

AGENDA

September 19, 2025

8:00 a.m. to 12:00 p.m.

- | | | |
|------------|--|---------------|
| 8:00 a.m. | 1 Welcome and Introductions | Informational |
| | <ul style="list-style-type: none">• Temple Lentz, Board Chair | |
| 8:10 a.m. | 2 Public Comment | Informational |
| | <ul style="list-style-type: none">• Temple Lentz, Board Chair | |
| 8:15 a.m. | 3 Consent Agenda: Board Minutes of June 13, 2025 | Action |
| | <ul style="list-style-type: none">• Temple Lentz, Board Chair• Action: Approve June 13, 2025 Board Minutes | |
| 8:20 a.m. | 4 Chair and Board Member Roundtable | Informational |
| | <ul style="list-style-type: none">• Tour requests• Board member updates | |
| 8:30 a.m. | 5 Port of Walla Walla Update | Informational |
| | <ul style="list-style-type: none">• Patrick Reay, Executive Director• Meaghan Blair, Governmental Affairs/Community Outreach | |
| 8:45 a.m. | 6 WSDOT South Central Region Update | Informational |
| | <ul style="list-style-type: none">• Brian White, P.E., South Central Region Administrator | |
| 8:50 a.m. | 7 Break | |
| 9:00 a.m. | 8 Legislative Priorities and Preview of 2026 | Informational |
| | <ul style="list-style-type: none">• Senator Curtis King, Ranking Member of STC | |
| 9:30 a.m. | 9 Northwest Grain Growers Update | Informational |
| | <ul style="list-style-type: none">• Chris Peha, CEO | |
| 9:50 a.m. | 10 Inland Intermodal Feasibility Study Consultant Update | Informational |
| | <ul style="list-style-type: none">• Peter Bennett, Board Member• Brandy DeLange, Executive Director• Fred Wenhardt, Transportation Planning Specialist | |
| 10:05 a.m. | 11 Break | |

10:10 a.m.	12	WAC Update <ul style="list-style-type: none"> Brandy DeLange, Executive Director Action: Approve WAC Changes 	Action
10:25 a.m.	13	Executive Director Report <ul style="list-style-type: none"> Brandy DeLange, Executive Director 	Informational
10:35 a.m.	14	Operating Budget Update <ul style="list-style-type: none"> Brandy DeLange, Executive Director 	Informational
10:45 a.m.	15	Capital Budget Update <ul style="list-style-type: none"> Jay Drye, WSDOT Local Programs Director Fred Wenhardt, Transportation Planning Specialist 	Informational
11:00 a.m.	16	Committee Membership Update <ul style="list-style-type: none"> Temple Lentz, Board Chair Action: Approve Executive Committee Addition 	Action
11:05 a.m.	17	2026 Meeting Dates and Locations <ul style="list-style-type: none"> Temple Lentz, Board Chair Brandy DeLange, Executive Director Action: Adopt 2026 Meeting Dates and Locations 	Action
11:20 a.m.	18	Six-Year Investment Program Update <ul style="list-style-type: none"> Fred Wenhardt, Transportation Planning Specialist 	Informational
11:35 a.m.	19	Outreach and Engagement Plan Consultant Update <ul style="list-style-type: none"> Johan Hellman, Board Member Brandy DeLange, Executive Director Fred Wenhardt, Transportation Planning Specialist 	Informational
11:45 a.m.	20	Truck Parking Update <ul style="list-style-type: none"> Jason Beloso, WSDOT Rail, Freight, and Ports Strategic Planning Manager 	Informational
11:55 a.m.	21	Affirm Next Board Meeting <ul style="list-style-type: none"> Temple Lentz, Board Chair Action: Affirm November 2025 Board Meeting 	Action
12:00 p.m.	22	Adjourn <ul style="list-style-type: none"> Temple Lentz, Board Chair 	

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

June 13, 2025 • 9:00 a.m. – 1:00 p.m. • Wenatchee, WA

<https://tvw.org/watch/?eventID=2025061051>

In Attendance

BOARD MEMBERS

Temple Lentz, Chair

Leonard Barnes (Virtual)

