WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FMSIB Board Meeting
Residence Inn, Confluence Conference Room
1229 Walla Walla Avenue, Wenatchee
Meeting will be webcast live on TVW:
https://tvw.org/watch/?eventID=2025061051
For Zoom link, please contact Joy Dopita at Joy.Dopita@fmsib.wa.gov

AGENDA

June 13, 2025
9:00 a.m. to 1:00 p.m.

9:00 a.m.	**1**	Welcome and Introductions	Temple Lentz	Informational
9:05 a.m.	**2**	Public Comment	Temple Lentz	Informational
9:10 a.m.	**3**	Consent Agenda: Board Minutes of March 21, 2025	Temple Lentz	Action
9:15 a.m.	**4**	Senator Cantwell's Office Briefing	Richard Evans	Informational
9:30 a.m.	**5**	Governor Ferguson's Office Briefing	Geoff Potter	Informational
9:45 a.m.	**6**	Congresswoman Schrier's Office Briefing	Ruby Gaston	Informational
10:00 a.m.	**7**	Chair and Board Member Reports ▪ Impact of Tariffs ▪ Other Items	Board Members	Informational
10:15 a.m.	**8**	Executive Director COLA • Action: Approve COLA	Temple Lentz	Action
10:20 a.m.	**9**	Executive Director Report ▪ Summary of 2025 Session ▪ FMSIB Office Move ▪ Port, City, County and Other Tours ▪ 2026 Meeting Dates and Cost Savings	Brandy DeLange	Informational
10:35 a.m.	**10**	Break	All	
10:40 a.m.	**11**	Six-Year Investment Committee Update ▪ Action: Approve Changes to Six-Year Investment Program	Fred Wenhardt	Action
11:00 a.m.	**12**	Six-Year Investment Program Next Steps	Brandy DeLange	Informational

11:10 a.m.	**13**	WAC Review and Next Steps	Brandy DeLange	Informational
11:25 a.m.	**14**	Bylaw Changes ▪ Action: Adopt New Committee Structures	Brandy DeLange	Action
11:35 a.m.	**15**	Marine Cargo Forecast ▪ Action: Adopt Marine Cargo Forecast	Brandy DeLange	Action
11:45 a.m.	**16**	Lunch	All	
12:00 p.m.	**17**	Capital Budget Update	Jay Drye Fred Wenhardt	Informational
12:10 p.m.	**18**	Operating Budget Update	Brandy DeLange	Informational
12:20 p.m.	**19**	Truck Parking Update	Jason Beloso	Informational
12:30 p.m.	**20**	Inland Intermodal Update	Fred Wenhardt	Informational
12:55 p.m.	**21**	Affirm Next Board Meeting	Temple Lentz	Action
1:00 p.m.	**22**	Adjourn	Temple Lentz	

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD
MEETING MINUTES

March 21, 2025 • 9:00 a.m. – 1:00 p.m. • Tacoma, WA

https://tvw.org/watch/?eventID=2025031055

In Attendance

BOARD MEMBERS

Temple Lentz, Chair
Peter Bennett
Matthew Colvin
Al French
Erik Hansen
Johan Hellman
John McCarthy
Anne McEnerny-Ogle
Julie Meredith
Jon Snyder
Ben Wick
Cory Wright

Not Present:
Leonard Barnes
Aaron Hunt, Ex-officio

FMSIB STAFF

Brandy DeLange, Executive Director
Joy Dopita, Executive Assistant
Sally See, Executive Assistant
Fred Wenhardt, Planning Specialist

GUEST PRESENTERS

Parina Patel, Assistant Attorney General
Chris Herman, WA Public Ports Association
Axel Swanson, WA State Association of County Engineers
Jason Biggs, WSDOT Rail, Freight, and Ports Division
Steve Balaski, The Northwest Seaport Alliance
Jay Drye, WSDOT Local Programs Division
Adam Jackson and Robert Lochmiller, Spokane Valley Public Works

Meeting Convenes

Chair Lentz convened the meeting at 9:07 a.m. and requested Board members, FMSIB staff, and guests introduce themselves. Julie Meredith, Secretary of Transportation at WSDOT, and Jon Snyder, Environmental Protections representative, introduced themselves as new Board Members.

Parina Patel, Assistant Attorney General assigned to FMSIB, introduced herself and explained her role was to advise and provide guidance to the Board and ensure it complied with RCW law.

Public Comment

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

Approval of Meeting Minutes

Commissioner French moved to accept the Board meeting minutes for January 17, 2025. *Commissioner McCarthy* seconded.

MOTION APPROVED

Washington State Association of Counties Update

Axel Swanson, Washington State Association of County Engineers Managing Director, gave an overview of the Washington State Association of County Engineers and presented on county transportation funding challenges, needs and legislative priorities. He emphasized that state laws applied to all 39 counties but to keep in perspective that the counties were diverse and didn't have the same resources and capacity.

Commissioner Wright spoke about how the Growth Management Act was highly sought after by counties with agricultural areas and stressed the importance of bridges when looking at arterials and freeways, which form a critical link to our state's export dependence.

Mr. Swanson highlighted that Washington State had the most publicly owned fish barriers and was working hard to inventory them so they could help with prioritization.

(See presentation: WSACE Freight Mobility Strategic Investment Board Presentation)

Washington Public Ports Association Update

Chris Herman, Deputy Director of the Washington Public Ports Association (WPPA), highlighted items from their legislative agenda and noted transportation was their top priority. He explained that to have an efficient, safe and well-maintained system adequate funding is needed. WPPA have been strong supporters of more sustained and transparent revenue for transportation and took a hard vote with their members to support things like the road usage charge.

Mr. Herman noted a challenge they've seen within the legislature was based on the change in political climate in Washington, DC. The state legislature was being very protective and tried to create back stops and counter what they saw as a rollback of federal regulations as it related to environmental policy. This would extend the time for permitting of projects, which

would also extend the timeframe for pre-construction activities for projects that resulted in higher costs.

A shore power bill, modeled after California's adoption, which would have mandated certain ports to adopt shore power within their marine terminals by 2028 had not advanced during session and was opposed by WPPA. Following California's model could give us peace of mind, but Washington does not have the same air emission quality concerns California does. California has a very large market and is attractive to international shipping. Washington State is not so we've had to create opportunities to bring cargo here and should be structuring these programs in a way that makes sense for our market and our economy.

Mr. Herman expanded on the public utility tax on trucking, rail, barge and pipelines which would ultimately raise the price of goods and services that use transportation services. The legislature expected they would raise about $100 million a year by repeal of this specific tax preference.

Mr. Herman informed the Board that the update of the Marine Cargo Forecast was nearing completion, and the final report would be presented at the June Board meeting. He noted WPPA had contingency funding remaining and made a small adjustment to the study to expand the scope of the maritime economic impact analysis

Commissioner French inquired about WPPA opposing HB1786, which would have brought financial resources to WSDOT. Mr. Herman was not tracking the bill but agreed to speak with Commissioner French and listen to his concerns.

(See presentation: WPPA 2025 Legislative Priorities)

WSDOT Truck Parking Update

Jason Biggs, WSDOT Director of the Rail, Freight, and Ports Division, provided an overview of truck parking at the I-5 and Ft. Lewis weigh station with a concentration of the 30, 50 and 75 parking stall analysis. There was discussion on the stall design alternatives and cost comparisons between the three options. Mr. Biggs highlighted the value alternative as the 50-stall design because of the impacts and difference in cost but encouraged feedback from the Board.

Mayor McEnerny-Ogle mentioned that the City of Vancouver had an old visitor center that had been vacant for over 20 years for possible consideration of truck parking. While it might only hold about 10 to 15 semis, it contained a visitor center, restrooms, space and ramping, which had the potential to remove many of the semis that were parked within the neighborhood in the city. She urged WSDOT to explore this site for possible future truck parking and Mr. Biggs agreed to coordinate.

Jon Snyder asked if RAISE grants could be used as a possible source of funding and Mr. Biggs confirmed it was possible to apply for federal grants with multiple locations.

Mr. Hansen inquired if phases one and two were dependent on each other and whether funding for truck parking and the weigh station could be separated? For example, if $9M was provided for the project, could you move forward with phase one without phase two needing to happen? Mr. Biggs informed Mr. Hansen he would research this inquiry and get back to him.

(See presentation: WSDOT Truck Parking I-5 Fort Lewis WS_FMSIB)

FMSIB Maritime Tour and Intermodal Presentation

Steve Balaski, Northwest Seaport Alliance Business Development Director, presented on the highlights and impacts of the Inland Rail Hub Initiative, one of the strategic initiatives at the Northwest Seaport Alliance. He began with an overview of the Northwest Seaport Alliance, which is a marine cargo operating partnership of the ports of Seattle and Tacoma formed in 2015.

Commissioner McCarthy questioned how things were going at Tri-Cities Intermodal as a follow up to the Board's tour from 2024. Mr. Balaski said he's been working with Ted Prince and Tri-Cities Intermodal, and they've gained traction in the last three to four months and were acquiring customers and expanding their scope of operations.

Peter Bennett asked if the Northwest Seaport Alliance had looked at combining the Columbia River barge system to a rail connection within the Northwest Seaport Alliance since there's good infrastructure and it would seem like a good opportunity to get cargo on rail to barge helping the Eastern Washington, Oregon and Idaho areas. Mr. Balaski replied that it hadn't been looked at in this initiative but is something that should be explored.

(See presentation: Tour NWSA Inland Hub Update FMSIB 3.21.25)

Inland Intermodal Feasibility Study

Fred Wenhardt, FMSIB Transportation Planner, outlined the Inland Intermodal Feasibility Study and discussed his research to date and next steps.

Director DeLange reminded the Board that due to SHB1084 and the need to shift resources this study was put on temporary pause and since funding may not be reappropriated inquired as to what could or should be applied in terms of policy in the Six-Year Investment Program. She added that if reappropriation we're successful, FMSIB would research obtaining consultants for further development but noted the dire funding situation in Olympia and would rather focus on what to deliver for the Board. Operating under the assumption of no funding she still proposed implementing the Six-Year Investment Program.

Peter Bennett opined that this was an important issue and FMSIB's role was determining challenges the ports and truckers face and how to improve them and make this work. He suggested the study look at port tariffs and pricing and how we could make it more advantageous for this to succeed. He reminded the Board, as taxpayers we're subsidizing the

ports, we're not subsidizing to add trucks to roads and have more congestion in the port areas and FMSIB's role, whether we receive funding, was to work with the ports to ensure truckers weren't being affected.

Mayor McEnerny-Ogle expressed that she's learned this legislature is not interested in new needs but focused on protecting what we have by retrofitting or enhancing current infrastructure. To avoid adding to the deficit it's important to look at the ports that have the infrastructure, whether it's rail, barge, truck and how to make that stronger and more efficient.

Johan Hellman suggested that if we're interested in optimal efficiency, we need to get the train to the ship as efficient as we can but that isn't always possible. Trucks give us an incredible amount of resiliency and flexibility because it is the most efficient method to move products quickly in smaller volumes and understanding the unique role of each mode and the benefits, they provide is important, especially in the Pacific Northwest, the most trade dependent state of the nation.

(See presentation: Inland Intermodal Feasibility Study Outline)

Six-Year Investment Survey Overview and Update

Fred Wenhardt provided an overview of the Six-Year Investment Program and survey staff have developed to further improve outreach and analysis of the application process. He explained that over the last several months, staff met with multiple project applicants to gather valuable feedback about their experience with the application process, which resulted in a brief survey for applicants. The survey looked 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. The survey will be distributed in May and open for two weeks with results to be compiled by staff.

Director DeLange explained that this is the first step in refining data that staff would review to put forth recommendations for the Committee to consider when updating the Six-Year Investment Program Plan.

The Board discussed the survey questions and how to refine questions to ensure all stakeholders were represented. It was suggested to reach out to people that didn't apply and to clarify the definition of strategic freight corridors.

(See presentation: Six Year Program Applicant Survey Questions)

FMSIB Capital Budget Report

Jay Drye, WSDOT Director Local Programs, addressed the FMSIB Capital Budget Spreadsheet included in the Board packet. He addressed the current status for projects that had been awarded during the previous legislative sessions.

