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December 1, 2024

The Honorable Marko Lias  
Washington State Senate  
PO Box 40421  
Olympia, WA 98504

The Honorable Jake Fey  
Washington House of Representatives  
PO Box 40600  
Olympia, WA 98504

The Honorable Curtis King  
Washington State Senate  
PO Box 40414  
Olympia, WA 98504

The Honorable Andrew Barkis  
Washington House of Representatives  
PO Box 40600  
Olympia, WA 98504

Re: FMSIB Six-Year Investment Program

Dear Chairs Lias and Fey, Ranking Members King and Barkis, and Legislative Transportation Committees:

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to submit recommendations for the Six-Year Strategic Investment Program. These projects, in addition to those strategic freight projects already identified by the Legislature, such as the Puget Sound Gateway program, I-90 Snoqualmie Pass East Project, North Spokane Corridor, and Interstate Bridge Replace Program<sup>1</sup>, represent the highest priority freight mobility projects for the state across freight modes, jurisdictions, and all regions of the state.

The recommended program funds \$29.5 million in strategic freight projects in FY 2025-2027 and provides critical information about strategic freight needs in the coming biennia. The Six-Year Investment Program as presented identifies strategic freight projects for FY 2027-2029 and FY 2029-2031 and intentionally omits specific funding recommendations for the later biennia. We have taken this approach for two primary reasons. First, identifying strategic freight projects for FY 2027-2029 and FY 2029-2031 but not assigning recommended funding allows the state to be responsive to new and emerging freight needs. Second, this approach allows us to refine and improve outreach and analysis. This is the first year FMSIB has produced a Six-Year Strategic Investment Program, and we have observed several opportunities to increase and improve outreach and information-gathering for future iterations of the plan. Given that the Six-Year Investment Program has been developed to be nimble and responsive to emerging needs, ongoing outreach to stakeholders and agencies can be prioritized to facilitate complete statewide participation and to encourage project submittals in other project categories.

<sup>1</sup> [Major projects | WSDOT](#)

**Chair**

Temple Lentz

**Executive Director**

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Erik Hansen

Johan Hellman

John McCarthy

Anne McEnerny-Ogle

Roger Millar

Arthur Swannack

Phil Wallace

Ben Wick

To Legislative Leaders and Legislative Transportation Committees  
Re: FMSIB Six-Year Investment Program  
December 1, 2024

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. These projects demonstrate that freight mobility can be enhanced while minimizing harm and providing equitable benefits to Washington communities.

Projects submitted for consideration for the Six-Year Strategic Investment Program have been separated into two distinct categories—highest-ranked projects that exceed performance criteria defined by RCW 47.06A.020 and middle-ranked projects that satisfactorily meet the performance criteria defined by RCW 47.06A.020. Further, recommendations have also been broken down by project categories including: bridge preservation, road preservation, bridge and road replacement, improving operations of the existing system, grade separation, expansion of freight corridors, and achieving freight systems of the future (truck parking, land banks, and zero emission). These project categories demonstrate the unique freight needs across the state and inform what are expected to be ongoing areas of strategic investments. For example, we expect preservation and maintenance to be a growing area of need, and additional outreach is required to gather the best information for evaluating priority strategic preservation needs.

The recommended program was developed by first ranking and then prioritizing projects based on criteria required by RCW 47.06A.020. The ranking criteria first weighted a project's statewide strategic freight value and importance, inclusion in the Statewide Freight Plan and federal funding commitment. After these statutory requirements, prioritization criteria considered project readiness for the designated phase and biennium and overlap with overburdened communities as defined by the Washington State Environmental Health Disparities Map (threshold of 8 or higher to indicate areas of need).

FMSIB appreciates the opportunity to work collaboratively with the legislature to provide strategic guidance regarding the highest-priority freight projects statewide. As part of the mission of providing strategic guidance, FMSIB is committed to ongoing and active engagement with agencies, statewide stakeholders, and the legislature.

Sincerely,



Temple Lentz  
FMSIB Board Chair