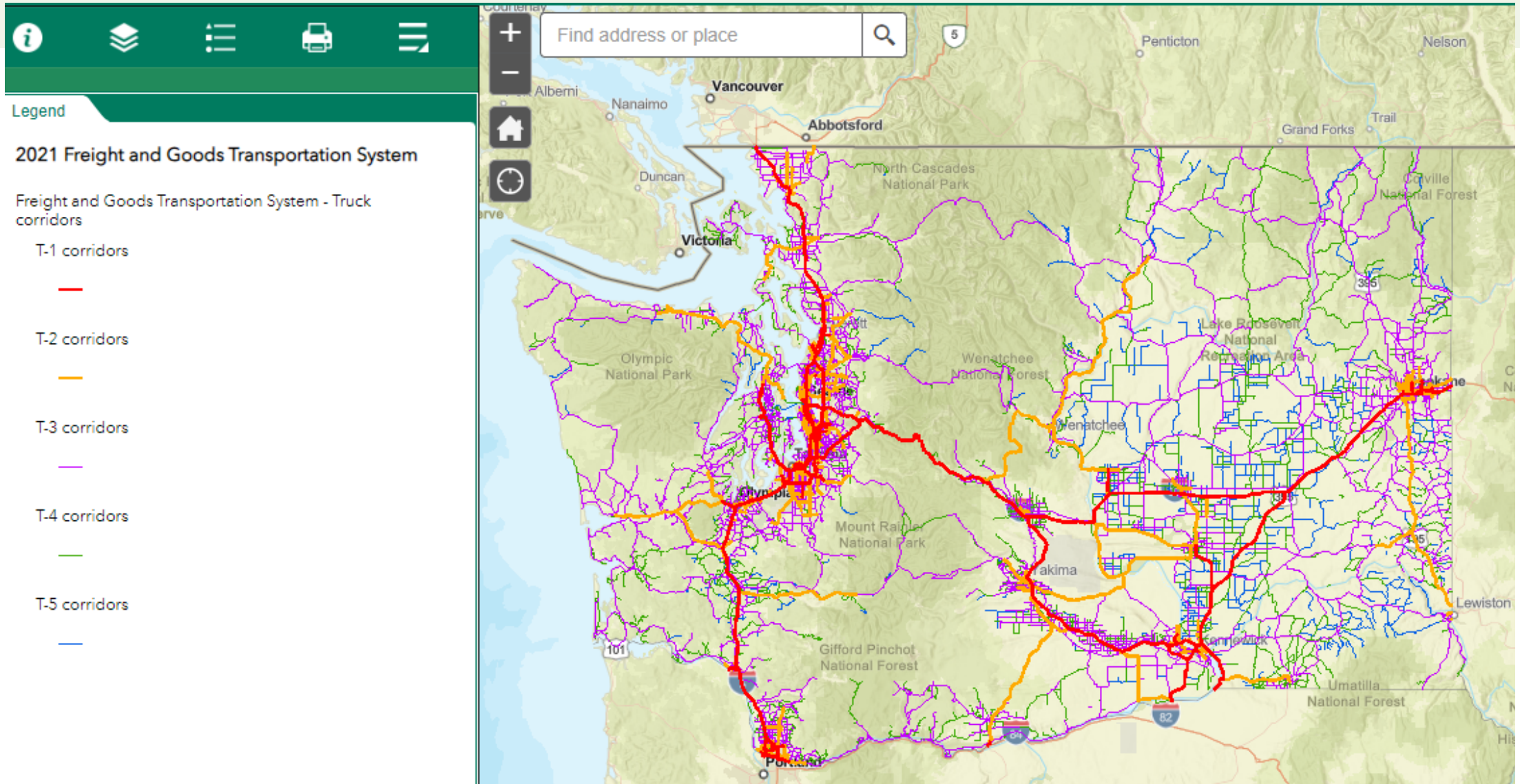
A classification system of multimodal freight corridors in Washington State based on annual freight tonnage carried

