

# Freight Mobility Strategic Investment Board

May 31, 2024

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

City of Pasco - Holiday Inn Express, 4525 Convention Place, Chardonnay Conf. Room

Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?clientID=9375922947&eventID=2024031014>

(For Zoom meeting option, please contact Sally See at [Sally.See@fmsib.wa.gov](mailto:Sally.See@fmsib.wa.gov) for meeting link)

Note: Chair may adjust agenda topics and timing

## AGENDA

9:00 AM	1 Welcome and Introductions	Temple Lentz	Informational
9:05 AM	2 PUBLIC COMMENT	Temple Lentz	Informational
9:10 AM	3 Board Minutes of March 15, 2024	Temple Lentz	Action
9:15 AM	4 Board Member Reports	All	Informational
9:30 AM	5 FMSIB Strategic Issues Educational presentation on Intermodal	Ted Prince, CEO & Founder, TriCi Intermodal	Informational
10:00 AM	6 FMSIB Chair Report	Temple Lentz	Informational/ Possible Action
10:15 AM	7 Executive Director's & Operating Budget Reports	Kjristine Lund, Executive Director	Informational
10:20 AM	8 FMSIB Capital Budget Report	Jay Drye, Director Local Programs	Informational
10:30 AM	9 Marine Cargo Forecast Scope and Schedule	Chris Herman, Deputy Director WPPA	Possible Action
10:40 AM	10 FPAC Committee Report Erinn Ellig, Parametrix update Donald Ludlow, CPCS update	Leonard Barnes	Informational
11:45 AM	11 Break	All	
12:00 PM	12 Working Lunch, New Directions Committee Brian Murphy, BERK update	Al French, Chair	Informational
12:55 PM	13 Affirm Next Board Meeting for September 6, 2024 Spokane	Temple Lentz	Action
1:00 PM	14 Adjourn	Temple Lentz	



Note: FMSIB meetings are video and audio recorded.

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## MEETING MINUTES

March 15, 2024 • 9:00 am – 1:00 pm. • Dupont, WA

<https://www.tvw.org/watch/?clientID=9375922947&eventID=2024031014>

TVW Recording

### In Attendance

#### BOARD MEMBERS

Temple Lentz, Chair	Johan Hellman	Not Present:
Leonard Barnes	Anne McEnery-Ogle	John McCarthy
Peter Bennett	Art Swannack	
Marshall Elizer on behalf of	Ben Wick (Zoom)	
Roger Millar	Ex officio Aaron Hunt	
Matt Ewers		
Al French (Zoom)		
Erik Hansen		

#### FMSIB STAFF

Kjris Lund, Executive Director  
Sally See, Executive Assistant

#### GUEST PRESENTERS

Lisa Kelley-Christianson, Asst Attorney General  
Chad Bieren, City of Kent Public Works Director  
Mark Madfai, City of Kent  
Jay Drye, WSDOT Local Programs  
Warren Hendrickson, Port of Olympia  
Brian Murphy, BERK  
Julia Tesch, BERK  
Jason Beloso, WSDOT Rail

### Meeting Convenes

*Chair Lentz* convened the meeting at 9:05 am.

Note: Technical difficulties prevented operation of the Owl conference camera, therefore TVW recording is voice only.

Chair Lentz introduced Marshall Elizer, Proxy for Roger Millar. Chair Lentz then requested that Board members, FMSIB staff, and guests introduce themselves.

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## Public Comment

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Sheri Call, President of the Washington Trucking Association (WTA) introduced Matthew Colvin as a future WTA Executive Board member. Ms. Call stated that the WTA has submitted Mr. Colvin's name to the Governor as a possible replacement for Mr. Ewers, representing the Trucking Industry.

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## Approval of Meeting Minutes

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*Executive Director Barnes moved to adopt January 19, 2024 Board Meeting Minutes. Mr. Bennett seconded. Mayor McEnerney-Ogle abstained.*

**MOTION CARRIED**

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## Port of Tacoma Tour Briefing

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*Mr. Bennett provided a briefing of the Port of Tacoma Tour that Board Members participated in on March 14, 2024.*

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## Board Member Reports

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

*Mayor McEnerney-Ogle stated that the I-5 bridge is USDOT's number one priority. An additional \$1.5B is needed to complete the project, but there are high hopes in getting it done. The project will be "shovel ready" in 2025. The bridge committee is working on setting tolls for the bridge which will be used to pay off the project debt.*

*WSDOT Deputy Elizer stated that he was impressed by FMSIB's leadership and how the Board has been moving forward. He let the Board know that he's here to support FMSIB in any way that he can.*

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## Attorney General Provides Training

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*Chair Lentz introduced Assistant Attorney General Kelley-Christianson. Ms. Kelley-Christianson provided Board members an overview of Board members' training on Ethics Requirements, Open Public Meetings Act, and Public Disclosure Requirements.*

*An email will be sent to members that will have a link for the full training of each topic.*

*Director Lund let the Board know that she's in contact with the Governor's office about filling the additional seats that were authorized in legislation during the 2023 session.*

*Executive Director Barnes thanked Director Lund for all she's done for FMSIB since she arrived. The rest of the Board supported that sentiment.*

*(See attachment: Board Members' Basic Trainings)*

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## Executive Director's Report

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*Director Lund addressed the FMSIB Operating budget, as well as the Director's workplan. See pages 25-28 of Board packet.*

*(See attachment: Director's Workplan report and Operating Budget spreadsheet)*

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## **FMSIB Capital Budget Report**

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WSDOT Director Drye addressed the FMSIB Capital budget.

Mr. Drye also provided a status report on the FMSIB projects approved for funding by the Legislature in past years. He stated that several of the projects approved during the 2024 legislative session are putting together their bid packages, while others are closing projects. The remaining projects have not yet submitted project agreements.

Mr. Hendrickson, Director of Operations for the Port of Olympia, addressed the Marine Drive Heavy Haul Freight Corridor project. This project on Budd Inlet needed significant improvements and clean up. \$3M in appropriations from private and public entities has made a true difference in the area.

*(See attachment: Capital Budget report)*

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## **City of Kent Freight Picture**

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Mr. Chad Bieren, City of Kent Public Works Director, and Mr. Mark Madfai, also from the City of Kent. Provided a big-picture description of the overall freight system in Kent, the freight projects they've completed, and the challenges they see ahead for the city and freight movement.

*(See attached City of Kent PowerPoint presentation)*

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## **Administrative Committee Report**

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Chair Lentz spoke to the work being done by the Administrative Committee. She announced that Karras had been awarded the recruitment contract to find a new Executive Director (ED) and Transportation Planning Specialist 5 and that they are moving forward with both recruitments. The goal is to have a new Executive Director by September and a TPS5 shortly thereafter. One item the contractor is working on is to increase the level of compensation for the new ED.

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## **New Directions Committee Report**

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Committee Chair French spoke to the BERK contract as it is moving forward. He asked BERK staff to introduce themselves. Brian Murphy and Julia Tesch introduced themselves before speaking to the Overburdened Communities contract and Purchase Order. (See attached)

Mr. Murphy of BERK presented the attached PowerPoint and asked the Board where we can make the best investments within Washington State. BERK will be working on how this criteria will be put together for what's most useful to the State.

Commissioner Swannack expressed his concerns regarding validation of the ratings assigned to the study; how to verify that they are accurate.

Mr. Murphy stated that they would be using critical thinking to ensure the reliability of the data. Interviews with partners, Board members, and other state agencies that are already working in this area will help to provide some guidelines in putting our report together.

Commissioner French assured the Board that he has working with BERK in the past and been quite pleased that they have been chosen for the study. He's looking forward to seeing what comes out of this work.

*(See attachments: Overburdened Communities contract and Purchase Order)*

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### **Overburdened Communities Best Practices Proposed Scope-of-Work**

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Mr. Bennett moved to accept BERK Consulting's Overburdened Communities Best Practices Scope-of-Work. Mayor McEnerny-Ogle seconded.

**MOTION CARRIED**

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### **FPAC Committee Report**

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Committee Chair Wick updated the Board about the two major issues: the Six-Year Investment Program and the Truck Parking Implementation Plan. For the Six-Year investment program, he introduced Erinn Ellig, Sr Transportation Planner from Parametrix who has been working hard to get an application together.

He also stated that project applications are due to FMSIB by April 19<sup>th</sup>.

He also addressed Truck Parking and introduced Donald Ludlow, VP of CPCS, who is working with STV on the FMSIB portion of our directive from the Legislature.

Director Lund spoke to how FMSIB has provided a draft task order for Board review. The order is to contract with CPCS in developing what will help to identify potential truck parking areas for FMSIB's report to the Legislature.

Mayor McEnerny-Ogle moved to accept the draft task order for CPCS as written. Executive Director Barnes seconded.

**MOTION CARRIED**

*(See attachment: Application recipients, Local Agency Partners letter, Fillable Project application, and CPCS task order)*

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### **WSDOT State Freight Plan**

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Mr. Beloso of WSDOT Rail presented a PowerPoint presentation on how WSDOT's Freight Plan works with FMSIB's plan as demonstrated in the attachment.

*(See attachment: Freight Plan PowerPoint)*

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## Vision for the FMSIB Six-Year Investment Program

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*Director Lund* facilitated a discussion with Board members about their priorities for a Six-Year Investment Program.

*Chair Lentz* pointed out that FMSIB has been tasked with an overall look at “everything out there” to present a complete picture of what should be included in the freight Six-Year project list to the legislature.

*Deputy Elizer* noted that FMSIB needs to find the investments that will provide the greatest results and have the highest return.

*Mr. Bennett* asked how the report will define “greatest return”.

*Mr. Beloso* believes the question would be: What provides the greatest benefit to the transportation system as a whole. The FPAC committee, with the FMSIB Board overview, are working to answer this question.

*(See attachment: Six-Year Investment Program Vision)*

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## Next Board Meeting

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*Mr. Ewers moved to Affirm that the next Board meeting will be held on May 31<sup>st</sup> in Pasco, WA. Commissioner Swannack seconded.*

**MOTION AFFIRMED**

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## Meeting Adjourned

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Chair Lentz adjourned the meeting at 1:05 pm.

### *Summary of Board Motions:*

- 1) Adoption of January 19, 2024 Board Meeting Minutes. Motion Carried
- 2) Motion to accept BERK Consulting’s Overburdened Communities Best Practices Scope-of-Work. Motion Carried.
- 3) Motion to accept the draft task order for CPCS as written. Motion Carried.
- 4) Affirmation of next Board meeting May 31, 2024, in Pasco. Motion Carried.

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Temple Lentz  
Chair

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Attest: Kjristine Lund  
Interim Director



Washington State  
**Freight Mobility  
Strategic Investment Board**

# Intermodal 101

31 May 2024

Pasco, Washington

Theodore Prince

Chief Executive Officer and Founder

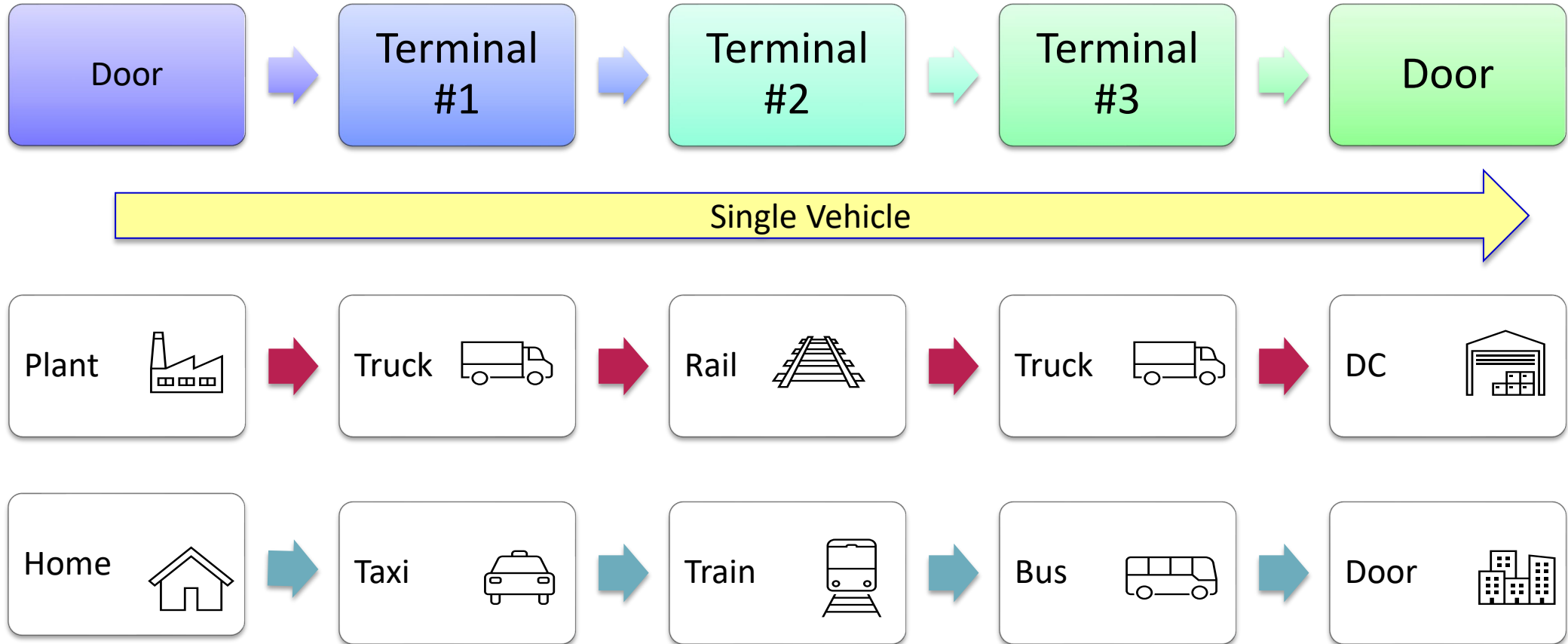
[ted@tricitieintermodal.com](mailto:ted@tricitieintermodal.com)

(804) 677.5004



# The Intermodal Network

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





# Intermodal and Multimodal are not the same

## Multimodal

A shipment combining at least two or more different modes, (e.g., air, water, rail, or truck) to move cargo from one point to another



## Intermodal

A subset of multimodal where the cargo is contained in a unitized container throughout the transit



# Rail-Truck Intermodal Economics

**High fixed cost**

- Rail networks

**High variable cost**

- Truck linehaul

**Tradeoffs**

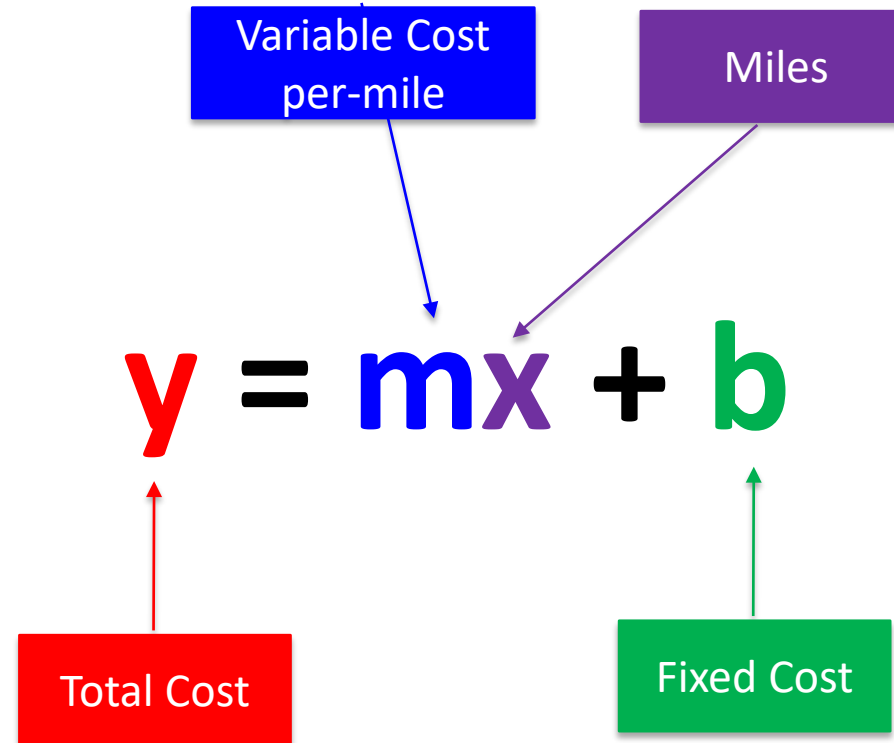
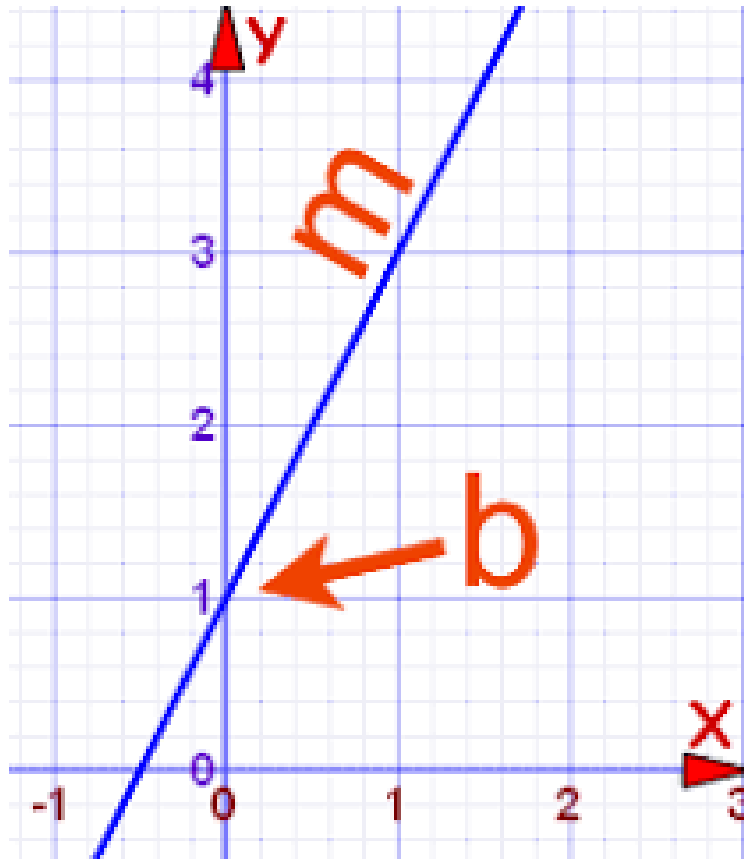
**Low fixed cost**

