

## **Six-Year Investment Program Application Changes: April 2025 to Present**

### Background

The mission of FMSIB per RCW 47.06A.020 requires that the board “*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.*”

To accomplish this goal, the Six-Year Investment Committee provided direct feedback and recommendations to staff to compliment applicant feedback received regarding the 2024 application. This feedback was utilized to update the application in preparation for the 2026 application cycle.

### April 21, 2025

- Review of Applicant Survey Responses conducted in early April
- Presentation of application criteria recommendations
  - Change from 26 to 35 Total Points
  - Removal of volume under Statewide Freight Importance
  - Removal of non-state match under Project Funding
  - Expansion of points for Overburdened Communities
  - Added sections for Project Status and Economic Development
- Additional feedback was given from the committee to staff to assist in the next round of application updates

### May 5, 2025

- Presentation of application criteria recommendations based on prior meeting’s feedback
  - “Other Strategic Benefit” under Statewide Freight Importance more clearly defined
  - Statewide Freight Importance weighted the most heavily with 10 points
  - Funding and Overburdened Communities weighted at 8 points each
  - Overburdened Communities points re-balanced, and criteria more clearly defined
  - Project Status weighted at 6 points
  - Economic Development limited to 3 points
- Presentation of stress test showing project scoring under 2024 criteria and updated criteria
  - Included projects from 2024 and their original scores, compared to scoring under updated criteria
  - 1 approved and non-approved project each from a city, county, and port in the 2024 application cycle; additional non-approved port application also included
  - 1 megaproject (I-5 Bridge Replacement) also included as a reference point

### May 19, 2025

- Review of recommended changes to Regional Distribution of Projects
  - Suggestions given for funding limits and floors per region
  - Proposed change from 3 regions of the state to 4 regions
  - Proposed change to codify regional distribution into the WAC
- Review of recommended changes to project eligibility criteria

- Keep existing funding targets per project category
- Better define categories within the application to avoid confusion
- Update “Freight Systems of the Future” to “Innovative Freight Solutions” and expand the scope to encourage a broader range of applications
- Additional feedback was given by the committee to assist staff in the next round of updates to project eligibility criteria
- Feedback was given to not be prescriptive in funding requirements per region (i.e. no prescribed funding floors or ceilings)
- Feedback was given to keep the existing three regions used for project distribution

#### June 3, 2025

- Present options regarding regional distribution of projects
  - Option 1: Adopt RCW 47.06A.020 into WAC and establish a board policy aiming to not give more than 50% of funding to one region
  - Option 2: No changes to WAC and establish aforementioned board policy regarding funding
- Present updates regarding project eligibility categories
  - Keep existing funding targets per project category
  - Better define categories within the application to avoid confusion
  - Modify the application question regarding project category to be open-ended and requiring applicants to be more descriptive in their response
  - Update “Freight Systems of the Future” to “Innovative Freight Solutions” and expand the scope to encourage a broader range of applications

#### June 23, 2025

- Staff took feedback from the June 2025 board meeting and incorporated these requested changes into the next round of updates
- The 2024 Application was updated based upon new criteria
  - Updated the narrative to remove outdated information
  - Restructured to meet the new 35-point scale and corresponding questions
  - Updated the question regarding project category to be open-ended and requiring applicant to better describe the explicit freight benefit as it relates to the category
  - Added a question and points for including supporting materials such as a letter of support, commitment of funding and so on
  - Added a question and points for completion of the worksheet modules in the toolkit
  - Added an optional and unscored question requesting applicants include sources of media such as photographs, videos, drone footage etc.
- The committee agreed to keep language in the application narrative that requires a project to be listed in a TIP/STIP in coordination with their MPO/RTPO

### **Supplemental Information**

- FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage:
  - T-1 More than 10 million tons per year
  - T-2 4 million to 10 million tons per year
  - T-3 300,000 to 4 million tons per year
  - T-4 100,000 to 300,000 tons per year
  - T-5 At least 20,000 tons in 60 days and less than 100,000 tons per year
- FGTS rail freight corridors are classified as R-1 through R-5, based on annual gross freight tonnage:
  - R-1 More than 5 million tons per year
  - R-2 1 million to 5 million tons per year
  - R-3 500,000 to 1 million tons per year
  - R-4 100,000 to 500,000 tons per year
  - R-5 Less than 100,000 tons per year
- FGTS waterway freight corridors are classified as W-1 through W-5, based on annual net freight tonnage:
  - W-1 More than 25 million tons per year
  - W-2 10 million to 25 million tons per year
  - W-3 5 million to 10 million tons per year
  - W-4 2.5 million to 5 million tons per year
  - W-5 0.9 million to 2.5 million tons per year