Director DeLange explained that Mr. Wenhardt and Mr. Drye were working together to provide more detail for projects at Board meetings. Mr. Wenhardt is working with project partners to obtain information and timelines and will be providing status photos and breakdowns of each project ongoing.

NOTE: Mayor McEnerny-Ogle departed at approximately 12:00 p.m.

(See presentation: Capital Budget Spreadsheet, Project Updates -FMSIB 2023-25_March 2025 Report)

Spokane Valley Project Update

Adam Jackson and Rob Lochmiller, Engineering Managers for Spokane Valley Public Works, addressed the update to the South Barker Road Project in Spokane Valley. This project was previously awarded by the legislature through FMSIB.

Director DeLange explained that there has been a lack of clarity from FMSIB and Local Programs on maneuverability on this project. There have been a number of projects, not just this one, that you all have made decisions on but unfortunately, those decisions were not fully captured. She asked for endorsement from the Board on the information presented by Spokane Valley Public Works, which didn't deviate from the decisions they previously made so the information could be transmitted to Local Programs in a memorialized way.

Mr. Drye explained the importance of maintaining alignment between a project's original intent, scope, and what is ultimately proposed or funded. He noted that discrepancies between the planned project (from point A to B) and what was submitted could raise concerns. When only part of a corridor or project is being worked on, it's important to ensure that was the original intent and when a project element doesn't match the official scope, it raises flags and prompts a review to confirm if it aligns with the original goals.

There was discussion amongst the Board regarding benefits of the smaller segment and it was noted that the city is continuing to provide incremental improvement along the corridor and nothing had changed.

Erik Hansen moved to approve the South Barker Road Project is within scope. *Peter Bennett* seconded.

Commissioner Wick and *Jon Snyder* abstained.

MOTION APPROVED

NOTE: Motion was made; Commissioner McCarthy departed at 12:50 p.m. during discussion.

(See presentation: Spokane Valley Public Works S Barker Corridor Update)

Executive Director Report & Operational Budget

Director DeLange reviewed the attached FMSIB Operating Budget, noting that staff was working to create benchmarks for the Six-Year Investment Program and getting prepped for

the first committee meeting of the program. The focus has been on developing recommendations for the project criteria and updates to the application as well as outreach and engagement with other stakeholders across the state. Staff have also been incorporating the past work FMSIB has done related to overburdened communities and integrating that further into the Six-Year Investment Program.

Director DeLange reminded the Board that the transportation budget would be released on Monday, and we would be eagerly awaiting the determination on funding of the Six-Year Investment Program and truck parking. She also highlighted that the operating budget was in good shape and cost savings by moving into a state building and the reduction in overlap of salaries would be beneficial.

(See Operating Budget spreadsheet)

Committee Assignments

Chair Lentz explained that according to our bylaws, the Chair selects members of standing committees with Board approval and that FMSIB has two standing committees, the Executive Committee and the Six-Year Investment Program Committee.

The Six-Year Investment Program Committee was tasked with examining the criteria of the program, start vetting process of projects that come in from recommendations and give guidance to staff on the work of creating the Six-Year Investment Program. The initial composition is representation from all public sectors on the board such as cities, counties and ports as well as private sector stakeholders such as rail, trucking and environmental. Chair Lentz proposed the following appointments:

- Johan Hellman, Chair
- Matthew Colvin, Trucking
- Leonard Barnes, Ports
- Mayor McEnerny-Ogle, Cities
- Commissioner Wright, Counties
- Jon Snyder, Environmental

For public sector alternates Chair Lentz is hopeful that all Board members would be willing to serve as alternates. For private sector, Chair Lentz and Peter Bennett will serve as alternates. As new Board members come on, since there are a number of vacancies, we'll have the ability to potentially increase the size of the committee and potentially look at the composition of the committee.

The Executive Committee, formerly the Administrative Committee, is standing and acts as the executive committee to the board, helping with administrative matters as needed. The composition is largely unchanged except for a replacement for Art Swannack with Commissioner Wick. The proposed membership:

- Temple Lentz, Chair

- Leonard Barnes
- Eric Hansen
- Commissioner Wick
- Commissioner McCarthy

Peter Bennett moved to accept committee assignment recommendations as set by Chair Lentz. *Jon Snyder* seconded.

MOTION APPROVED

Next FMSIB Board Meeting

Peter Bennett moved to affirm the next FMSIB Workshop and Board meeting would be held June 12 and 13, 2025 in Wenatchee, Washington. *Commissioner Wick seconded.*

MOTION APPROVED

Meeting Adjourned

Chair Lentz adjourned the meeting at 1:00 p.m.

Summary of Board Motions:

1) Motion to accept Board meeting minutes from January 17, 2025. Motion Carried. (Page 2)
2) Motion to approve the South Barker Road Project is within scope. Motion Carried. (Page 6)
3) Motion to accept FMSIB committee assignments as set out by Chair Lentz. Motion Carried. (Page 8)
4) Affirmation of next FMSIB Workshop and Board meeting June 12 and 13, 2025, in Wenatchee, Washington. Motion Carried. (Page 8)

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Temple Lentz
Board Chair

Attest: Brandy DeLange
Executive Director

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350
PO Box 40965
Olympia, WA 98504-0965

ph: (360) 586-9695

To: FMSIB Board Members

From: Brandy DeLange, Executive Director

Date: June 13, 2025

Re: COLA Approved by Legislature for 2025 and 2026-Executive Director Position

During each legislative biennium, unions that represent Washington State employees establish a salary package proposal that is sent to the Governor's office. They ask that the Legislature consider it for the following biennium state budget. That package proposal includes a Cost-of-Living Allowance (COLA) request for state employees. A COLA is NOT a salary increase based on merit. It is a cost-of-living increase.

In May of 2025, the Governor signed the Washington State biennial budget that included a three-percent COLA to be effective July 1, 2025, as well as a two-percent COLA effective July 1, 2026. Under state guidelines, an Executive Director is an "exempt" employee, therefore changes made by the Governor's budget for exempt employees must go through the hiring entity--in this case, the FMSIB Board.

Action recommended: A motion to approve a Cost-of-Living Allowance salary increase for the Executive Director.

Action Item: 2026 FMSIB Meeting Schedule

2026 Meeting Months	
January 15	Olympia – Day on the Hill
January 16	Olympia – Board Meeting
March 20	Spokane
June 18	Stevenson – Workshop
June 19	Stevenson – Board Meeting
September 18	Chelan
November 13	SeaTac

Previous Board Meeting Locations

2022 Board Meetings	2023 Board Meetings	2024 Board Meetings	2025 Board Meetings
Olympia	Olympia	Olympia	Olympia
Vancouver	Port of Kalama	Dupont	Tacoma
Stevenson	Stevenson	Pasco	Wenatchee
Spokane Valley	Walla Walla/Virtual	Spokane	Walla Walla
SeaTac	Vancouver	Anacortes	Vancouver

Other possible locations:

- Bellingham
- Yakima
- Everett
- Moses Lake
- Ellensburg

Proposed Cost Savings

9/19/2025 @ Walla Walla	Meeting	Travel	
Conference Room	$ -		
A/V	$ -		
Food & Beverage (Meeting)	$ 500		
Hotel Rooms		$ 1,760	
Per Diem		$ 1,088	
Transportation (Mileage)		$ 3,600	
TOTAL	$ 500	$ 6,448	**$ 6,948**

3/20/2026 @ Spokane	Meeting	Travel	
Conference Room	$ 700		
A/V	$ 100		
Food & Beverage (Meeting)	$ 500		
Hotel Rooms		$ 1,638	
Per Diem (Meals While Traveling)		$ 1,000	
Transportation (Mileage, Flights)		$ 2,500	
TOTAL	$ 1,300	$ 5,138	**$ 6,438**

9/18/2026 @ Chelan	Meeting	Travel	
Conference Room	$ 800		
A/V	$ 100		
Food & Beverage (Meeting)	$ 500		
Hotel Rooms		$ 1,760	
Per Diem		$ 1,088	
Transportation (Mileage)		$ 2,688	
TOTAL	$ 1,400	$ 5,536	**$ 6,936**

GRAND TOTAL **$ 20,322**

To: FMSIB Board Members

From: Six-Year Investment Committee, Fred Wenhardt, Transportation Planning Specialist

Date: June 13, 2025

Re: Six-Year Strategic Investment Application and Program Update

As directed by the Board, FMSIB staff conducted an applicant survey and incorporated feedback into the Six-Year Investment Program application in preparation for the 2026 application cycle. Survey questions included questions about accessibility, process, funding, and desire to reapply to the program. Overall, survey results showed that most applicants heard about the program directly through FMSIB or colleagues. Moving forward, a greater emphasis on outreach via coordination with agency partners and working with RTPO/MPOs will be critical. Additionally, many applicants felt the program was too focused on roadway or trucking projects, putting ports at a disadvantage. Based on survey results, FMSIB staff developed recommendations for application and program improvements and presented to the Six-Year Investment Committee (Investment Committee) to review and provide additional input and guidance.

The Investment Committee has met a total of four times and reviewed application scoring criteria and point distribution, project eligibility, project regional distribution, and WAC updates as part of the Six-Year Investment Program. Below is a summary of each meeting and the recommendations put forward by the Investment Committee.

Meeting One:
Staff present survey results from applicants which mainly included feedback regarding outreach and critiques of the program's scoring criteria – namely a lack of opportunity for port-based projects. Staff incorporated this feedback into proposed changes to the scoring criteria. These changes were also presented during the meeting. Committee members provided detailed input on how the scoring criteria could be made more specific and better reflect the strategic benefits that projects may offer. To support these changes, staff prepared a stress test, showing the scores of 2024 applicants under the original criteria, alongside updated scores based on the proposed revisions.

Meeting Two:
Following the discussion of meeting one, the scoring criteria the Investment Committee agreed to update the application to a total of 35 points and include greater emphasis on strategic freight benefit outside of volume, more consideration for overburdened communities, points for project readiness, and the measuring of economic impacts. During this meeting, the Committee also reviewed results from the stress test of projects under the new updated criteria as a means of testing viability of the new point

distribution. Overall, the Investment Committee is recommending the application be updated from 26 points to 35. More details can be found in committee documents.

Meeting Three:
Committee members considered proposals regarding regional distribution of project funding recommendations and enhanced clarity and definition for project eligibility criteria as follows:

Regional Distribution of Projects

- Establish four regions – Puget Sound, Western, Central and Eastern Washington. This proposal creates a new region—Central Washington. Regions would be based on county lines but divided in a way to incorporate strategic freight corridors and major population centers in Central and Eastern Washington.
- Prescribe funding limits – 60% of all funding should go to the highest priority freight projects in the state. The remaining 40% would be split equally amongst the four proposed regions.
- Adopt RCW 47.06A.020 into WAC, which requires a regional distribution of projects but offers flexibility in how the board chooses to allocate funds to do so.
- Draft a board policy capping funding per each region so that no region receives greater than a certain proportion of available funding.

Project Eligibility Categories

- Application changes would include clearly defining the benefit of maintenance and preservation; better defining project categories with examples; including a project description of how it correlates to a project category.
- Update “Freight Systems of the Future” to “Innovative Freight Solutions” and broaden criteria scope.

Though the Investment Committee considered creating four regions and prescribing funding limits as to avoid concentrating project funding in a single region or regions, it was ultimately decided that this option was too rigid and would not provide the necessary flexibility needed to address emerging freight issues. As a result, the options were modified to remove the four regions and adhere to the existing format of three regions. Additionally, the Committee agreed to remove overly prescriptive provisions, and to create an internal ceiling for regional funding to serve as a target rather than a requirement.

Meeting Four:
Committee members reviewed the modified regional distribution options and changes to the project eligibility criteria based on feedback received during the third meeting. This included:

Regional Distribution of Projects

- Establishing a funding ceiling of 50% per region to serve as a non-prescriptive target and guiding funding principle.
- Determining if codifying RCW 47.06A.020 into the FMSIB's WAC is appropriate or is redundant of existing law.