- Tractors

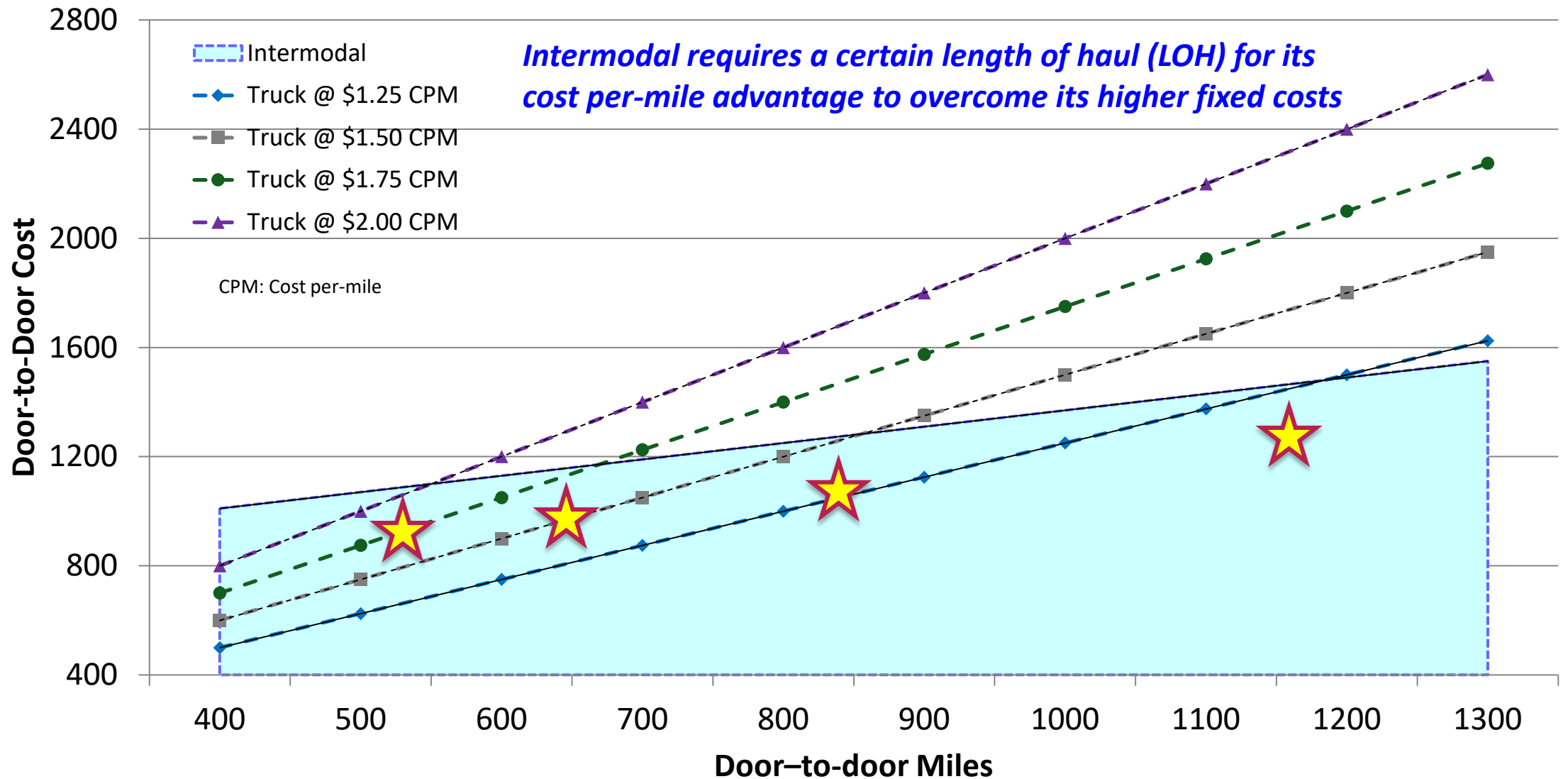
**Low variable cost**

- Rail linehaul

# Intermodal economics explained by linear equation



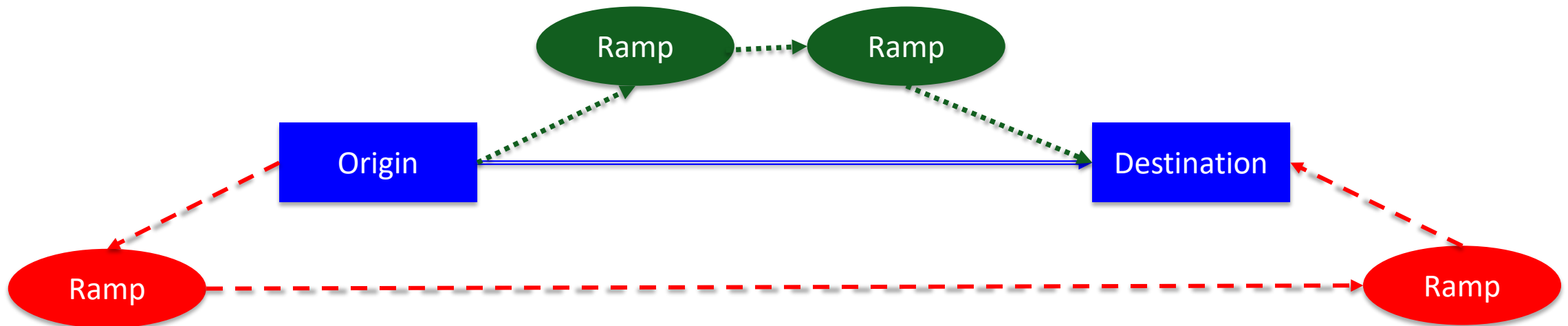
# Intermodal Price Competitiveness



# Intermodal Challenges

- Location is critical

$$\frac{\text{Drayage Miles}}{\text{Door-to-Door Miles}} < 20\% \text{ (Depending on LOH)}$$



# Tri-Cities Intermodal Logistics Center

- Facility delivers a plethora of traditional intermodal 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
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

# Current Intermodal Market is Unusual

## Current Rates

- \$0.60 to \$1.50 per-mile

## Actual Cost

- \$2.00 per-mile

## Cash Cost

- \$0.70 per-mile

## Ease of Entry

- Low
- Movement of O/O

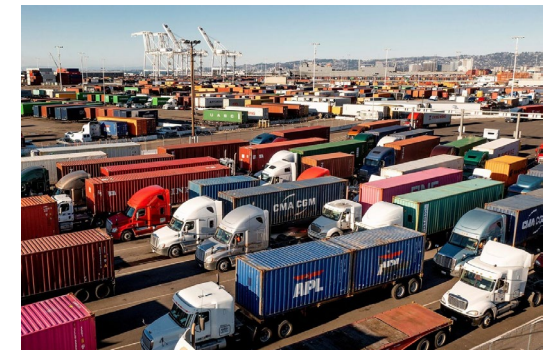
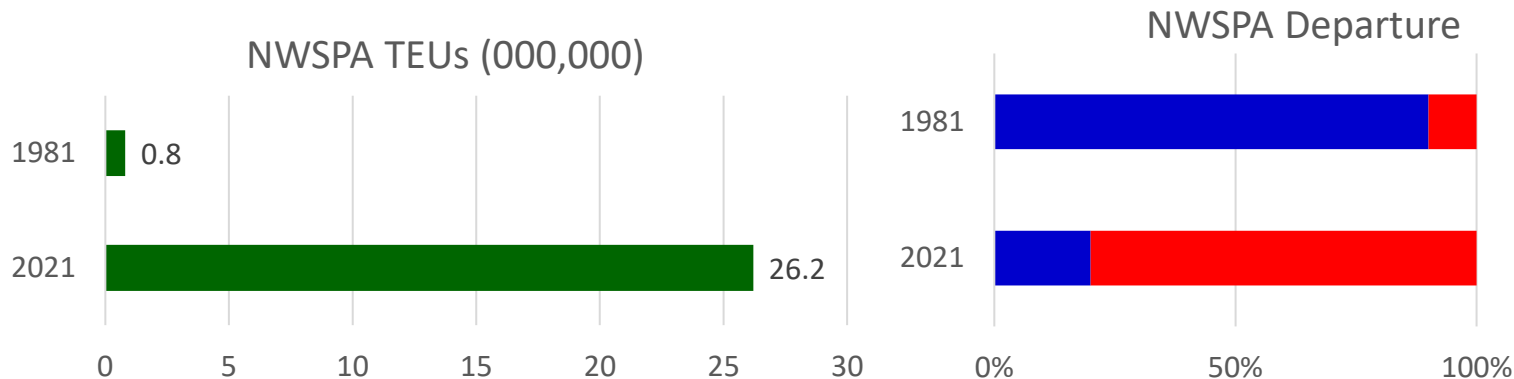
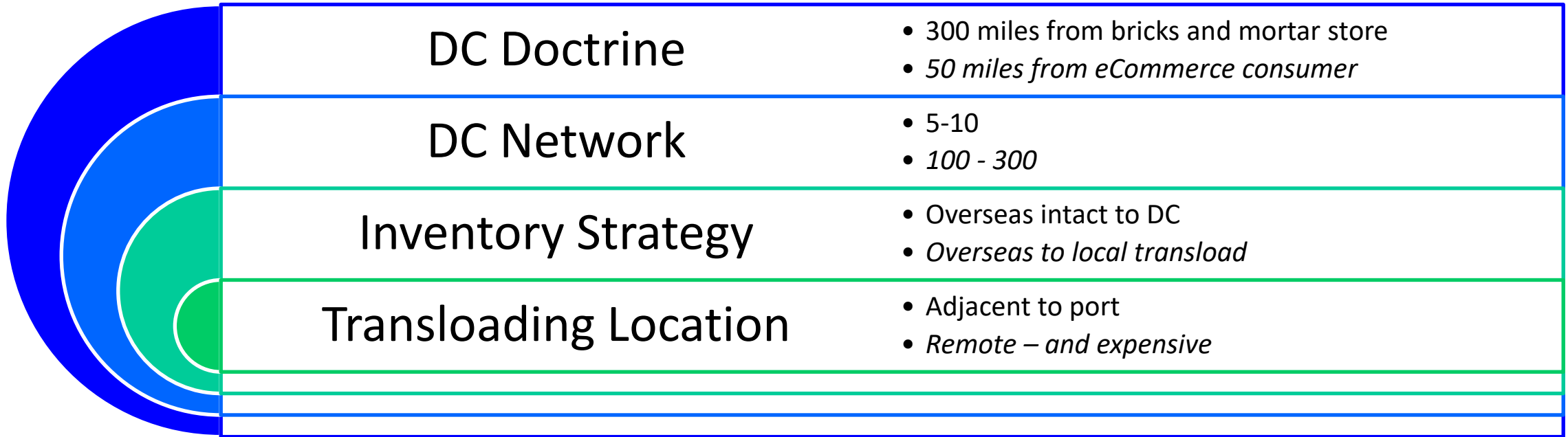
## Ease of Exit

- Usually low
- High if your house is pledged for assets underwater

## Externalities

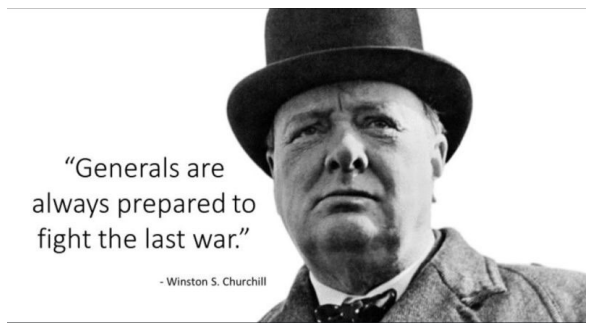
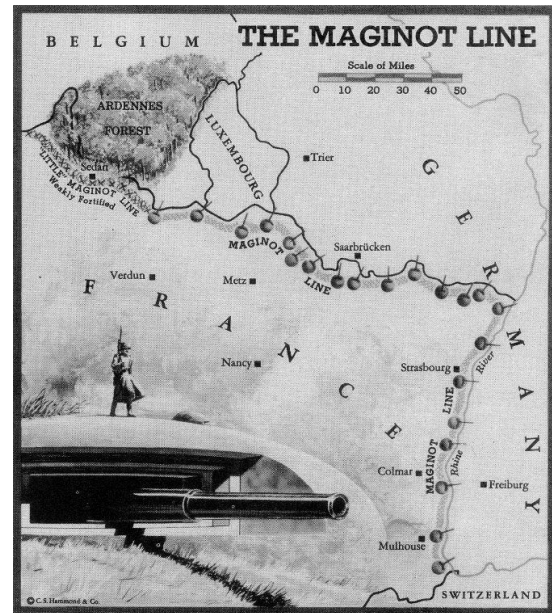
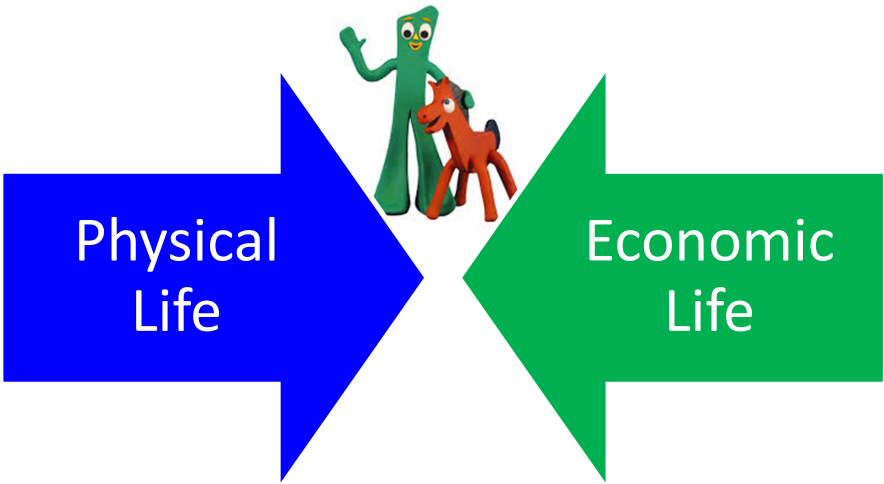
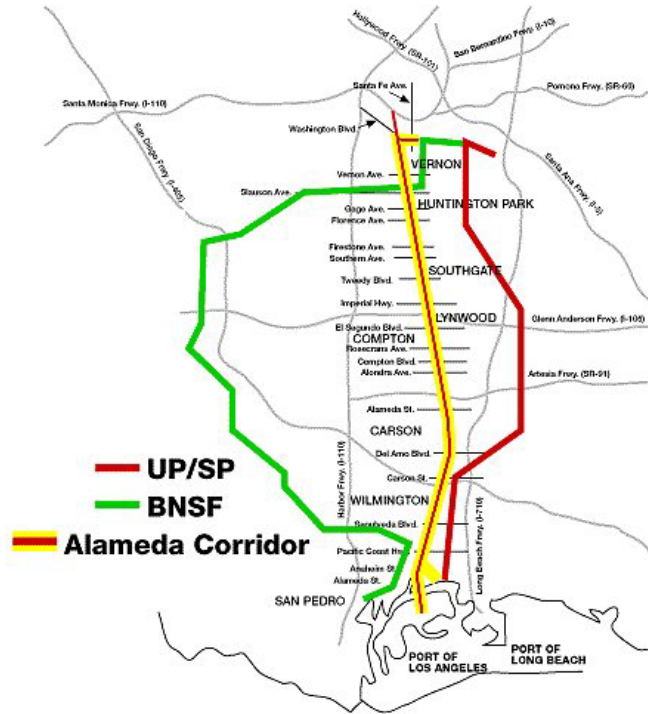
- IT Unicorns
- Brokers – not asset carriers

# Import Supply Chain Realities





# The Alameda Corridor Legend



- Alameda Corridor plan never considered that traffic mix might change
- What happens when the traffic comes – but moves in a different way?