Peter Bennett

Matthew Colvin

Al French

Erik Hansen

Johan Hellman

Anne McEnerny-Ogle

Jon Snyder

Ben Wick

Kerri Woehler (Proxy for Julie Meredith)

Cory Wright

Not Present:

John McCarthy

Aaron Hunt, Ex-officio

FMSIB STAFF

Brandy DeLange, Executive Director

Joy Dopita, Executive Assistant

Fred Wenhardt, Transportation Planning Specialist

GUEST PRESENTERS

Richard Evans, Office of Senator Cantwell

Geoff Potter, Office of Governor Ferguson

Ruby Gaston, Office of Congresswoman Schrier

Jay Drye, WSDOT Local Programs Division

Jason Beloso, WSDOT Rail, Freight, and Ports Division

Meeting Convenes

Chair Lentz convened the meeting at 9:00 a.m. and requested board members, FMSIB staff, and guests introduce themselves.

Public Comment

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

Approval of Meeting Minutes

Commissioner Wright moved to accept the board meeting minutes as amended for March 21, 2025. *Mayor McEnerny-Ogle* seconded.

MOTION APPROVED

(See attachment: March 21 Board Meeting Minutes Revised Final)

Office of Senator Cantwell Briefing

Richard Evans, Central Washington Outreach Director for Senator Cantwell's Office, provided a Surface Transportation Authorization update.

Director DeLange highlighted that FMSIB is preparing for reauthorization by beginning to engage with the appropriate partners and stakeholders. She also noted that many communities are submitting proposed projects to congressional members and asked Mr. Evans how they might work with Senator Cantwell more effectively and where the federal funds might be leveraged.

Mr. Evans explained that Senator Cantwell's office will provide letters of support, opportunities for engagement, and assist in adjusting grant applications for upcoming projects if communities are having trouble with the process. Senator Cantwell's office can also assist communities that are running into delays or trouble with the process.

Mr. Snyder shared that the City of Spokane had money revoked from grants that had been federally awarded that had already been appropriated to the city. In addition, a transportation grant was paused for four months, resulting in delays which creates strain. As a larger city, Spokane has the resources and internal capacity to apply for and administer grants. When pauses occur or authorization is withdrawn it creates difficulties and hardships for smaller cities who pay consultants to complete federal grant applications. It is difficult to look at long-range plans and know how to appropriately budget with so much uncertainty at the federal level.

Mr. Evans explained that Senator Cantwell's office is using their resources to help communities, large and small, that are experiencing revoked or delayed funding.

(See attachment: Cantwell Office Update)

Office of Governor Ferguson Briefing

Geoff Potter, Director of International Relations and Protocol for Governor Ferguson's office, provided an overview of the current federal trade policy landscape, focusing on tariffs and their widespread implications for Washington State's economy, export industries, and freight infrastructure. He explained that the federal administration, continuing from both the Trump and Biden eras, has used three primary tariff mechanisms: Section 232, Section 301, and more recently, the International Emergency Economic Powers Act (IEEPA). The IEEPA-based

tariffs, particularly controversial, have been used to justify steep tariffs (up to 145%) on countries like China, Canada, and Mexico, citing emergencies such as fentanyl inflows and immigration.

Mr. Potter emphasized that the scale and use of these tariffs as coercive policy tools have had damaging consequences. While some industries, like steel and aluminum manufacturing, benefit, others, such as agriculture and aerospace, are hurt by reduced access to foreign markets. He noted that the business environment has become uncertain and volatile, with many companies halting plans to expand into new markets due to unpredictability in trade policy.

Washington State is actively challenging these tariffs. Governor Ferguson is leading a coalition that filed an amicus brief in support of litigation in the United States Court of International Trade, which has preliminarily ruled that the IEEPA tariffs may lack legal basis. However, these tariffs remain in effect while litigation continues.

