



Freight Mobility Strategic Investment Board (FMSIB)

Presentation to the
Washington State Transportation Commission

May 17, 2022

Olympia, WA

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Director

Agenda



- Who is FMSIB?
- What Happened in 2022?
- What Happened (And Didn't) in 2022?

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

Mission Statement



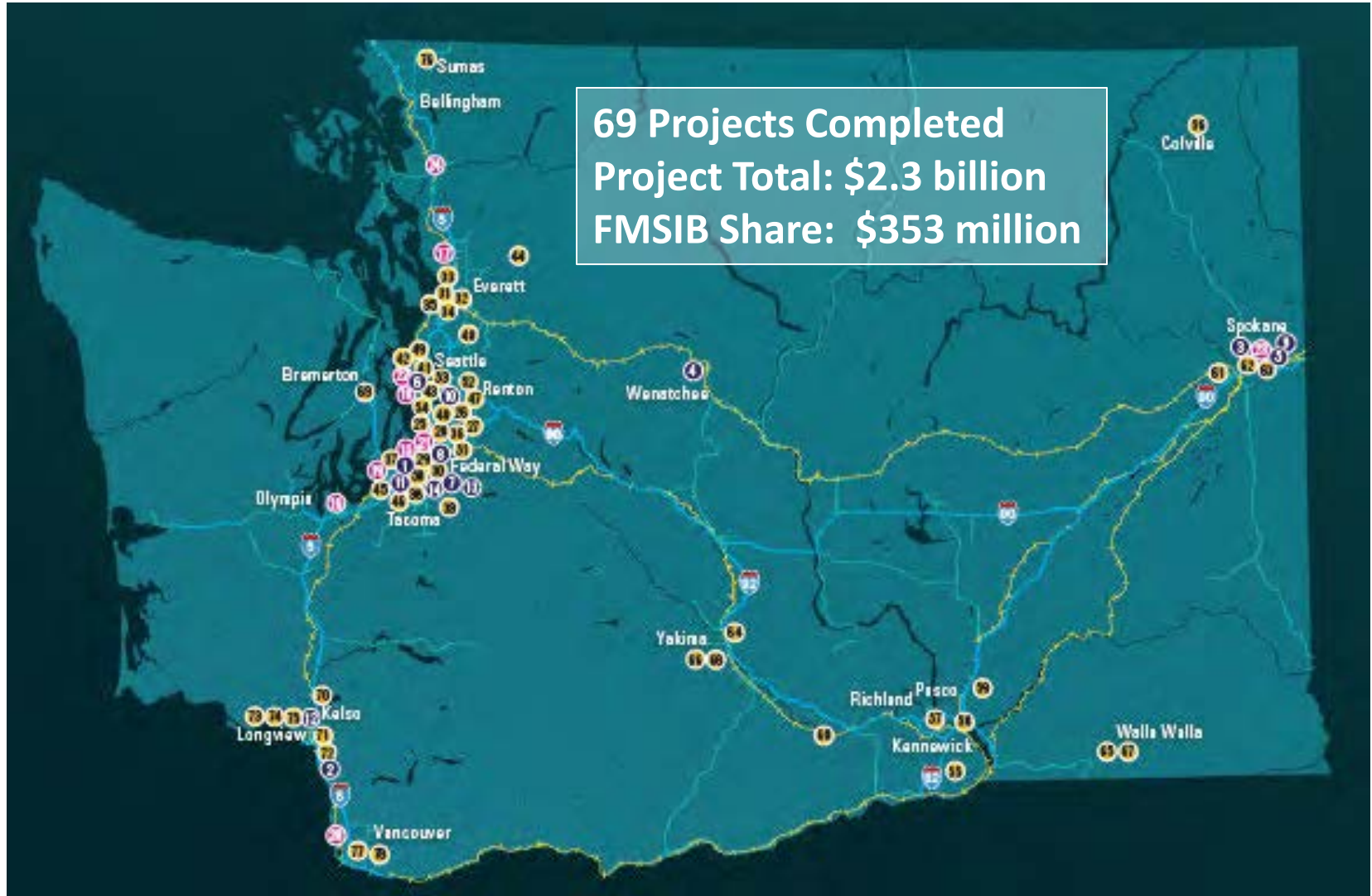
“Improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.”

- 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.

Completed FMSIB Projects



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



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 (1/2)



Freight Category	Target Area	Desired Freight Outcome	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%
	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%
Improving the Operations of the Existing System	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 (2/2)



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.	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%
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.	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



- 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 awarded FMSIB projects. **(Success)**
- Respond to legislative inquiries on the Phase 1 Report. **(Success)**
- Confirm with legislative leadership the Board's recommended direction on the Phase 2 Report. **(Success)**
- Lift restriction on FMSIB Call for Projects **(FAIL)** – Going on four years now.

What Happened (And Didn't) in 2022



- “Unprecedented”
 - Speed
 - Size
 - Multimodal Investments
 - State Preservation Investments
- “Unprecedented”
 - Lack of Bipartisanship
 - Lack of Eastern Washington Projects
 - Lack of Local Government Preservation

Questions?



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More Information:

www.fmsib.wa.gov