# Southern California is Illustrative

- Southern California achieved supply chain dominance through expansion -- despite 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
- Drayage cost approaching \$1000
- ***No immediate shorthaul rail alternative***



# Pacific Northwest Opportunity is The Tri-Cities

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

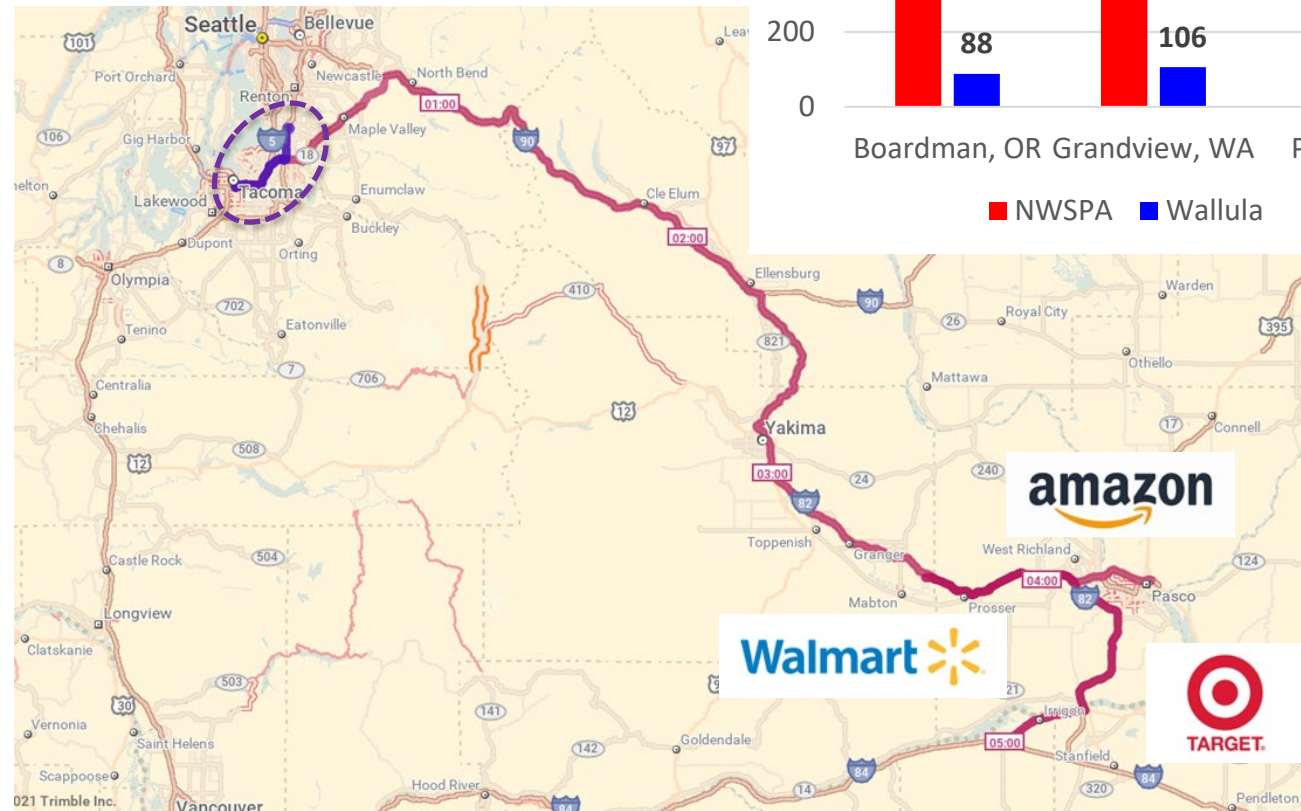
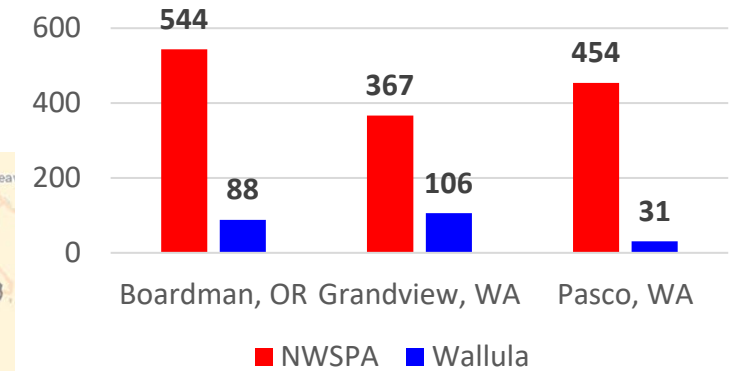
1990s

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

2025

- 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



# Export and Import Supply Chain Transformation

Wallula, WA

- Focus is transloading – not local distribution – so no need for large city proximity
- Rail offers truck-free “conveyor belt” from port – distance doesn’t matter
- Large parcels available for DC development (Land, labor, water and electricity)
- Some major facilities are already built (e.g., Amazon and Tarragon)
- DC jobs are good jobs – no NIMBY in eastern Washington
- 25-year history of intermodal hub attracting nearby distribution centers
- As transloading grows, JBHT (and other BNSF) can load Wallula transloads eastbound over Spokane



Port of Tacoma

- 40-Foot ISO Containers
1. Import rail movement from Tacoma to Wallula
  2. Transloaded in Tri-Cities
  3. Empty return to Wallula Ramp
  4. Export rail movement from Wallula to Tacoma

Wallula, WA

Spokane, WA

Union Pacific Network  
[and Eastern Railroads]

Portland, OR

53-Foot Domestic Containers

1. Westbound loaded (dry) rail movement into Portland
2. Empty Repo from Portland to Wallula
3. Empty utilized for transloading
4. Domestic (dry) rail movement from Wallula on UP – with possible NS, CSX and CN connections







Washington State  
**Freight Mobility  
Strategic Investment Board**

## **Executive Director Recruitment Update**

### **Introduction**

The recruitment process for the new Executive Director of FMSIB is progressing well. This update provides an overview of the steps taken so far, the current status, and the upcoming milestones.

### **Recruitment Process Overview**

The recruitment process for the new FMSIB Executive Director is underway and moving forward efficiently. Further updates will be provided as key milestones are reached.

### **Steps Taken and Current Status**

- **Job Announcement:** In collaboration with the search firm, a comprehensive job announcement was developed, outlining the necessary qualifications, experience, and competencies.
- **Outreach and Advertising:** The position has been advertised widely through industry publications, professional networks, and online platforms to attract a diverse pool of applicants. The announcement is posted on Karras Consulting's website, and it has received over 100 clicks.
- **Candidate Pool:** The initial outreach has yielded a pool of six applicants from across the country, with a mix of backgrounds in transportation, management, and public sector leadership.
- **Outreach:** Karras Consulting is fully engaged in reaching out to potential candidates about the role. To date more than 40 potential candidates have been personally contacted.
- **Screening:** Karras Consulting has begun conducting preliminary videoconference interviews with candidates who look most promising on paper.

### **Next Steps and Timeline**

- **June 10** – soft deadline for receipt of applications
- **Late June** -FMSIB Administrative Committee will review candidates on paper and select candidates for first round of interviews
- **Early July:** - Administrative Committee conducts semi-finalist interviews.
- **Mid - Late July** – The Administrative Committee recommends the top candidates to the Board of Directors for final interviews and selection. Thorough background checks are conducted on top candidates.
- **Appointment and Transition:** Once a candidate is selected, an offer will be extended, and a transition plan will be developed to ensure a smooth handover from the outgoing Interim Executive Director.

# Action Item: 2025 FMSIB Meeting Schedule

<b>2025 Meeting Months</b>	
January 16	<u>Olympia - Day on the Hill</u>
January 17	<u>Olympia – Board meeting</u>
March 21	_____
June 26-27	<u>2-Day Workshop &amp; Meeting?</u>
September 19	_____
November 13-14	<u>2-Day Workshop &amp; Meeting?</u>

## Previous Board Meeting Locations

<b>2021 Board Meetings</b>	<b>2022 Board Meetings</b>	<b>2023 Board Meetings</b>	<b>2024 Board Meetings</b>
Olympia	Olympia	Olympia	Olympia
Virtual	Vancouver	Port of Kalama	Dupont
Virtual	Stevenson	Stevenson	Pasco
Walla Walla	Spokane Valley	WallaWalla/Virtual	Spokane
Tacoma	SeaTac	Vancouver	Anacortes

### Suggested dates for 2025:

These dates do not conflict with TIB, CRAB, AWC, or WSAC

**January 16, 2025 – Day on the Hill in Olympia**

**January 17, 2025 – Board meeting in Olympia**

**March 21, 2025 – Board meeting**

**June 26, 2025 – Workshop?**

**June 27, 2025 - Board meeting**

**September 19, 2025 - Board meeting**

**November 13, 2025 – Workshop?**

**November 14, 2025 - Board meeting**

## **King County Location Based Workstation Premium Pay**

*May 31, 2024*

**Background:** In September of 2019, the state Legislature approved [WAC 357-28-203](#), allowing most state employees to receive a benefit adjustment when their permanent workstation is located in King County. Location based premium pay of five percent is added to the employee's salary.

**Issue:** The Freight Mobility Strategic Investment Board approves all salary increases for the agency's Executive Director. Executive Director Lund's permanent workstation was moved to Seattle, King County February 2024, where she performs the greatest majority of her duties.

- **Location based premium pay** salary increase of five percent is being recommended by WSDOT Human Resources officials for Executive Director Lund, retroactive to February 1, 2024, based on WAC357-28-203.

**Action:** If the Board chooses to provide a Premium Duty Station increase for the Director, starting February 1, Board action is required (Motion and Approval).

Note: A sample approval letter is included in the Board packet.





## FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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

**Temple Lentz,**  
Chair

**Kjristine Lund**  
Interim Executive  
Director

**Board Members**  
Leonard Barnes

Peter Bennett

Matthew Ewers

Al French

Erik Hansen

Johan Hellman

John McCarthy

Anne McEnery-Ogle

Roger Millar

Arthur Swannack

Phil Wallace

Ben Wick

**Website**  
[www.fmsib.wa.gov](http://www.fmsib.wa.gov)

May 31, 2024

Mr. Marc Osborn  
WSDOT Human Resources  
310 Maple Park Avenue SE  
Olympia, WA 98501

Re: Kjristine Lund King County Premium Pay

Dear Ms. Hendricks:

At the May 31, 2024, Freight Mobility Strategic Investment Board meeting, the Board approved Executive Director Kjristine Lund's King County Premium Pay due to the updated location of her workstation. All employees who have a duty station located in King County are eligible for five-percent premium pay on top of their base salary ([WAC 357-28-203](#)).

The effective date of this five-percent Premium Pay increase is February 1, 2024. Please process the necessary paperwork to provide this salary adjustment for Ms. Lund.

Thank you for your assistance.

Sincerely,

Temple Lentz  
Chair

cc: Sally See, Executive Assistant  
Eileen Leingang, WSDOT Local Programs

Interim Executive Director Workplan Dashboard – May 14, 2024

(yellow highlights are current priorities.)

Task	FMSIB Committee	2023 Qtr4 (October-Dec)	2024 Qtr1 (Jan-March)	2024 Qtr. 2 (April – May)
<b>Legislative Reporting</b>				
Interim Truck Parking Status Update	FPAC	Approved and Submitted December 1, 2023		
Day on the Hill	Legislative	Folio created. Talking points Message to legislators. Meetings scheduled.	Jan 18-19	
Report to Legislature		Due Dec 1, 2024, including Identification of strategic issues	Activating Legislative Committee for Interim Communications	
On-going legislative communications		Briefings with Sen Liias and Senator King. Meetings with House and Senate staff. Fiscal note preparation. Tracking legislation.	Invitations to board tour and meeting.	Invitations to board tour and meeting. Initiate schedule for briefings over summer, early fall.
<b>Studies</b>				
Marine Cargo Forecast	FPAC	Scope approved and contract underway with Local Programs. Scheduling working group.	Initiated scope with WPPA. Local Programs awaiting contract from WPPA.	Discussing scope and schedule revisions with WPPA. Meeting scheduled with Local Programs and WPPA. Board briefing May 31.
Truck Parking Study	FPAC	GEC selected by WSDOT. Scope for FMSIB under review by FPAC. Contract goal by March 15 FMSIB meeting.	Initiating task order to develop scope of work with consultant. Proposed scope for review by FPAC and FMSIB in March. May require special meeting.	Work underway with significant progress on FMSIB input on inventory, data, and prioritization. Board briefing on May 31.
Best Practices Overburdened Communities	New Initiatives	Discussed multiple drafts of work scope with New Directions Committee. Researching options with procurement process. Discussions with TIB and WSACE. Contract goal by March 15 FMSIB meeting.	Recommending Berk for contract and initiating work in first quarter.	Work underway with reporting to board on May 31.

Interim Executive Director Workplan Dashboard – May 14, 2024

Task	FMSIB Committee	2023 Qtr4 (October-Dec)	2024 Qtr1 (Jan-March)	2024 Qtr. 2 (April – May)
Intermodal Facilities Best Practices	FPAC	Board and FPAC feedback to defer.	Planning study session as part of Pasco May FMSIB meeting.	Board tour on. May 30. Board briefing on May 31 regarding intermodal 101.
<b>Six-Year Investment Program</b>				
Criteria		Approved September and December FMSIB meeting.		
Outreach		Processed presented at FMSIB December 1 meeting. Researching procurement options for help with outreach and project evaluations.	Met with regional planning groups; sent letter and application to MPO's, RTPO's, cities, counties, ports, 4-corners. Developed and distributed application and cover letter.	Responded to questions from applicants and received applications.
<b>Project Evaluations</b>		Spring 2024	Out for RFP to hire firm to compile data for analysis by FPAC/FMSIB.	Hired Parametrix. Compiled applications. Initial screening for eligibility. Coordinated with FPAC and WSDOT on submittals. Conducting initial evaluation for FPAC. Board briefing May 31.
Recommendations		Summer 2024		
<b>Designation of Strategic Corridors</b>	FPAC	December 1, 2023, FMSIB meeting		
<b>WSDOT Coordination</b>	Director			
<b>Local Programs Project Implementation</b>		On-going reporting mechanism.	On-going reporting mechanism.	On-going reporting mechanism.
Statewide Freight Plan Update		Need to determine WSDOT schedule. Update not planned during this biennium.		
Federal Funding		Need to learn more about the various ways federal funds intersect with FMSIB.		Future workplan item for new Executive Director and TPS 5.

Interim Executive Director Workplan Dashboard – May 14, 2024

Task	FMSIB Committee	2023 Qtr4 (October-Dec)	2024 Qtr1 (Jan-March)	2024 Qtr. 2 (April – May)
<b>Governance</b>	Administrative			
Update Bylaws		Board will consider Committee recommendation on January 19, 2024	Jan 19	
Update WAC		Committee will discuss		Still a pending work plan item for future ED
On-boarding new members		Outreach with Governor’s office		Welcomed new member Phil Wallace. Outreach to Governor’s Office on reappointments and other vacancies.
Policies and Procedures		Committee will discuss		
Plan Board meetings/agendas/tour/training		Committee will discuss. First training will be on ethics.	Ethics training March 15.	Survey on strategic issues sent May 14.

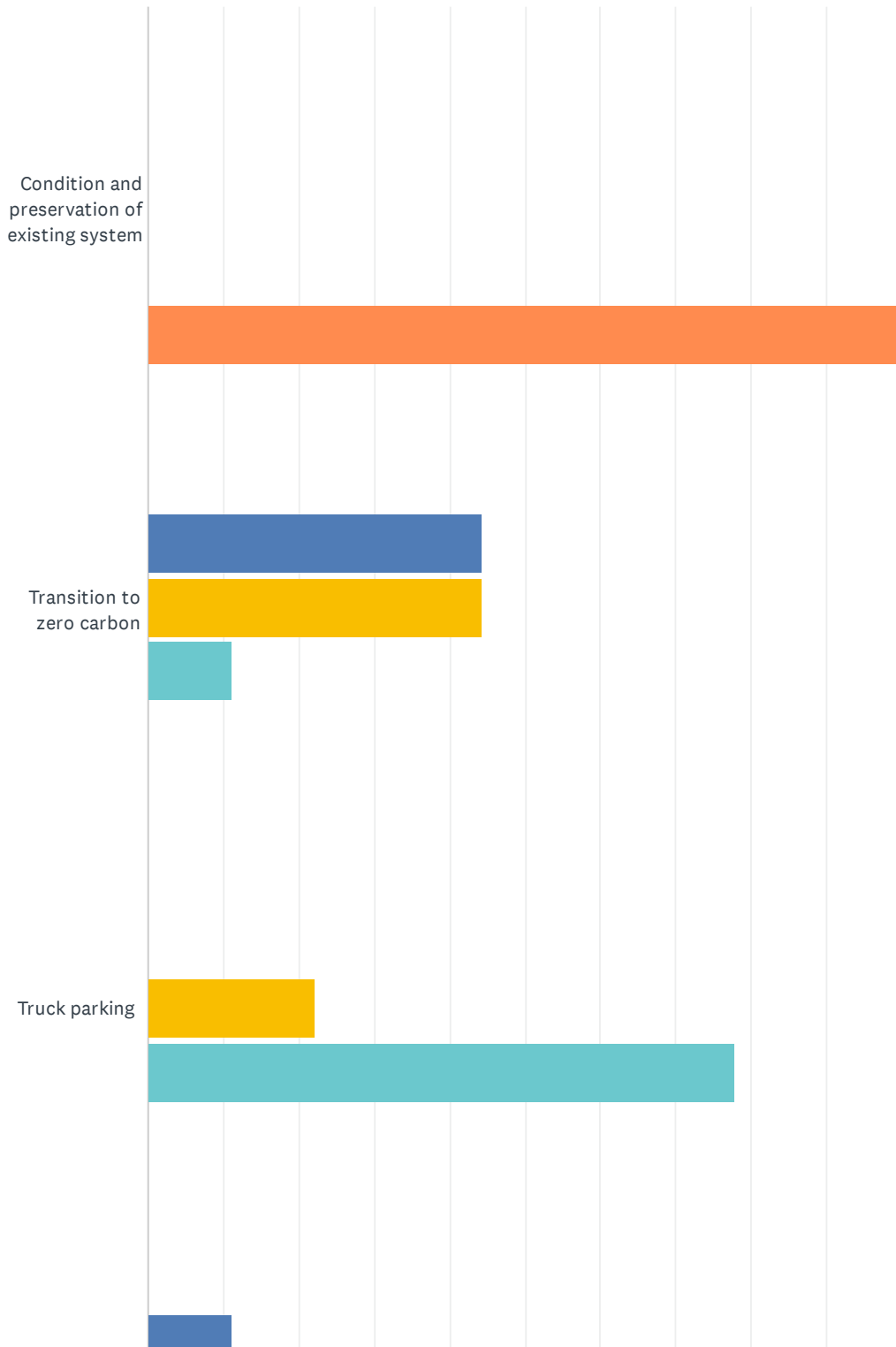
<b>Hiring</b>	Administrative			
Transportation Planner V		Selection process for recruitment firm is still underway.	Recruitment Firm selected and hired. Karras Consulting. Initiate searches in March.	Recruitment will follow hiring process for Executive Director.
Executive Director		Begin job description and recruitment conversations with committee in Spring 2024	Target to hire by September 30, 2024.	Recruitment underway.
<b>Compliance</b>	Administrative			
Budget Allotments		January 2024		Confirmed with budget support staff.
Performance Measures		On-going		
2025-27 Budget		Due summer 2024		Working on how to set FMSIB current law operating budget to allow for Executive Director pay and support for follow-up to studies.
Supplemental Budget		Spring 2024		
OMWBE		Completed first phase		
Audit				