The economic fallout includes:

- Rising costs for key industries and construction inputs (steel, aluminum, semiconductors, lumber), threatening major infrastructure projects.
- An unsettling effect on exporters due to uncertainty, leading to stagnated hiring and investment.
- Increased shipping costs and shifting port activity away from the United States to places like Canada.
- A projected long-term negative impact on GDP, job growth, and state revenues, currently being studied by Office of Financial Management (OFM) economists.

Mr. Potter suggested that the situation is unlikely to improve soon. Although some mitigation strategies—such as leveraging free trade zones or finding alternative supply sources—are being considered, the broader economic and infrastructure impacts will be difficult to fully avoid.

Mr. Colvin highlighted that Washington State passed a budget with aggressive new revenues and asked what the governor's office anticipated response or outlook would be in 12 months if trade does decline.

Mr. Potter noted that the timeline includes the governor's first full budget proposals and policy agenda for the legislature and cannot predict that far out. The immediate focus has been turning off, through legal action, the most damaging IEEPA tariffs on Canada, Mexico, China, and the reciprocal tariffs on the entire globe. If that can be achieved through legal action individual shippers will legally be entitled to being recouped on what they have paid in tariffs.

Mr. Hellman recalled a similar period in the mid-2000's when the West Coast governors worked together to address interstate issues particularly in environmental protection and climate change. *Mr. Hellman* then asked if there has been discussion on a coordinated approach between the three West Coast governors in this environment?

Mr. Potter explained that at a broad level Washington is well practiced in collaborating in a host of different areas, and the West Coast states are working together on the litigation that is underway regarding the IEEPA tariffs. This scenario is different because Washington ports are competing with ports in California and British Columbia for landings. Many entities represented on this board such as various shippers, exporters, and freight interests have been very vocal recently about the harm this is causing for businesses and communities for the provision of public services downstream in this revenue conversation. Although Governor Ferguson can lead and organize the conversation, we are not the most persuasive voices to the administration and Congress in place. Hearing from businesses, agriculture, and freight interests that are being harmed, in concert with those efforts we are undertaking as sustained as a region, is undoubtedly going to be part of the solution.

Director DeLange asked *Mr. Potter* to expand on the tariff study that's being conducted and asked if there is space for potential policy development based off what comes from the study.

Mr. Potter reported they are in the beginning phase to think in a very detailed fashion about the government's upcoming policy proposals in the next legislative session, so it's important to have that conversation now. The OFM forecast is meant to provide a holistic look at the state economy and the impact to the state revenue picture and business and occupation (B&O) tax for reduced economic activity, exporting, and jobs.

Office of Congresswoman Schrier Briefing

Ruby Gaston, Central Washington Manager for Congresswoman Schrier's office, spoke about the importance of freight mobility to Central Washington's economy, particularly for agriculture, manufacturing, and supply chains. Efficient freight systems are essential for economic competitiveness, job creation, reliable supply chains, and quality of life, but face challenges such as aging infrastructure, congestion, and limited truck parking.

Key projects supported by the congresswoman include:

- Confluence Parkway Project in Wenatchee
- I-90 widening in Kittitas County
- Safe Streets and Roads for All (SS4A) Grant Program
- Truck Parking Implementation Plan
- Shortline Railroad Tax Credit Modernization Act
- Consolidated Rail Infrastructure and Safety Improvements Program

The congresswoman's office has backed multiple local and regional transportation funding requests, including county governments, WSDOT, and other transportation organizations. Overall, investing in freight mobility is framed as an investment in Central Washington's future prosperity and quality of life.

Commissioner Wright expressed appreciation for Congresswoman Schrier's support to bolster our state's only east-west T-1 corridor, which has increased studying truck parking alternatives on both sides of the pass.

Chair and Board Member Reports

Chair Lentz asked if board members had information to report regarding impacts of tariffs or recent activity in global uncertainty and their impacts on jurisdictions or industries.

Ms. Woehler shared that WSDOT is watching market conditions and looking into large materials purchases such as asphalt and salt. At this point they have not seen increases from highway contractors but are tracking and monitoring everything closely.

