



FMSIB Board Meeting City of Tacoma

Hotel Murano, Venice Conference Room

1320 Broadway Plaza

Meeting will be webcast live on TVW:

<https://twv.org/watch/?eventID=2025031055>

(For Zoom meeting option, please contact Joy Dopita at Joy.Dopita@fmsib.wa.gov for meeting link)

AGENDA

March 21, 2025

9:00 AM–1:00 PM

9:00 AM	1	Welcome and Introductions New Board Member Jon Snyder AAG Parina Patel Introduction	Temple Lentz, Chair	Informational
9:10 AM	2	PUBLIC COMMENT	Temple Lentz, Chair	Informational
9:10 AM	3	Consent Agenda: Board Minutes of January 17, 2025	Temple Lentz, Chair	Possible Action
9:15 AM	4	WA Public Ports Association Update	Chris Herman Deputy Director	Informational
9:30 AM	5	WA State Association of Counties Update	Axel Swanson Managing Director	Informational
9:45 AM	6	WSDOT Truck Parking Update	Jason Biggs, Director Rail, Freight, and Ports	Informational
10:25 AM	7	March 20 Tour and Intermodal Presentation from The Northwest Seaport Alliance	Steve Balaski, Director Business Development	Informational
11:05 AM	8	Inland Intermodal Feasibility Study	Fred Wenhardt Transportation Planner	Informational
11:35 AM	9	Six-Year Investment Survey Overview and Update	Fred Wenhardt Transportation Planner	Informational
11:50 AM	10	Break for Lunch	All	
12:00 PM	11	Capital Budget Update	Jay Drye, Director Local Programs Fred Wenhardt, FMSIB	Informational
12:10 PM	12	Spokane Valley Project Update	Adam Jackson, Spokane Valley Public Works	Informational
12:30 PM	13	Director Report & Operational Budget	Brandy DeLange, Executive Director	Informational
12:40 PM	14	Subcommittee Assignments	Temple Lentz, Chair	Possible Action
12:55 PM	15	Affirm June Workshop and Board meeting	Temple Lentz, Chair	Possible Action
1:00 PM	16	Adjourn	Temple Lentz, Chair	

Note: FMSIB Chair may adjust agenda topics and timing.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

January 17, 2025 • 9:00 am – 1:00 pm • Olympia, WA

<https://tww.org/watch/?eventID=2024111056>

In Attendance

BOARD MEMBERS

Temple Lentz, Chair

Peter Bennett

Jason Biggs Designee for Julia Meredith

Matthew Colvin

Al French

Erik Hansen

Johan Hellman

John McCarthy

Ben Wick

Cory Wright

Not Present:

Leonard Barnes

Anne McEnerny-Ogle

Aaron Hunt Ex officio

FMSIB STAFF

Brandy DeLange, Executive Director

Fred Wenhardt, Planning Specialist

Sally See, Executive Assistant

GUEST

PRESENTERS

Reema Griffith, WTSC Executive Director

Megan Cotton Governor's Office/Erik Hansen Office of Financial Management

Jay Drye, WSDOT Local Programs

Matt Neeley, WSDOT Traffic Operations

Sheri Call, Washington Trucking Association

Carl Schroeder, Association of Washington Cities

LUNCH GUESTS

Senator Curtis King (Senate Transportation Ranking Member)

Representative Jake Fey (House Transportation Chair)

Representative Andrew Barkis (House Transportation Ranking Member)

Meeting Convenes

Chair Lentz convened the meeting at 9:05 am.

Chair Lentz requested that Board members, FMSIB staff, and guests introduce themselves and provide a bit about themselves.

Public Comment

Chair Lentz asked if anyone would like to share any public comment.
No one stepped forward.

Approval of Meeting Minutes

Commissioner McCarthy moved to accept the Board meeting minutes for November 22, 2024. Mr. Colvin seconded.

MOTION APPROVED

Washington State Transportation Commission RUC Update

Reema Griffith Executive Director of the Washington State Transportation Commission spoke provided an overview of the Road Usage Charge (RUC) study being worked on by WSTC. She noted that while the Legislature is currently exploring a RUC, it will stake several years for full implementation and revenues to be realized. There will be several steps for implementation for a fully scaled RUC to be utilized in WA. State bonds are dependent on funding from gas taxes, so work will need to be done by Legislators to determine what revenues should or could be bonded. This iteration of the RUC and the study complemented by the WSTC does not include heavy-duty vehicles, i.e. freight and trucks are not contemplated.

(See attachment: WSTC presentation.)

Governor's Office Transportation Update

Megan Cotton and Erik Hansen addressed the attached PowerPoint presentation noting that this biennium and beyond are very challenging from a funding perspective. Being early in the year and session, there is much more to come from Governor Ferguson regarding the budget and Transportation priorities.

(See attachment: Report from the Governor's Office.)

Association Updates

Chair Lentz introduced Sheri Call, President Washington Trucking Association.

Ms. Call provided an update on the future of Trucking in Washington and WTA's legislative priorities as detailed in the attached presentation.

(See attachment: Washington Trucking Association: Industry Issues.)

Chair Lentz noted that Chris Herman of WPPA and Axel Swanson of WSAC were called to testify on bills being heard in the Legislature. Their update presentations will be postponed to another Board meeting. Carl Schroeder of AWC provided his update out-of-order of the agenda.

I-5/Ft Lewis Truck Parking Update

Chair Lentz introduced Matt Neeley, WSDOT Traffic Services Office by way of Zoom.

Mr. Neeley spoke to the attached PowerPoint presentation with the assistance of Bob Hooker and Brian Bell both with South Central Region WSDOT Traffic Services. (Note that there was some technical difficulties showing the presentation, although the presentation was shown in full once difficulties were resolved.)

(See attachments: I-5/Ft Lewis Weigh Station.)

Association Updates

Chair Lentz then introduced Carl Schroeder of Association of Washington Cities (AWC).

Mr. Schroeder spoke to the priorities that AWC is assisting Washington cities in road preservation & maintenance, public safety, fiscal sustainability, housing, behavioral health treatment, and investing in infrastructure.

There will be legislation presented by the House this year to begin the RUC (see above) program within Washington State. The concern at this point is that gas taxes are declining and AWC wants to ensure that funding will continue to go to local governments, particularly cities.

(See attachment: AWC Legislative Priorities.)

Thank you to Board Members Art Swannack and Roger Millar

Chair Lentz addressed outgoing Board Member Commissioner Art Swannack by Zoom. She and the Board thanked him for his seven years with the FMSIB Board. (Secretary Mr. Millar was unable to join.)

FMSIB Capital Budget Report

Chair Lentz requested that Jay Drye, Director of Local Programs, WSDOT address the FMSIB Capital Budget.

Mr. Drye addressed the attached FMSIB Capital Budget Spreadsheet included in the Board packet. He addressed each project that has been awarded funding in previous legislative session and their current status.

(See attachment: Capital Budget Spreadsheet.)

Board Member Review of Day-on-the-Hill

Chari Lentz asked Board Members that were able to take part in the legislative meetings to let us know what they learned, any suggestions for future meetings, and impressions of their visits.

Mr. Bennett was more positive in his visits this year than he'd experienced in years past. Since FMSIB has better direction for the future, he saw that Legislators were more familiar with our program and what FMSIB represented. Several Board Members agreed.

Director DeLange suggested that we might move the 2026 Day-on-the-Hill to later in the month, depending on CRAB, TIB, and other agency calendars to avoid conflict. This will be something the Board will need to discuss at the June workshop.

Mr. Colvin noted that he wasn't clear about answering the Legislator's question "What do you want from me/the Legislator." He thought that FMSIB needed a clearer message to them.

Director DeLange instructed that the "ask" would be to further the BERK Overburdened Communities study and the mapping tool, provide support for the projects listed in the Six-Year Investment Program, and backing funding needed for Truck Parking projects, as well as demonstrating all that FMSIB has accomplished over the last two years. She also noted that we may need follow up appointments with Legislators in the near future to reinforce why FMSIB is important and all the things that FMSIB is able to provide. She will have ongoing meetings with Legislative Leadership and the Governor's budget offices and asks that Board members also engage in conversations where possible. She asks that Board members let her know when they are in communication with Members so that she can support any needs that may arise.

Executive Director Report

Director DeLange reviewed the attached FMSIB Operating Budget, noting that we are on track, although there will be changes coming. In December, the Senate requested all transportation agencies provide options for a five percent cut in operating budgets. Director DeLange pointed out some of the savings that FMSIB has offered to include: rent reduction once FMSIB has moved into the DNR building, TIB has graciously offered to provide the design and build of the new space that FMSIB will be sharing with them, salary savings due to staff moves, a reduction in decision package requests, and limited spending on additional needs.