Interim Executive Director Workplan Dashboard – May 14, 2024

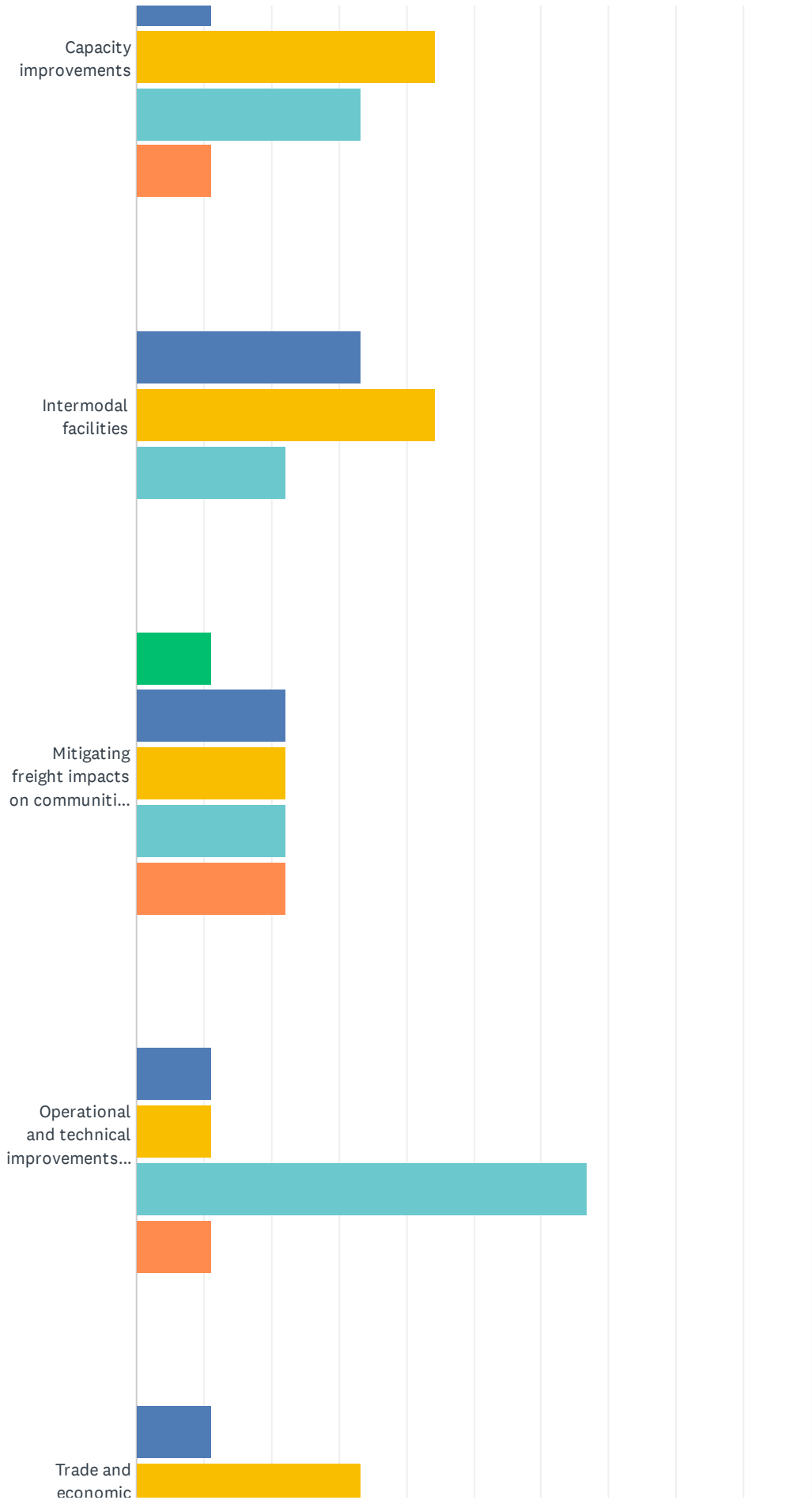
Task	FMSIB Committee	2023 Qtr4 (October-Dec)	2024 Qtr1 (Jan-March)	2024 Qtr. 2 (April – May)
<b>Communications</b>				
Website		Needs content update	Updated for Six-Year Investment Program	
Ribbon cuttings/media opportunities		Spokane Valley Project		East Marginal Way Barker
Build interested parties list		On-going		
FMSIB 101 Presentation		Underway	Updated presentation to Spokane Good Roads	Working on branding for upcoming studies, reports, website, communications.

Q1 Please help us set priorities by rating the following freight mobility needs in Washington state using a 5-point scale, where 1 means it is a low priority and 5 means it is a high priority. If you would like to add a priority need(s), please select other and specify the need and its priority to you.

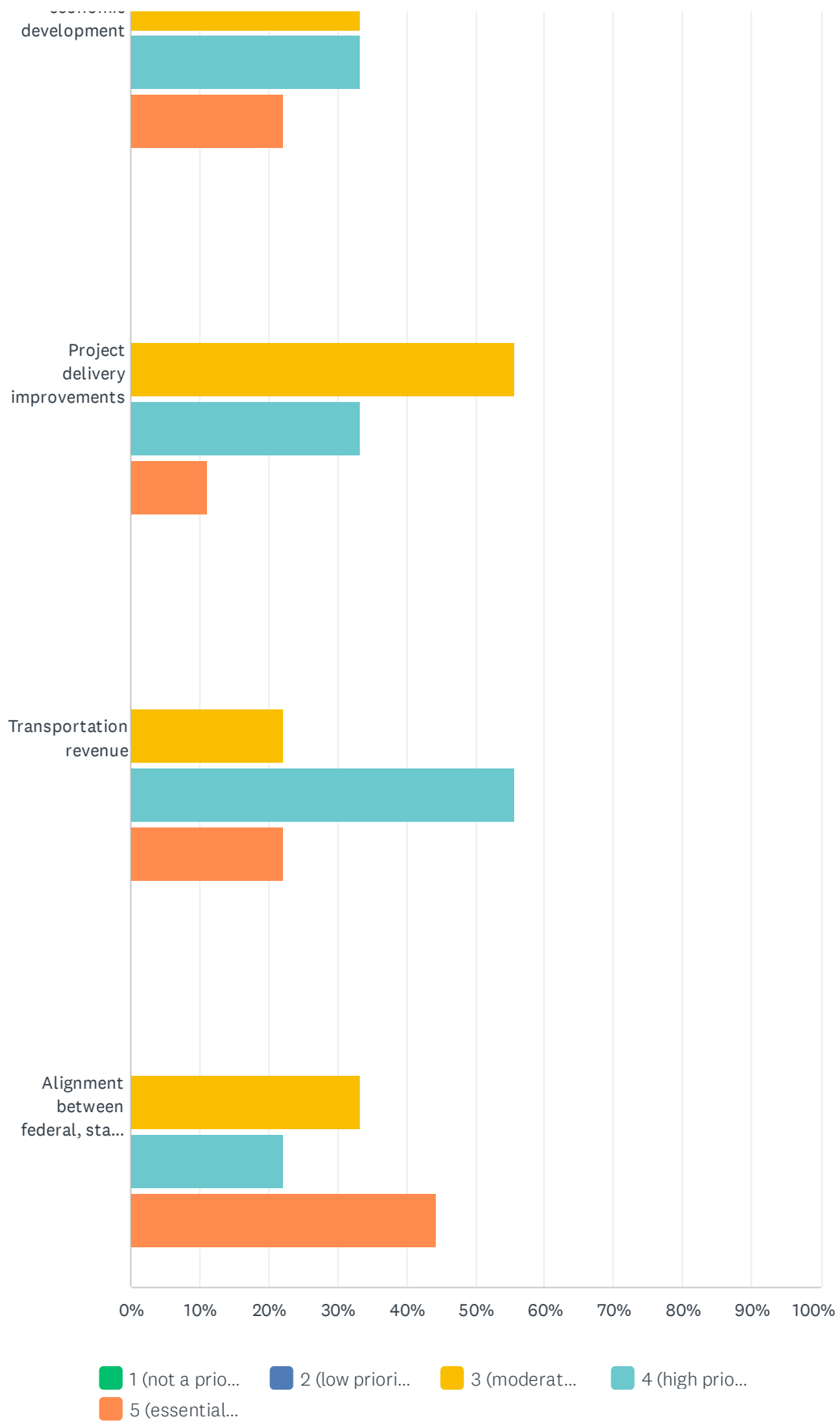
Answered: 9 Skipped: 0



# FMSIB Strategic Issues



# FMSIB Strategic Issues



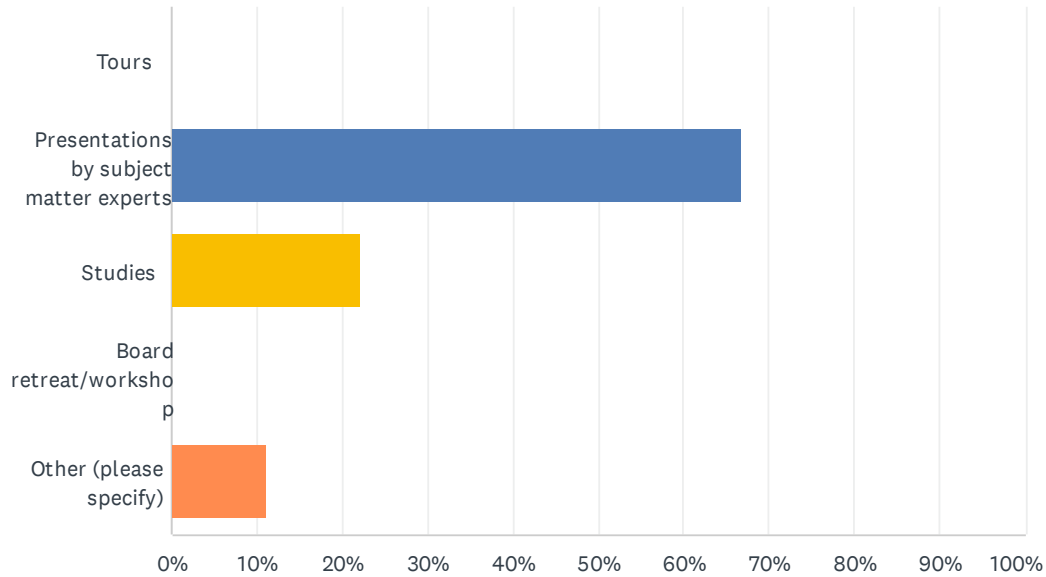


FMSIB Strategic Issues

	1 (NOT A PRIORITY)	2 (LOW PRIORITY)	3 (MODERATE PRIORITY)	4 (HIGH PRIORITY)	5 (ESSENTIAL PRIORITY)	TOTAL	WEIGHTED AVERAGE
Condition and preservation of existing system	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 9	9	5.00
Transition to zero carbon	0.00% 0	44.44% 4	44.44% 4	11.11% 1	0.00% 0	9	2.67
Truck parking	0.00% 0	0.00% 0	22.22% 2	77.78% 7	0.00% 0	9	3.78
Capacity improvements	0.00% 0	11.11% 1	44.44% 4	33.33% 3	11.11% 1	9	3.44
Intermodal facilities	0.00% 0	33.33% 3	44.44% 4	22.22% 2	0.00% 0	9	2.89
Mitigating freight impacts on communities, including historically overburdened communities	11.11% 1	22.22% 2	22.22% 2	22.22% 2	22.22% 2	9	3.22
Operational and technical improvements for efficiency	0.00% 0	11.11% 1	11.11% 1	66.67% 6	11.11% 1	9	3.78
Trade and economic development	0.00% 0	11.11% 1	33.33% 3	33.33% 3	22.22% 2	9	3.67
Project delivery improvements	0.00% 0	0.00% 0	55.56% 5	33.33% 3	11.11% 1	9	3.56
Transportation revenue	0.00% 0	0.00% 0	22.22% 2	55.56% 5	22.22% 2	9	4.00
Alignment between federal, state, local, port, and private freight investment priorities	0.00% 0	0.00% 0	33.33% 3	22.22% 2	44.44% 4	9	4.11

## Q2 How can FMSIB staff better help the board gather the information it needs for strategic thought leadership?

Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
Tours	0.00%	0
Presentations by subject matter experts	66.67%	6
Studies	22.22%	2
Board retreat/workshop	0.00%	0
Other (please specify)	11.11%	1
<b>TOTAL</b>		<b>9</b>

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

<b>CURRENT BIENNIUM 23-25 Budget \$ 1,991,000</b>		<b>Expenditure Detail through: April 30,2024</b>			
<b>FMSIB Budget</b>	<b>Biennium Budget July 1, 2023 - June 30, 2025</b>	<b>Actual Expenditures Jul 2023 - Apr 2024</b>	<b>Balance Biennium Budget less Actual</b>	<b>Projected Remaining Expenditures May 2024 - Jun 2025</b>	<b>Balance Biennium Budget less Actual less Project Remaining Exp.</b>
Salary	853,000	226,207	626,793	518,000	\$ 108,793
Travel	105,000	10,552	94,448	62,000	\$ 32,448
Goods & Services	183,000	51,479	131,521	115,900	\$ 15,621
Personal Service Contracts	850,000	-	850,000	575,000	\$ 275,000
<b>Total:</b>	<b>\$ 1,991,000</b>	<b>288,238</b>	<b>1,702,762</b>	<b>1,270,900</b>	<b>\$ 431,862</b>
<hr/>					
<b>Expenditure Detail</b>	<b>Budgeted Expenditures July 1, 2021 - June 30, 2023</b>	<b>Actual Expenditures Jul 2023 - Feb 2024</b>	<b>Balance Biennium Budget less Actual</b>	<b>Projected Remaining Expenditures Jan 2024 - Jun 2025</b>	<b>Balance Budget less Actual less Projected Remaining Exp.</b>
<b>Salaries:</b>					
Staff Salary	853,000	226,207	626,793	518,000	108,793
<b>Total Salary</b>	<b>\$ 853,000</b>	<b>226,207</b>	<b>626,793</b>	<b>518,000</b>	<b>108,793</b>
<b>Travel:</b>					
Staff Travel	51,500	4,459	47,041	30,500	16,541
Board Travel	53,500	6,093	47,407	31,500	15,907
<b>Total Travel</b>	<b>\$ 105,000</b>	<b>10,552</b>	<b>94,448</b>	<b>62,000</b>	<b>\$ 32,448</b>
<b>Goods &amp; Services:</b>					
<i>Other State Agency Services</i>					
WSDOT Labor & Svcs/Auditor/CRAB	30,000	1,768	28,232	21,000	\$ 7,232
WS DES Services	33,000	10,997	22,003	18,700	\$ 3,303
WS TIB - Office Rent & Utilities	36,000	14,477	21,523	19,500	\$ 2,023
WS Attorney General	2,000	7,708	-5,708	1,400	\$ (7,108)
<i>Misc. Operating Expenses</i>					
Misc. Office, Mtg. Equipment Costs	82,000	16,528	65,472	55,300	\$ 10,172
<b>Total Goods &amp; Services</b>	<b>\$ 183,000</b>	<b>51,479</b>	<b>131,521</b>	<b>115,900</b>	<b>\$ 15,621</b>
<b>Personal Service Contracts:</b>					
<i>Consultant Expenses</i>					
FY24 - 2023 Annual Report	25,000	-	25,000	10,000	15,000
FY25 - 2024 Annual Report	25,000	-	25,000	25,000	-
Truck Study	400,000	-	400,000	260,000	140,000
Best Practices Study	400,000	-	400,000	280,000	120,000
<b>Total Personal Service Contracts</b>	<b>\$ 850,000</b>	<b>-</b>	<b>850,000</b>	<b>575,000</b>	<b>\$ 275,000</b>
<b>Total:</b>	<b>\$ 1,991,000</b>	<b>288,238</b>	<b>1,702,762</b>	<b>1,270,900</b>	<b>\$ 431,862</b>

## **Exhibit “A”**

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### **Marine Cargo Forecast Scope of Work** *(Approved December 1, 2023 by FMSIB)*

Project Sponsor: Washington Public Ports Association

Point of Contact: Chris Herman

1501 Capitol Way, Suite 304, Post Office Box 1518, Olympia WA 98501.

### **Study Content**

The 2024 Marine Cargo Forecast Study will update and build upon the 2017 Marine Cargo Forecast Study. The study will include data and analysis on the following topics:

- International trade cargo types i.e. containers, bulk, breakbulk, and neobulk
- Selected commodity analysis
- Landside modal splits of cargo
- Rail capacity
- Emerging trends
- Identification of projects intended to achieve the desired outcomes for freight movement that benefit the State of Washington- [consistent with the FHWA approved 2022 Freight System Plan which includes the five-year Freight Investment Plan.](#)

### **Study Method**

WPPA will contract with a consultant that will achieve the desired outcomes set forth in the scope of work and schedule and direct work as required.