Mr. Snyder reported that the Spokane area has a coalition of people putting together a technology hub for lightweight aerospace manufacturing components and materials, which has received support from the Department of Commerce and current and past governors. Today, they were told that new funding would be rescinded from the federal government, which illustrates another instance where a promising economic development effort is now on hold.

Mr. Colvin added from the trucking perspective they have not seen significant growth which could be considered stagflation. The trucking industry is largely cyclical, and they have been at a trough in pricing for about three years. Although demand increased due to possible tariffs, they have now seen the demand begin to wane. Currently there has been no significant impact, positive or negative, due to the tariffs.

Mr. Bennett asked, with opposition to electrification in Washington, DC, what the status is on the state's electrification projects and if that money can be used elsewhere?

Mr. Colvin explained the California Air Resources Board (CARB) mandate, for both fleet replacement through clean trucks and clean fleets, that Washington State was tied to has been nullified by the current administration. The most recent nullification was around sales mandates for the adoption of zero emission vehicles. The Washington Trucking Association (WTA) is hearing from the governor's office and Department of Ecology that there was an intent to continue to push forward, regardless of the nullification of the California mandate.

Commissioner French spoke about the technology hub in Spokane. While there has been a shift at the federal level in terms of focus, he has been told that the technology hub is a great project and will probably do very well in the next round of funding. He is working with a company out of France that is going to close on 85 acres and provide manufacturing facilities in Spokane County, and a Canadian company that is looking to invest significant dollars in Spokane. You must learn to adjust, as we did with COVID.

Mr. Colvin added that Tree Top does a fair amount of work with Canadian manufacturers, co-backers, and private entrepreneurs and there is a great deal of discussion about moving manufacturing to the United States.

Executive Director COLA

Chair Lentz directed the Board's attention to the memo regarding the Cost-of-Living Adjustment (COLA) approved by the legislature for the 2025-2027 biennium. In May of 2025, the governor signed the Washington State biennial budget that included a three-percent COLA effective July 1, 2025, as well as a two-percent COLA effective July 1, 2026. While the legislature approved the increase in the budget, because the executive director is an "exempt employee", the board must approve any increase.

Commissioner French moved to approve the COLA for Executive Director Brandy DeLange. Mayor McEnerny-Ogle seconded.

MOTION APPROVED

(See attachment: ED COLA Increase 6.13.25)

Executive Director Report

Director DeLange provided a summary overview of the 2025 legislative session, which was generally positive, with no harmful impacts and full funding for 2025-2027 board recommendations. However, no new revenue was secured, and FMSIB may face an operating deficit in the future.

The Six-Year Investment Program provides a valuable opportunity to strengthen legislative outreach by showcasing before-and-after visuals of infrastructure improvements, how the projects are improving safety and access in communities, and creating a more efficient system. Director DeLange will begin engagement with Senate and House transportation committee members, as well as other key legislators from Ways and Means and the Appropriations committees to highlight transportation's intersection with the operating budget. Board members are encouraged to continue advocacy with both state and federal representatives to push for increased investment.

The FMSIB office is in the midst of moving to a new location at the Natural Resources Building, which should be completed in the first week of July. FMSIB will continue to co-locate with the Transportation Improvement Board (TIB), but we expect cost savings with reduced rent and utilities.

Director DeLange spoke about the coordination of port, city, and county tours and solicited feedback from board members on specific stakeholders or projects in their communities that FMSIB should be connecting with. It would be helpful for board members to share ideas or concepts for future tours and workshops to explore the work they are doing.

The board began discussion on the 2026 meeting schedule, including dates, locations, and the possibility of moving some meetings online to save costs amid a possible \$57,000 budget gap. While many members value in-person meetings for relationship building and informal discussions, there was agreement on preparing a contingency plan for virtual options to demonstrate fiscal responsibility if legislative funding is not secured. Suggestions included combining or adjusting meeting dates, using free conference rooms, aligning with other organizations' events, or holding more meetings in Olympia to reduce travel expenses. Some proposed targeted cuts (around \$20,000) as a good-faith gesture while simultaneously working with legislators to find permanent budget adjustments to reflect new staff and board expansion. The group reached consensus on pursuing both a legislative funding request and a backup cost-savings plan, with staff tasked to refine proposals.