Project Eligibility Categories

- Maintaining existing project category funding targets;
- Modifying the application question regarding project category – this would require the applicant to be descriptive in their project's freight importance and regional impact, in addition to which category or categories the project falls into;
- Modifying "Freight Systems of the Future" by renaming to "Innovate Freight Solutions" to apply to a broader scope of applicants, encourage a wider variety of projects to apply, and to encourage out of the box solutions for freight mobility.

Attached are supporting documentation illustrating the changes formulated by the Committee's work over the last four meetings.

Action recommended: Approve changes to the Six-Year Investment Program recommended by the Six-Year Investment Program Committee.

Six-Year Investment Program Project Eligibility Criteria
Committee Recommendations

In April, FMSIB conducted an applicant survey for those who applied in 2024 to the Six-Year Investment Program. Based on feedback regarding the application process, proposed changes were recommended through committee meetings regarding scoring criteria and project eligibility criteria. Applicant feedback helped determine that the regional distribution of projects and project eligibility categories could use recommended updates. These recommendations better help FMSIB accomplish its mission as outlined in RCW 47.06A.020 which requires the board to "adopt other evaluation criteria for the six-year program of highest priority freight mobility investments to include, but not be limited to, benefits to the state's freight system, how much funding has already been secured for a project, project readiness for construction, and the regional distribution of projects."

Scoring Criteria
Based upon applicant survey feedback and guidance from the committee, staff updated scoring criteria to encourage a wider variety of project applicants. These updates include:

- Updating the total number of points from 26 to 35
- Updating categories as such:
  - Statewide Freight Importance – 10 Points
  - Project Funding – 8 Points
  - Overburdened Communities – 8 Points
  - Project Status – 6 Points
  - Economic Development – 3 Points
- Weighing Statewide Freight Importance as the category with the most points and allowing applicants to illustrate other strategic benefit was based on applicant feedback that non-road-based projects were confused at their eligibility.
- Project Funding and Overburdened Communities were both the next most heavily weighed categories. The need for funding correlates to project readiness, and the need for overburdened communities is required by the legislature. In addition, overburdened communities now much more heavily weigh mitigation and alternatives taken into account by applicants.
- Project status considers the readiness of a project and how this can impact deliverables.
- Economic development allows applicants to illustrate additional benefits.

Regional Distribution of Projects
No changes to WAC; Establish Board Policy – The committee considered codifying regional distribution into the WAC, however ultimately decided that establishing a guiding board policy/principle for regional distribution is more appropriate

- Do not codify any changes into the WAC regarding regional distribution. FMSIB continues to allocate all funding recommendations based on the highest priority freight projects throughout the state. These recommendations for

funding aim to have the greatest impact on freight mobility through infrastructure improvements regardless of region or distribution.

- Establish an independent board policy establishing a target goal of no more than 50% funding per region. Data will be collected and reviewed periodically regarding the regional distribution of project funding recommendations in order to update this target on an ongoing basis.
    - Establishing a funding distribution ceiling per region ensures that no one region of the state receives a majority of FMSIB funding recommendations. Creating a board policy rather than codifying into FMSIB's WAC, allows for flexibility to allocate funds in biennia where project distribution or infrastructure needs may be overly concentrated in certain regions. Washington State has an extremely robust and vast network of freight infrastructure. Ensuring that all regions of the state receive a fair proportion of funding is not only essential in avoiding perception of bias, but also to adequately fund freight mobility projects throughout all regions.

Project Eligibility Category

Maintain existing targets of recommended funding distribution per category, better define project eligibility and modify application to better describe project category

- These are the existing targets, not prescriptive requirements:
    - Bridge + Road Preservation and Replacement at 50%
    - Improving existing operations at 5%
    - Grade Separations and Expansion at 30%
    - Freight of the Future at 15%
- Better define categories with examples on the application – this includes listing a few specific projects under each category to avoid confusion. This mainly serves as helpful information for applicants so they can better determine what category or categories their project falls under and determine additional factors such as regional impact, significance etc.
- Modify the application question of project category to be more descriptive. For example, "Please describe how your project fits into one or more of the following project categories: what is the regional impact of this project, please describe the freight significance of this project etc." This also assists in allowing maintenance projects to explain their explicit benefit since it is not clearly prescribed within a project category.
- Update "Freight Systems of the Future" to "Innovative Freight Solutions" - This will be expanded and includes original categories of truck parking, land banks and zero emissions. New additions include but are not limited to, Inland Intermodal Facilities, projects to limit GHG emissions and other practical solutions for projects that fall outside the parameters of maintenance, preservation, grade separation, or expansion of freight corridors. By broadening project types, this encourages a broader pool of applicants to apply; and incentivizes applicants to think about emerging freight needs and innovative freight projects/solutions while providing clear expectations for delivery and benefits to the freight mobility system.

Original Scoring Criteria - 2024 Application Cycle	
	8 Points
	Tonnage - Up to 5 Points
	5 - T1, R1, W1, W2
	3 - T2, W3, W4
	0 - T3, T4, T5, R2, R3, R4, R5, W5
	Truck Percentage or Volume - Up to 3 Points
	3 - 25%+
	2 - 15%-24%
	1 - 10%-14%
Statewide Freight Importance	0 - Less than 10%
	11 Points
	Non-State Match - Up to 3 Points
	3 - 50%+
	2 - 30%-49%
	1 - 15%-29%
	Percentage of Funding Committed - Up to 5 Points
	5 - 75%+
	4 - 60%-74%
	3 - 25%-39%
	2 - 25%-39%
	1 - 15%-24%
	0 - Less than 15%
	Project Listed in a Regional Plan - Up to 3 Points
	3 - Yes
Project Funding	0 - No
	2 Points
	Cost Effectiveness - Up to 2 Points
	2 - More Cost Effective
Cost Considerations	0 - Less Cost Effective
	5 Points
	Engagement with Overburdened Communities - Up to 5 Points
	3 - Above average engagement
	2 - Average engagement
	1 - Below average engagement
	Project Alternatives and Measures that Address Impacts, Particularly to Overburdened Communities - Up to 2 Points
	2 - Mitigation measures and alternatives considered
Overburdened Communities	0 - No mitigation measures or alternatives identified
26 Points Total	

Recommended Updated Scoring Criteria - From Committee Feedback	
Statewide Freight Importance	**10 Points**
	Tonnage - Up to 5 Points
	5 - T1, R1, W1, W2 3 - T2, W3, W4 1 - T3, T4, T5, R2, R3, R4, R5, W5
	Other Strategic Benefit - Detail how this project illustrates statewide freight importance related to: mobility, preservation, stewardship, safety, system resiliency, emissions reduction, tonnage, or another category not listed - Up to 5 Points
	5 - Project Illustrates Significant Strategic Benefits 1-4 Offers Some Strategic Benefits 0 - Offers No Additional Strategic Benefit
Project Funding	**8 Points**
	Percentage of Funding Committed - Up to 5 Points
	5 - 75%+ 4 - 60%-74% 3 - 25%-39% 2 - 25%-39% 1 - 13.5%-24% 0 - Less than 13.5%
	Project Listed in a Regional Plan - Up to 3 Points
	3 - Yes 0 - No
Overburdened Communities	**8 Points**
	Engagement with Overburdened Communities - Up to 2 Points
	2 - Above average engagement 1 - Average engagement 0 - Below average engagement
	Project Alternatives and Measures that Address Impacts, Particularly to Overburdened Communities - Up to 2 Points
	2 - Mitigation measures identified and alternatives are able to be implemented 1 - Mitigation measures identified, but no alternatives identified or able to be implemented 0 - No mitigation measures or alternatives identified
	Has this project properly considered the environmental impacts of the freight project, specifically as it relates to overburdened communities? Have migitation measures been identified and alternatives implemented? - Up to 2 Points
	2 - Mitigation measures identified and alternatives are able to be implemented 1 - Mitigation measures identified, but no alternatives identified or able to be implemented 0 - No mitigation measures or alternatives identified
	Has this project addressed pedestrian, cyclist, and motorist safety as it realtes to freight mobility and its impacts on overburdened communities? Have mitigation measures been identified and alternatives implemented? Up to 2 Points
	2 - Mitigation measures identified and alternatives are able to be implemented 1 - Mitigation measures identified, but no alternatives identified or able to be implemented 0 - No mitigation measures or alternatives identified
Project Status	**6 Points**
	Level of Design - Up to 2 Points
	2 - 60% Design, Environmental and ROW nearly complete 1 - 30% Design, Environmental and ROW started 0 - Under 30% Design, Environmental and ROW not started
	Project Readiness (Is this project ready to proceed in the next 6-12 months upon award of funding, does this project offer resiliency in funding and staffing to proceed on the original timeline with reasonable variation?) - Up to 3 Points
	3 - High project readiness 2 - Medium project readiness 1 - Low Project Readiness 0 - Project not ready to proceed
	Included in a local, regional, state plan or study - Up to 1 Point
	1 - Yes 0 - No
Economic Development	**3 Points**
	What is the statewide signficance of this project as it relates to freight mobility and economic development? - Up to 2 Points
	2 - Project shows high statewide signficance 1- Project shows average statewide signficance 0 - Project shows low to no statewide signficance
	Is this project a top freight priority in your region - Up to 1 point
	1 - Yes 0 - No
35 Points Total	

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350
PO Box 40965
Olympia, WA 98504-0965

ph: (360) 586-9695

To: FMSIB Board Members

From: Brandy DeLange, Executive Director

Date: June 13, 2025

Re: Six-Year Investment Program Update Work Plan

2025

APRIL	Send out survey for application improvement
LATE APRIL-EARLY MAY	Subcommittee reviews data and recommendation
MAY	Staff updates application and begins reviewing project eligibility and scoring
MID-MAY	Subcommittee meeting: hears updates from staff
JUNE	Draft updated application and project eligibility and scoring (WAC Updates also occur)
JULY-AUGUST	Final draft recommendations for application, scoring, and eligibility, and WAC changes
SEPTEMBER	Review by Board
NOVEMBER	Adopt WACs based on work done by the Board to Investment Program
DECEMBER	

2026

JANUARY/FEBRUARY	Call for updates and new projects. New projects may be added to existing biennium(s) and rolling Six-Year Plan.
MARCH	First round of review and validation by staff
	Six-Year Subcommittee will review project applications and staff recommendations
APRIL	Supplemental information from applicants
MAY	Six-Year Subcommittee reviews any additional information provided
JUNE	Board reviews first round of vetted projects (Gov's budget prep)
JULY	Subcommittee: updates and development of program cont (prep for Gov's Budget)
SEPTEMBER	Board reviews and confirms final draft projects
NOVEMBER	Board finalizes plan and report to legislature
DECEMBER	Submit recommendations to legislature

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350
PO Box 40965
Olympia, WA 98504-0965

ph: (360) 586-9695

To: FMSIB Board Members

From: Brandy DeLange, Executive Director

Date: June 13, 2025

Re: Draft WAC Schedule and Next Steps

To adopt updates to FMSIB WACs in time for the 2026 call for projects, FMSIB must file proposed WAC changes by October 1 at 12:00 p.m. The proposed changes will be published on October 15, with a hearing to follow, coinciding with the November 14 board meeting.

To meet this deadline, the Six-Year Investment Committee will need to work over the next few months to review and make recommendations for Board consideration at the September 19 board meeting.

Draft updates are included in the June 12, 2025, workshop memo for reference.

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350
PO Box 40965
Olympia, WA 98504-0965

ph: (360) 586-9695

From: Brandy DeLange, Executive Director

To: FMSIB Board Members

Date: June 13, 2025

Re: Bylaws Updates

During the November 22, 2024, board meeting, the Board approved changes to the structure of its subcommittees including:

1. Updating the Freight Policy Advisory Committee to the Six-Year Investment Committee (standing);
2. Establishing a New Board Member Committee (ad hoc);
3. Renaming the Administrative Committee to the Executive Committee; and
4. Dissolving the New Directions Committee—allowing staff to seek guidance to establish new committees as needed.

Based on this action, the FMSIB bylaws need to be updated and amended to reflect the adoption and changes to the standing committees.

Action recommended: approve the changes to the bylaws to reflect the renaming of the Administrative Committee as the Executive Committee, dissolving the Freight Policy Advisory Committee (FPAC), and establishing the Six-Year Investment Committee.