Another item she would like the Board to discuss moving one or two of our future Board meetings to virtual, saving money on per diem, hotel stays, and meeting costs. She does suggest that we keep the June Workshop and Board meeting as this meeting in person will be invaluable to FMSIB.

She also reported that correspondence went to project applicants, notifying them of their recommendation status within the Six-Year Investment Program.

Legislative Leadership Lunch

FMSIB Board Members were joined by Senator King, Representative Fey, and Representative Barkis.

Representative Fey indicated that FMSIB needs to continue to think strategically and FMSIB's approach to getting our work done. There may be additional revenue proposed during this Legislative session, so the hope is that if there is, it will be used as transportation project resources after they see how "things play out". The State will be bound by what is available at the end of session, so they are doing to best that they can to cover all priorities.

Senator King pointed out that project costs are skyrocketing, making it important to move forward on these projects as soon as possible to cut down on the rising costs. "That being said," they are working to fund priorities once it is decided what those priorities are. The value of FMSIB can grow during these challenging times and he believes that we can succeed with the resources that we have.

Representative Barkis thanked the Board for the opportunity to meet with them over lunch and to listen to what we hope for during this session. He noted that FMSIB has shown that there can be progress when led by a group of industry experts like FMSIB. There's a lot of work ahead to bring Washington finances together and Members will work together to get it done.

All three thanked the Board for their time and all the work that FMSIB has done to move freight in Washington. All three have faith that the budget problems are going to be worked out.

Next FMSIB Board Meeting

Councilman Wick moved to Affirm that the next FMSIB Board meeting will be held on March 20th, 2025, in Tacoma, WA. Mr. Bennett seconded.

MOTION APPROVED

Meeting Adjourned

Chair Lentz adjourned the meeting at 1:05 pm.

Summary of Board Motions:

- 1) Motion to accept Board meeting minutes from November 22, 2024. Motion Carried.
(Page 2)
- 2) Affirmation of next Board meeting March 20, 2025, in Tacoma, WA. Motion Carried.
(Page 4)

Temple Lentz
Board Chair

Attest: Brandy DeLange
Executive Director

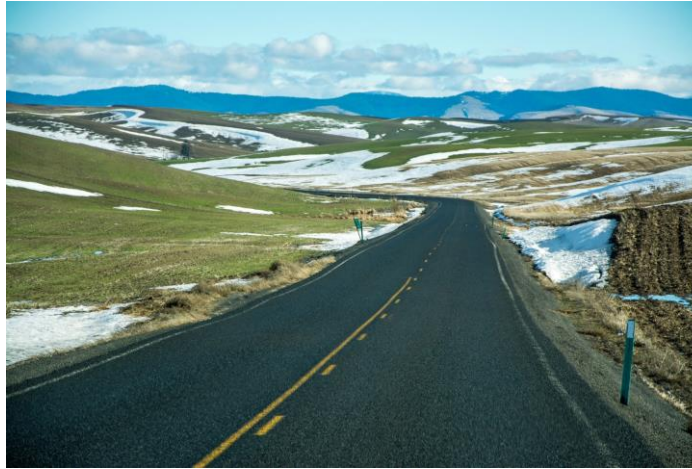
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County Transportation Funding Challenges & Needs

PRESENTATION TO THE FREIGHT MOBILITY
STRATEGIC INVESTMENT BOARD

MARCH 21, 2025

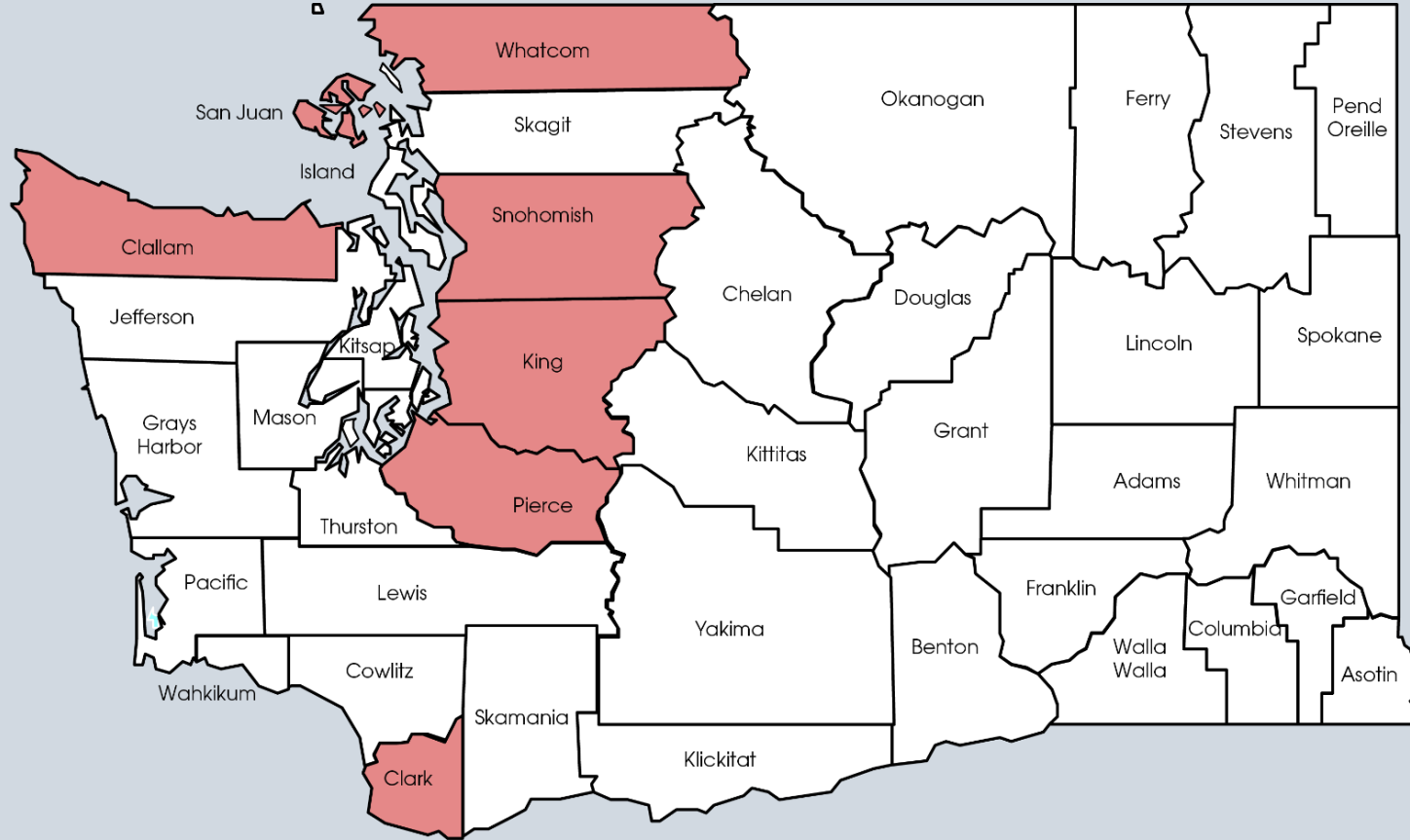
AXEL SWANSON, MANAGING DIRECTOR,
WASHINGTON STATE ASSOCIATION OF
COUNTY ENGINEERS



WSACE
WASHINGTON STATE ASSOCIATION OF
COUNTY ENGINEERS

WSAC WASHINGTON
STATE ASSOCIATION
of **COUNTIES**





Who Are We:

39 COUNTIES

- 32 Commission Form
- 7 Home Rule Charter Form



Counties Are Diverse

- Okanogan County is **30 times bigger** than San Juan County.
- King County has **2.3 million** residents and Garfield County has **2300**.
- Spokane County has **4,905** more lane miles than Wahkiakum County.



What Can We Do?