- FMSIB Strategic Freight Corridors are a subset of FGTS designation

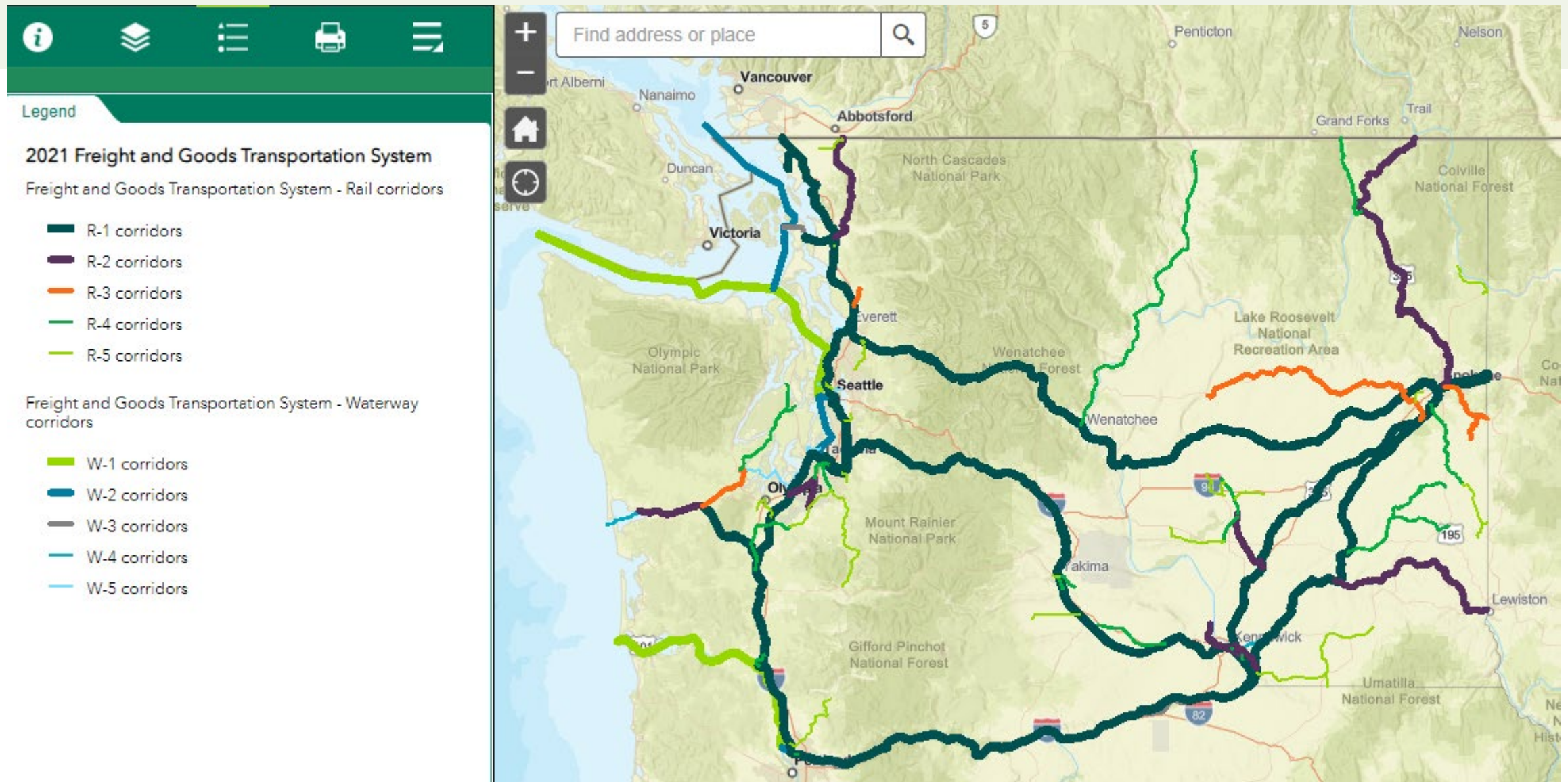
- What are the components of FGTS?