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350
PO Box 40965
Olympia, WA 98504-0965

ph: (360) 586-9695

To: FMSIB Board Members

From: Brandy DeLange, Executive Director

Date: June 13, 2025

Re: Final 2024 Marine Cargo Forecast Report

The Washington Marine Cargo Forecast is a joint effort by the Washington Public Ports Association (WPPA) and the Freight Mobility Strategic Investment Board (FMSIB). The Forecast has been conducted periodically since 1975 with the purpose of assisting ports, state and federal agencies, legislators, and other stakeholders in understanding Washington's marine cargo sector and planning for the future. The report includes an analysis of cargo trends, a cargo forecast through 2045, modal split analysis (i.e., trucks, rail, transload, barge), and a port-level assessment of challenges and opportunities. Port Profiles and a Technical Appendix are provided under separate cover. The study team was led by McKinley Research Group and included High Peak Strategy, EBP, and The Kemmsies Group. The full report can be found in the Workshop packet.

The information and data presented in the final report and supporting port profiles may assist FMSIB Board members in making future funding recommendations or updating the Six-Year Investment Program to better align with emerging freight needs.

Action recommended: Adopt the final 2024 Marine Cargo Forecast report and supporting documents.

Agency	Project Title	Year Selected	FMSIB Funding (thousands)	Status from PM	Target Date
Airway Heights	6th/10th/12th Ave Improvements	2023	2420	Road bed grinding has been completed from West of Lawson Street to Ketchum Street. Test rolling was completed from West of Lawson to South Ketchum which found multiple soft spots - this clay was replaced. CSBC for roadway, curb and gutter was placed, graded and compacted for curb from Beeman to Easy. Additional curb and gutter placement between Lundstrom and Ziegler. Roadway, curb, and gutter placement between Lundstrom and Aspen. Subgrade between Aspen and Ketchum to be regraded. Paving will begin second week of June.	Aug-25
Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7533	Project recently placed bids for Phase 2A, but estimates came in over budget by $7-10M. Exploring other options for funding through PSRC, TIB, FMSIB and other sources. PSRC noted OA funds may be available for redistribution. WSDOT OECRT is reviewing the DBE portions of bids for concurrence. Waiting on confirmation or denial of additional funding before proceeding. May have to cancel and rebid. Once started, planned on continued work on ROW acquisition for Phase 2B. Anticipate re-starting the design on 2B after construction on 2A.	Jan-28
FMSIB/WSDOT	Study of Inland Intermodal Transfer Facilities Success Factors	2023	300	FMSIB presented a draft outline at the March 2025 Board Meeting. In addition to any feedback given, FMSIB isn presenting a draft report at the June 2025 Board Meeting. Currently in the process of getting a consultant to assist with data analysis for the report.	Jun-25
Kent	76th Avenue S (South Phase)	2023	5000	Successful girder set on last of three bridges in May 2025. Project on track for completion this fall.	Oct-25
WSDOT (Marysville)	SR 529/I-5 Interchange Expansion	2014	5000	Significant work completed in March/April. Both ramps anticipated to open in early summer. NB I-5 is striped and operating in final configuration.	Jun-25
Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	2023	1300	Project docs submitted with WSDOT Local Programs for approval. One approved, solicitation will begin with a goal of starting construction in July-August	25-Sep
Port of Kalama	Industrial Rail Additions	2018	3900	Port has completed design and specifications for demo. FMSIB and WSDOT authorized addition of construction the scope of work and limited to demo project at Chemtrade facility. Process has begun to establish WSDOT Local Area Agreement and Prospectus for demo. Design, specifications and bid manual must now meet WSDOT reqs (in progress, may impact timeline).	Jun-26
Port of Vancouver	Terminal 5 Overpass (Design)	2023	200	Project has reached the grant deliverable of 30% design. Design contractor worked with port staff to update draft documents and finalized the draft plan and basis of design documents. Final reimbursement request and final project summary was submitted to WSDOT in March 2025. The port received a request from WSDOT for design documentation, which was emailed in April. The port received an Administrative Review letter in April, closing the grant.	Apr-25
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	Reached physical completion in May 2024. Pending slope cleanup and culvert clean out. WSDOT closing out final items.	May-25
Spokane Valley/WSDOT	Barker Rd / BNSF Grade Separation	2013	6000	Project reached physical completion in May 2024. WSDOT is closing out the project	Jun-25
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.	Mar-25
Spokane Valley	South Barker Rd Corridor Improvements	2023	3000	I-90 to Appleway - City has completed topographic survey and will begin consultant selection process for PS&E for this section. Appleway to Sprague - Design is complete, pending ROW finalizations with 9 remaining acquisitions; city is aiming for Summer 2025 CN start. Sprague to 8th - Design at 30%, City acquiring ROW for section, 38 needed but only 5 secured so far. Secured CN for roundabout at 8th and will proceed once ROW is complete.	Dec-25

Sumner	Stewart Road	2018	3700	Contractor has completed building removal, yard access, water service relocation, temporary traffic signals, striping, crane erection and temporary drainage. Project will be drilling shafts and installing a coffer damn in the river for the upcoming fish window. Significant updates on progress expected in the next 3-6 months	Oct-28
Vancouver	Jefferson Street Realignment	2023	3000	The contractor has had the section of Jefferson Street between Evergreen Blvd and 13th Street closed for several months allowing them to expedite the complete of the street and utility improvements without having to deal with traffic. All of the underground utilities have been installed in this section and the contractor is now transitioning to the street, bike lane and sidewalk work. Progress is being made in the pouring of curb, gutter, bike lanes and sidewalks. Still on track to fully complete the project this Fall.	25-Oct
Waitsburg	Bolles Road Overlay (Design)	2023	80	Survey,boundary, and cultural resources work complete. Working on design phase, currently doing outreach to grain facility operator about ingress and egress of truck traffic. Plan to have everything complete by June.	Jun-25
Wenatchee	McKittrick Underpass (INFRA Segment 1B)	2023	3000	Sanitary sewer relocation work completed, currently workkng on construction of shoofly - estimated to finish by June 2nd. At this point Miller St will be closed and turned over to BNSF to lay ballast and track. Project is on schedule with shoofly target completion of mid-July.	Nov-27
WPPA/FMSIB	2024 Marine Cargo Forecast	2023	300	Presented at June 2025 workshop. Adoption at June 2025 board meeting.	Jun-25
WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvement	2023	600		

FREIGHT MOBILITY Projects

2023-25 Capital Budget Summary

Projects under Agreement

Status as of 5/30/2025

(Dollars in thousands)

	Agency	Project Title	FMSIB Selections		WSDOT-Local Programs Capital				
			Yr. Selected	Total	Prior	2024 Conference	2024 2nd* Supplemental	23-25 Expenditures	
N	Airway Heights	6th/10th/12th Ave Improvements	2023	2,420	-	2,420	2,000	684	CN only
	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	915	6,617	2,000	919	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	4,000	4,512	CN only
	WSDOT (Marysville)	SR 529/I-5 Interchange Expansion	2014	5,000	-	5,000	5,000	5,000	CN only
N	Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	2023	1,300	-	1,300	1,300	-	CN only
N	Port of Kalama	Industrial Rail Additions	2018	3,900	314	3,585	2,400	2,173	PE/RW/CN
N	Port of Vancouver	Terminal 5 Overpass (Design) *closed 4/2025*	2023	200	-	200	200	200	PE only
	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	-	6,100	5,000	5,544	CN only
N	Spokane Co	Bigelow Gulch Phase 2	2022	2,290		2,290	2,290	2,290	CN only
	Spokane Valley/WSDOT	Barker Rd / BNSF Grade Separation	2013	6,000	5,210	790	790	10	Underway
	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290 *closed 3/2025 ($202k savings)*	2018	1,680	975	705	705	502	CN only
N	Spokane Valley	South Barker Rd Corridor - Appleway to Sprague	2023	3,000	-	3,000	1,500	-	CN only
	Sumner	Stewart Road	2018	3,700	700	3,000	2,150	-	PE/CN
N	Vancouver	Jefferson Street Realignment	2023	3,000	-	3,000	1,650	-	CN only
N	Waitsburg	Bolles Road Overlay (Design)	2023	80	-	80	80	14	PE only
N	Wenatchee	McKittrick Underpass (INFRA Segment 1B)	2023	3,000	-	3,000	500	-	CN only
N	WPPA/FMSIB	2024 Marine Cargo Forecast	2023	300	-	300	300	300	PL
N	WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvement	2023	600	-	600	600	15	PE/CN
	Statewide	*Future Awards*	TBD	28,500	-			-	TBD
		Total		**55,403**	**8,114**	**47,287**	**32,465**	**22,163**	

N *New projects in 2023-25*

** ~$1.7M excluded as prior expenditures*

FREIGHT MOBILITY Projects

2023-25 Capital Budget Summary

Projects under Agreement

Status as of 5/30/2025

(Dollars in thousands)

	Agency	Project Title	FMSIB Selections Yr. Selected	FMSIB Selections Total	FMSIB Capital Prior			[redacted]	
*	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	6,000			[redacted]	*Note
*	Chelan Co	West Cashmere Bridge	2018	3,000	3,000			[redacted]	*Note
	Fife / WSDOT	70th Ave E - Freight Bottleneck Closed 3/2025	2018	5,000	5,000			[redacted]	Closed
N	Port of Seattle	Re-Build of T-91 Gate & Access Road Cancelled 1/2024	2023	75	-	-		[redacted]	Cancelled
	Tacoma	Taylor Way Rehabilitation Closed 11/2024	2016	2,500	2,500			[redacted]	Closed
	Spokane Co	Bigelow Gulch Phase 3 Closed 1/2024	2018	2,270	1,553			[redacted]	Closed
		Totals			**18,053**			[redacted]	

** Awaiting final documentation for closure.*

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 23-25 Budget $ 1,995,000		Expenditure Detail through: May 31, 2025			
FMSIB Budget	**Biennium Budget July 1, 2023 - June 30, 2025**	**Actual Expenditures Jul 2023 - May 2025**	**Balance Biennium Budget less Actual**	**Projected Remaining Expenditures Jun 2025**	**Balance Biennium Budget less Actual less Project Remaining Exp.**
Salary	763,139	725,882	**37,257**	40,000	(2,743)
Travel	105,000	37,123	**67,877**	5,000	62,877
Goods & Services	181,335	119,733	**61,602**	7,365	54,237
Personal Service Contracts	945,526	846,285	**99,241**	0	99,241
Total:	**$ 1,995,000**	1,729,023	**265,977**	52,365	$ 213,612

Expenditure Detail	**Budgeted Expenditures July 1, 2023 - June 30, 2025**	**Actual Expenditures Jul 2023 - May 2025**	**Balance Biennium Budget less Actual**	**Projected Remaining Expenditures Jun 2025**	**Balance Budget less Actual less Projected Remaining Exp.**
Salaries:					
Staff Salary	763,139	725,882	**37,257**	40,000	(2,743)
Total Salary	**$ 763,139**	**725,882**	**37,257**	40,000	(2,743)
Travel:					
Staff Travel	51,500	10,970	**40,530**	2,000	38,530
Board Travel	53,500	26,152	**27,348**	3,000	24,348
Total Travel	**$ 105,000**	**37,123**	**67,877**	5,000	$ 62,877
Goods & Services:					
Other State Agency Services					
WSDOT Labor & Svcs/Auditor/CRAB	29,335	8,013	**21,322**	3,000	$ 18,322
WS DES Services	33,000	31,868	**1,132**	2,160	$ (1,028)
WS TIB - Office Rent & Utilities	40,000	40,705	**-705**	1,764	$ (2,469)
WS Attorney General	2,000	12,087	**-10,087**	0	$ (10,087)
Misc. Operating Expenses					
Misc. Office, Mtg, Equipment Costs	77,000	27,061	**49,939**	441	$ 49,498
Total Goods & Services	**$ 181,335**	**119,733**	**61,602**	7,365	$ 54,237
Personal Service Contracts:					
Consultant Expenses					
Annual Rpt & Rebranding - Total Creative	25,665	25,665	**0**	0	0
6-Year Investment Program - Parmetrix	79,961	78,789	**1,172**	0	1,172
Recruiting - Karras	39,900	39,900	**0**	0	0
Truck Study	400,000	301,931	**98,069**	0	98,069
Best Practices Study	400,000	400,000	**0**	0	0
Total Personal Service Contracts	**$ 945,526**	**846,285**	**99,241**	0	$ 99,241
Total:	**$ 1,995,000**	**1,729,023**	**265,977**	**52,365**	$ 213,612