(See presentation: 2026 FMSIB Meeting Schedule and Proposed Cost Savings)

Six-Year Investment Program Committee Update

Director DeLange recapped the discussion from the workshop and immediate changes that were made to include:

- Better define regional freight importance versus statewide freight importance.
- Encourage applicants to provide supporting documentation, such as letters of support or other funding opportunities being leveraged at the local level, to show the importance of their project.
- Encourage applicants to provide visual support, such as pictures, drone footage, etc., of current conditions or improvements being proposed.

Mr. Wenhardt provided a summary of the four Six-Year Investment Program Committee meetings in which the committee reviewed application scoring criteria and point distribution, project eligibility, project regional distribution, and Washington Administrative Code (WAC) updates. The committee recommendations include:

- Update scoring criteria to encourage a wider variety of project applicants.
- The committee considered codifying regional distribution into the WAC but ultimately decided that establishing a guiding board policy/principle for regional distribution is more appropriate.
- Maintain existing targets of recommended funding distribution per category, better define project eligibility, and modify the application to better describe project categories.

Director DeLange outlined that the next steps for staff are to update the application to reflect changes adopted today and begin work on the validation process. FMSIB received funding to support developing an outreach and engagement plan for the Six-Year Investment Program. As part of that effort, staff will work with consultants to develop materials that support applicant interest during a call for projects. Additionally, staff will be attending appropriate stakeholder and association conferences to educate and incentivize potential applicants.

Committee members will review the application and program-related WACs at their next meeting.

Mr. Barnes inquired as to when the tonnage and volume data will be reviewed for ranking, as it seems unchanged since 1999. Director DeLange shared that the Six-Year Investment Committee has discussed this topic and where updates may be necessary in the future. Although it may not be appropriate for the next round of applications, it is certainly a conversation that should happen on a larger scale with FMSIB and WDOT concurrently. She noted that *Mr. Wenhardt* has addressed the question of tonnage and volume in other areas in the application, and scoring criteria itself, without overly weighting it to avoid the perception that the application is too road-focused.

Mr. Hellman moved to approve changes to the Six-Year Investment Program as recommended by the Six-Year Investment Program Committee. *Mr. Colvin* seconded.

MOTION APPROVED

(See presentations: Six-Year Investment Program Application and Program Update memo, Project Eligibility Criteria Committee Recommendations, Scoring Criteria spreadsheets)

Six-Year Investment Program Next Steps

Director DeLange reviewed the Six-Year Investment Program update and work plan memo, specifically looking at the proposed 2026 dates for review and feedback. The goal is to submit FMSIBs information to OFM to be included in the governor's proposed budget.

Mayor McEnerny-Ogle asked if there is information the board should be sharing with legislators in January 2026 while on the hill. Director DeLange confirmed that the committee work taking place now will lead to those recommendations.

Mr. Colvin added that it would be a good call-out for the board, particularly the Six-Year Investment Program Committee, to spend time crystallizing what FMSIBs priorities are and where we can have the greatest impact to achieve our value.

(See presentation: Six-Year Investment Program Update Work Plan memo)

WAC Review and Next Steps

Director DeLange provided a refresher from the WAC discussion at the workshop. She noted that FMSIB has repealed WACs that are no longer valid based off the changes in the 2023 legislation. Currently, staff is drafting WACs for the Six-Year Investment Program Committee to review and modify. Proposed WAC changes must be submitted by October 1, 2025, for a hearing to coincide with the November 2025 board meeting; she urged board members to submit comments and edits to her or Committee Chair Hellman.

