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## 2023-2024 FMSIB BOARD MEMBERS

**Temple Lentz**, Chair,  
President and CEO, The Historic Trust,  
Community Representative

**Leonard Barnes**, Executive Director, Port of Grays Harbor,  
Ports Representative

**Peter Bennett**, Steamship Representative

**Matt Ewers**, Principal, Senior Vice President, IEDS  
Logistics, Trucking Industry Representative

**Al French**, Commissioner, Spokane County,  
Counties Representative

**Erik Hansen**, Transportation Senior Budget Analyst,  
Office of the Governor

**Johan Hellman**, Executive Director of Public Affairs,  
BNSF Railway, Railroad Representative

**John McCarthy**, Commissioner, Port of Tacoma,  
Ports Representative

**Anne McEnery-Ogle**, Mayor, City of Vancouver,  
Cities Representative

**Roger Millar**, Secretary of Transportation

**Arthur Swannack**, Commissioner, Whitman County,  
Counties Representative

**Ben Wick**, Councilmember, City of Spokane Valley,  
Cities Representative

**Aaron Hunt**, Senior Director, Public Affairs,  
Union Pacific Railroad, Ex-Officio

### Board Member Vacancies - Governor's Office Seeking Applicants

Package Delivery Industry

Heavy Highway Construction Industry

Labor Representative- Freight Sector

Environmental Protection

Overburdened Community Interest

## LIST OF 2024 MEETINGS DATES AND LOCATIONS

January 19 - Olympia

March 15 - Dupont

May 31 - Pasco

September 6 - Spokane

November 21-22 - Anacortes

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## ADVANCING THE FUTURE OF FREIGHT

Washington State is one of the five most freight-dependent states in the nation. The Freight Mobility Strategic Investment Board (FMSIB) was created to help the Legislature make investments in specific freight projects across the state.

Since the board was created in 1998, our state and nation have seen dramatic change, and in 2023 the Washington State Legislature expanded the board to 17 members and set a new direction to focus on the most strategic freight mobility projects and issues facing the state. This new approach brings industry expertise directly to the policymakers' tables and creates a forum to encourage policies that make the most effective use of precious financial resources while supporting a competitive, resilient, sustainable, and equitable freight system.

Some of FMSIB's responsibilities are to:

- Designate the state's strategic freight corridors for road, rail, and waterways.
- Develop a Six-year Investment Program for funding consideration by the governor and legislature.
- Lead special studies as determined by the board or requested by the Legislature.
- Coordinate with WSDOT to identify and prioritize the most strategic locations to build additional truck parking to serve the state.
- Conduct outreach and education on freight mobility needs with efforts to reduce emissions.

### A COMPREHENSIVE APPROACH TO RECOMMENDING A STATEWIDE SIX-YEAR INVESTMENT PROGRAM

This year FMSIB is expanding the outreach it started in 2023 to solicit freight mobility projects from sponsors statewide working through existing agencies to reduce duplicative grant application processes.

### TIMELINE FOR INVESTMENT PROGRAM SOLICITATION AND EVALUATION

January 31 - Announcement of Investment Program Solicitation

February 26 - Applications Due

March - FMSIB Review and Interviews

April - FMSIB Evaluation

May - Preliminary Recommendations

Summer - Preliminary Plan Refinements and Coordination with Project Sponsors

Fall - Final Recommendations







COMPLETED

South Lander Street Grade Separation



COMPLETED

SR-410 Traffic Avenue Sumner, WA



UNDERWAY

Bigelow Gulch, Spokane County

## PROJECTS COMPLETED - 2022-2023

### SEATTLE

#### South Lander Street Grade Separation, \$5.7

The South Lander Street Grade Separation crosses over the BNSF mainline tracks between 1st Avenue and 4th Avenue South in Seattle. It removes significant conflict between freight rail and freight roadway activity in the Duwamish Manufacturing/ Industrial Center (MIC), including the Port of Seattle, Seattle International Gateway (BNSF Railway) Yards, Argo (UP railroad) Yards and associated businesses.