I-5 Ft. Lewis Truck Parking and Weigh Station Update

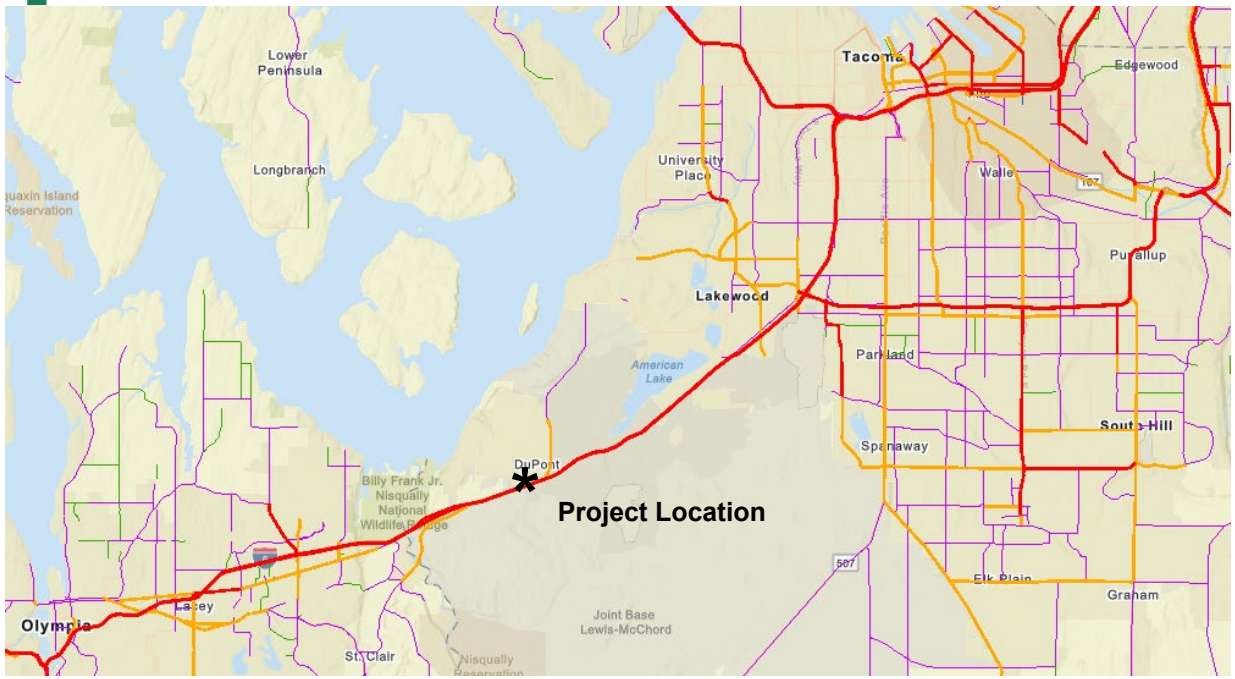
FMSIB BOARD MEETING

Jason Beloso, Planning Program Manager
WSDOT Rail, Freight, and Ports Division
June 13, 2025

Agenda

- Purpose and Need
- Phase 1 Project Status
- Design Assumptions and Milestones
- Project Next Steps
- Funding Status/Needs

Purpose and Need



Washington State Freight and Goods Transportation System (FGTS) 2023

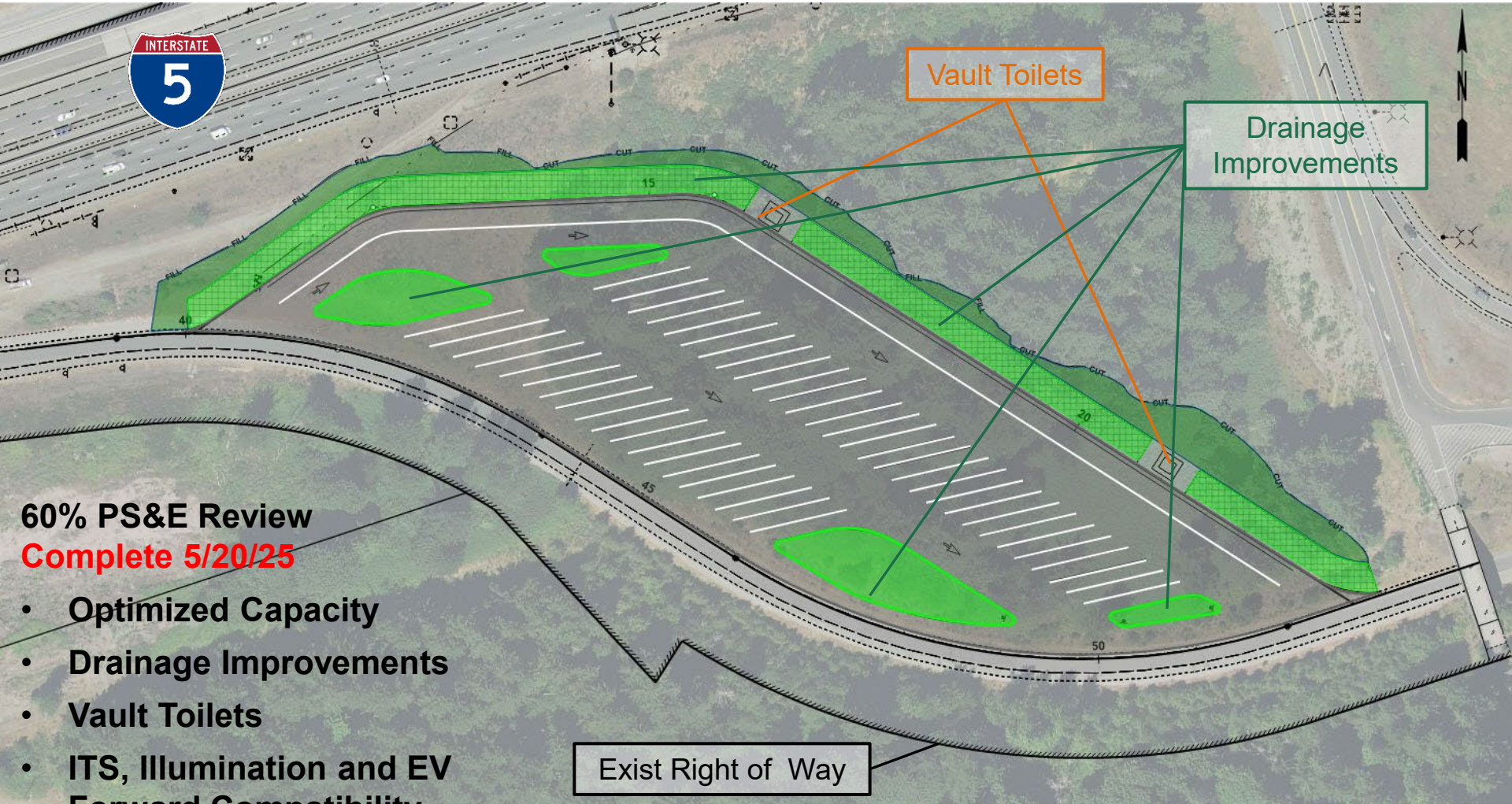
Expands existing I-5 NB Weigh Station near Fort Lewis, addressing critical needs:

- Phase 1: Creates additional truck parking
- Phase 2: Weigh Station Enhancements

- 15,000 trucks per day
- 75 million tons of freight per year

* 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.

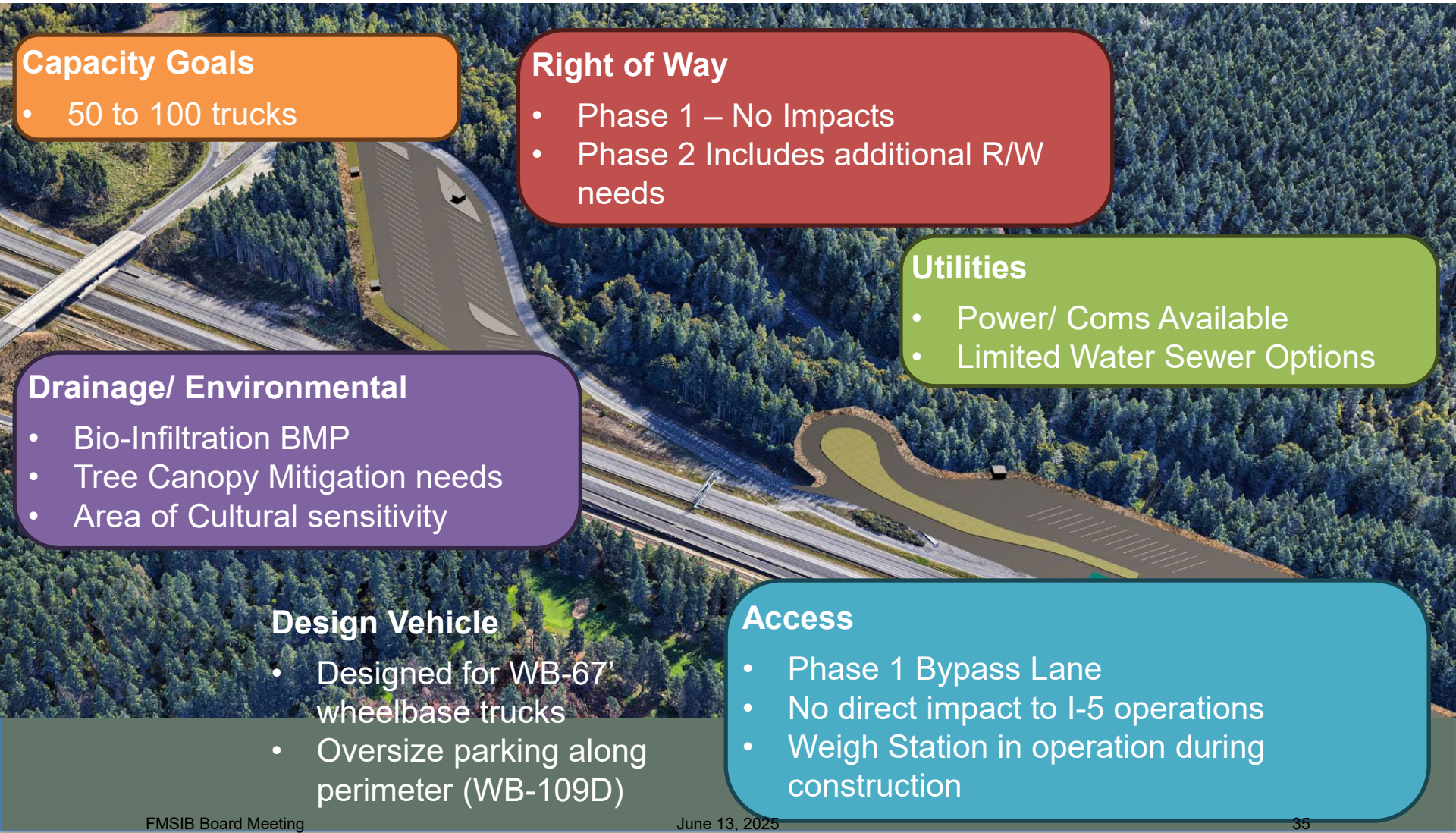
Phase 1 Project Status



60% PS&E Review
Complete 5/20/25

- **Optimized Capacity**
- **Drainage Improvements**
- **Vault Toilets**
- **ITS, Illumination and EV Forward Compatibility**

Design Assumptions



Capacity Goals
- 50 to 100 trucks

Right of Way
- Phase 1 – No Impacts
- Phase 2 Includes additional R/W needs

Utilities
- Power/ Coms Available
- Limited Water Sewer Options

Drainage/ Environmental
- Bio-Infiltration BMP
- Tree Canopy Mitigation needs
- Area of Cultural sensitivity