### **Review Process**

FMSIB and the WPPA will jointly manage and administer the 2024 Marine Cargo Forecast study in consultation with a Technical Advisory Committee (TAC).

WPPA will establish the TAC to include representatives of FMSIB, the WPPA and individual ports, railroads, [Metropolitan Planning Organizations \(MPO\)](#), and other freight stakeholders including the Washington [State Department of Transportation- \(WSDOT\)](#).

FMSIB and WPPA will meet monthly or otherwise as necessary to coordinate the participation of their agencies in the 2024 Marine Cargo Forecast.

### **Deliverables**

- (1) Monthly progress reports
- (2) A folio digital executive summary for widespread use by elected officials
- (3) Draft report
- (4) Final report — Five printed copies for FMSIB records
- (5) Electronic data files or tables, graphs, and other exhibits in the final report
- (6) PDF file of the final report suitable for posting on the FMSIB and WPPA website
- (7) [PDF file of the final report and final reimbursement request to WSDOT](#)

### **Milestones**

Monthly progress reports

Draft report to FMSIB November 2024

Progress report to legislature by December 1, 2024

Final report, electronic files, and PDF by January/February, 2025

Project closeout by June 30, 2025

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**ParametriX**

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**FMSIB BOARD MEETING**  
**05/31/2024**



# SUBMITTAL SUMMARY

Funding Needs Request: March 6, 2024

Submission Deadline: April 19, 2024

Funding Applications Received: 61

Responding Agencies: 34

**FMSIB Six-Year Freight Mobility Strategic Investment Program**  
**2024 Funding Request Form**

The Freight Mobility Strategic Investment Board (FMSIB) is charged by the Washington State Legislature to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for the state. FMSIB will recommend funding for the program using the eligibility and prioritization criteria in this application (See page 4 for eligibility and prioritization criteria). The Legislature fully funded the \$28.5 million in project recommendations submitted by FMSIB for the current biennium. Freight projects should support a competitive, resilient, sustainable and equitable freight system that grows jobs and the economy, bolsters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

This application is a request for agencies to submit information identifying freight projects to be funded by the Washington State Legislature for the next three biennia (FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031). This funding program will be updated each biennium. The FMSIB Board Members will use the information collected through this funding request to prioritize a list of freight investments. To the extent possible, FMSIB will balance the prioritized list to achieve geographic representation across the state. FMSIB may reach out to agencies for additional information.

The FMSIB Six-Year Freight Mobility Strategic Investment Program builds on the 2022 Washington State Department of Transportation (WSDOT) Freight Investment Plan. Unfunded phases of projects that are included in the WSDOT Freight Investment Plan are eligible for FMSIB consideration and prioritization as described on page 4 of this application.

Please fill out this form with as much detail as possible for each project and/or project phase that you would like to be considered for the Six-Year Freight Mobility Strategic Investment Program, noting the biennium for which funding is being requested. To be eligible for consideration, the proposed project or project phases must be located on or directly connect to a **Designated Strategic Freight Corridor** which are high volume truck, rail and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Projects must also be ready for construction within six years. Projects that are awarded funding must be included in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to proceed. Please coordinate with your Metropolitan Planning Organization or Regional Transportation Planning Organization for inclusion.

**Please submit applications to Sally See (Sees@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024.**

**CONTACT INFORMATION**

Lead Agency: \_\_\_\_\_ Contact Person: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_ Email Address: \_\_\_\_\_

**GENERAL PROJECT INFORMATION**

Project Title: \_\_\_\_\_  
 Project Location\*: \_\_\_\_\_  
 \*Please include a map showing the project boundaries and location if available.

Begin Terminal: \_\_\_\_\_ End Terminal: \_\_\_\_\_  
 MP or major cross streets: \_\_\_\_\_ MP or major cross streets: \_\_\_\_\_

Legislative District: \_\_\_\_\_

Located on Designated Strategic Freight Corridor\*  Yes  No  Yes  No  
 \*If no, does it directly connect to a Designated Strategic Freight Corridor?  Yes  No [Click here for link to information regarding Designated Strategic Freight Corridors](#)

Project Type\* [select one] \_\_\_\_\_

**FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. FMSIB's goal investment targets for project categories is indicated in percentages. Please select the project type that best fits your project based on the example descriptions below.**

<p><b>Asset Preservation and Safety</b></p> <ul style="list-style-type: none"> <li>Bridge Preservation (20%): projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.</li> <li>Road Preservation (15%): surface treatments or overlays.</li> <li>Bridge and Road Replacements (15%): complete road or bridge replacement.</li> </ul> <p><b>Improving Operations of Existing System (5%)</b></p> <ul style="list-style-type: none"> <li>Transportation Systems Management and Operations (TSMO): improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).</li> </ul>	<p><b>Expanding the Existing System</b></p> <ul style="list-style-type: none"> <li>Grade Separations (15%): conversion of at-grade railroad crossings, connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.</li> <li>Truck Parking: construction of or improvements to truck parking.</li> <li>Land Banks: land acquisitions that reduce waterways and airways that will help mitigate impacts of future projects on a particular area.</li> <li>Zero Emissions: construction of hydrogen fueling station, electrification, or other zero emissions improvements.</li> </ul>
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2024 FUNDING REQUEST FORM | FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD SIX-YEAR FREIGHT MOBILITY STRATEGIC INVESTMENT PROGRAM PAGE 1



# SUBMITTAL SUMMARY

GEOGRAPHY	SUBMITTAL COUNT
Western Washington	14
Puget Sound	13
Eastern Washington	34
<b>TOTAL</b>	<b>61</b>

BIENNIUM	TOTAL FUNDING REQUEST
FY 2025-2027	\$136,410,532
FY 2027-2029	\$100,703,615
FY 2029-2031	\$18,499,842
<b>TOTAL*</b>	<b>\$255,613,989</b>

\*one application did not request an amount





# SUBMITTAL SUMMARY

PROJECT TYPE	SUBMITTAL COUNT
Bridge and Road Replacement	21
Expansion of Freight Corridors	20
Road Preservation	7
Improving Existing Conditions	6
Grade Separations	5
Truck Parking	1
Bridge Preservation	1
<b>TOTAL</b>	<b>61</b>



# SUBMITTAL SUMMARY

AGENCY TYPE	SUBMITTAL COUNT
Cities	42
Ports	10
Counties	8
RTPOS/MPOS	0
Tribes	1
<b>TOTAL</b>	<b>61</b>



# SUBMITTAL SUMMARY

PROJECT DESIGN STATUS	SUBMITTAL COUNT
<30% Design	42
30%-60% Design	7
60%-90% Design	8
>90% Design	1
Complete (ready for construction)	3
<b>TOTAL</b>	<b>61</b>



# SUBMITTAL SUMMARY

FUNDING REQUEST BY PHASE	SUBMITTAL COUNT
Planning	1
PE/Design	9
ROW	3
Construction	24
PE/Construction	12
PE/ROW	4
ROW/Construction	2
PE/ROW/Construction	6
<b>TOTAL</b>	<b>61</b>






# SUBMITTAL SUMMARY

ANTICIPATED CONSTRUCTION YEAR	SUBMITTAL COUNT
2025	9
2026	14
2027	14
2028	12
2029	6
2030	4
2031	1
2032	1
<b>TOTAL</b>	<b>61</b>



# DRAFT SCHEDULE – SIX YEAR INVESTMENT PLAN

Task	May	June	July	August	September	October	November	December
<b>Project Management</b>								
PMT Meetings	▲	▲	▲	▲	▲	▲	▲	▲
<b>Data Collection</b>								
Data Validation	■	■						
Coordination with Submitters	■	■	■					
<b>Project Prioritization</b>								
Develop Scoring Spreadsheet			■	■				
Develop Scoring Methodology			■	■				
Develop Prioritized List of Projects			■	■	■	■	■	■
<b>Presentations to FMSIB Committees</b>								
FPAC Meetings	★		★		★		★	★
FMSIB Board Meetings			●			●		●
<b>Develop Legislative Report</b>								
Draft Legislative Report					■	■	■	■
Second Draft Legislative Report						■	■	■
Final Legislative Report							■	■

-  PMT Meetings
-  FPAC Meetings
-  Board Meetings



## POLICY DISCUSSION

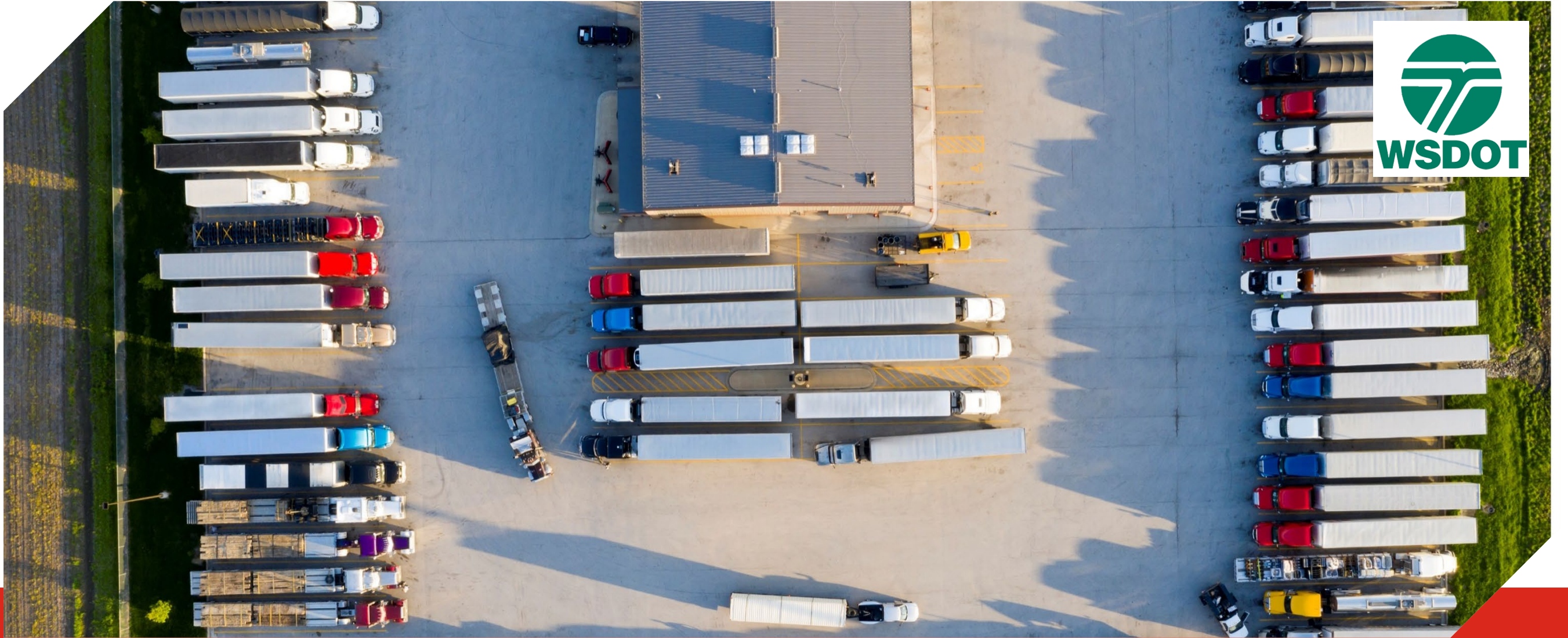
- **Construction Eligibility** – does the window for construction within 6 years start at with the 2025-2027 biennium or within 6 years of the 2029-2031 biennium?
- **Funding Priorities** – funding more projects with smaller investment or funding fewer projects with larger investment?



## NEXT STEPS

- Complete coordination with agencies with missing information
- Finalize Scoring Scheme
- Develop prioritized list





# FMSIB Board Meeting – Truck Parking Implementation Project

WSDOT 2024 TSMO Program Plan Y-12918 | May 31, 2024



# About the Team

- ▶ A team led by WSDOT and FMSIB, supported and facilitated by SMEs to work on a series of truck parking-related legislative directives.
- ▶ A multidisciplinary team with expertise in national and regional truck parking issues and solutions, planning and policy development, and stakeholder engagement and outreach.

## Subject Matter Experts:



# Project Objectives

Identify a **diverse range of solutions**, develop project concepts, and understand feasibility.

Expanding Truck Parking at WSDOT Safety Rest Areas and Exploring Other Public Parcels for Truck Parking

Recommending Sites for Private Truck Parking Development and Identifying P3 Solutions for Truck Parking

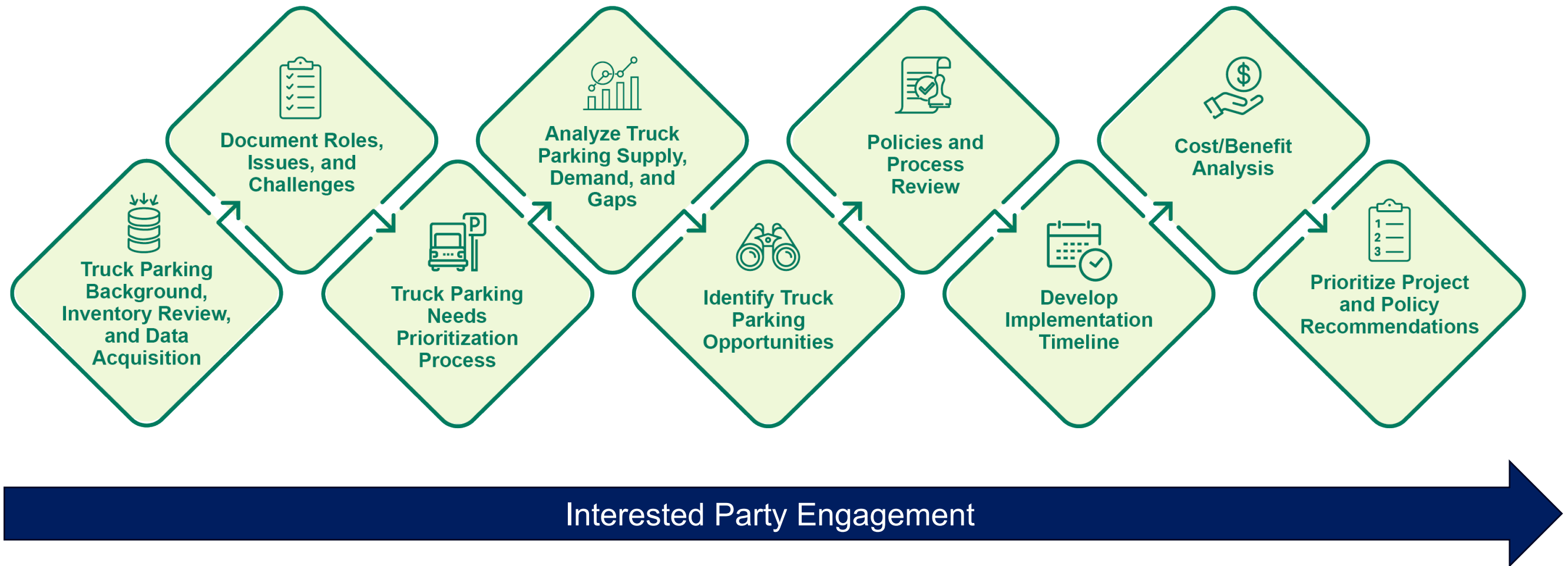


Identify the **roadmap for truck parking improvements** methodologically.

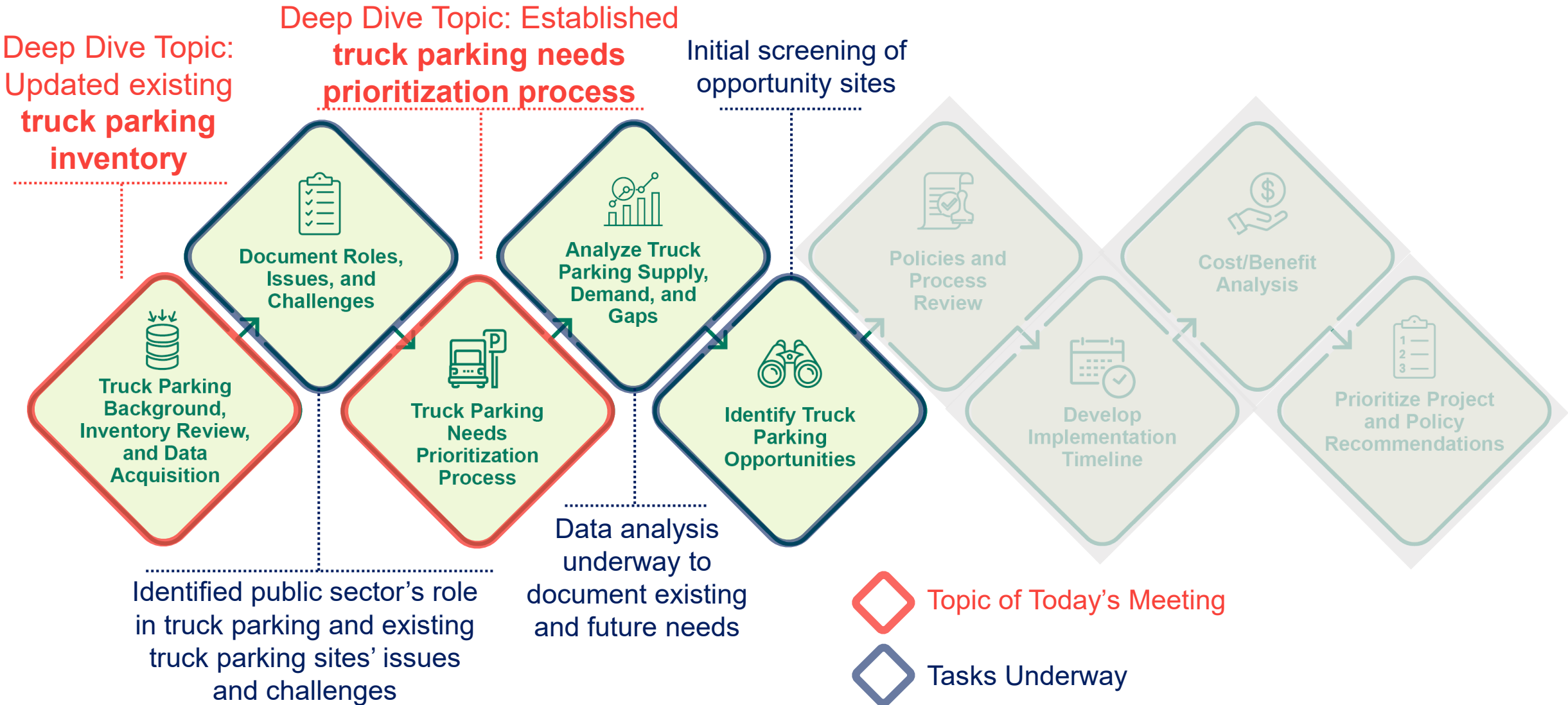
Developing a Truck Parking Implementation Plan that lays out near- and medium-term actions

*Building on the previous truck parking study efforts and pushing forward to pave a path for implementable, near-term truck parking solutions.*

# Overview of Project Process



# Project Progress



Interested Party Engagement

# Truck Parking Inventory Update - Approach



## The Inventory includes:

- ▶ Weigh Stations
- ▶ Safety Rest Areas
- ▶ Major Private Truck Parking Sites



Review background documents



Validate site capacity and amenities using aerial imagery and spatial data



Gather additional site attribute data (e.g., parcel data, environmental data, and terrain data for site suitability etc.)