Truck Freight Corridors	T-1: more than 10 million tons	} FMSIB Strategic Freight Corridors
	T-2: 4 to 10 million tons	
	T-3: 300,000 to 4 million tons	
	T-4: 100,000 to 300,000 tons	
	T-5: at least 20,000 tons in 60 days	
Rail Freight Corridors	R-1: more than 5 million tons	
	R-2: 1 million to 5 million tons	
	R-3: 500,000 to 1 million tons	
	R-4: 100,000 to 500,000 tons	
	R-5: less than 100,000 tons	
Waterway Freight Corridors	W-1: more than 25 million tons	
	W-2: 10 to 25 million tons	
	W-3: 5 to 10 million tons	
	W-4: 2.5 million to 5 million tons	
	W-5: 0.9 to 2.5 million tons	

2021 FGTS designation: truck corridors



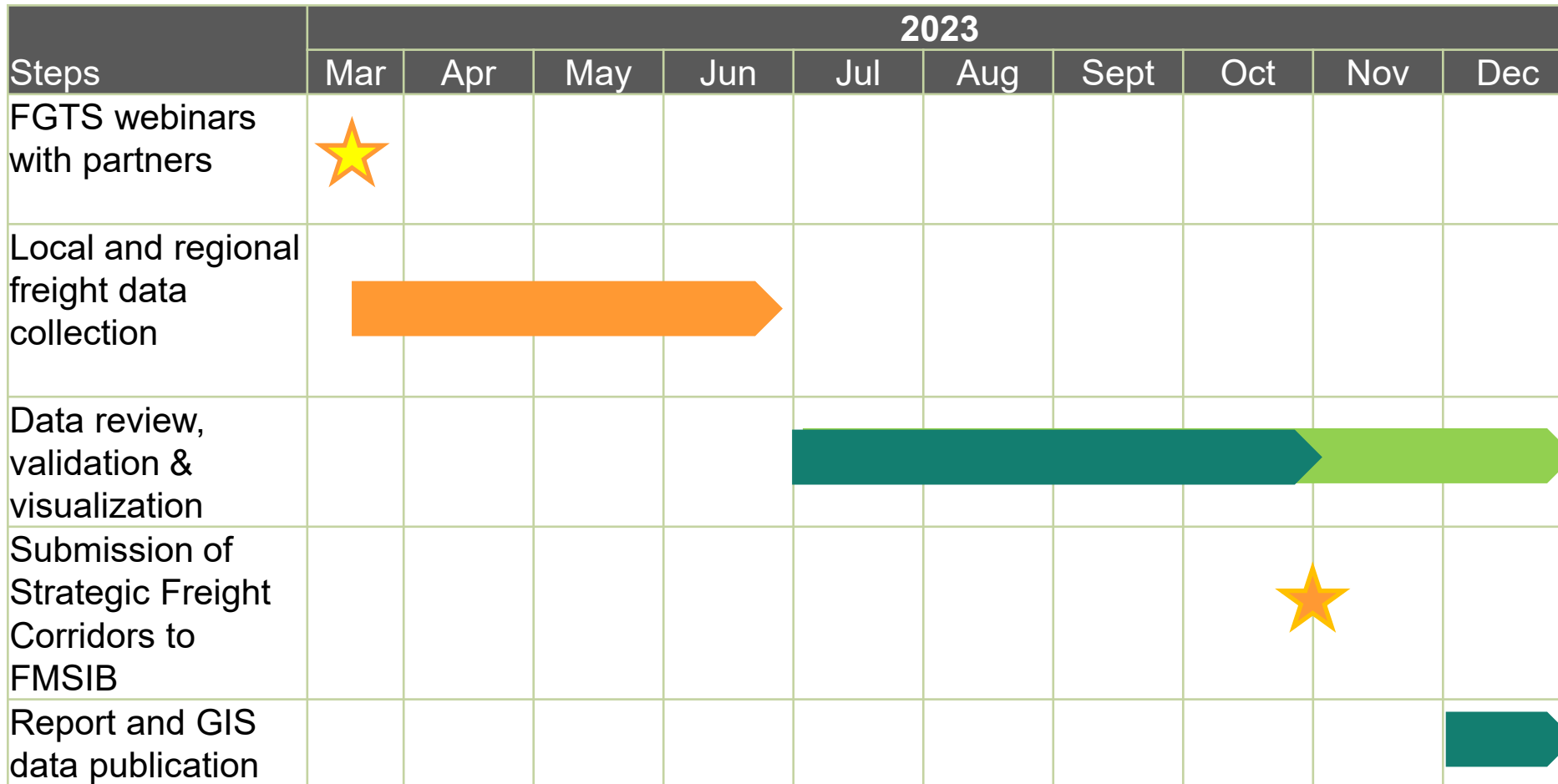
2021 FGTS designation: rail and waterway corridors