(See presentation: Draft WAC Schedule and Next Steps memo)

Bylaw Changes

Director DeLange reviewed the changes the board adopted to the committee structure and membership during the November 2024 meeting. As a result of these changes, the FMSIB Bylaws must also be updated to reflect the new committees. Additionally, committee membership shifted, requiring board approval.

Chair Lentz sought a motion to approve the changes to the bylaws to reflect:

- Renaming of the Administrative Committee as the Executive Committee.
- Dissolving the Freight Policy Advisory Committee (FPAC) and establishing the Six-Year Investment Program Committee.
- Changing membership of the Six-Year Investment Program Committee to show that Commissioner McCarthy will be the primary member representing ports, with Leonard Barnes as the alternate.

Mr. Hellman moved to adopt the new committee structures in the revised FMSIB Bylaws. *Mayor McEnerny-Ogle* seconded.

MOTION APPROVED

(See presentation: *Bylaws Updates memo*)

Marine Cargo Forecast

Director DeLange recalled the Marine Cargo Forecast update from consultants at the workshop. 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. The main report, port profiles, and technical appendix will be available on the FMSIB website and requires adoption by the board.

Ms. Woehler asked for clarification on what it means for the board to adopt the Marine Cargo Forecast. Since the document is informational and not a recommendation, she is seeking affirmation that the board's action is to accept this product as informational versus actionable. *Chair Lentz* confirmed.

Councilmember Wick moved to accept the 2024 Marine Cargo Forecast and supporting documents. *Commissioner Wright* seconded the motion.

Mr. Colvin added that accepting the Marine Cargo Forecast is the right call as opposed to adopting it, as he feels the historical data is good but think they may have taken some leaps with their projections.

MOTION APPROVED

(See presentation: *Final 2024 Marine Cargo Forecast Report memo*)

Capital Budget Update

Jay Drye, Director of WSDOT Local Programs, and *Fred Wenhardt*, FMSIB Transportation Planning Specialist, provided an update on the capital budget and status of projects, including project progress photos.

Mr. Drye noted that many projects are closing out, and there is progress on the historical list of projects. At the next meeting, the new list of projects recommended to the legislature for the 2025-2027 biennium will begin populating and be added to the capital projects list. He also solicited feedback from the board on the format of the information provided.

Mr. Hansen suggested providing statistics and pictures of projects together for January 2026 legislative meetings to show progress.

Director DeLange added that the purpose of the new visual update piece is to make meetings more interactive while also preparing for the Six-Year Investment Committee. By encouraging recipients of funding to provide photos and documentation of projects, the board can better show improvements and why new projects need funding. This approach is similar to what other boards like the County Road Administration Board (CRAB), has done to demonstrate need to the legislature. It will also help recipients get used to sharing evidence and narratives that can later be presented to legislators to justify funding.

(See presentation: 2023-25 Capital Budget Summary and list of projects)

Operating Budget Update

Director DeLange addressed the operating budget spreadsheet reflecting the current standing of the FMSIB budget. FMSIB received funding for an outreach and engagement plan, and work on the RFP process will begin, which will be reflected in the July 2025 budget. Per discussion earlier in the meeting, staff will review and develop additional recommendations related to cost savings and meeting locations, which will be presented at the September 2025 board meeting.

(See presentation: FMSIB Operating Budget spreadsheet)

Truck Parking Update

Jason Beloso, Planning Program Manager of WSDOT Rail, Freight, and Ports Division, provided an update on the I-5 Fort Lewis Truck Parking and Weigh Station project, highlighting: purpose and need, phase 1 project status, design assumptions and milestones, next steps, and funding status/needs.

Commissioner French asked how much land is needed, and the construction cost for the truck parking portion (excluding the weigh station). Mr. Beloso explained the parking area alone is estimated at \$6-8 million for about 100 spots, but exact figures and costs without the weigh

station are still being determined. A bypass would be needed so trucks could access the lot independently.