## Next Step:



Field reviews at sites along I-5/I-90 corridors with new development/expansion/transformation potential

# Truck Parking Inventory Update - Observations

## Weigh Stations

8 Sites / 177 Spaces

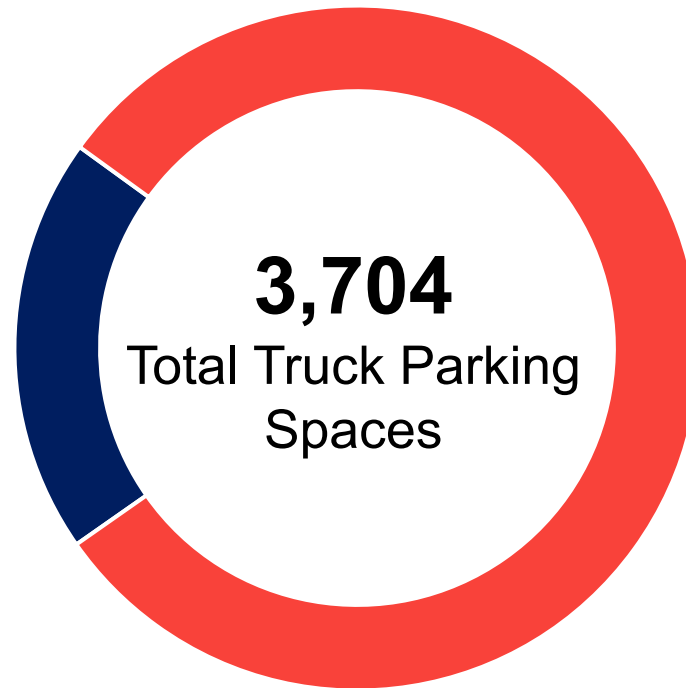
## Safety Rest Areas

24 Sites / 553 Spaces

## Private Truck Parking Sites

59 Sites / 2,974 Spaces

19.7%  
Public



81.3%  
Private

*The private sector provides the majority of truck parking spaces in Washington State.*

# Truck Parking Inventory Update - Opportunities

## Safety Rest Areas (I-5 & I-90)

- ▶ Initial Expansion Opportunities for Investigation:
  - John Hill (I-90 EB/WB)
  - Silver Lake (I-5 SB)
  - Sea-Tac (I-5 NB)
  - Sprague Lake (I-90 WB)
  - Other SRAs showing opportunities for site expansion

## Weigh Station Opportunities (I-5 & I-90)

- ▶ Abandoned Weigh Stations in High Demand Areas
  - Federal Way (I-5 SB)
- ▶ Potential Expansion Opportunities for Investigation:
  - Fort Lewis (I-5 NB)
  - SeaTac SRA/Weigh Station (I-5 NB)
  - North Bend (I-90 EB)
  - Tokio Interchange (I-90 EB/WB)

## Private Truck Parking Sites

- ▶ Potential Expansion Opportunities for Investigation:
  - Snoqualmie Pass Sites (Weather Operations)
    - WSDOT SR 906 Travelers Rest Truck Parking Expansion Concept
  - North Bend Area Sites (Truck Parking Demand Areas)
  - Major retailers and motel/hotel chains that offer overnight truck parking

***Maintenance enhancements at Safety Rest Areas are necessary, and long-term maintenance needs must be considered when evaluating site costs/impacts.***

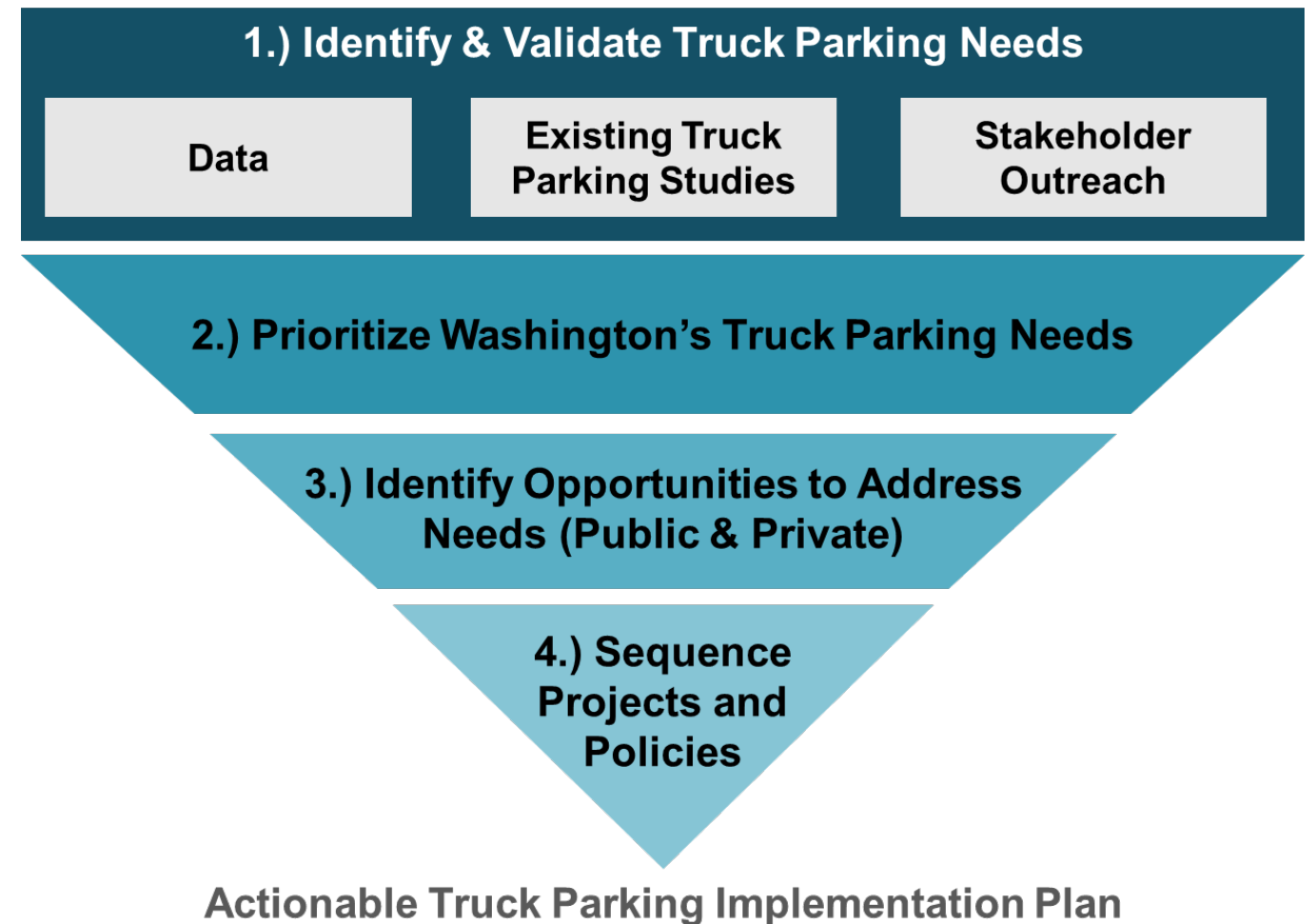




# Overview of how the Prioritization Process Fits into the Larger Project

## Prioritization happens in two phases:

- ▶ Prioritize Washington's truck parking needs (#2)
  - Enables a deeper dive to identify opportunities to address the top truck parking needs
- ▶ Sequence truck parking projects and policies into final prioritization (#4)
  - Provides background and context that can be used to inform the selection and sequencing of projects and policies



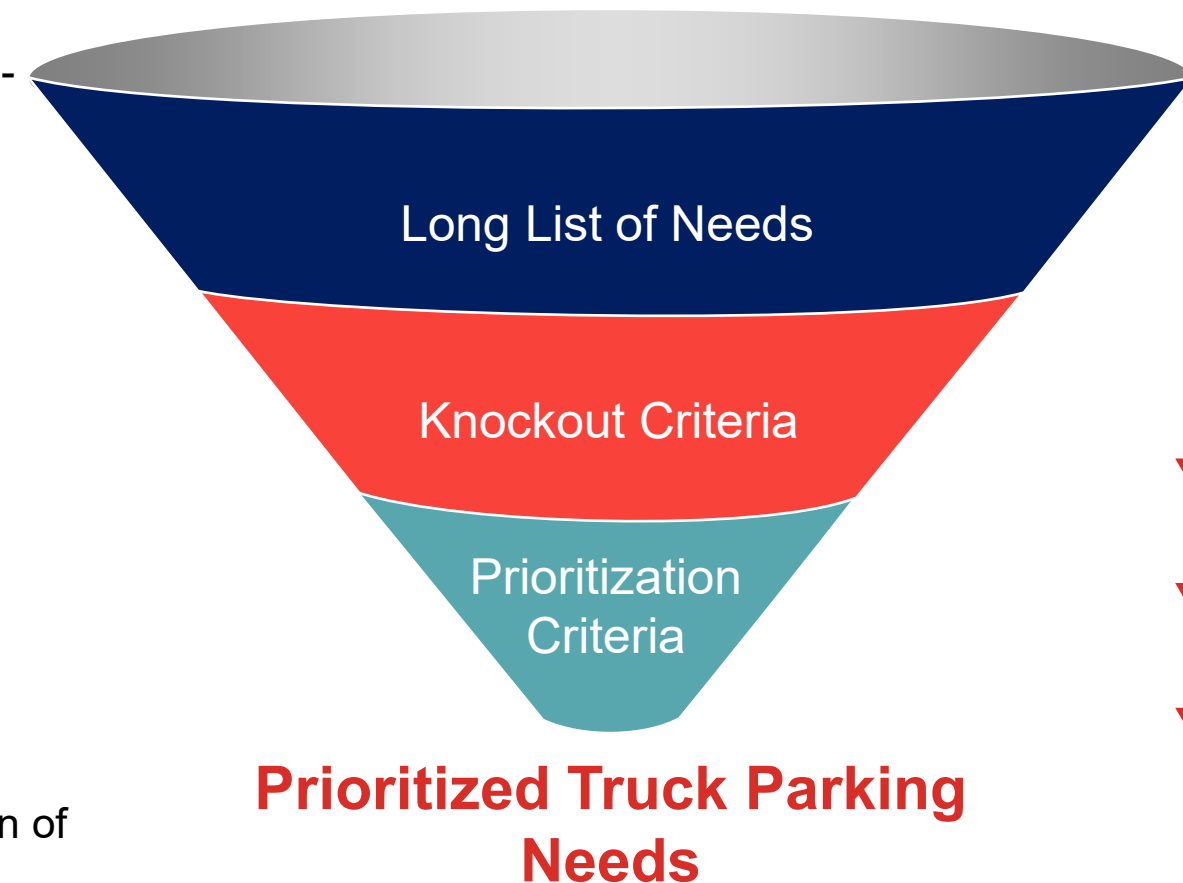
# Prioritizing Truck Parking Needs

## Knock out criteria

- ▶ **Along Critical Freight Corridor:** Located on or adjacent to a corridor identified as T-1 or T-2 truck route in the state's Freight and Goods Transportation System
- ▶ **Type of Truck Parking:** Truck parking for long-haul truck drivers to take their 10-hour off-duty hours of service (HOS) break; parking associated with emergency weather-related parking may also be considered but is a lower priority.

## Prioritization Criteria

- ▶ **Safety:** Crashes due to undesignated truck parking and fatigued truck drivers.
- ▶ **Undesignated Truck Parking:** Number of trucks parked in undesignated areas, such as roadway shoulders and on/off ramps.
- ▶ **Duration Parked:** The total duration of trucks parked in an undesignated area.
- ▶ **Truck Traffic:** Current and projected truck traffic along nearby roadways.
- ▶ **Demand for Truck Parking at nearby Truck Parking Locations:** The utilization of nearby truck parking



# Next Steps

## ▶ Next Steps (and ongoing work):

- Weekly coordination with WSDOT and FMSIB discipline leads on truck parking
- Meetings with FPAC to inform and receive feedback
- Ongoing technical analysis, fieldwork, and engagement with public and private sector
- Development of recommendations and draft legislative report

## ▶ Engagement:

- Project team will keep WSDOT and FMSIB informed at key points in the process
  - May 31, 2024: Project introduction and update on progress
  - September 6, 2024: Summary of findings and recommendations
  - October 10, 2024: Summary of Legislative Report



**Questions?**



# Interested Parties Engagement Plan

## ▶ Interested Party:

- An interested party is defined as any of the people or organizations who may be affected by a situation. It is used in place of the word stakeholder, which has a problematic history rooted in colonialism.

## ▶ Objectives:

- Gather qualitative and quantitative data to inform truck parking recommendations
- Solicit feedback on the feasibility and accessibility on the proposed solutions
- Gain interested party's buy-in

*Building on the previous outreach and engagement efforts and pushing forward to pave a path for implementable, near-term truck parking solutions.*

# Interested Parties Engagement Plan

## ▶ Approach

- Project Website
- One-on-one consultations
- Roundtables

## ▶ Interested Party Group

- Local Governments
- Truck Drivers and Industry Associations
- Truck Stop Operators
- Asset Lite Businesses
- Property Managers of Potential Dual-Use Truck Parking Sites
- Insurance Providers

Interested Parties	Strategy/tactics	Corresponding scope task	Engagement objective
Asset lite business	Consultations	Sub Task 5: Truck Parking Opportunities	Understand the types of incentives that could be used to promote the use of existing private locations.  Identify challenges to use available land for truck parking encountered in Washington and/or throughout the US.
Truck parking providers	Consultations	Sub Task 5: Truck Parking Opportunities	
Potential providers of dual-use truck parking	Consultations	Sub Task 5: Truck Parking Opportunities	
Insurance providers	Consultations	Sub Task 5: Truck Parking Opportunities	Identify barriers site owners may encounter if their sites were to be used for truck parking
Local governments	Consultations/Roundtables	Sub Task 2.3: Role of Public Section in Providing Truck Parking; Sub Task 5: Truck Parking Opportunities	Gather past successful endeavors in improving truck parking.  Understand the barriers and challenges to expanding existing or developing truck parking sites through traditional and innovative methods.
Truck drivers	Roundtables	Sub Task 5: Truck Parking Opportunities	Validate needs and issues identified through data analysis.
Trucking industry associations	Consultations	Sub Task 5: Truck Parking Opportunities	Solicit feedback on the accessibility and practicality of identified opportunities for truck parking improvements.  Garner support for the proposed recommendations.
FHWA	Consultations	Sub Task 5: Truck Parking Opportunities; Sub Task 6: Develop Policy and Project	Learn about successful approaches to address truck parking issues implemented across the nation.  Get information on federal funds for the construction or expansion of truck parking facilities.
Washington State Patrol	Attend regular coordination meetings/Consultations	Sub Task 5: Truck Parking Opportunities	Establish a collaborative relationship throughout the project.  Understand the opportunities and challenges to reconfigure, expand, or convert weigh stations and safety rest areas.  Solicit feedback on the feasibility and practicality of identified opportunities for truck parking improvements.
Legislators (proviso authors)	Consult through WSDOT Office of Government Affairs	-	Solicit feedback as needed to ensure that the deliverables and findings align with the requirements in the Provisos.

# The Role of Public Sector in Truck Parking

- ▶ **Port/terminal operations and queuing** – Parking and queuing near port or multimodal terminals waiting for entry. This parking is in close proximity to the port or terminal and includes drayage.
- ▶ **Staging** – Parking near a shipper or receiver, waiting for an appointment. This parking is often on the roadways near warehousing and distribution centers.
- ▶ **Long-haul/hours of service breaks** – Parking needs when drivers are required to take their hours-of-service breaks. This parking is typically long-haul and is more geographically distributed.
- ▶ **Truck storage** – Parking for the power unit only or with the trailer at the end of the driver's workday.
- ▶ **Emergencies/weather** – Parking required in response to a specific event, such as a roadway closure or weather event. The closure of Snoqualmie Pass is a frequently cited cause of this type of truck parking in Washington.