Why do we update FGTS?

- FMSIB is required to ([RCW 47.06A.02\(4\)](#)):
 - (a) **Designate strategic freight corridors within the state.** The board shall update the list of designated strategic corridors not less than every two years, and shall establish a method of collecting and verifying data, including information on city and county-owned roadways
 - (b) For the purposes of **developing the six-year program** of highest priority freight mobility investments, **utilize threshold project eligibility criteria** that, at a minimum, include the following
 - (i) The project must be on a **strategic freight corridor**
- WSDOT is required to ([RCW 47.05.021\(4\)](#)):
 - Designate a freight and goods transportation system. This statewide system shall include state highways, county roads, and city streets

What is the FGTS update process?



How is FGTS data collected?



Truck Corridors

- Use truck volume data to estimate truck tonnage and determine corridor classification
- State highways: WSDOT collect truck volume data through traffic counting program
- City streets: coordinate with MPO/RTPOs to request city data
- County roads: coordinate with County Road Administration Board (CRAB) to request county data
- Cities and counties, and sometimes MPOs collect and assemble data for local routes and report FGTS classification



Rail Corridors

Request rail tonnage and classification data from class I railroad and shortline rail operators



Waterway Corridors

Use waterway tonnage data from federal source US Army Corps of Engineers

Where are we with the 2023 FGTS update?

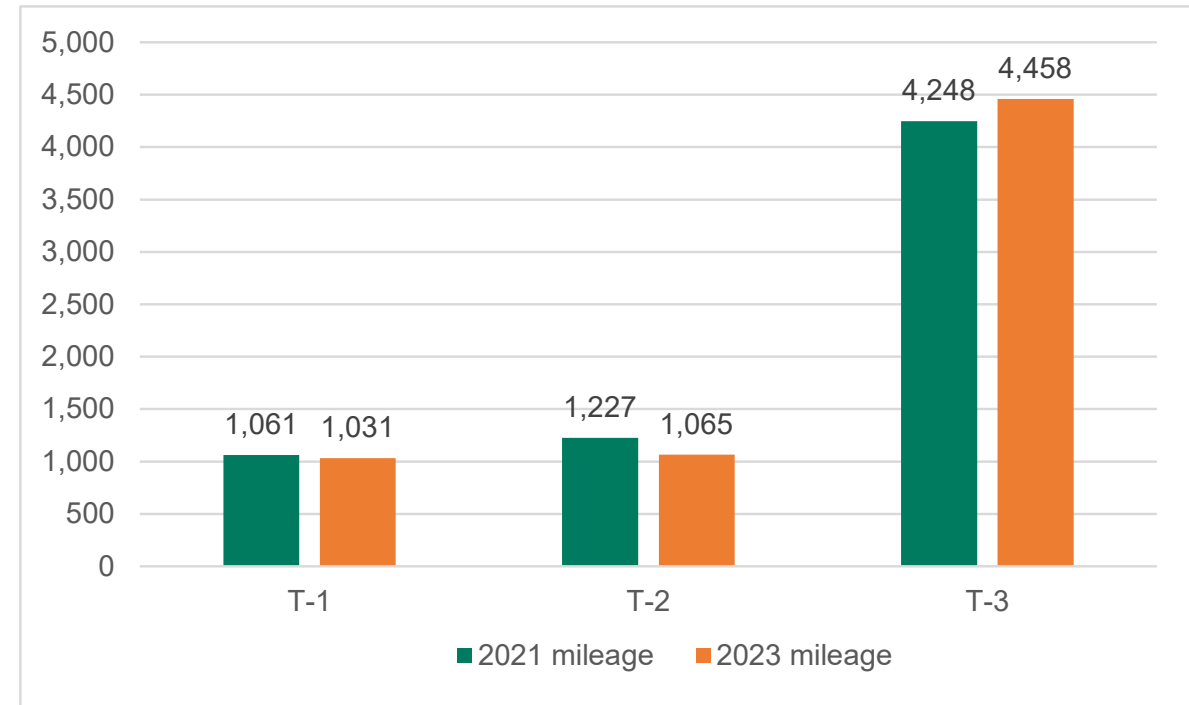
- State Highway data collection and validation is nearly complete, covering the entire full state highway system (over 7,000 miles)
- MPO and city data: 13 out of 17 MPO/RTPOs provided updated truck volume and tonnage data for 31% out of all city freight segments (over 3,000 segments)
- County Road Data: 39 counties had data provided through CRAB database and are still under WSDOT review and validation
- Rail Data: 13 out of 18 railroad operators provided new data, covering 90% of all rail segments in state
- Waterway data update complete

