



# Freight Mobility Strategic Investment Board

Presentation to the  
**Washington State Transportation Commission**  
January 20, 2022  
*Olympia, WA*

Brian J. Ziegler, P.E.  
Director

# FMSIB in Three Words



- Economy
- Efficiency
- Leveraging

# Three Things



- FMSIB Mission and Structure
- Projects and Funding
- Legislative Priorities

# Mission Statement



*“Improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.”*

- Advocate for strategic freight transportation projects that bring economic development and a return to the state;
- Focus on timely construction and operation of projects that support jobs;
- Leverage funding from public and private stakeholders;
- Create funding partnerships across modal and jurisdictional lines.

# FMSIB Members (Public / Private)



## Dan Gatchet

Chair  
Citizen Member

## Art Swannack

Commissioner  
Whitman County  
Counties

## Peter Bennett

Past President  
Puget Sound Steamship Operators  
Association and the CRSOA  
Marine Industry

## Leonard Barnes

Deputy Executive Director  
Port of Grays Harbor  
Ports

## Matt Ewers

VP, IEDS  
Trucking

## Ben Wick

Councilmember  
City of Spokane Valley  
Cities

## John McCarthy

Port Commissioner  
Port of Tacoma  
Ports

## Johan Hellman

Dir., Government Affairs  
BNSF Railway  
Railroad

## Anne McEnerney-Ogle

Mayor  
City of Vancouver  
Cities

## Erik Hansen

Senior Budget Asst. to the  
Governor  
Olympia

## Temple Lentz

Councilor  
Clark County  
Counties

## Roger Millar

Secretary  
WSDOT

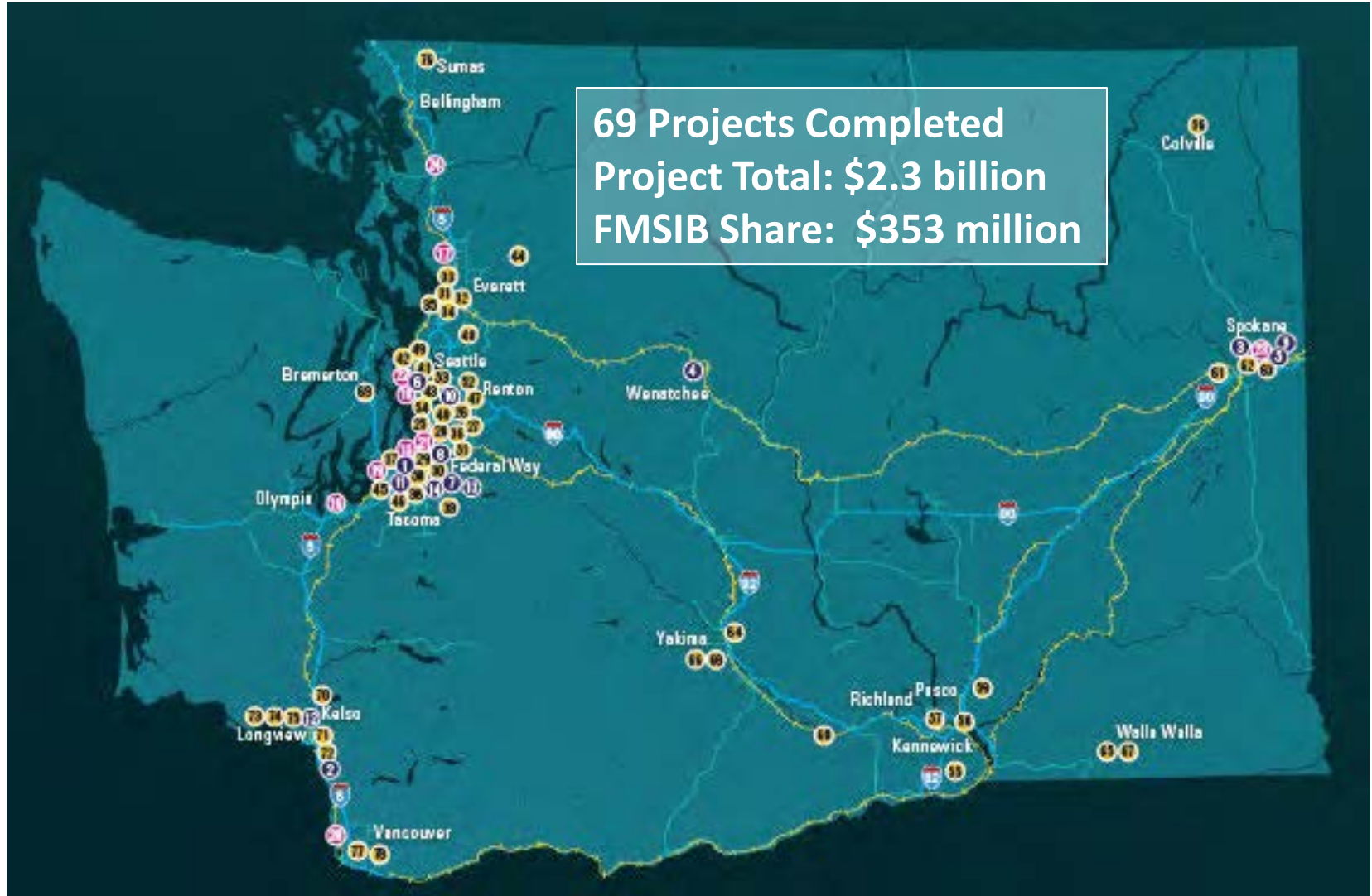
## Aaron Hunt\*

Director of Public Affairs  
Union Pacific  
\*ex-officio

# Completed FMSIB Projects



69 Projects Completed  
Project Total: \$2.3 billion  
FMSIB Share: \$353 million



# FMSIB Project Mix



Project Type	Number (Active and Completed)
Road	53
Rail	6
Road-Rail	32
<b>TOTAL</b>	<b>91</b>

# Project Priority Criteria



## Summary of Evaluation Criteria:

Freight Mobility for the Project Area

Freight Mobility for the Region, State, & Nation

General Mobility

Safety

Freight & Economic Value

Environment

Partnership

Consistency with Regional & State Plans

Cost

Special Issues

**Total:**

## Weight

35 Maximum

35 Maximum

25 Maximum

20 Maximum

15 Maximum

20 Maximum

25 Maximum

5 Maximum

10 Maximum

8 Maximum

**198 points**



# Project Selection Process



- Call for Projects
- Technical Committee Scoring (Cities, Counties, Ports, Trucking, Rail, WSDOT)
- Board Committee Scoring (Five Members)
- Two Committees Compare Scores and Create a First Cut List and Interview Questions
- Interviews w/Sponsors
- Committee Final Cut Recommendation
- Board Review and Approval

# Funding Sources



## \$29M per biennium:

- \$12M per biennium dedicated to freight
  - \$6M Freight Mobility Investment Account (Fuel Tax)
  - \$6M Freight Mobility Multimodal Account (LPF)

## Uncodified:

- \$17M per biennium from Connecting Washington
  - \$8.5M Freight Mobility Investment Account (Fuel Tax)
  - \$8.5M Freight Mobility Multimodal Account (LPF)



# 2021 Legislative Actions

# Highest Priority Freight Investments (1/2)?



- 2021 Budget Proviso