# Discuss of the Role of Public Sector in Truck Parking

*What is the role of the public sector in the different types of truck parking and what should be the priority?*

Emergencies &  
weather

Truck storage

Staging

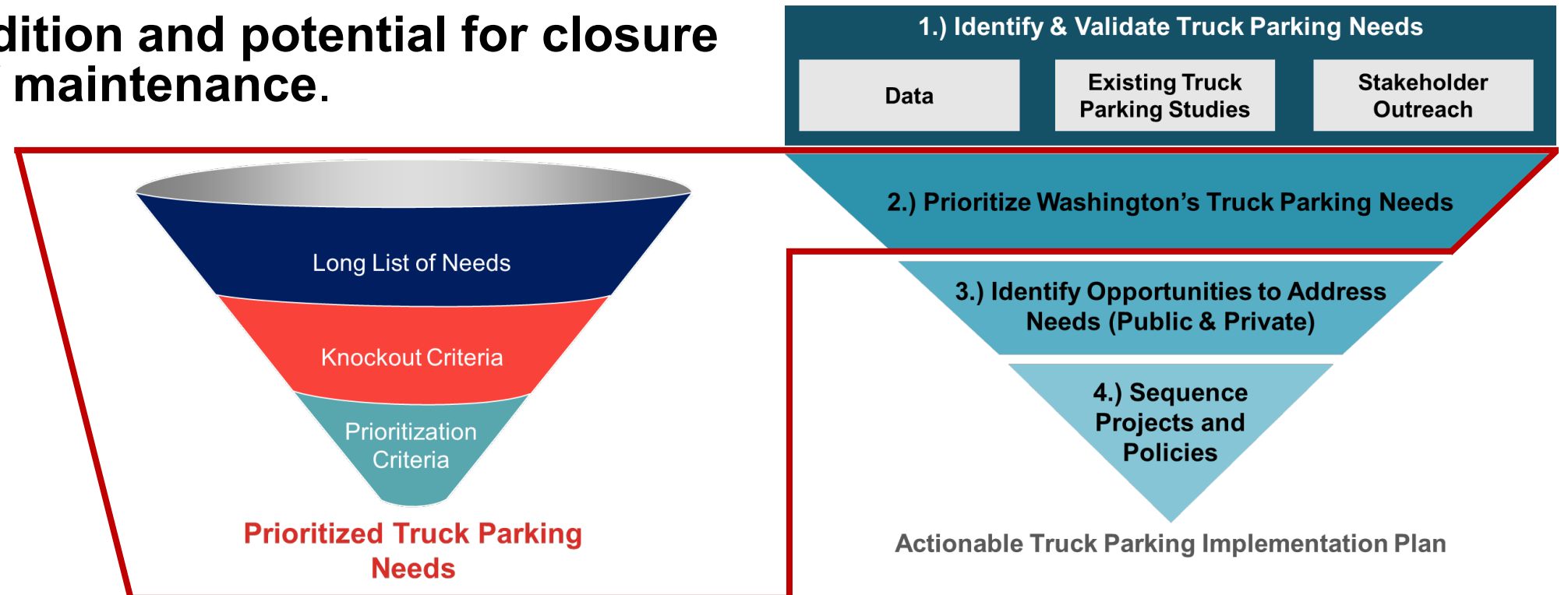
Long-haul/hours  
of service breaks

Port/terminal  
operations and  
queuing

# Prioritization Criteria

*Conducted one-on-one conversations with three FPAC members to get feedback on the prioritization process and criteria.*

- ▶ Consider how to integrate **emergency truck parking needs** into the prioritization criteria.
- ▶ Consider **the personal safety of drivers** and minimum amenities at parking sites.
- ▶ Consider **current condition and potential for closure** and the future **cost of maintenance**.





# OVERBURDENED COMMUNITIES BEST PRACTICES

FMSIB BOARD MEETING | **MAY 31, 2024**



# TODAY'S BRIEFING

## **Objective**

- Provide an interim update and gain Board input on work in progress.

## **Topics**

- Project overview
- Learnings to date: from literature review, early interviews, and inventory of existing mapping tools
- Case studies
- Next steps

# PROJECT PURPOSE

Develop a handbook and tools for how to **engage communities** and **invest in freight infrastructure that enhances freight mobility and prevents or mitigates the negative impacts of the freight system on communities that have been historically overburdened.**

**Audience:** Washington state legislature, sponsoring agencies (cities, counties, ports, capital project developers), and other interested parties in Washington and beyond

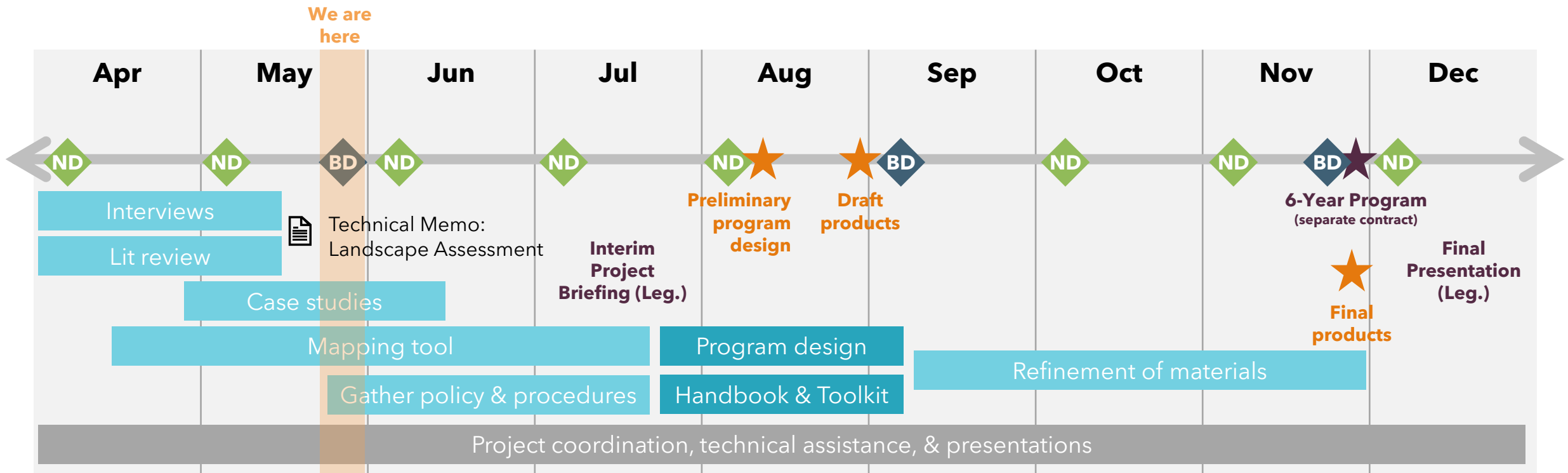
## Consideration of

- Freight
- Freight system
- Investments in freight system

# SCHEDULE

**BD** Board Meeting

**ND** New Directions Committee Meeting





# LEARNINGS TO DATE



# BROAD POLICY CONTEXT - FEDERAL

- **Title VI**
  - Part of the Civil Rights Act of 1964, prohibiting discrimination based on race, color, and national origin (including limited English proficiency in any program or activity receiving federal financial assistance)
- **National Environmental Policy Act (NEPA)**
  - Requirements for Federal agencies to evaluate environmental impacts
  - Covers broad range of actions, including land management and highway construction
- **Justice40**
  - Mandate under Executive Order 14008: 40%+ of benefits from climate and other related federal investments must directly benefit overburdened communities
  - Focuses on 7 areas of investment: climate change, clean energy, etc.
  - Covers existing programs, including Inflation Reduction Act, Bipartisan Infrastructure Law, American Rescue Plan
  - Agencies required to measure and define benefits
  - Requires meaningful engagement with community on what counts as benefits
- **Greenhouse Gas Standards for Heavy-Duty Vehicles**
  - EPA-directed, phased approach to restrict emissions from heavy-duty vehicles
  - Latest phase in March 2024



# BROAD POLICY CONTEXT – STATE

- **State Environmental Policy Act (SEPA)**
  - Similar to NEPA, with Washington-specific requirements
- **HEAL Act**
  - Requires 7 named state agencies to explicitly address environmental justice in actions and decisions
  - Defines overburdened communities and vulnerable populations
  - Requires community engagement, an implementation plan, regular reporting, incorporation of EJ into strategic plans and budget decisions, and a tribal consultation framework
- **Environmental Justice Council (EJC)**
  - HEAL established the EJC to advise and coordinate state agencies on incorporating environmental justice into agency activities
  - FMSIB could elect to “listen and learn” or “opt in”
- **Climate Commitment Act**
  - Cap-and-invest greenhouse gas reduction program
  - Reduce air pollutants in overburdened communities
  - 35%+ of funds from cap purchases must be invested into projects that benefit vulnerable populations; 10%+ of investments must be supported by a tribal resolution
- **Move Ahead Washington**
  - Boosting the economy with freight projects
  - Addressing harm caused by past transportation policies

# A FRAMEWORK FOR PROMISING PRACTICES



## Identify burden

- > Mapping tools



## Engage community members

- > Inform the public
- > Communicate via supplemental tools
- > Gather input
- > Provide compensation for participation



## Mitigate impact and maximize investment benefit

- > Project selection and location
  - > Project design
- > Freight management strategies

# INITIAL INTERVIEWS

- Representatives Fey and Ramos ✓
- Lauren Othón, House D. Caucus ✓
- Beth Redfield, House Transportation Committee, Fiscal Analyst ✓
- Governor's Office
  - Debbie Driver, Senior Policy Advisor for Transportation ✓
  - Jerry Rivero, Environmental Justice & HEAL Implementation Coordinator ✓
- AWC: Brandy DeLange ✓
- CRAB: Jane Wall and Drew Woods ✓
- Department of Commerce: Sarah Fox, Climate & Ecosystem Section Manager ✓
- Environmental Justice Council
  - Rowena Pineda, Environmental Justice and Interagency Workgroup Section Manager ✓
- Front and Centered: Deric Gruen ✓
- Asian Pacific Islander Coalition of Yakima: Paul Tabayoyon ✓
- TIB: Ashley Probart ✓
- Washington Trucking Association: Sheri Call ✓
- WPPA: Eric ffitch, Chris Herman, and Carly Michiels ✓
- WSACE: Axel Swanson ✓
- WSDOT
  - Ahmer Nizam, Environmental Services Director ✓
  - Jason Biggs, Director, and Jeremy Jewkes, Strategic Planning Manager, Rail, Freight, and Ports Division ✓
  - Jesseca Brand: Community Engagement Program Manager ✓

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## INITIAL INTERVIEWS: THEMATIC TAKEAWAYS

- 1. While the Washington economy and local communities benefit from freight mobility, lower-income communities and communities of color often live near industrial land uses and are impacted by industrial activity.**
  - These communities disproportionately experience negative health and quality-of-life impacts generated by nearby freight and industrial infrastructure.

# INITIAL INTERVIEWS: THEMATIC TAKEAWAYS

## 2. Future investments in the freight system can prevent or offset harm to overburdened communities

- Mitigating impact on overburdened communities in freight movement aligns with the statewide prioritization of environmental justice.
- FMSIB can continue to invest in enhancing freight mobility and Washington's economic competitiveness. Investments can advance freight mobility while reducing past or future impacts on overburdened communities.
- When freight and residential uses coexist, the goal is not to remove freight infrastructure, but the reality of this co-location and impact on resident communities can be considered when new investments are considered.

*"I look at this as new investments – not going back to existing infrastructure unless you're going to add to that infrastructure."*

## INITIAL INTERVIEWS: THEMATIC TAKEAWAYS

### 3. **Because FMSIB is not a sole funder, and many other organizations invest in and influence freight system projects, FMSIB can best lead through strategic alignment with partners.**

- Funding and requirements can come from multiple layers of government:
  - **Federal policies and programs** such as NEPA and Justice 40.
  - **State policies and programs** such as SEPA, HEAL, TIB, CRAB, and others.
  - **Local programs** such as initiatives of counties, cities, or ports.
- FMSIB could seek ways to enhance or overlay practices and policies without causing excessive duplication of effort for project sponsors

# INITIAL INTERVIEWS: THEMATIC TAKEAWAYS

## **4. FMSIB's organizational development will be as important as tools and criteria.**

- Historically marginalized communities could be more included in decision-making.
  - Representation on the FMSIB Board, with an overburdened communities seat to be filled by the Governor.
  - Implementing best practices for engaging overburdened community members).

# INITIAL INTERVIEWS: THEMATIC TAKEAWAYS

## 5. House Bill 1084 directs FMSIB to be more strategic and proactive in shaping freight investments across the state.

- “The intent was to shift FMSIB from passively accepting applications from around the state to taking a more proactive, strategic role.”
- “FMSIB needs to bring a list of priority projects and be able to explain why those are ordered as they are, including how they engaged the community and incorporated their input. That's what the legislature is expecting.”
- Two illustrative examples
  - The Road-Rail Conflicts Study.
  - WSDOT Active Transportation Program.
- FMSIB would need to increase its capacity and processes to advance this vision, including the ability to:
  - Assess the statewide freight system and identify geographies where investment may be needed.
  - Provide technical assistance to less-resourced communities so they can develop project proposals and compete on an equitable basis.
  - Provide a transparent and equitable application and scoring process.
  - Track, evaluate, and learn from past investments.



# FMSIB MAPPING TOOL: USERS & USE CASES

	User	Use Case
1.	FMSIB	Identify locations that may benefit from additional freight system investment: <ul style="list-style-type: none"><li>▪ Known deficiencies in the freight system.</li><li>▪ Heat map identifying impacts on overburdened communities.</li></ul>
2.	FMSIB	Evaluate proposed projects and community engagement efforts.
3.	Project Sponsors	Use an understanding of community demographics to design 1) community engagement efforts; 2) freight infrastructure projects.
4.	Legislature, others	Display a history of past and recommended investments.

# FMSIB MAPPING TOOL: APPROACH & FUNCTIONALITY

- Align with the Overburdened Communities Mapping Tool and build for long-term integration of data.
- Include the ability to isolate and highlight specific environmental health and safety characteristics to understand the spatial relationship to overburdened communities. Examples:
  - Air quality (which may include one or more components, including diesel exhaust).
  - Ozone concentration.
  - Crashes involving trains or heavy trucks.
  - Noise along freight corridors
- Include layers that display:
  - Freight corridors and other freight infrastructure, including border crossings, ports, inventory of truck parking locations, other.
  - Freight-focused land use designations.
  - Past investments in freight corridors made by FMSIB and other agencies.
  - Investments recommended in FMSIB's 6-Year Strategic Plan.



# CASE STUDIES: UPDATE



# OVERVIEW

- **Goal:** learn and communicate about best practices to engage overburdened communities and minimize negative project impacts on them.
- **Approach to gathering information:** document review + interviews with project team and community-based organizations.
- **What we hope to include:**
  - **Project overview:** purpose, timeline, budget
  - **Community engagement:** methods, successes, challenges
  - **Outcomes:** how engagement impacted the project and how the project impacted the community
  - **Lessons learned:** missed opportunities and best practices

# CASE STUDY SELECTION

Projects that demonstrate **use of best practices** and **lessons learned**, for which institutional knowledge and documentation are available.

**6 – 8 FMSIB investments**

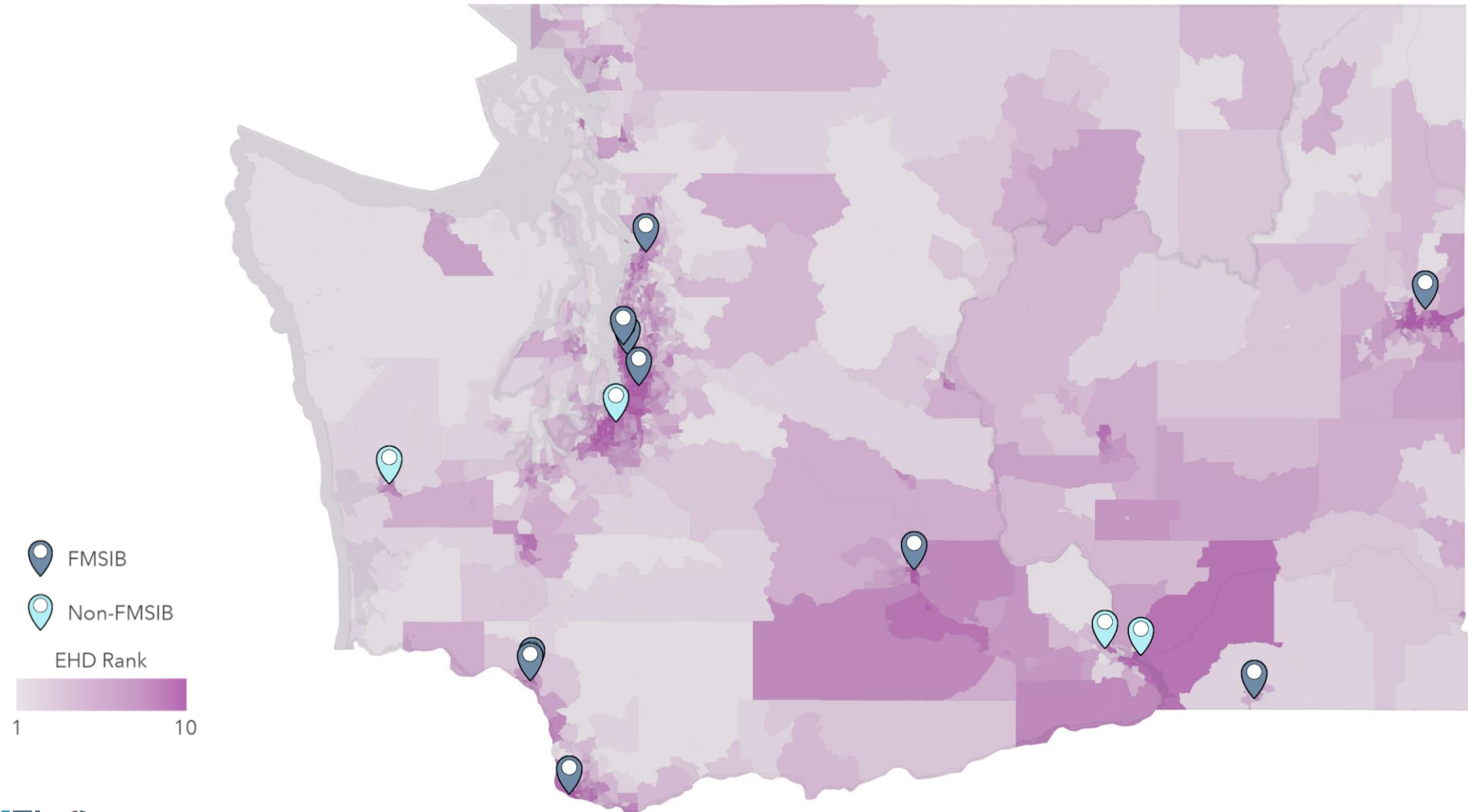
**2 – 4 FMSIB partners**

(e.g., WSDOT, cities, counties, ports, railroads, marine shipping, trucking)

Representation of:

- **Washington geography**  
East, West, Puget Sound
- **Community size**  
large and small
- **Project type**  
e.g., marine, rail, roads, ports; grade separation, electrification of onshore power, etc.