Dillon's Rule

Washington State courts have consistently recognized counties as being political subdivisions of the State, acting as the arm or agents of the State.*

The Supreme Court holding that each county is “an involuntary corporation organized exclusively in the interests of the public and as an agency of the state.”**

**The Governments Closest To the People*, Steve Lundin, 2015

***State, ex rel. Summerfield v. Tyler*, 14 Wash. 495, 499 (1896).



County Roadway Responsibilities

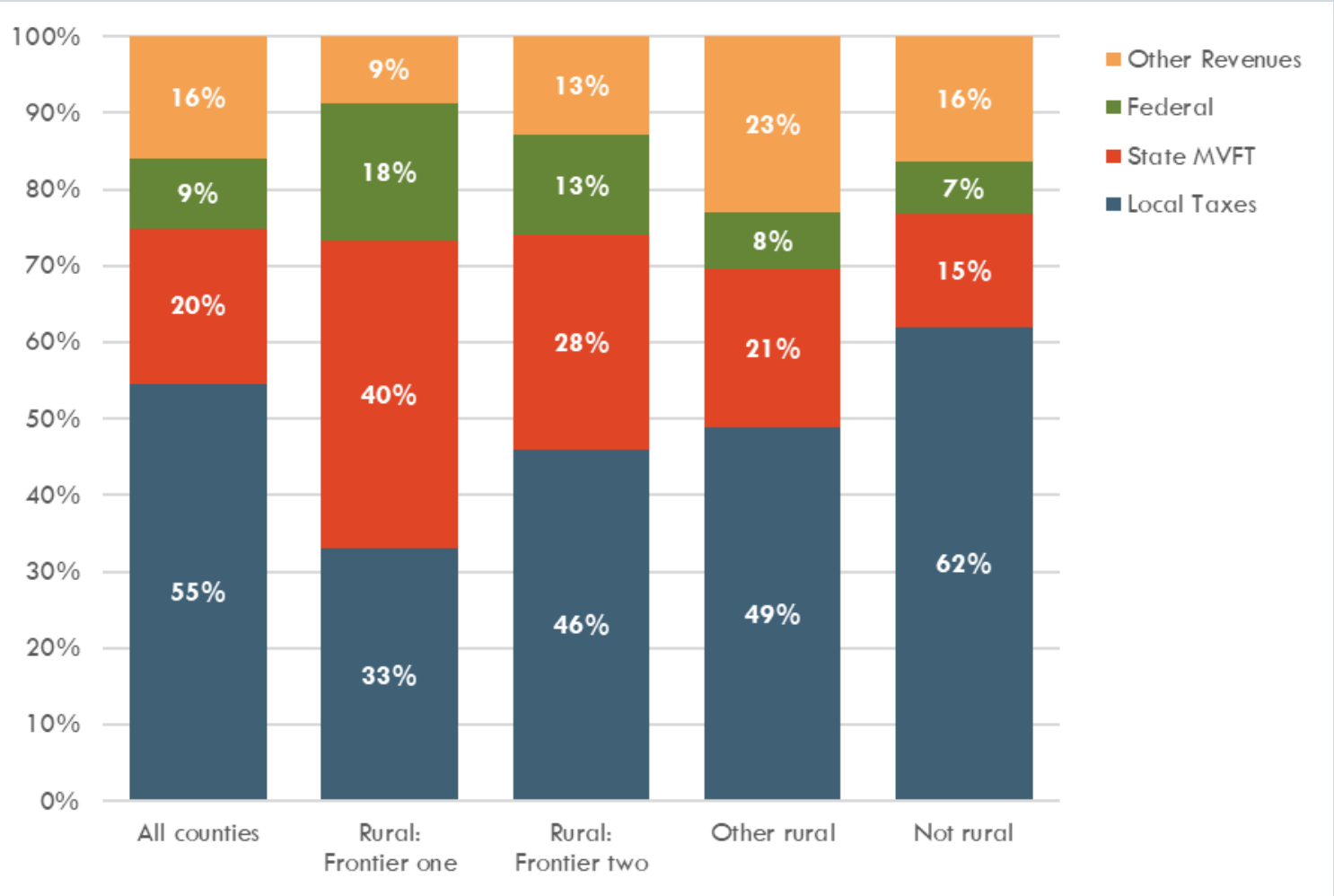


- **39,000** centerline miles/**78,700** lane miles
- **59%** of Washington roadways
- **3,426** bridges
- **44%** of Washington's bridges
- **4** ferry systems



Average Annual Total Revenues (in 2024 dollars):

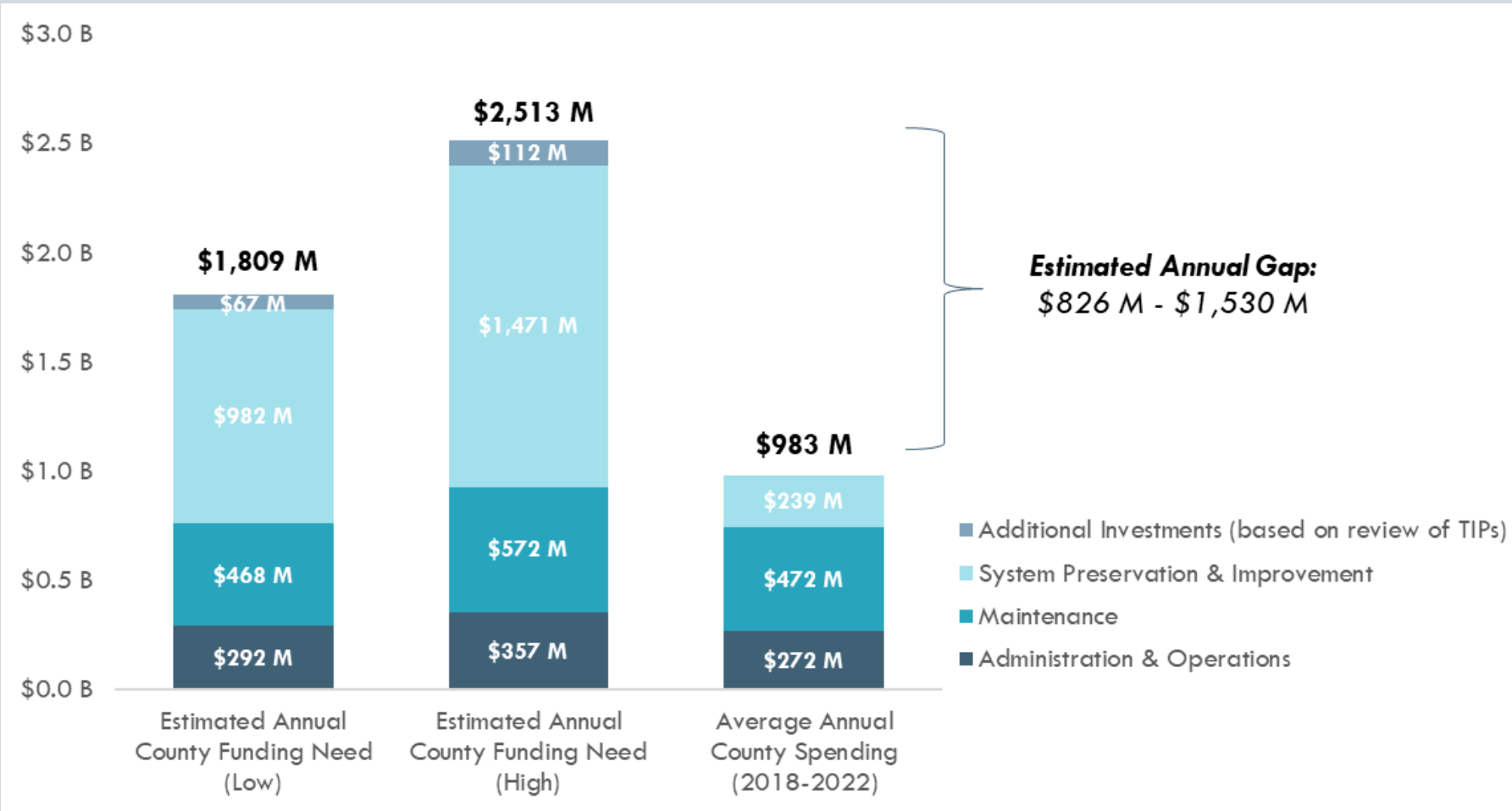
\$1,082 M \$108 M \$183 M \$148 M \$644 M



Funding Sources

- Local Taxes **55%**
- Motor Vehicle Fuel Tax **20%**

Revenue Challenges



The annual base funding gap for county transportation programmatic and capital needs is **\$826 million to \$1.53 billion**.

Total estimated deferred maintenance for all counties is **\$3.4 to \$4.3 billion**.

Rising Costs

- Increasing costs for wages, materials and equipment.
- Increased environmental regulation raising the cost of bridge replacements & removal of fish barriers.
- Deferred maintenance leading to more expensive solutions.

Declining Revenue

- Property tax is capped.
- Reduced tax base from annexations and incorporations.
- Declining share of gas tax allocations.



2020 Study Conclusions



“The combination of cost inflation and revenue constraints reduces the resources available for investment in transportation asset management. When counties cannot invest enough in preserving the existing system, lifecycle costs compound over time.”