Mr. Bennett noted the price seems lower than previously discussed and clarified past estimates may have included toilets and other features. He expressed enthusiasm about securing 100 parking spaces and asked about progress on intelligent transportation parking. *Mr. Beloso* explained that the multi-state award (Washington, Oregon, California) is being renegotiated since California withdrew due to rising costs. Washington is now exploring newer technologies—geofencing, AI applications, and drones for monitoring capacity—that could lower long-term maintenance costs.

Mr. Colvin noted that at the WTA conference, most vendors were moving toward geofencing smartphone-based systems rather than infrastructure-heavy models. *Mr. Beloso* agreed, emphasizing the benefits of lower long-term operations and maintenance.

(See presentation: I-5 Fort Lewis Truck Parking and Weigh Station PowerPoint)

Inland Intermodal Update

Mr. Wenhardt provided an update on the Inland Intermodal Feasibility Study outline originally presented at the March 2025 board meeting. Since that meeting, staff has expanded the outline to include new feedback from stakeholders, and additional case studies of existing inland ports. *Mr. Wenhardt* also provided an overview of the solicitation process for consultant support to identify key quantitative data, such as market demand analysis, cargo flows, and site-specific cases. The final report will provide infrastructure and policy recommendations that FMSIB may utilize while deliberating future project funding recommendations.

Mr. Bennett suggested staff confer with Portland Container on their inland intermodal work and Tidewater Barge Lines on the barging system.

Director DeLange reminded board members that one of the key elements of this study that *Mr. Wenhardt* is working on is to identify the policies and investment areas the board could be considering in the Six-Year Investment Program, such as reducing congestion, improving safety, and reducing greenhouse gas emissions.

There was discussion on not duplicating work that has already been done elsewhere and to utilize resources available through partnerships with The Northwest Seaport Alliance and data sets identified in the Marine Cargo Forecast.

(See presentation: Inland Intermodal Feasibility Draft Report and PowerPoint)

Next FMSIB Board Meeting

Mr. Bennett moved to affirm that the next FMSIB Board Meeting would be held September 19, 2025, in Walla Walla, Washington. *Mr. Snyder* seconded.

Mayor McEnerny-Ogle suggested moving the board meeting start time to 8:00 or 8:30 a.m. and ending earlier. Chair Lentz asked if there was a preference for a start time and Mr. Barnes suggested 8:00 a.m. Staff will work out details for meals.

MOTION APPROVED

The motion to approve the new board meeting start time of 8:00 a.m. passed. Members voting in favor were Mr. Barnes, Mr. Bennett, Mr. Colvin, Commissioner French, Mr. Hansen, Chair Lentz, Mayor McEnerny-Ogle, Mr. Snyder, Councilmember Wick, Ms. Woehler, and Commissioner Wright. Members voting against were Mr. Hellman.

Meeting Adjourned

Chair Lentz adjourned the meeting at 12:54 p.m.

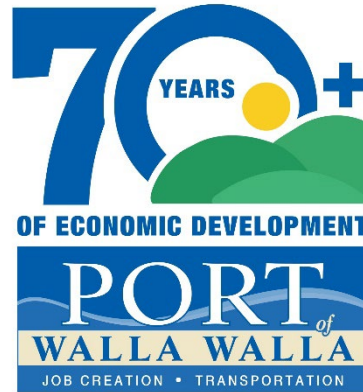
Summary of Board Motions:

- 1) Motion to accept Board meeting minutes from March 21, 2025. Motion Carried. (Page 2)
- 2) Motion to approve Executive Director Brandy DeLange's COLA. Motion Carried. (Page 6)
- 3) Motion to approve changes to the Six-Year Investment Program. Motion Carried. (Page 8)
- 4) Motion to adopt the new committee structures for the FMSIB Bylaws. Motion Carried. (Page 9)
- 5) Motion to adopt the Marine Cargo Forecast. Motion Carried. (Page 9)
- 6) Affirmation of the next FMSIB Board Meeting on September 19, 2025 in Walla Walla, Washington. Motion Carried. (Page 11)

Temple Lentz
Board Chair

Attest: Brandy DeLange
Executive Director

Port of Walla Walla



www.portwallawalla.com

September 19, 2025

Port of Walla Walla

Port of Walla Walla was established on September 9, 1952.

