



Senate Transportation Committee

January 21, 2025



What is FMSIB?

- The Washington State Freight Mobility Strategic Investment Board (FMSIB) is a 17-member Board appointed by the Governor held accountable to create a comprehensive and coordinated state program to facilitate freight movement between and among local, national, and international markets which enhances trade opportunities.
- The Board is also charged with finding solutions that lessen the impact of the movement of freight on local communities.

\$707 billion

The amount of cargo
Washington handles annually

35%

Proportion of the state's
gross domestic product
(GDP) generated by
freight-dependent
industries

\$213 billion

State GDP generated by
freight-dependent industries in
2019, the last year for which
there is reliable data

45%

Proportion of jobs
in the state created by
freight-dependent
industries

1.5 million

Workers employed
in the state by
freight-dependent industries

Changes made under SHB 1084 (codified as RCW 47.06A.020)

Provide strategic guidance to the governor and the legislature regarding the highest priority freight mobility needs in the state;

- (b) Identify and recommend a program of high-priority strategic freight mobility investments;
- (c) Encourage policies that support a competitive, resilient, sustainable, and equitable freight system; and
- (d) Serve as a forum for discussion of state transportation decisions affecting freight mobility.

(2) The board shall:

- (a) Adopt rules and procedures necessary to implement the freight mobility strategic investment program;
- (b) After seeking input from local governments, transportation planning organizations, other public entities, and Indian tribes[,] recommend a six-year investment program of the highest priority freight mobility projects for the state across freight modes, jurisdictions, and the regions of the state;
- (c) Ensure that the program provides statewide inclusion and maximum federal funding options, projects recommended as a part of the six-year investment program that intend to leverage federal funds must be developed consistent with planning requirements for inclusion in the federally recognized state freight plan;
- (d) Monitor the implementation of projects included in the six-year investment program on an ongoing basis;
- (e) Identify critical emerging freight mobility issues not yet addressed by investments considered for inclusion in the six-year investment program of the highest priority freight mobility investments required in (a) of this subsection; and
- (f) Submit an initial full report meeting the requirements of this subsection to the governor and the transportation committees of the legislature by December 1, 2024. Updated reports may be submitted annually to the transportation committees of the legislature and governor by December 1st of each year; however, a full update must be provided every two years.

Six-Year Investment Program

- A total of 34 projects have been identified supporting regional diversity and the economic needs of Washington State while balancing the impacts on overburdened communities.
- Plan to update and refine the program to respond to emerging freight needs.
- Ongoing engagement and outreach to stakeholders is needed.

Integrating Community Considerations in Freight Investments

- Engaged with BERK Consulting and Cascadia Consulting Group to conduct a research-based study and develop practical tools to help FMSIB, applicants, and project sponsors integrate consideration of overburdened communities in strategic freight investments

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Freight & Community Mapping Tool (Please Note: Tool Under Development) BETA Version

Population	Pop. Density	Job Density
7,640,812 people	111 people per sq. mile	47 jobs per sq. mile

How do I use this tool?

I want to explore...

The Freight System and Communities
Click on this section ↑ to explore the spatial relationship between freight infrastructure and nearby communities, find detail on existing infrastructure and communities near points of interest, and view summaries of the freight system and community characteristics.

Past Freight Projects
Click on this section ↑ to view projects previously funded by FMSIB to learn more about their characteristics and the communities living nearby.

COMING SOON

Strategic 6-Year Investment Program
Click on this section ↑ to learn about locations recommended for investment in Washington's Strategic Six-Year Program and explore communities near those locations.

Overburdened Communities Info

Filter for Overburdened Tracts
Select: All Census Tracts
Apply Cancel

Map Layers

- Intermodal Facilities
- Truck Parking Locations
- FMSIB Previous Investments
- Road-Rail Crossing Conflicts
- System Performance
- Noise Barriers
- National Highway Freight Program Projects
- Manufacturing Industrial Centers
- Freight and Goods Transportation System
- Tracts