“Without changes, counties will be unable to invest fully in roadway and bridge preservation, fish passage barrier removal, ADA access, safety, and active transportation. Deferred maintenance will grow, leading to deteriorating road conditions, potential safety hazards, and escalating catch-up costs.”

Source: BERK, 2020



2024 Updated Recommendations

Increase support for preservation of local access roads and short-span bridges through new funding.



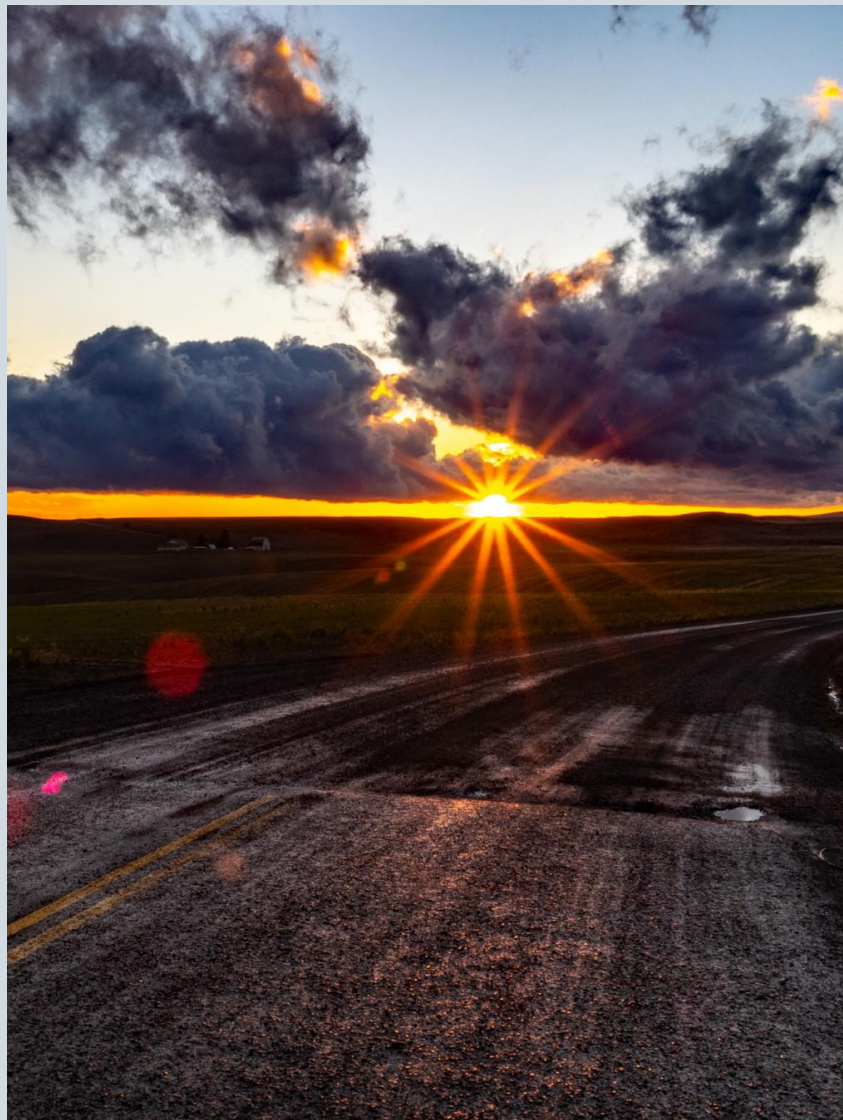
Increase support for project delivery through flexible match requirements.



Ensure any state alternative to the state gas tax preserves revenue sharing with counties and maintains requirements that funding be invested for transportation purposes.



Ease the property tax limit to support revenues keeping pace with expenses.



Legislative Priorities

Lift the property tax cap from 1% up to a maximum of 3%, depending on population growth and inflation.

If a RUC is implemented, provide distributions based on system ownership and need while allowing for local control of how the revenue can be spent.

Provide new grant authority and funding for the County Road Administration Board, increase funding for the Brian Abbott Fish Barrier Removal Board, and increase funding for the Reducing Rural Roadway Departures Program.

Expand local authority for Transportation Benefit Districts and simplify the Road Improvement District statute.

Questions?

WSACE

WASHINGTON STATE ASSOCIATION OF
COUNTY ENGINEERS



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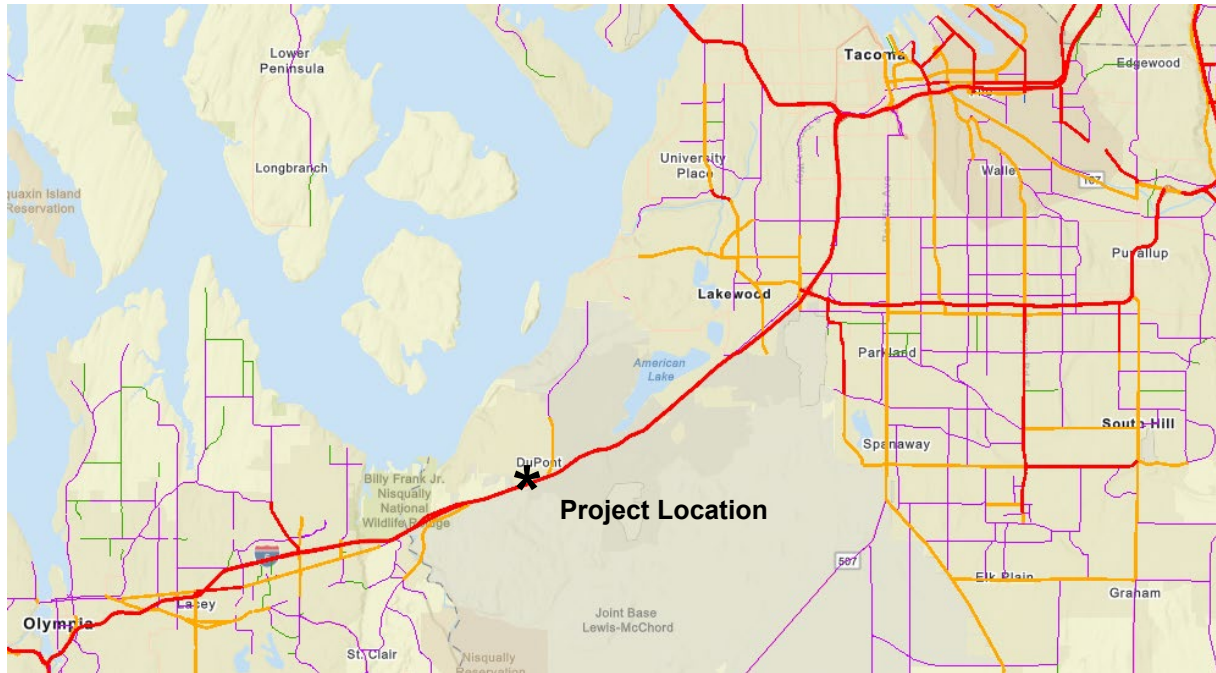
I-5 Ft. Lewis Weigh Station Truck Parking Update