Design Vehicle
- Designed for WB-67' wheelbase trucks
- Oversize parking along perimeter (WB-109D)

Access
- Phase 1 Bypass Lane
- No direct impact to I-5 operations
- Weigh Station in operation during construction

Design Milestones

Phase 1 – Truck Parking

30% Design (Aug 2024 – Jan 2025)

Preliminary
- Footprint **(50 stalls)**
- Env. Assessment
- Site Survey
- Construction Schedule
- Cost Estimate

60% Design (Jan 2025 – May 2025)

Phase 1 Footprint Established **(64 stalls)**

Preliminary
- Geotechnical Assessment
- Scope/Risk Assessment
- Hydraulic/Utility Investigation
- Operations & Maintenance Plan

100% PSE (Plans, Specs & Estimates) (May 2025 – Aug 2025)

Phase1 Final
- ITS
- Illumination
- Specifications
- Plans

Phase 1 "Ad Ready" (Nov 2025)

We are here (June 13, 2025)

Phase 2 – Weigh Station Improvements

Begin Pre-Design / Scoping (Aug 2025)

30% Design (Nov 2025)
- Project Profile documentation
- Environmental Review Summary
- Preliminary Basis of Estimate
- Preliminary Basis of Design
- Vicinity Map
- Preliminary footprint development

Project Next Steps

- Phase 2 Pre Design Dec 2025
  - Prelim Footprint
  - Prelim Basis of Estimate
  - Basis of Design
- Increases total parking to ~76 spaces

- Finalize Phase I PS&E
  - Region Review Aug 2025
  - Final Design Documentation Oct 2025
  - AD Ready Nov 17, 2025

Project Funding Status/Needs

	Category	Phase 1: Truck Parking	Phase 2: Weigh Station	Notes
DESIGN	Pre-design /Scoping (PE)	$1.5M	$1.5M	$3M total for Phase 1 & 2
	PE Funding Allocated	$1.0M (2024) + $0.5M (2025)	$1.5M (2025)	$1M allocated in 2024-2025 $2M allocated in 2025-2027
	PE Funding Gap	$0	$0	Design fully funded
	Construction Funding Needed	$6.2M-$8.0M	$20M–$25M	$26.2M-$33M total for Phase 1 & 2
	Potential Federal Grant Programs	RAISE / BUILD / INFRA	RAISE / BUILD / INFRA	Max grant: $25M
	Estimated Required State Match	$1.24M-$1.6M	$4M–$5M	20% state match required for federal grant

To: FMSIB Board Members

From: Fred Wenhardt, Transportation Planning Specialist

Date: June 13, 2025

Re: Inland Intermodal Feasibility Draft Report

During the 2023-2025 biennium, the Freight Mobility Strategic Investment Board (FMSIB) identified the need for 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 adopted, requiring the Board to put the study on pause. With a full staff and delivery of key studies, FMSIB staff is now resuming this study to assist in prioritizing freight mobility under the agency's Six-Year Investment Program. Additionally, the 2025-2027 transportation budget reappropriated $300,000 for consultant support.

At the March 2025 Board Meeting, staff presented an outline illustrating the business case for the construction of new or retrofitting existing facilities to serve as inland intermodal facilities (logistics clusters).

Since this then, staff have expanded the outline in coordination with outside stakeholders. This has included coordination with WPPA, WSDOT, Tri-Cities Intermodal and other entities to gain new insights and build off existing research focused on inland intermodal facilities in the state. This input, along with additional research into case studies of existing inland ports, has been incorporated into the draft report. The final report will provide infrastructure and policy recommendations that FMSIB may utilize while deliberating future project funding recommendations.

Currently, staff have started the process of building a request for proposal (RFP) to solicit consultant support to identify key quantitative data such as market demand analysis, cargo flows, and site-specific cases. As this process gets underway, staff will provide regular updates on study development to the Board.

Inland Intermodal Feasibility Draft Report

Background

The Washington State Freight Mobility Strategic Investment Board (FMSIB) was created by the Legislature to identify and recommend investments to improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade. FMSIB is composed of a 17-person board comprised of elected officials and subject matter experts from areas such as maritime trade, trucking, and environmental protection.

Since Washington is one of the most trade dependent states in the nation, an inland intermodal feasibility study is being prioritized in coordination with FMSIB's Six-Year Investment Program. This program identifies and recommends funding for the highest priority freight infrastructure projects throughout all regions of the state. This study will look at the business case and potential policy recommendations for intermodal facilities and the positive impacts they may have on freight mobility, supply chains, and economic development.

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. This can be assessed by looking at both the current state of freight movement and supply chains as well as future demand. Additional economic impacts such as job creation, environmental impacts and safety are critical factors to consider as well.

As steward of the Six-Year Investment Program, how can FMSIB encourage the development of these logistics clusters via project applicants to improve freight efficiency and allow for the public to benefit? While this report explores the possibilities of logistics clusters at locations throughout the state, the aim is not to endorse a specific site, but rather to create a framework to allow for the development of intermodal facilities where most suitable due to a variety of factors.

Coordination with a consultant will be key in the expansion of this report and achieving its goals. Consultant work will focus on data to determine trends regarding freight movement and strategic corridors throughout Washington. These findings will be used to determine a framework of potential locations for logistics clusters that could see success from unique factors certain areas possess. FMSIB staff will work closely with consultant support throughout the development of the report to successfully implement these data findings into the report.

The potential development of these sites allows for reduced congestion and improved supply chain efficiency as goods need to be moved inland both for imports and exports. As such, they can have impacts on freight movement throughout the state, not just immediately in their area.

Key Questions

1. ***Where*** *– existing logistics clusters that can be expanded, potential new sites with assets*

   Based on the current economic climate, newly constructed facilities may be a less optimal route. The retrofit of existing sites or scaling up of operations offers a more feasible solution.

Maintaining and improving what already exists serves as the best opportunity to increase freight efficiency and reduce congestion without incurring new costs or project delays.

Examining existing logistics clusters and sites for retrofitting can further assess their potential for economic development. Once operational, these facilities would have a positive impact on state and local supply chain efficiency. In addition, these sites offer the possibility for a change in land use for dormant sites, mitigating environmental impacts from new construction. Assets such as a labor force and local trades are also important in considering assets based on location.

2. ***Why*** *– benefit to state supply chain, freight movement, congestion, resiliency, economic growth*

With a growing dependence on freight throughout Washington, efforts to improve efficiency in freight mobility need to coincide with growth. This starts with reducing congestion at ports, then promoting a balanced relationship between rail and trucking to improve efficiency in the movement of goods while lowering the cost to do so. Allowing an increase in freight mobility can additionally have benefits related to job growth and related infrastructure investments.

As seen during the COVID-19 pandemic, economic resiliency is also critical for the movement of goods, specifically throughout Washington State. Inland ports offer additional flexibility in terms of logistics in the supply chain to move and store goods. This benefit also carries forward in other times of need such as weather-related incidents, natural disasters and so on.

As climate change and its impacts become a growing priority, assessing the ability of freight to mitigate these impacts and allow other non-motorists to navigate the state's infrastructure becomes even more important. Pedestrian, cyclist, and motorist safety are paramount in addition to reigning in the environmental impacts of freight movement.

3. ***How*** *– creating actionable policy recommendations for the FMSIB board*

The board plans to develop a business case and policy recommendations by creating a scorecard for the potential of logistics clusters. The business case will be aimed at project applicants who have the goal of using FMSIB recommended funding for their inland port project. It will allow these applicants a framework of potential funding uses to retrofit or construct logistics clusters. Policy recommendations for use by the board will help evaluate applicants for logistics clusters, and their potential freight infrastructure impacts if recommended for funding. While not the sole deciding factor, establishing a business case and policies are important in helping FMSIB decide the best applicants with the highest impact intermodal facility projects.

While not an expansive list at this point, the criteria will heavily weigh factors such a wages, mobility, and congestion. In line with FMSIB criteria, applicants also need to explicitly show the strategic freight benefit and mobility that an inland intermodal site would create. More importantly, these criteria will take a more extensive look into the negative aspects that could come with implementing a new logistics cluster or retrofitting existing facilities. The purpose of this investigative process is to carefully consider all potential future impacts.

4. ***Who*** *– relieves seaport congestion, promotes growth inland for rail and trucking, jobs*

While the implementation of additional logistics clusters will have positive impacts on congestion and freight connected aspects of the economy - the rail, trucking, and port industries will see the largest benefit. By coordinating seaport to intermodal terminal movement, there is a potential to reduce congestion at seaports via truck and allow faster movement of freight inland. This also allows trucking to maintain more flexibility in responding to shipper needs elsewhere in the state.

Besides job creation in the rail and trucking industries, inland logistics clusters also serve a benefit locally in terms of employment and economic development. In addition to rail and trucking however, logistics-based business such as distribution centers can also benefit from logistics clusters and the associated movement of goods that their operations entail. During the COVID-19 pandemic, this flexibility within the logistics network was critical for freight movement and may prove to be as important moving forward due to changes in federal trade policy or natural disasters.

Best Practices

These examples serve as a high-level overview of existing inland intermodal facilities both within Washington State and in other areas of the country. The intent of including them is to identify the best practices that make each site successful. This is often a specific or niche operation that allows it to thrive due to factors such as shipper demand, local manufacturing, or adjacent infrastructure. These sites were identified due to maintaining successful operations while many inland intermodal sites have ultimately failed.

From this, the hope is that some of the success seen in the examples below can highlight trends and factors that can inform project applicants and help develop policy recommendations. Consultant coordination for the purpose of data analyses will also assist in identifying traits potential sites should possess based on best practices.

1. **Within Washington State**
    a. **Tri-Cities Intermodal**

    FMSIB staff spoke directly to founder and CEO Ted Prince. He detailed his background in the freight industry, as well as his knowledge of past intermodal facilities within Washington state. Being very knowledgeable on the subject, he advised his operation was built specifically around the scheduling and operations of the railroad. By overlapping transloading with pre-scheduled railroad stops, there was no need for a major change in rail operations. This also results in reduced costs for both parties.

    b. **Quincy – Cold Storage**

    Although Quincy has an existing cold storage operation, there are limitations to network expansion. As an intermodal facility it does sit on a rail line, however there are no

existing rail stops at Quincy. Coordinating rail to stop in Quincy is difficult which limits its ability to expand with rail.

c. Moses Lake – Trucking Operations

Moses Lake specializes more in trucking operation due to shipper demand and high value goods. Since trucking offers greater flexibility, this better suit the demand of local manufacturing. In addition, high value goods are better suited for trucking than rail.

2. Outside of Washington

a. Port of Savannah

The Port of Savannah operates the Garden City and Ocean Terminals, with the former being the region's busiest intermodal gateway. The terminals provide direct rail service to the Midwest, Gulf States, and cross-country to California. In addition, Savannah also has direct access to I-16 and I-95 allowing access via road to key manufacturing facilities and cities within a 1–2-day drive. Maintaining a large operation with direct intermodal access for containers has allows them continued success and growth of operations.

b. Phoenix Intermodal Terminal

Opened in 2024, Phoenix's operation connects the Los Angeles Basin and Phoenix by sourcing containers from the Ports of Los Angeles and Long Beach. By shifting container movement in the area to rail, congestion from trucks is reduced in California and Arizona, while also adding the benefit of reducing GHG emissions. The opening of this facility also provides a new heavyweight intermodal option for export goods from the area.

c. Pocatello, ID

The Pocatello Intermodal Terminal serves as an inland port for the Northwest Seaport Alliance. Its location as a western corridor allows the Ports of Seattle and Tacoma access to the eastern United States. In addition, the facility serves as a vital export avenue for Idaho's agricultural products, giving them access to Washington's ports. The introduction of this direct rail option reduces costs and allows shippers to make the most of a container's round trip through the area.

d. Minot, ND

The Minot Intermodal Terminal also serves as an inland port for the Northwest Seaport Alliance. Previous intermodal facilities in North Dakota had a smaller focus on specific commodities. The Minot Intermodal Terminal allows a wider range of agricultural and manufactured goods from the Midwest to reach west coast ports and then move

abroad. Its location allows shippers to move commodities through a central hub as opposed to moving goods solely by truck over long highway distances.