FMSIB Mapping Tool - DRAFT v3

Truck Parking Implementation Plan

- Jointly developed by FMSIB and the Washington Department of Transportation (WSDOT), the 2024 Truck Parking Implementation Plan recommends strategies across three biennia to address truck parking shortages statewide.
- Six recommendations in total:
 1. Complete the deployment of the WSDOT Truck Parking Information Management System (TPIMS) technology along I-5.
 2. Leverage state funding, including funding recommendations from FMSIB, to position WSDOT to apply for federal funding to support the expansion of the I-5 Fort Lewis Weigh Station.
 3. Identify funding for operational maintenance and preservation of SRAs with truck parking on I-5 and I-90.
 4. Hire a permanent Truck Parking Implementation Lead.
 5. Conduct a private sector collaboration pilot under existing statutory authority.
 6. WSDOT Public Truck Parking Supply Expansion Projects

Recommendations Summary Table

Recommendation	Cost	Funding Sources	Timeline	FMSIB Role	WSDOT Role
Rec 1 Truck Parking Information Management System	\$11.2M Total (\$4.95M Needed)	Grant Funds: FMCSA (\$2.2M) + INFRA (\$2.3M federal award + \$1.8M state match) ESHB 2134 Proviso \$4.95M	Currently Under Construction: FMCSA work underway with completion by September 2025; INFRA work scheduled for January 2025 start	TPIMS per ESHB 2134	Implement TPIMS, Report Progress
Rec 2 Advance Design of I-5 Fort Lewis Weigh Station Upgrade and Truck Parking Expansion	\$32.5M Total (\$2.5M for Complete PE/Design, and \$30M for Construction with 20% State Match Required for RAISE Grant Application)	ESHB 2134 Proviso: \$500K (from unspent funds from SR 906 for PE/Design) FMSIB Six-Year Investment Plan Request: \$2M for '25-'27 biennium	Preliminary design completed: Dec. 2024 PE/Design Phase: Start by Spring 2025 \$25M RAISE grant pursuit: Feb. 2026, 20% match needed in the future	Appropriate additional \$2M from FMSIB request for 25-'27 for PE/Design	Implement PE/Design and Construction; Lead Federal Grant Application in coordination with FMSIB and Washington State Patrol
Rec 3 WSDOT SRA Preservation	\$22.2M over three Biennium Period	Requires Legislative appropriation	\$5.4M for '25-'27 biennium \$7.4M for '27-'29 biennium \$9.4M for '29-'31 biennium	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90
	\$10.4M Per Biennium for expanding preservation efforts, starting '29-'31	Requires Legislative appropriation	Starting '29-'31 biennium	Recommend legislative appropriation to WSDOT	Implement Preservation Improvements and prioritize preservation to truck parking sites along I-5 and I-90
Rec 4 Truck Parking Program—Implementation Lead and Support	New Funding: \$3.6M Total-\$1.2M per biennium (\$400K for WSDOT FTE and \$800K for Consultant Support)	Requires Legislative appropriation	\$1.2M improvements for '25-'27 Biennium* \$1.2M improvements for '27-'29 Biennium \$1.2M improvements for '29-'31 Biennium	Recommend the Legislature to appropriate \$1.2M during the '25-'27 biennium to WSDOT	If funded, hire a TPIL to implement and report the progress to the Legislature each biennium*
Rec 5 Private Sector Collaboration Pilot & Program	\$500K for proviso development and project selections; \$2.5M per biennium for private sector collaboration pilot implementation	Requires Legislative appropriation	June 2025 Proviso: Six-month period open to accepting unsolicited proposals for sizable truck parking expansion projects until January 2026 2026 Construction: Future proviso request required for support of recommended project(s) for 2026 construction	Support Pilot by recommending Legislature appropriate \$500k in '25-'27 biennium via proviso to WSDOT	Lead proviso issue, project evaluations, and recommend selections Implement the pilot
Rec 6 WSDOT Public Truck Parking Supply Expansion Projects	\$259.1M for 10 Concept Sites (potential increase of 423 stalls maximum) \$2M Per Biennium for Design of Expansion Sites, starting '29-'31	Requires Legislative appropriation; Use Implementation Plan Concepts in Pursuit of Grant Opportunities	Starting '29-'31 biennium	Support truck parking expansion projects pursuant of funding; recommend Legislature to fund public truck parking supply sites to SoGR	Use implementation plan concepts in pursuit of grant opportunities and implement expansion projects

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THE FUTURE



OF FREIGHT