City and county data validation and review

- MPO and city data
 - Extensive follow-up with cities and MPO/RTPOs on data verification and clarification
 - Challenges faced by cities and MPO/RTPOs: lack of staff for traffic data collection and submission, lack of reliable data collection mechanism and funding across large areas, especially for rural RTPOs
- County data
 - Comprehensive assessment of 2023 county data to evaluate data reliability
 - Deep data dive to build a clearer picture of county road data and coordinate with CRAB staff for better aligning data reporting in future updates

Preliminary results: FGTS changes on State Highways

- Preliminary result shows noticeable drop in T-1 and T-2 mileage on state highway freight corridors
- About 3% decline in T-1 mileage, and 13% decline in T-2 mileage, and 5% increase in T-3 mileage
- Implies lower truck volume and tonnage on some freight corridors compared to pre-COVID level



Mileage Changes on state highway FGTS corridors
between 2021 and 2023

Preliminary results: No classification change for waterway corridors



Next steps

- 2023 Strategic Freight Corridor Submission to FMSIB in November
- 2023 FGTS data report and mapping product anticipated to be completed by the end of December

Contact



For more information,
please contact:

Wenjuan Zhao

Rail, Freight, and Ports Division

zhaow@wsdot.wa.gov

Documents will be available at the
WSDOT freight site:

www.wsdot.wa.gov/freight

FMSIB Statewide Freight Project Investment Categories and Outcomes – Six Year Plan

Eligibility Criteria

1. On the FGTS or benefits the FGTS.
2. Under construction within six years.

55% to top Priorities, 45% geographically distributed

Prioritization Criteria

1. Tonnage (based on FGTS Classification), supplemented by truck percentage and/or number of trucks.
2. Non-state Match (Percentage of total cost).
3. Percentage of funding “committed.”
4. Is Project listed in Regional Plan

Policy Guidance

Geographically Distributed
MPO / RTPO solicitation

New- Cost Effectiveness (Describe Least Cost Design Alternative Consideration)

New- Describe your engagement with Overburdened Communities impacted by the project

New- Describe project alternatives and mitigation measures addressing the impacts on overburdened communities

			PROPOSED	**FROM 2022**
Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts	Relative Investment Amounts
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%	20%
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%	15%
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	15%	10%
Improving the Operations of the Existing System	Transportation Systems Management and Operations	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%	5%
Expanding the Existing System	Grade Separation Projects	Improve safety and equity by reducing road rail conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	15%	10%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	15%	10%
Achieving the Freight System of the Future	Land Banks	Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.	15%	5%
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.		5%
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.		10%
	Zero Emissions	Improve air quality and equity within the freight industry by moving toward zero emissions; electrification for short haul/dray at shipping ports, railyards and airports; hydrogen for long haul applications.		10%