Examples of Potential Facilities

The Port of Benton and the City of Ellensburg are described because they serve as potential facilities based on unique demand; however, this is not a site-specific endorsement of either. Both are included since they highlight specific factors that would allow logistics clusters the potential for success. In the case of Benton, high shipper demand and existing facilities, land for development, and adjacency to a rail connection are all critical geographic factors that current exist. In the case of Ellensburg, serving at a natural crossroads of a major freight corridors, undeveloped land, and existing logistics and distribution are present as well.

While these factors are site-specific and vary based on the location, they illustrate the fact that certain areas have a higher predisposition to be a better fit for logistics clusters. Identifying these trends and factors can allow project applicants, as well as FMSIB, the opportunity to develop inland intermodal facilities that have the greatest chance of success due to demand and existing operations.

Port of Benton – Shipper Demand for Inland Port

The Port of Benton has high shipper demand for an inland intermodal facility which is currently pending funding to come to fruition. The Port possesses an area of over 3,000 acres for this project, however the facility would need to be newly constructed, while the container yard is existing and needs renovation. Union Pacific and BNSF actively utilize the Port's 16-mile White Bluffs Rail Line to move more than 1.3 million tons of freight annually. Continuous shipper demand and a desire for a central location administered by one entity has led the Port of Benton to request funding to advance the project.

City of Ellensburg – Logistics and Distribution

While the City of Ellensburg has previously been listed a potential site for a logistics cluster, its proximity to the Puget Sound and changes in resources over time has shown mixed results in the efficacy of an intermodal transfer facility. However, the area has a heavy logistics and distribution presence. Coupled with its location at the intersection of I-82 and I-90 going West, it offers potential for utilizing distribution and logistics to aid in freight mobility. In addition, the presence of 800 acres of county land along freeway frontage serves as an undeveloped site for future use.

Concerns and Needs

By highlighting the concerns and needs of potential inland intermodal sites, project applicants can consider the litany of factors that impact operations and lead to success. These items are meant to serve as guidance in the critical factors a site must consider and/or implement to thrive.

1. **Shipper Coordination** – *ensuring shipper demand and use of existing or potential sites*

As past examples have pointed out, shipper coordination is critical in ensuring the success of logistics clusters. Existing clusters in Minot, ND and Pocatello, ID have close coordination with the Northwest Seaport Alliance and the shippers they work with. In creating a plan and coordination, logistics clusters can create an efficient cycle of re-utilizing import containers for exports after unloading. Without shipper coordination, intermodal sites can fail; the model of "if we build it, they will come" does not guarantee any level of success.

In addition, ensuring shipper coordination serves as an additional layer of assurance that a facility can have sufficient demand for moving freight. The inclusion of shippers in the operation of an inland port can also promote others to be involved by showing the depth of coordination across different industries which is necessary for success.

2. **Volume Density** – *Necessary to support rail operations for shippers*

Logistics clusters need to have adequate density for trucking operations to work in coordination with rail. Heavily tied into location itself, volume density is critical in ensuring trains can bring enough containers to intermodal sites which then can be transloaded and moved via truck to their destination.

There must also be adequate volume for a sustainable operation moving forward several years. While initial demand and volume density may be sufficient for the start of an operation, changes in demand or volume over time may lead to hardships. This is especially true in today's environments with a constantly shifting market as well as operations who are seeking to predict future trends and overextend their capabilities. In the case of a logistics cluster, this can mean scaling facilities and operations in anticipation of demand that never comes to reality.

3. **Facilities** – *Do sites have adequate access to freight corridors*

Logistics clusters must first have adequate physical facilities, which can be constrained by space limitations. Besides the factor of physical space needed for facilities, utilities or environmental concerns can also be a limitation for certain operations in different areas of the state. Most importantly however, facilities need access to freight corridors, otherwise they serve no immediate benefit. For example, building a facility simply for job creation or other seemingly economic benefit can essentially be pointless if the facilities do not have access to a freight corridor since there is no ease of operations, and the freight is not being move more efficiently or reducing congestion.

Do facilities easily connect to freight corridors? This can range from waterway access to a rail spur allowing multiple modes of transit. If these options are not existing, what is the cost and feasibility of allowing these connections? If a site needs major facility overhaul to be viable, its chances of funding and potential success diminish.

4. **Location** – *Sites need sufficient spacing to maximize efficiency and cost*

The feasibility of locations can vary based on different factors such as access to freight corridors, existing amenities, labor pool for job growth or utility constraints. In existing effective models, logistics clusters have seen greater success where they overlap with existing rail lines

and can utilize scheduling for container loading and unloading. In addition, locations need to be far enough inland for an operation to be efficient; if not, shippers will opt for the movement of freight directly from the ports.

While many great sites have already been utilized for intermodal facilities within Washington State, there is still great potential for local operations to suit the needs of specific industries and manufacturers. While not all sites may potentially see the ability to scale based on location, having long term demand in a location due to surrounding industry can lead to success. If not, construction of a logistics cluster can end of up being subsidized since it was chosen specifically due to desire of location, not the accompanying factors that are critical.

5. **Imports** – *to maximize efficiency and reduce costs, transloading imports and using containers for exports*

Related to the efficiency of intermodal operations, the most successful operations have incorporated imports into their cycle. This allows imports to move via rail, be transloaded and distributed via truck, then the containers re-appropriated for exports. In the case of Washington this has huge potential impacts in the eastern half of the state where emptied containers can be used for agricultural exports.

A large majority of containers are either unloaded at PNW ports or shipped inland to Chicago and unloaded there. Empty containers then proceed back the way they came to PNW ports. For agricultural shippers in the region, containers can only be received via shipping lines, providing limited opportunities. For apples, cherries, potatoes and hay commodities in the WA, OR, and ID, nearly entirely comprise of containerized exports. This alone puts incredible emphasis on a sustainable import/export cycle[1].

6. **Efficiency** – *Ensuring a symbiotic relationship with all sectors involved*

Although rail is the most efficient in terms of cost and ability to move heavy commodities, there is limited flexibility. This can vary by shipper who may need flexibility that comes with trucking operations or has high value goods they prefer to move by truck only. Even in situations where rail operations can efficiently transport a bulk of containers, trucking is needed to an extent in all situations to offer flexibility and resiliency.

Additional studies have shown a preference for trucking based on flexibility and resiliency. Trucking equipment failure can be quickly assessed and replaced in addition to greater freedom for shippers to move containers. Although from a price point it is comparable to rail and offers more speed, it is not without its shortcoming. Long haul viability can decrease due to available equipment, and working with too small of containerized loads can cause negative operational costs. By comparison, rail allows the movement of significantly more containers allowing price efficiency, which allows for compounding benefits moving empty containers for exports as well[2].

[1] Jessup, E. et al (2020) Assessing the Feasibility of an Inland Container Terminal in the Pacific Northwest | School of Economic Sciences | Washington State University
[2] ECONorthwest (2016). Feasibility of an Intermodal Transfer Facility in the Willamette Valley, Oregon. PDF.

7. **Tariffs** – *Trade policy around tariffs*

Uncertainty at the federal level regarding tariffs has made it increasingly difficult to address the immediate and long-term costs of freight and its movement. While it is difficult to accurately assess their impact due to a changing political landscape, rising costs must be considered, especially by commodities directly impacted.

Potential impacts of tariffs to intermodal facilities can vary widely depending on the nature of the commodities moving through them, shipper processes, and location. Altogether, Washington's freight system has not been able to fully assess the impacts of tariffs and long-term effects of policy changes. Despite this fear of the unknown, all factors and potential trade impacts due to tariffs should be carefully weighed in assessing a sites suitability. This can not only include the movement of imports and exports but also changes to pricing and labor.

8. **Governance** – *Administration of logistics clusters*

In establishing a business case and policy recommendations, FMSIB does not have an explicit recommendation regarding how an inland intermodal facility should be governed. As seen from other successful examples, there is a spread of privately and publicly managed logistics clusters throughout the United States.

By potentially recommending funding for logistics clusters, FMSIB is in the unique position of identifying, validating, and helping advance the construction and retrofits of sites throughout Washington State. As previously discussed, inland ports vary widely on a case-by-case basis due to their commodities and demands. It is assumed that the governance of these sites would be as varied as the locations and their goods themselves.

Assessment

These factors are what a potential site and its applicant should consider in assessing collective feasibility. This includes analysis of cost, direct and indirect benefits, as well as supply chain impacts both locally, regionally, and a state-level. These factors can vary based on location and commodity; however, they should serve as a starting point for potential sites to analyze the principles of their location and how feasible starting a new operation will be.

1. Cost

What is the associated cost of an intermodal facility? As discussed by the board, construction of a new facility would be less desirable than the retrofit or scaling of existing infrastructure. Nonetheless, what are the associated costs with improving facilities to function as a logistics cluster. Beyond the cost of construction, are their other considerations that may be site-specific? This could include environmental impacts limiting operations or requiring mitigation efforts. A lack of utility access or insufficient power from the grid is another consideration that can potentially be remedied, but at what cost? While every potential site would need a deep analysis, understanding the cost benefit in each situation is imperative.

Beyond costs related to a potential facility or inland port, what are the associated costs with related industries such as shipping lines, manufacturers, railroads, trucking and so on? While railroad and trucking can be resilient and fund a scaling up of operations to allow greater volume, not every related organization may be able to.

The costs associated with construction can see escalations due to inflation, however costs for maintenance and repair are always marginal and can increase with use. Cost consideration of marginal charges over time should be considered in how changes of freight movement can impact the longevity of infrastructure. While some fixed costs can be passed off to users and consumers, there is also a risk doing so since such large costs required for construction may lead to underutilization[3]. In addition, potential startup costs for new facilities should be carefully analyzed due to the cost of labor and materials due to ongoing tariffs and their volatile nature.

2. **Direct and Indirect Benefits** – *lower emissions, reduced commutes, less accidents*

Direct benefits can be more easily conveyed. Less trucks on the road means reduced commute times, lower emissions and presumably less traffic fatalities in freight corridors. These additional safety and environmental impacts can be amplified as well based on site design to include factors such as protected pedestrian walkways.

However, indirect benefits vary widely by site. This can range from higher traffic, noise and light pollution at odd hours due to facilities utilizing an off-peak schedule to changes in local health impacts.

3. **Feasibility** – *new site versus retrofits, existing assets, infrastructure utilization off-peak*

While this can and will vary on a case-by-case basis, feasibility of a site is the main piece in determining an intermodal facility. While it is generally more cost friendly to retrofit an existing site, are there scenarios where the construction of a new facility makes more sense? In addition, are there specific scenarios that lend themselves to more efficient freight movement such as off-peak scheduling?

While waterways can serve as a vital link for inland ports, positioning around them can create limitations. Users of waterway terminals may be more limited by physical factors such as space. Construction of new inland ports on waterways may not be the most advisable, but a retrofit of facilities to utilize waterways in conjunction with rail and trucking is feasible. In this case, structure of services at the terminal, geography, and traffic flows are all additional factors that can impact operations[4].

[3] U.S. Government Accountability Office (2011) Surface Freight Transportation: A Comparison of the Costs of Road, Rail and Waterways Freight Shipment That Are Not Passed on to Consumers. PDF.
[4] Brnjac, N., & Ćavar, I. (2009). Example of positioning intermodal terminals on inland waterways. Promet-Traffic&Transportation, 21(6), 433-439. PDF

4. Supply chain impacts

With the main intent of logistics clusters being to improve freight efficiency and reduce congestion, it is anticipated that more operational intermodal facilities with have a positive impact on the state supply chain. However, as sites are analyzed for their potential, certain goods and modes may see different levels of impacts.

Trucking is the dominant mode of transportation for manufacturing firms at over 75%. However, water freight is favored by export centered businesses, while new businesses are twice as likely to use rail over trucking in Eastern WA versus Western WA. Air freight is a negligible factor in Eastern WA. However, as freight reliance continues to grow in Washington State, a balance of different modes incorporated with responsible planning is critical for supply chain management[5]

5. Permanent Advantages and Disadvantages

Advantages and disadvantages will vary by site, however it's important to consider all pros and cons. For example, an intermodal facility may be a critical feature of the local supply chain and freight movement, however physical space constrains the expansion of the facility, limiting growth of operations.