FMSIB BOARD MEETING

Jason Biggs, Director
Rail, Freight, and Ports Division

March 21, 2025

Overview



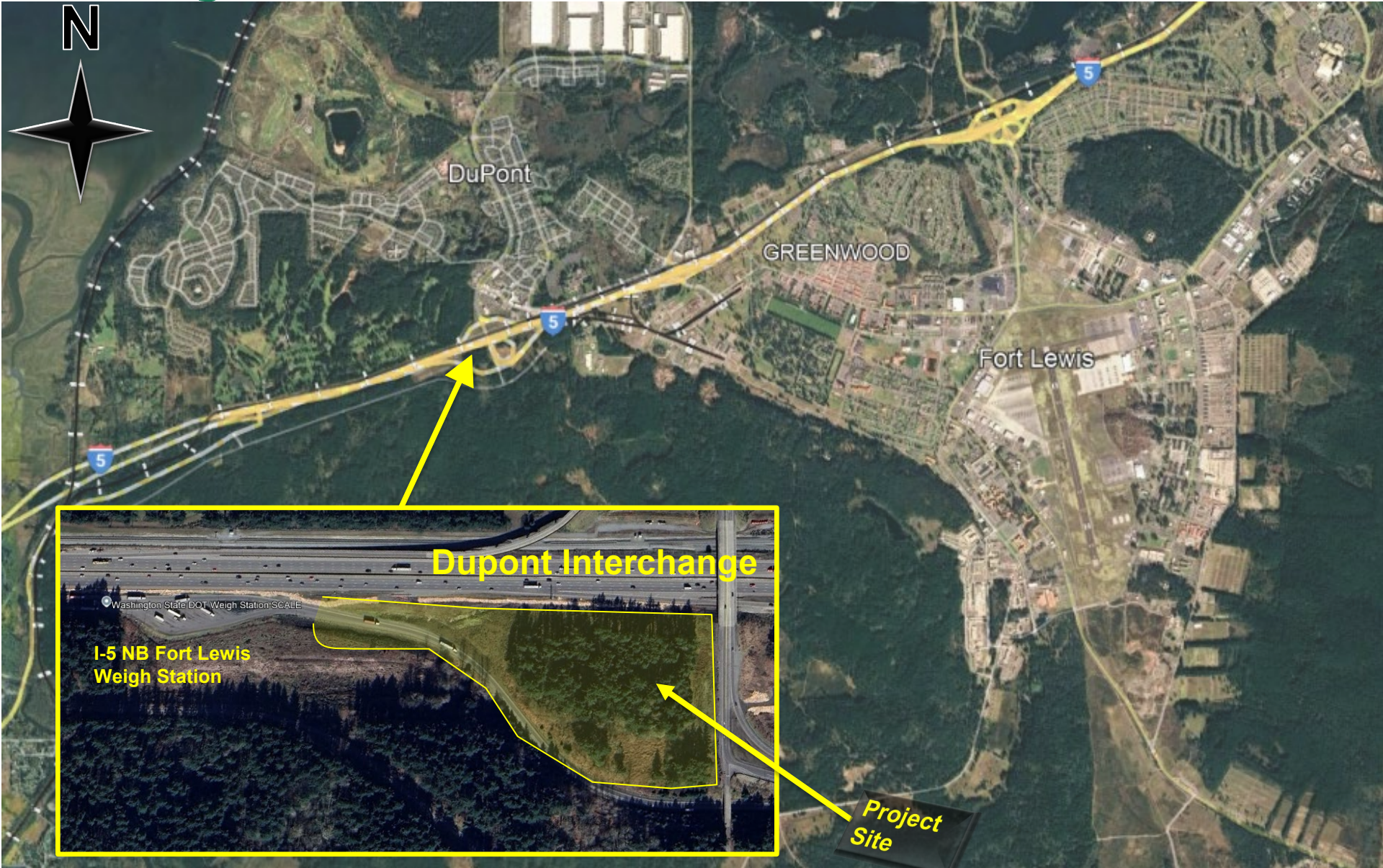
- I-5 Ft. Lewis is Washington's busiest weigh station
- Located on FGTS T-1 strategic freight corridor *
 - 15,000 trucks per day
 - 75 million tons of freight per year

Expands existing I-5 NB Weigh Station near Fort Lewis, addressing critical needs:

- Creates additional truck parking inventory
- Enhances WSP inspection infrastructure
- Improves drainage systems

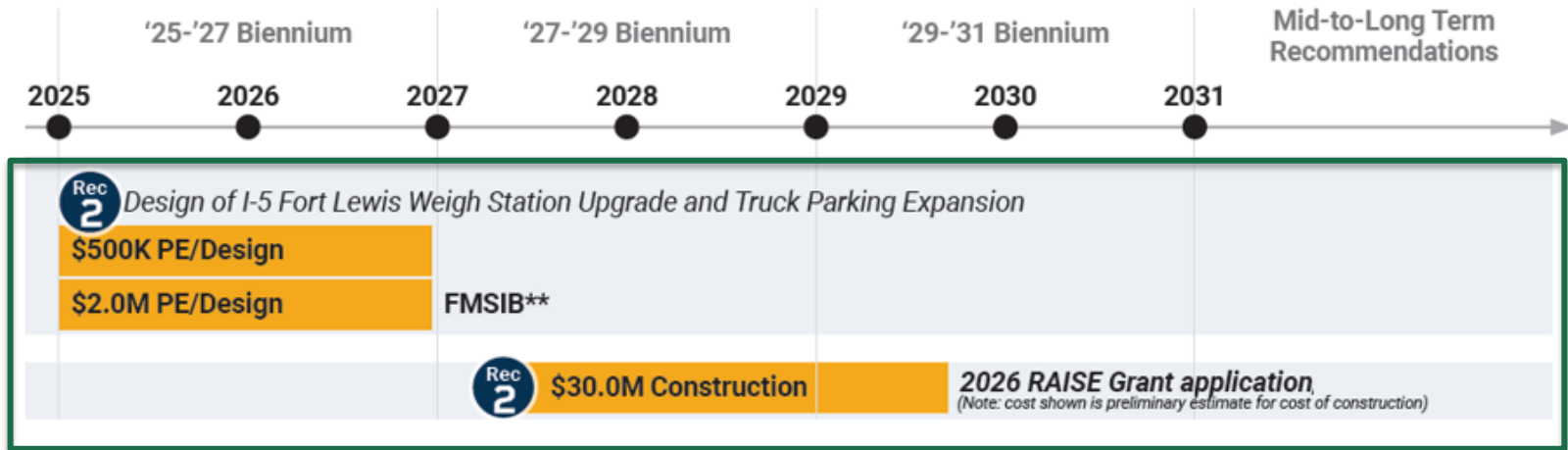
* FMSIB adopts strategic freight corridors based on the FGTS system. Strategic Freight Corridors (RCW 47.06A.010) means a transportation corridor of great economic importance within an integrated freight system.

Project Location



Schedule and Funding

Washington State Truck Parking Implementation Plan – December 2024



Funded:

- \$500K Pre-design (30%) – ESHB 2134 Proviso

Estimated costs in plan:

- \$2M PE/Design - FMSIB Six-Year Investment Plan request for '25-'27 biennium
- \$30M for Construction (\$25M RAISE Grant/with 20% state match)
- \$32.5M total - includes both truck parking expansion and weigh station improvements

Preliminary Design

Sept 2024 to Jan 2025

Purpose

- Identify project design considerations and options
- Risk assessment
- Determine optimal footprint for truck parking expansion
- Refine cost estimate based on reaching 30% design

Preliminary footprint developed

- 50 truck stalls sized

Preliminary risk assessment results:

50 stall configuration:

- No direct impacts to I-5
- No stream/wetland mitigation needed
- No major utilities within project
- No adverse soil conditions
- Tree canopy mitigation – risk likely



30/50/75 Parking Stall Analysis



Combined Alternatives Cost Comparison

Item	30 Stall Design	50 Stall Design	75 Stall Design
Base Construction Costs (Truck Parking Phase 1)	\$2.43M	\$4.46M	\$8.8M
Construction Eng. and Cont.	\$600K	\$1.0M	\$2.0M
Tree Canopy Mitigation	\$300k	\$900K	\$5.0M
Restroom Construction*	\$45K	\$90K	\$1.0M
Drainage Improvements	\$25K	\$50K	\$100K
Well/ Municipal Water/ Sewer*	\$0	\$0	\$7.5M
Interchange Improvements**	\$0	\$0	\$7.0 M
Design Engineering	\$2.5M	\$2.5M	\$2.5M
Total Truck Parking (Phase 1)	\$5.9M	\$9M	\$33.9M
Weigh Station Replacement (Phase 2)	\$20.0M	\$20.0M	\$20.0M
Total (Phase 1 and 2)	\$25.9M	\$29.0M	\$53.9M