# POTENTIAL CASE STUDY PROJECTS



# POTENTIAL CASE STUDIES

ID	Type	Sponsor Agency	Project Name	Region	Focus	Year Awarded	EHD Rank
1	FMSIB-funded	City of Everett	41st St. Overcrossing/ Riverfront Pkwy	PS	Grade separation	1999	9
2	FMSIB-funded	City of Kelso	Allen St. Bridge Replacement	W	Bridge replacement	1999	9
3	FMSIB-funded	City of Kent	S. 228th St. Grade Separation, Phase 1, 2 and 3	PS	Grade separation	2004	10
4	FMSIB-funded	King County	South Park Bridge Replacement	PS	Bridge replacement	2010	10
5	FMSIB-funded	City of Longview	SR 432 Improvements	W	Truck mobility & congestion improvements	2000, 2007, 2016	9
6	FMSIB-funded	City of Seattle	Duwamish Truck Mobility Improvements	PS	Truck mobility improvements	2003	9
7	FMSIB-funded	Spokane County	Bigelow Gulch/Forker Rd. Realignment, Phases 3, 4, 5, and 6	E	Road realignment	2010, 2018	8
8	FMSIB-funded	Port of Vancouver	Port Rail Access, Phases 1 and 2; Rail Tie-in to Mainline; Bulk Facility Track Location [specific projects TBD]	W	Rail realignment, grade separation	2006, 2012	9
9	FMSIB-funded	City of Walla Walla	Myra Road at the Dalles-Military Rd & US 12/SR 125 Interconnect	E	Truck mobility improvements	2007	8
10	FMSIB-funded	City of Yakima	Lincoln Ave. and MLK/BNSF Grade Separation	E	Grade separation	2000	10
11	Non-FMSIB	City of Aberdeen	Details pending	W	Details pending	N/A	TBD
12	Non-FMSIB	City of Fife	I-5 - Port of Tacoma Interchange Improvement	PS	Truck mobility & congestion improvements	N/A	9
13	Non-FMSIB	City of Pasco	S Oregon Avenue	E	Truck mobility improvements	N/A	9
14	Non-FMSIB	City of Richland	Duportail Bridge	E	Truck mobility improvements	N/A	9

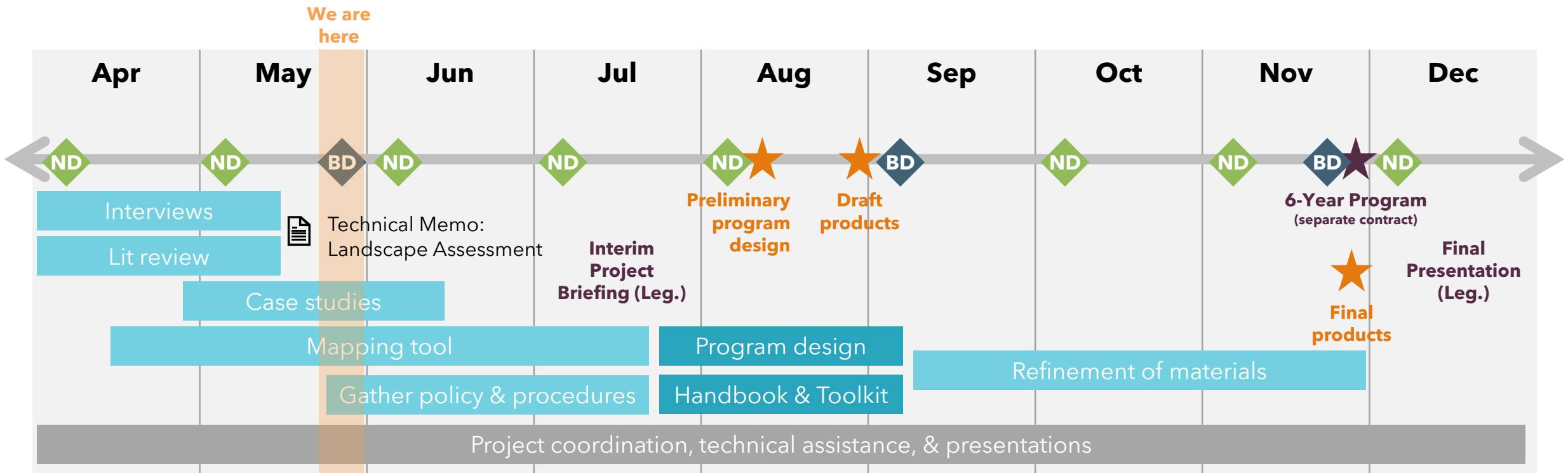


# NEXT STEPS



BD Board Meeting

ND New Directions Committee Meeting



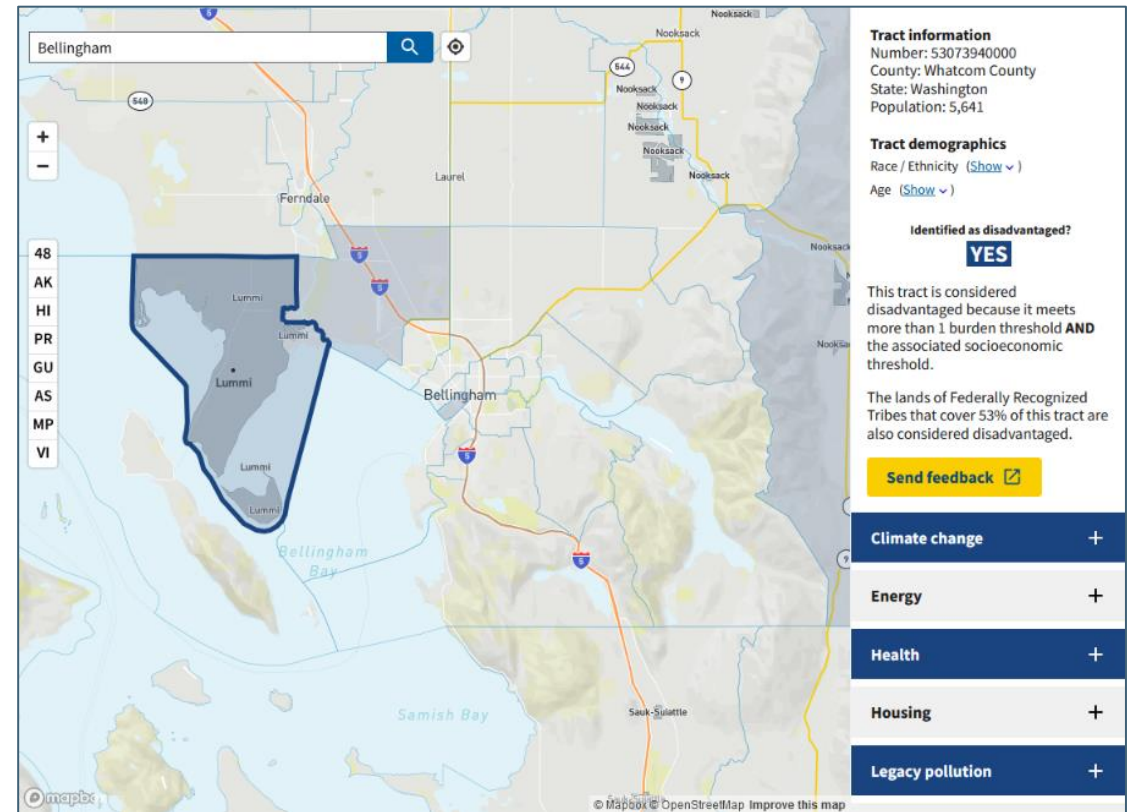


# APPENDIX: SELECT MAPPING TOOLS

# IDENTIFYING BURDEN: SELECT MAPPING TOOLS

## White House Council on Environmental Quality: [Climate and Economic Justice Screening Tool \(CEJST\)](#)

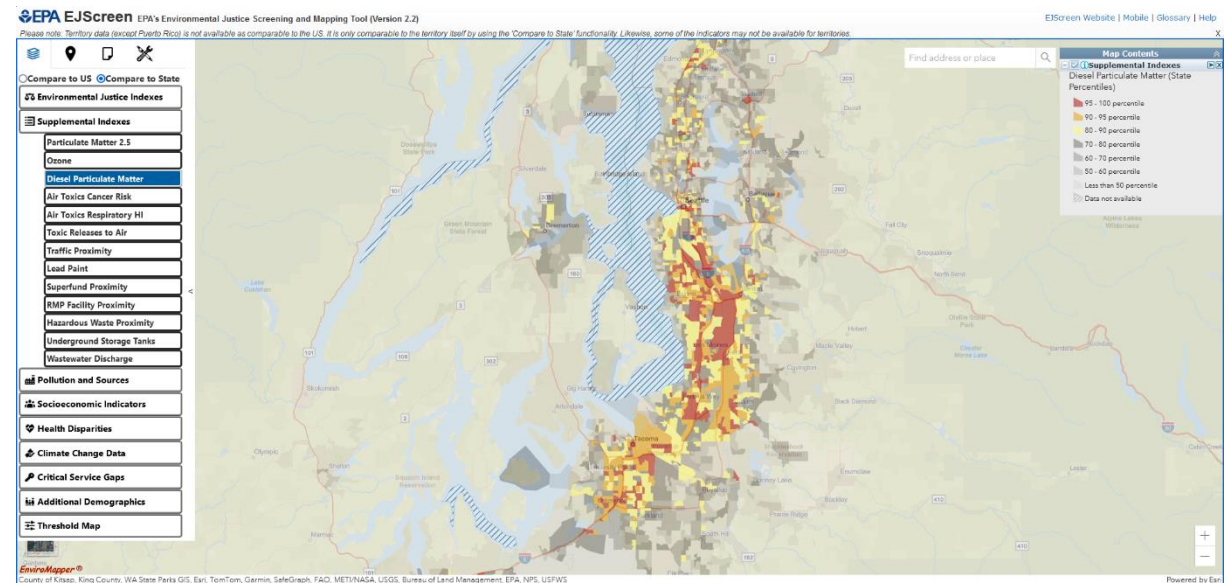
- Designed for Justice40 agencies and others.
- Indicators of burden in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.



# IDENTIFYING BURDEN: SELECT MAPPING TOOLS

## Environmental Protection Agency: [EJ Screen](#)

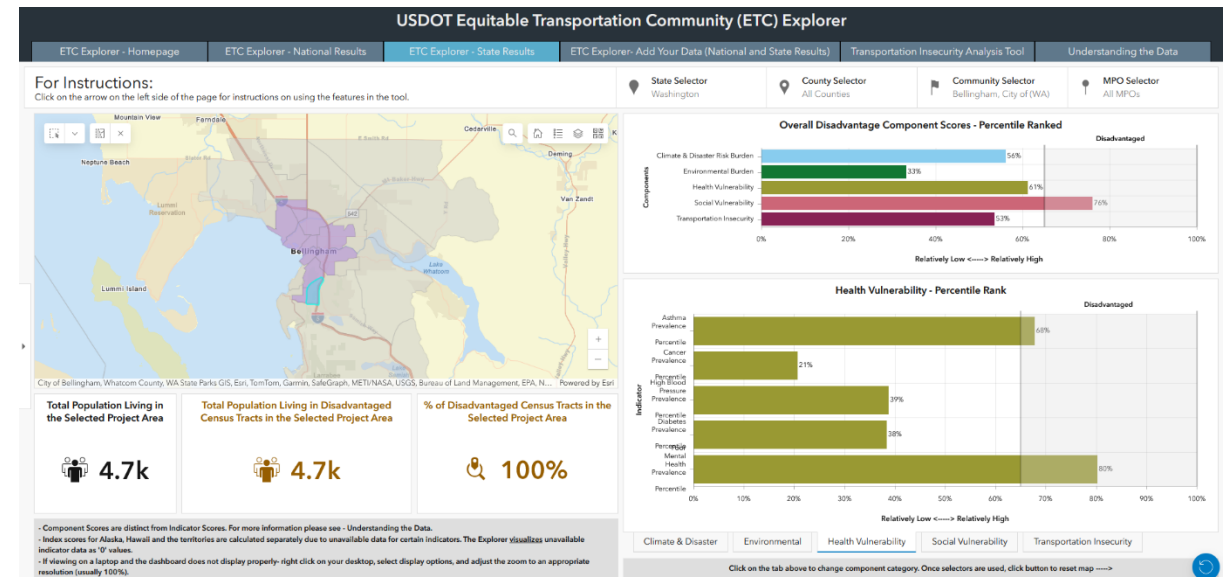
- Raw data and derived indices related to environmental justice and equity, including health risks, climate risks, economic risks, and critical service gaps.
- Place data such as EPA regulated facilities, schools, parks, places of worship, tribal lands, etc.



# IDENTIFYING BURDEN: SELECT MAPPING TOOLS

## US Department of Transportation: [Equitable Transportation Community \(ETC\) Explorer](#)

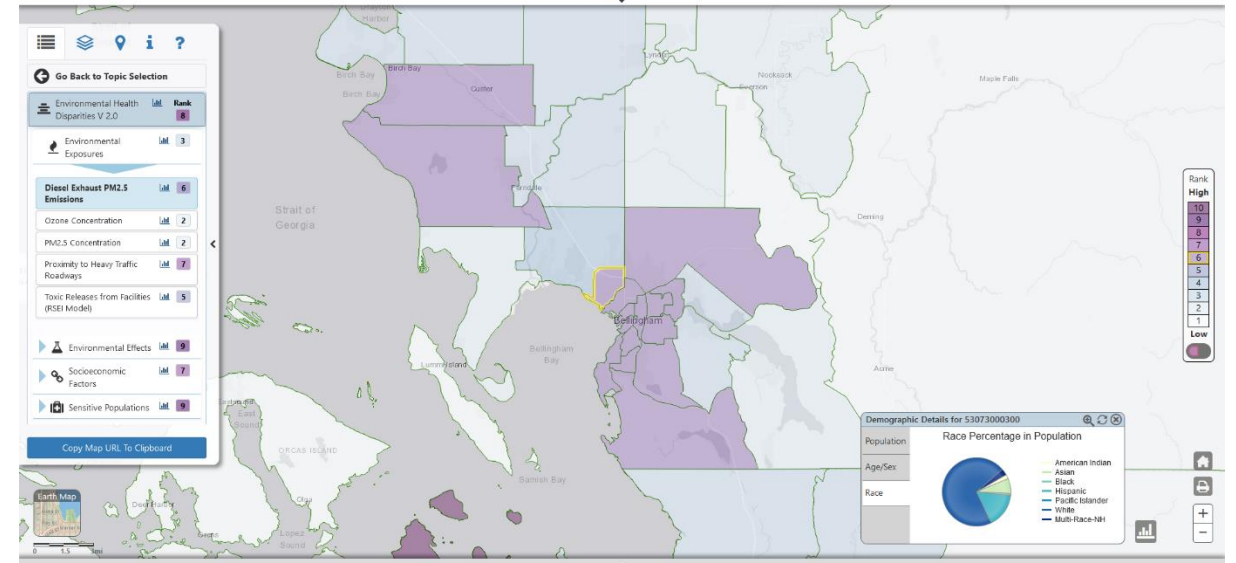
- Focused on “transportation insecurity.” Provides population, income, transportation costs, housing costs, transportation access, education, and safety data.
- Also provides percentile rank for burdens and vulnerability related to climate and disaster, environmental, health, social, and transportation insecurity.
- Displays 2020 Census tracts symbolized on meeting conditions to be considered “disadvantaged” based on a Disadvantaged Community Index.



# IDENTIFYING BURDEN: SELECT MAPPING TOOLS

## Department of Health: [Environmental Health Disparities Map](#)

- Census tracts symbolized by rank for several environmental health hazards.
- Provides demographics over time for each community.
- Exposures includes diesel exhaust emissions and proximity to heavy traffic roadways.
- Includes some freight layers such as railroads and airports.



# IDENTIFYING BURDEN: SELECT MAPPING TOOLS

## Department of Ecology: [Overburdened Communities Highly Impacted by Air Pollution](#)

- Communities considered overburdened and highly impacted by air pollution.
- Details about each community, including risk factors and why the community was selected.