This is best encapsulated by looking at existing logistics clusters who run small scale operations and are limited by several factors such as space, demand, or volume. For example, some inland intermodal facilities run a trucking-centric operation, which is necessary for the demands of manufacturers due to high value cargo that needs to move on a flexible schedule. While an operation like this is beneficial, it offers the disadvantage of being relatively fixed in scale and scope.

Recommendations

In lieu of site-specific recommendations, assessing the need and demand for inland intermodal facilities based on current conditions is a logical next step. This involves looking at current freight corridors, existing ports, freight capacity on rail and highways, and major commodity flows. A deeper analysis of these factors will help in establishing trends regarding freight movement inland in coordination with ports in Western Washington.

More data-driven aspects such as project freight growth, potential demand, agricultural sector needs, and manufacturing and distribution sector needs. Further review of this data can better illustrate critical junctions in the state of freight movement that would benefit most from a logistics cluster.

[5] Casavant (1999). The Eastern Washington Intermodal Transportation Study. PDF.

FMSIB staff will continue with this preliminary draft report by seeking out a consultant for future expansion. The intent of working with a consultant is to incorporate more data-driven analyses into the report, especially related to cargo flows, projected growth, and demand. In addition, coordination with a consultant will help in establishing site criteria. This criterion would assist in identifying factors and qualifies a site should possess based on best practices, freight movement, supply chain impacts, and other benefits both direct and indirect.

Expanding this report with more detailed data analysis by a consultant can help develop a more robust business case for logistics clusters. In addition, this work can contribute towards policy recommendations that the board can utilize in the 2026 application cycle.

WASHINGTON STATE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

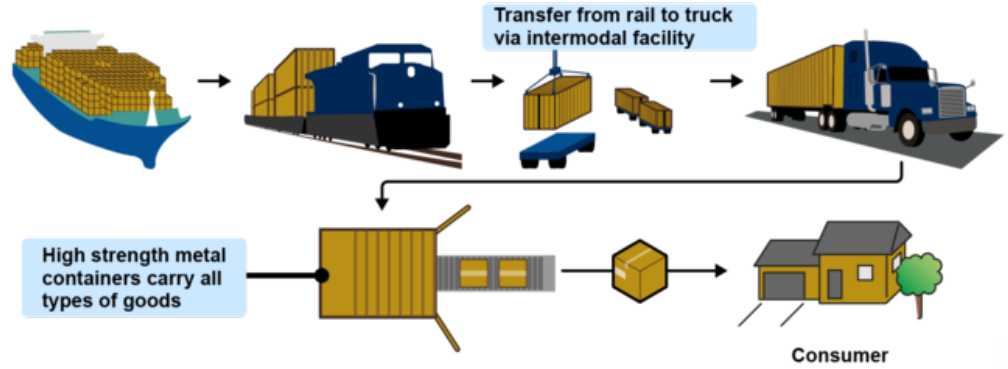
Inland Intermodal Feasibility Study Update

June 13, 2025

Purpose

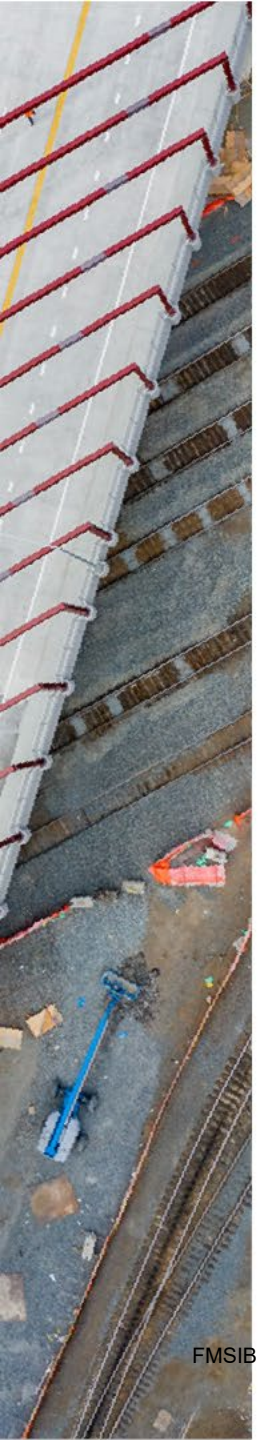
- To determine a business case for the construction of new, or retrofit of existing inland intermodal facilities (i.e. logistics clusters or inland ports)
- Can be assessed by investigating the current state of freight movement as well as future demand
- As a steward of the Six-Year Investment Program, how can FMSIB encourage the development of these logistic clusters via project applicants?
- Leverage consultant work to expand the report to include data regarding freight movement, projected demand, and a framework for potential sites

Key Questions



Source: GAO analysis of DOT documents and testimonial evidence. | GAO-23-106072

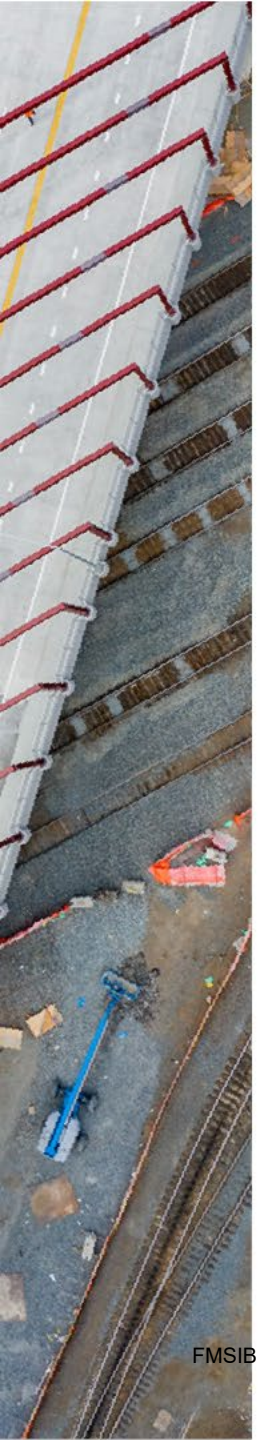
- **Where** – What are the existing logistics clusters that can be expanded? Where are there potential new sites with assets that can be scaled?
- **Why** – To benefit the state supply chain, ease freight movement and congestion, promote system resiliency, and spur economic growth
- **How** – Creating actionable policy recommendations for the FMSIB board to enact by recommending funding for inland ports as part of the Six-Year Investment Program
- **Who** – Benefits seaport congestion, promotes economic growth inland for rail and trucking, all while creating jobs



Best Practices

Existing Sites in Washington

- **Tri-Cities Intermodal** – Operates around existing railroad schedules by overlapping transloading with rail stops to increase efficiency and reduce costs
- **Quincy** – Cold storage operation that has seen success, but is limited in expansion via rail
- **Moses Lake** – Trucking operation based around shipper demand for high value goods.



Best Practices

Other sites in the US

- **Port of Savannah –** Two terminals with direct rail service cross-country, along with access to I-16 & I-95
- **Phoenix Intermodal Terminal** – Connects the Los Angeles Basin and Phoenix Metro by sourcing containers from Ports in LA
- **Pocatello, ID** – Inland port for the Northwest Seaport Alliance, vital for Idaho's agricultural products
- **Minot, ND** – Allows a wider range of agricultural and manufactured goods from the Midwest to reach ports in the PNW

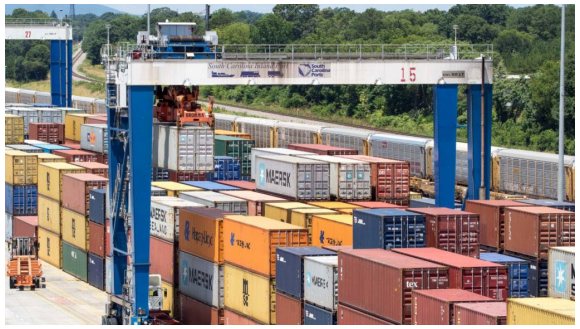
Potential Facilities in Washington

Offer unique demand, not a site-specific endorsement

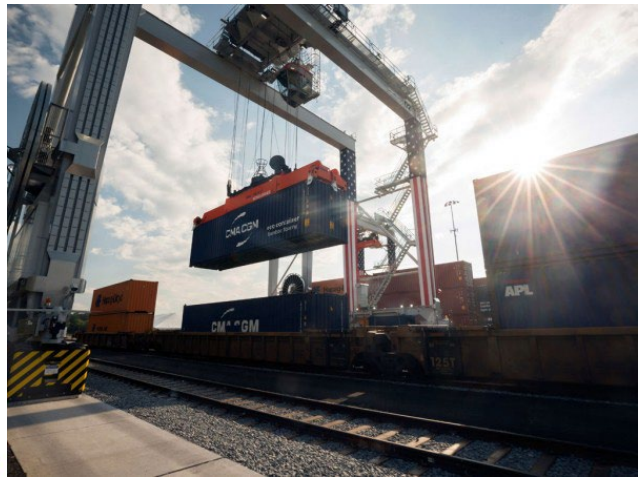
- **Port of Benton** – The Port possesses over 3,000 acres with an existing container yard. A 16-mile rail line adjacent moves 1.3M tons of cargo annually. High shipper demand for further development, pending funds
- **City of Ellensburg** – Proximity to the Puget Sound, crossroads or I-82 and I-90, and a logistics and distribution presence make the city a great site for development in the 800 acres of county land available

Concerns and Needs

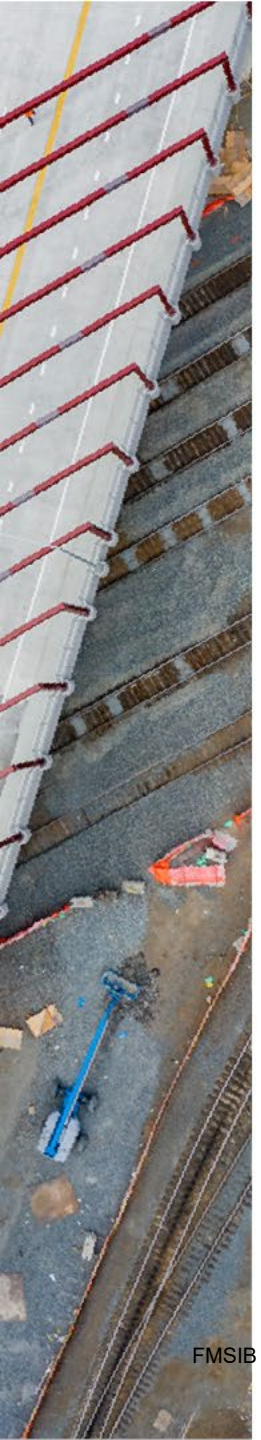
- **Shipper Coordination** – Ensuring shipper demand and use of existing/potential sites
- **Volume Density** – Necessary to support rail operations for shippers
- **Facilities** – Infrastructure as well as adequate access to strategic freight corridors
- **Location** – Sufficient space and amenities in addition to access
- **Imports** – Transloading imports and utilizing containers for exports
- **Efficiency** – Creating a symbiotic relationship of all sectors to create a smooth cycle
- **Tariffs** – Carefully assessing the impacts of ongoing trade policy from tariffs
- **Governance** – Administration of logistics clusters whether public, private, or blended



Assessment



- **Cost –** Associated cost for an intermodal facility
- **Direct/Indirect Benefits –** Lower emissions, reduced commutes, less accidents
- **Feasibility –** new construction versus retrofitting, off-peak scheduling, existing assets
- **Supply Chain Impacts –** Aim to improve efficiency, with different impacts on different modes
- **Permanent Advantages/Disadvantages –** Site specific



Recommendations and Next Steps

- Assess the need and demand for logistics clusters based on current conditions
- Utilize a consultant for data-driven analysis such as potential demand, projected growth, agricultural and manufacturing sector needs
- Establishing site criteria to identify factors and qualities a site should possess based on best practices
- Expansion of the report to include data analysis to develop a more robust business case and policy recommendations for 2026

Questions?

THE FUTURE OF FREIGHT