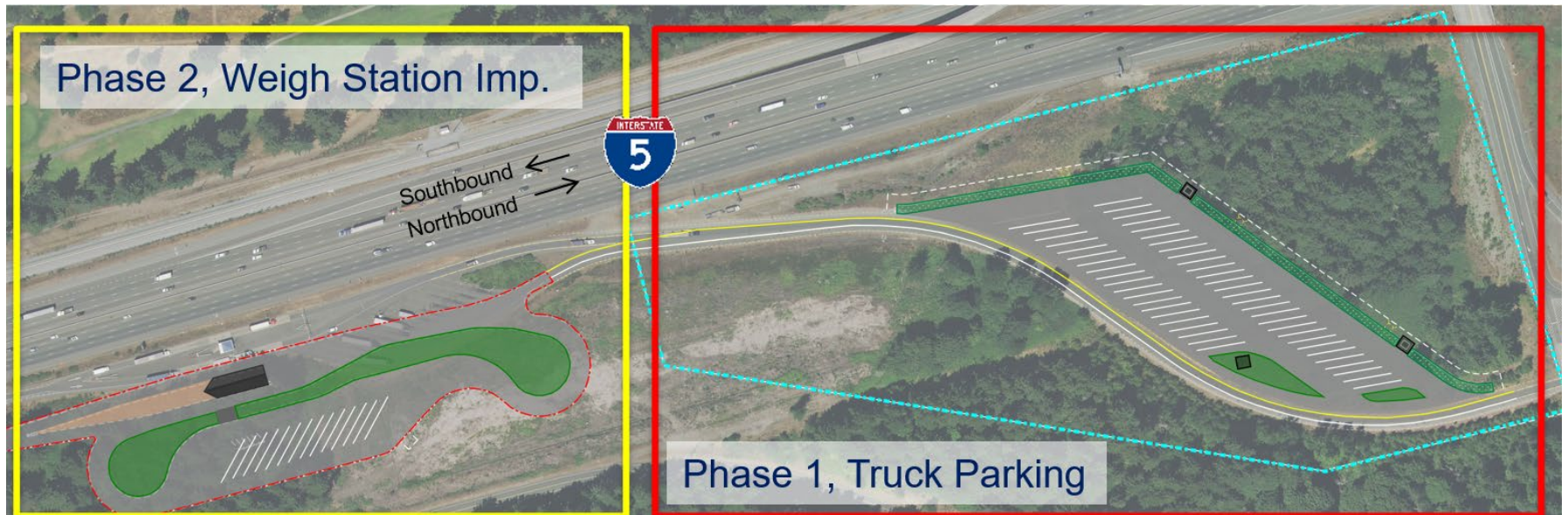
* 30 and 50 stall designs incorporate vault toilets. A larger than two-row design would require a full-service restroom facility.

** The 75 stall (or larger) design will require new bridge for the JBLM access and Central Avenue Interchange revisions.

Subject to FHWA and JBLM conversations.

Next Steps

- Confirm from Legislature \$2M to complete PS&E Design
 - FMSIB Six-Year Investment Plan request for '25-'27 biennium
- Concurrence on approach to number of stalls/project scope
- Identify and secure state and federal matching funds
- Continue coordination with Washington State Patrol



Contact Information

Jason Biggs, Director
WSDOT Rail, Freight, and Ports Division
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THE NORTHWEST
SEAPORT ALLIANCE

SEATTLE + TACOMA

Inland Rail Hub Initiative Update

Freight Mobility Strategic Investment Board

March 21, 2025

Steve Balaski, Director of Business Development, Commercial Team

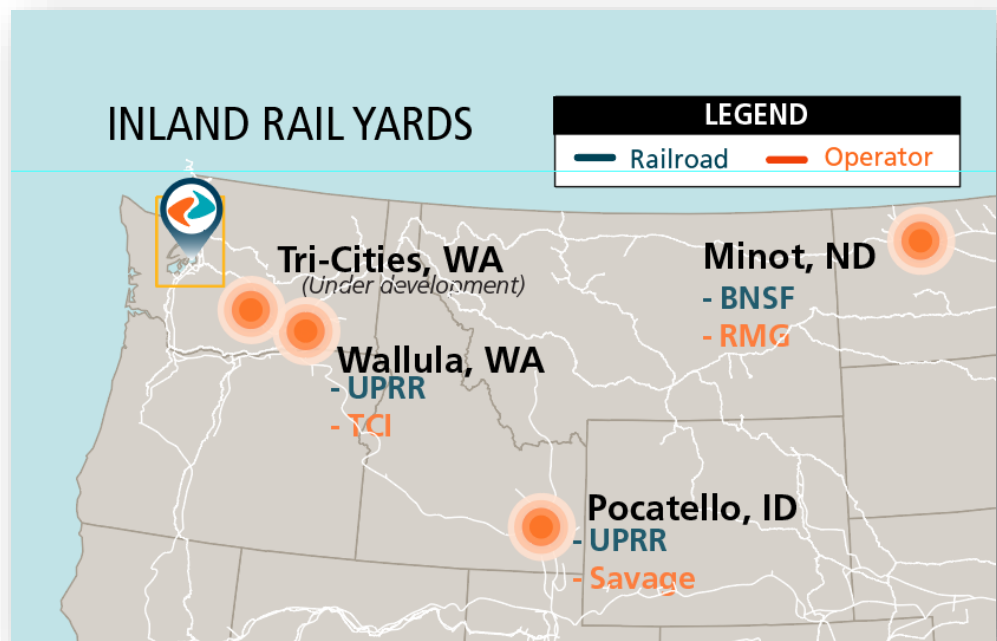
A Unique Port Partnership Supporting Global Trade



NWSA Strategic Initiative: Inland Rail Hub Development

Objectives:

- Support export volume growth through expanded capacity and services
- Leverage inland hubs to establish import volume and two-way rail service



NWSA Roles and Activities

- Collaborate and coordinate with all stakeholders
- Help secure commitments to support programs
- Engagement with key service providers
- Extensive outreach to shippers
- Assist with business plan development and feasibility analysis
- Identify, help facilitate pursuit of funding/grant opportunities

Results: Rail Facilities Launched since 2019

Minot, ND

- **Service Launch: October 2020**
- **Rail Service Provider: BNSF Railroad**
- **Ramp/Service Operator: Rail Modal Group**



Pocatello, ID

- **Service Launch: June 2021**
- **Rail Service Provider: Union Pacific Railroad**
- **Ramp/Service Operator: Savage Services**



Wallula, WA

- **Service Launch: February 2024**
- **Rail Service Provider: Union Pacific Railroad**
- **Ramp/Service Operator: Tri-Cities Intermodal**



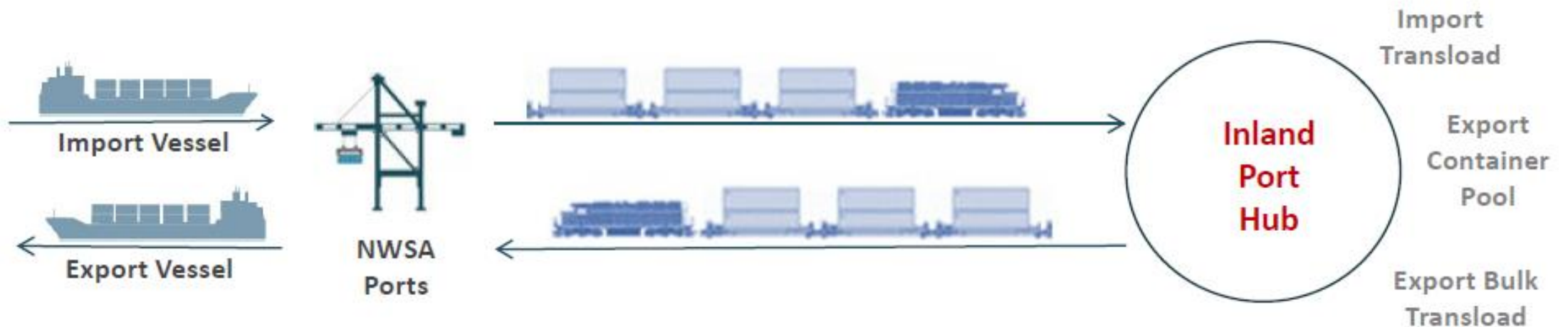
Highlights and Impacts

- Over **42,000 export loads** moved through the NWSA
- The facility in Pocatello is Idaho's **first** intermodal rail terminal
- The **100th train** was released from Minot, ND to the NWSA in October, 2024.
- Tri-Cities Intermodal has secured **import** shipments moving to Wallula.
- New volume opportunities for the NWSA
- Participation by 7 ocean carriers
- Expanded export transportation capacity for U.S. agriculture
- Establishes infrastructure to support import activity

Inland Port

Shift the traditional logistics and distribution activity from the marine port to a rail-served inland location.

Utilize transload and related services at the inland point for deconsolidation, allocation and



Success Factors

- Volume – shipper support
- Committed railroad partner
- Balanced cargo – import and export
- Strong marketing plan that is flexible
- Funding – public and/or private
- Long-term commitment

Going Forward– Next Steps

- Continued resource support to sustain and grow existing hub operations. NWSA name adds credibility.
- Facilitate issue resolution to overcome implementation, operational hurdles.
- Support efforts to secure grants or other funding opportunities to reduce costs.
- Support development of an inland port operation in Eastern Washington and other hub locations.
- Attract import activity to create round-trip models and ensure sustainable growth.