  - *“In coordination with WSDOT as it updates its federally-compliant freight plan, the board [FMSIB] is directed to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state.”*
  - “Phase 1 Report” submitted 12/1/21
  - “Phase 2 Report” due 12/1/22

# Highest Priority Freight Investments (2/2)?



- Phase 1 (submitted 12/1/21)
  - “... the board must submit a preliminary report providing a status update on the process and methodology for identifying and prioritizing investments.”
- Phase 2
  - “... the board must submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner.”

# Phase 1: Process and Methodology (1/3)



Asset Preservation and Safety  
45%

Improving the Operations  
of the Existing System  
5%

Expanding the Existing  
System  
20%

Achieving the Freight System  
of the Future  
30%



# Phase 1: Process and Methodology (2/3)



Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts
<b>Asset Preservation and Safety</b>	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	10%
<b>Improving the Operations of the Existing System</b>	Transportation Systems Management and Operations (TSMO)	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%

# Phase 1: Process and Methodology (3/3)



<b>Expanding the Existing System</b>	Grade Separation Projects	Improve safety and equity by reducing road rail conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	10%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%
<b>Achieving the Freight System of the Future</b>	Land Banks	Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.	5%
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.	5%
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.	10%
	Zero Emissions	Improve air quality and equity within the freight industry by moving toward zero emissions; electrification for short haul/dray at shipping ports, railyards and airports; hydrogen for long haul applications.	10%



# Next Steps



- Dec. 1, 2021 Submitted Phase 1 to Legislature
- Jan. - March 2022 Develop revised freight investment eligibility and prioritization criteria, and plan stakeholder outreach, focusing on existing stakeholder plans.
- April - June 2022 Conduct stakeholder outreach to identify highest priority investments according to revised criteria.
- July – Sept. 2022 Finalize and validate draft investment list.
- Sept. 2022 Present draft investment list to FMSIB Board.
- October 2022 Revise investment list. Send to Governor.
- November 2022 FMSIB Board vote on final investment priority list to submit to Legislature.
- Dec. 1, 2022 Submit prioritized investment list to Legislature.
- Jan. – April 2023 Provide testimony to the Legislature on the investment list.

# 2022 Legislative Priorities



- Support the Governor's Budget proposal which fully funds FMSIB.
- Respond to legislative inquiries on the Phase 1 Report.
- Confirm with legislative leadership the Board's recommended direction on the Phase 2 Report.

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# Questions?



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More Information:

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