## PROJECTS UNDERWAY - 2023-2024

### AIRWAY HEIGHTS

6th/10th/12th Ave Improvements, \$2.42M

### FIFE

I-5/Port of Tacoma Road Interchange Phase 2 (south side I-5), \$7.53M

### KENT

76th Avenue S (South Phase), \$5M

### WSDOT (MARYSVILLE)

SR-529/I-5 Interchange Expansion, \$5M

### PORT OF OLYMPIA

Marine Drive Heavy Haul Freight Corridor Restoration, \$1.3M

### PORT OF SEATTLE

Re-build of T-91 Gate & Access Road, \$75K

### PORT OF VANCOUVER

Terminal 5 Overpass (Design), \$300K

### SEATTLE

East Marginal Way Heavy Haul Corridor, \$6.1M

### LONGVIEW

#### SR-432/SR-411 Intersection improvements, \$2.1M

This project improved the safety and system performance in an area connecting the interstate freeway and rail systems to an interstate bridge spanning the Columbia River and the Port of Longview.

### SUMNER

#### SR-410 Traffic Avenue/East Main Street \$2.5M

This project reconfigured two intersections and added travel lanes and multimodal access across SR 410. The original overpass at this location was built in 1967.

### SPOKANE COUNTY

Bigelow Gulch Phase, \$2.29M

### SPOKANE VALLEY (WSDOT)

Barker Rd / BNSF Grade Separation, \$6M

### SPOKANE VALLEY

Barker Rd Corridor Widening - Spokane River to SR 290, \$1.68M

### SPOKANE VALLEY

South Barker Rd Corridor Improvements, \$3M

### SUMNER

Stewart Road, \$3M

### VANCOUVER

Jefferson Street Realignment, \$3M

### WAITSBURG

Bolles Road Overlay (Design), \$80K

### WENATCHEE

McKittrick Underpass (INFRA Segment 1B), \$3M

### WSDOT

I-90 Transportation System Management & Operation (TSMO) Improvement, \$600K

## STUDIES UNDERWAY IN 2024

### TRUCK PARKING

FMSIB submitted an Interim Truck Parking recommendation to the Legislature to fund 60% design of the following projects in 2024 in order to more accurately project construction costs and schedules for 2025.

- I-5 Fort Lewis Weight Station Truck Parking, Signage, and Restroom Improvements
- WSDOT's Draft Safety Rest Area Strategic Plan rest area projects at Smokey Point, Silver Lake, SeaTac, and Gee Creek
- SR-906 - Phase 3 expanded truck parking area

The \$5.95 million identified by the legislature for future appropriation is likely insufficient to fund construction of all of the identified projects above.

### OVERBURDENED COMMUNITIES

In restructuring FMSIB's approach to funding projects, the Legislature has stipulated that projects to be included in the agency's Six-year Investment Program must include "sufficient engagement with overburdened communities impacted by the project."

FMSIB is in the process of scoping a contract for a consultant to produce a study on best practices for engaging with overburdened communities. We anticipate the study will include mapping of designated strategic freight corridors along with census and public health data to create an interactive tool for project

### MARINE CARGO FORECAST

FMSIB through its partnership with WSDOT Local Programs is contracting with the Washington Public Ports Association for the 2024 Marine Cargo Forecast Study. The study will update and build upon the 2017 Marine Cargo Forecast, identifying emerging trends and potential projects for achieving freight mobility outcomes that benefit the state.

The study will include:

- International trade cargo types i.e. containers, bulk, breakbulk, and neobulk
- Selected commodity analysis
- Landside modal splits of cargo
- Rail capacity



FMSIB is also working with WSDOT to retain a consultant to identify the highest priority strategic locations for truck parking in the state system, map and describe the rationale for each location, and the conditions driving truck parking needs. The study will also investigate implementation obstacles and identify strategies for overcoming those obstacles.

sponsors to access information about the relationship between potential freight mobility projects and overburdened communities. The study may include case studies statewide that examine the public benefit outcomes of freight mobility projects to serve as examples to project proponents. The scope may also have the consultant coordinate with regional planning organizations to collect information about their practices for engaging with overburdened communities. We anticipate the study will investigate how to align FMSIB's engagement practices with those required by other funders such as federal sources, TIB, and CRAB.