Thank You

Steve Balaski
Director, Business Development
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505 Union Avenue SE, Suite 350

Olympia WA, 98501

PH: (360) 586-9695

From: Fred Wenhardt, Transportation Planning Specialist

To: FMSIB Board Members

Date: March 21, 2025

Re: Inland Intermodal Feasibility Study Outline

In the 2023-2025 biennium, the Freight Mobility Strategic Investment Board (FMSIB) identified and received funding to support an Inland Intermodal Feasibility Study to better assess potential changes to freight infrastructure that would positively impact the state's supply chain. However, during the 2023 legislative session, SHB 1084 was introduced and passed by the Legislature, requiring the Board to put this study on pause and redirect efforts to implementing the changes made under the new governing legislation.

Additionally, FMSIB also experienced significant staffing changes, resulting in a continued pause of the feasibility study. With a full staff and delivery of key studies, FMSIB staff is now resuming this study to assist in informing and prioritizing freight mobility and policies under the Six-Year Investment Program. As outlined, the study will examine the business case for the construction of new or retrofit of existing inland intermodal facilities, informally known as "logistics clusters". The development of these areas will help to improve freight efficiency and allow for public benefit under FMSIB's stewardship.

It should be noted that funding originally appropriated in the 2023-2025 biennium will need to be reappropriated for the 2025-2027 biennium. Given the current budgetary shortfalls, a reappropriation is not guaranteed. The work performed by FMSIB staff is intended to be done with existing resources. If a reappropriation is approved, FMSIB staff will seek supplemental support from outside consultants.

Attached for the Board's review and feedback is an outline of the study. This outline includes examples of key questions the study seeks to answer, best practices, concerns, needs, assessment, and the next steps.

Feedback and comments received from Board members will be incorporated into a draft report that will be presented during the June 2025 FMSIB workshop.

Background In 2022, FMSIB identified the need for an Inland Intermodal Feasibility Study. However, due to the adoption of SHB 1084 and need to shift resources to implementation, this study was put on temporary pause. Currently, FMSIB staff is resuming this study and prioritizing its completion to aid in the application of the Six-Year Investment Program.

Purpose To determine the business case for the construction of new or retrofit of existing inland intermodal facilities (i.e. logistics clusters) and actionable policy recommendations. As steward of the Six-Year Investment Program, how can FMSIB encourage the development of these logistics clusters to improve freight efficiency and allow for the public to benefit.

Key Questions

1. *Where* – existing logistics clusters that can be expanded, potential new sites with assets
2. *Why* – benefit to state supply chain, freight movement, congestion, economic growth
3. *How* – creating actionable policy recommendations for the FMSIB board
4. *Who* – relieves seaport congestion, promotes growth inland for rail and trucking, jobs

Best Practices

1. Within Washington State
 - a. Tri-Cities Intermodal
 - b. Quincy – Cold Storage
 - c. Moses Lake – Trucking Operations
2. Outside of Washington
 - a. Port of Savannah
 - b. Phoenix Intermodal Terminal
 - c. Pocatello, ID
 - d. Minot, ND

Concerns and Needs

1. Shipper Coordination – ensuring shipper demand and use of existing or potential sites
2. Volume Density – Necessary to support rail operations for shippers
3. Facilities – Do sites have adequate access to freight corridors
4. Location – Sites need sufficient spacing to maximize efficiency and cost
5. Imports – to maximize efficiency and reduce costs, transloading imports and using containers for exports
6. Efficiency – Ensuring a symbiotic relationship with all sectors involved

Assessment

1. Cost
2. Direct and Indirect Benefits – lower emissions, reduced commutes, less accidents
3. Feasibility – new site versus retrofits, existing assets, infrastructure utilization off-peak
4. Supply chain impacts
5. Permanent Advantages and Disadvantages

Next Steps

1. Establishing basic criteria for the feasibility of logistics clusters
2. Stakeholder and agency coordination for input and determining development needs

3. Prepare recommendations to the FMSIB Board for further evaluations and actions
4. Create draft report by June 2025 FMSIB Board Meeting

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505 Union Avenue SE, Suite 350
Olympia WA, 98501

PH: (360) 586-9695

From: Fred Wenhardt, Transportation Planning Specialist

To: FMSIB Board Members

Date: March 21, 2025

Re: Six-Year Strategic Investment Program Feedback Applicant Survey

The Six-Year Strategic Investment Program identifies the highest priority freight mobility projects for the state across different modes, and in all jurisdictions and regions of Washington. In September 2024, the FMSIB Board reviewed and approved a list of recommended projects which were then submitted to the Legislature. The Board is now waiting for the Legislature to fund the list of 25-27 biennium projects.

As part of the development of the Six-Year Investment Program, FMSIB staff recommended that additional outreach and engagement is needed to broaden and improve the program. As part of this effort, FMSIB staff has developed a draft survey seeking to further improve outreach and analysis of the application process.

Over the last several months, FMSIB staff has met with multiple project applicants to gather valuable feedback about their experience with the application process. In addition, staff also inquired with consultants at Parametrix about any input. The result is a brief survey for project applicants, regardless of if they were recommended for funding, which is attached for review and comments. This survey looks to assess key parts of the application process by asking applicants about application accessibility, challenges with the application process, additional funding requests for their application besides FMSIB, and the outcomes of their application even if it was not the desired result.

It is the intent of FMSIB staff to distribute this survey to applicants in May with the goal of having results for review at the June Board meeting.

Accessibility

- Where did you originally hear about the Six-Year Investment Program and the opportunity to apply?
 - Regional transportation planning organization or metropolitan planning organization
 - Washington Public Ports Association
 - Association of Washington Cities
 - Washington Association of County Engineers/Washington State Association of Counties
 - WSDOT
 - FMSIB
 - Other
- Did you receive materials detailing the program such as scoring criteria, eligibility, and key dates? Y/N
 - If not, please detail what materials you did not receive or were unable to find
- Did you attend the FMSIB Webinar on March 26, 2024, and was it helpful?
- Were there enough opportunities to ask questions or get more information during the submittal process?
- Did you encounter any difficulties accessing the application materials or submitting your application?

Process

- Were the application guidelines and requirements clear and easy to understand?
- Did you have enough time to submit a funding request application?
- Was the amount of information requested in the application reasonable?
- Was the support provided during the application process helpful and timely?

Funding

- Is this one of several funding requests you submitted for your project? Y/N
 - If yes, what other sources of funding have you applied for?

- What aspects of the funding request process worked well for you
- Was your project recommended for funding?
- Did FMSIB's funding recommendation align with your original request?

Outcome

- Would you consider re-applying in future cycles?
- Has enough support and materials been provided for you to address any needs in your application if you were to re-apply?
- Did you receive constructive feedback on your application, regardless of the outcome?
- Is there anything else you'd like to add?

FREIGHT MOBILITY Projects

2023-25 Capital Budget Summary

Projects under Agreement

Status as of 3/10/2025

		(Dollars in thousands)					
Agency	Project Title	FMSIB Selections		WSDOT-Local Programs Capital			
		Yr. Selected	Total	Prior	2024 Conference	23-25 Expenditures	
^N Airway Heights	6th/10th/12th Ave Improvements	2023	2,420	-	2,420	-	CN only
Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	915	6,617	117	Underway
^N FMSIB/WSDOT	Study of Inland Intermodal Transfer Facilities Success Factors	2023	300	-	300	-	PL
^N Kent	76th Avenue S (South Phase)	2023	5,000	-	5,000	4,388	CN only
WSDOT (Marysville)	SR 529/I-5 Interchange Expansion	2014	5,000	-	5,000	5,000	CN only
^N Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	2023	1,300	-	1,300	-	CN only
^N Port of Kalama	Industrial Rail Additions	2018	3,900	314	3,585	2,173	PE/RW
^N Port of Vancouver	Terminal 5 Overpass (Design)	2023	200	-	200	120	PE only
Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	-	6,100	5,457	Underway
^N Spokane Co	Bigelow Gulch Phase 2	2022	2,290	2	2,290	2,290	CN only
Spokane Valley/WSDOT	Barker Rd / BNSF Grade Separation	2013	6,000	5,210	790	10	Underway
Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	975	704	492	Underway
^N Spokane Valley	South Barker Rd Corridor Improvements	2023	3,000	-	3,000	-	CN only
Sumner	Stewart Road	2018	3,700	700	3,000	-	Underway
^N Vancouver	Jefferson Street Realignment	2023	3,000	-	3,000	-	CN only
^N Waitsburg	Bolles Road Overlay (Design)	2023	80	-	80	12	PE only
^N Wenatchee	McKittrick Underpass (INFRA Segment 1B)	2023	3,000	-	3,000	-	CN only
^N WPPA/FMSIB	2024 Marine Cargo Forecast	2023	300	-	300	264	PL
^N WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvement	2023	600	-	600	-	PE/CN
<i>Statewide</i>	<i>Future Awards</i>	<i>TBD</i>	<i>28,500</i>	-	-	-	<i>TBD</i>
Total			55,403		8,116	47,286	20,323

^N New projects in 2023-25

FREIGHT MOBILITY Projects

2023-25 Capital Budget Summary

Projects under Agreement

Status as of 3/10/2025

(Dollars in thousands)

Agency	Project Title	FMSIB Selections		FMSIB Capital		
		Yr. Selected	Total	Prior		
* Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	6,000		*Note
* Chelan Co	West Cashmere Bridge	2018	3,000	3,000		*Note
* Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	5,000		*Note
^N Port of Seattle	Re-Build of T-91 Gate & Access Road Cancelled 1/2024	2023	75	-	-	Cancelled
Tacoma	Taylor Way Rehabilitation Closed 11/2024	2016	2,500	2,500		Closed
Spokane Co	Bigelow Gulch Phase 3 Closed 1/2024	2018	2,270	1,553		Closed
Totals				18,053		

* Awaiting final documentation for closure.

Agency	Project Title	Year Selected	FMSIB Funding (thousands)	Status from PM	Target Date
Airway Heights	6th/10th/12th Ave Improvements	2023	2420	<p>The reconstruction project for 6th Avenue began in 2024 and to date Phase 1 construction curb to curb from Russell Street to the east side of the Lawson Street intersection was nearly completed. The permanent striping for the Russell/6th intersection will be done this season, low temperatures last fall delayed permanent installation in 2025.</p> <p>Phase 2 (final phase) from Lawson Street to Craig Road reconstruction will start at the end of March/beginning of April and be completed around June of 2025. The roundabouts will be installed in June. Some FMSIB funds were requested to be put in the next biennium to address the work timeline and invoicing which may occur after June 30th. Invoicing for Phase 1 Construction has been resubmitted to WSDOT for processing.</p>	
Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7533	Advertised Phase 2A for construction on Monday of this week - Bids are due May 5th. Continued work on ROW acquisition for Phase 2B. Anticipate re-starting the design on 2B after we start construction on 2A. Want to see if unspent funds from 2A can be moved to 2B to cover construction costs. Change was not submitted before session, and would have to be approved by the legislature.	Jan-28
FMSIB/WSDOT	Study of Inland Intermodal Transfer Facilities Success Factors	2023	300	FMSIB to present a draft outline at the March 2025 Board Meeting. In addition to any feedback given, FMSIB plans on presenting a draft report at the June 2025 Board Meeting	Jun-25
Kent	76th Avenue S (South Phase)	2023	5000	Project is still on schedule and within budget. Additional aerial photos to be taken in the spring.	
WSDOT (Marysville)	SR 529/I-5 Interchange Expansion	2014	5000	Contractor is making good progress and expect to have substantial completion in late spring/early summer 2025, when the new northbound I-5 off-ramp to SR 529 and the new SR 529 on-ramp to southbound I-5 will open. At end of March, contractor will complete paving and striping on the new southbound I-5 off-ramp to SR 529. The new ramp is scheduled to open by Monday morning, March 31. This work is weather dependent and could be postponed if rain is forecast.	Jun-25
Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	2023	1300	In the process of finishing up the design with civil engineering and should have the project manual done by end of this week at the latest. Next steps will be working with WSDOT to obligate construction funding. The project bidding phase should start in the next 30 days (or so) with construction to follow after.	
Port of Kalama	Industrial Rail Additions	2018	3900	Project is actively in the engineering phase. Demolition of defunct ROW structures scheduled for demolition on May 1. \$26M in funding from USDOT - comprises 80% of funding	Jun-26
Port of Vancouver	Terminal 5 Overpass (Design)	2023	200	This design project has just reached the 30% design milestone. Working with consultants to gather the final invoices/expenses for the project, and plan to submit the final reimbursement request and report once received.	
Seattle	East Marginal Way Heavy Haul Corridor	2018	6100	Current phase is construction of the North Segement of the corridor - began in March 2024 and expected to last until Spring 2026	Jun-26
Spokane Co	Bigelow Gulch Phase 2	2022	2290	As of October 2024 project granted substantial completion with several pending items for finalization. Project photos were provided. Pending a further and more detailed update.	
Spokane Valley/WSDOT	Barker Rd / BNSF Grade Separation	2013	6000	Project reached physical completion in May 2024. WSDOT is closing out the project	
Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1680	Corridor improvements were completed in four construction phases. The last construction phase, Euclid to Euclid, reached physical completion in May 2024. The last phase is being closed out with WSDOT Local Programs.	
Spokane Valley	South Barker Rd Corridor Improvements	2023	3000	Change in scope from description in original award. Spokane Valley will present the project update to the FMSIB Board in March 2025 before proceeding.	
Sumner	Stewart Road	2018	3700	Preparation for groundbreaking on March 18 - includes house demolition, clearing and grubbing, etc.	Oct-28

Vancouver	Jefferson Street Realignment	2023	3000	Construction on the Jefferson Street Realignment project got underway in February of this year. The contractor is currently working on the installation of water, sewer and storm facilities along the corridor and has also removed the building that was acquired by the City that facilitates the improved horizontal alignment of the street.	
Waitsburg	Bolles Road Overlay (Design)	2023	80	Survey and boundary work complete. Cultural resource report complete as of January. Ramping up on design phase. Plan to have everything complete by June.	Jun-25
Wenatchee	McKittrick Underpass (INFRA Segment 1B)	2023	3000	Final Contract Amendment (Final Design and Construction) was executed in December 2024. Utility relocations and early railroad relocation work (by others) just started this month. Project work should kickoff next month with McKittrick underpass related items getting started this summer. Anticipate us to begin billing towards FMSIB funds this summer and expending by end of year.	Nov-27
WPPA/FMSIB	2024 Marine Cargo Forecast	2023	300		
WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvement	2023	600		

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 23-25 Budget \$ 1,995,000		Expenditure Detail through: February 28, 2025			
	Biennium Budget July 1, 2023 - June 30, 2025	Actual Expenditures Jul 2023 - Feb 2025	Balance Biennium Budget less Actual	Projected Remaining Expenditures Mar 2025 - Jun 2025	Balance Biennium Budget less Actual less Project Remaining Exp.
FMSIB Budget					
Salary	763,139	591,737	171,402	160,000	11,402
Travel	105,000	33,305	71,695	20,000	51,695
Goods & Services	181,335	106,502	74,833	40,600	34,233
Personal Service Contracts	945,526	846,285	99,241	98,576	665
Total:	\$ 1,995,000	1,577,829	417,171	319,176	\$ 97,995
<hr/>					
	Budgeted Expenditures July 1, 2023 - June 30, 2025	Actual Expenditures Jul 2023 - Feb 2025	Balance Biennium Budget less Actual	Projected Remaining Expenditures Mar 2025 - Jun 2025	Balance Budget less Actual less Projected Remaining Exp.
Expenditure Detail					
Salaries:					
Staff Salary	763,139	591,737	171,402	160,000	11,402
Total Salary	\$ 763,139	591,737	171,402	160,000	11,402
Travel:					
Staff Travel	51,500	10,970	40,530	9,000	31,530
Board Travel	53,500	22,334	31,166	11,000	20,166
Total Travel	\$ 105,000	33,305	71,695	20,000	\$ 51,695
Goods & Services:					
<i>Other State Agency Services</i>					
WSDOT Labor & Svcs/Auditor/CRAB	29,335	7,647	21,688	8,000	\$ 13,688
WS DES Services	33,000	28,470	4,530	5,800	\$ (1,270)
WS TIB - Office Rent & Utilities	40,000	35,518	4,482	6,000	\$ (1,518)
WS Attorney General	2,000	11,603	-9,603	500	\$ (10,103)
<i>Misc. Operating Expenses</i>					
Misc. Office, Mtg, Equipment Costs	77,000	23,265	53,735	20,300	\$ 33,435
Total Goods & Services	\$ 181,335	106,502	74,833	40,600	\$ 34,233
Personal Service Contracts:					
<i>Consultant Expenses</i>					
Annual Rpt & Rebranding - Total Creative	25,665	25,665	0	-665	665
6-Year Investment Program - Parmetrix	79,961	78,789	1,172	1,172	0
Recruiting - Karras	39,900	39,900	0	0	0
Truck Study	400,000	301,931	98,069	98,069	0
Best Practices Study	400,000	400,000	0	0	0
Total Personal Service Contracts	\$ 945,526	846,285	99,241	98,576	\$ 665
Total:	\$ 1,995,000	1,577,829	417,171	319,176	\$ 97,995