Our Mission:

Working to enhance the economic vitality of Walla Walla County.

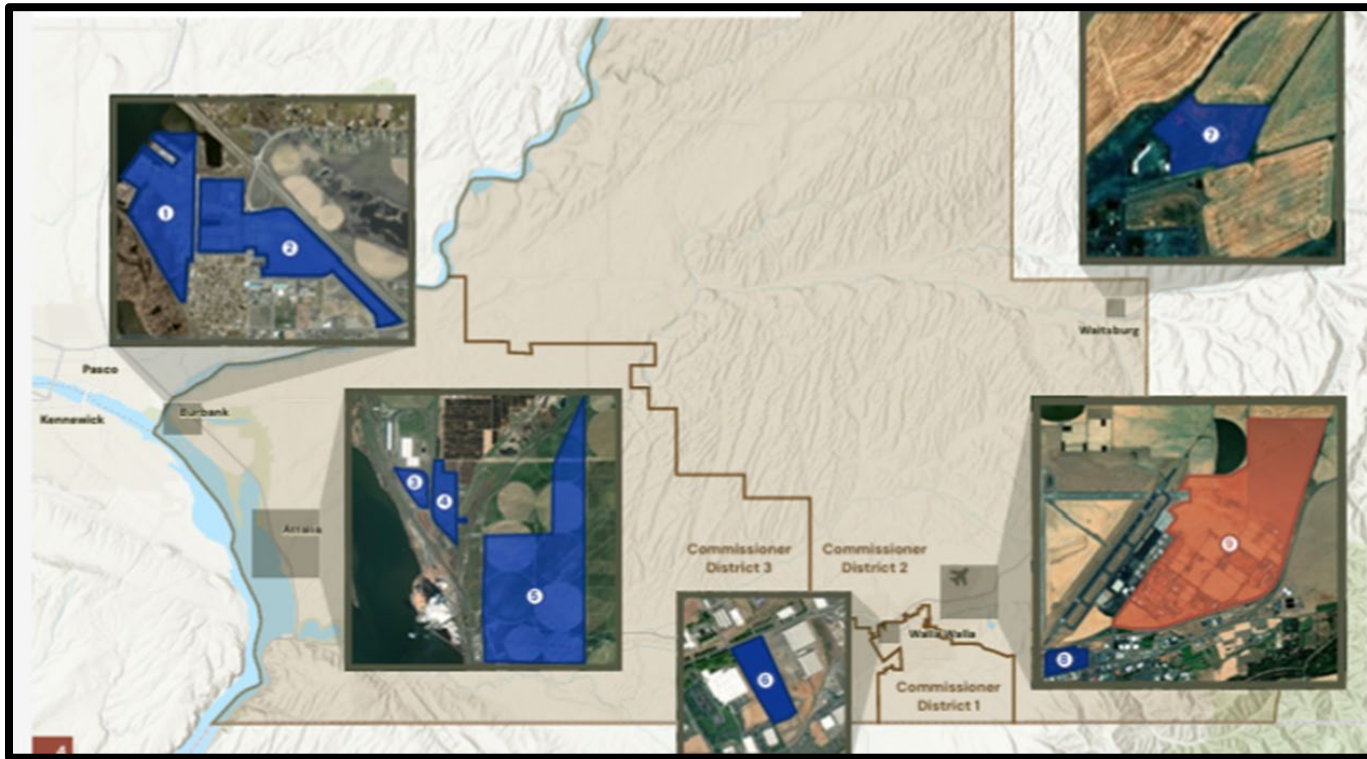
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- ✓ Create and retain family wage jobs
 - ✓ Expand the region's tax base
 - ✓ Maintain multi-modal transportation linkages
 - ✓ Provide leadership in enhancing



Port and River Grain Terminal Inc. sign lease in 1958 to develop an 800,000 grain elevator at Burbank.

Port of Walla Walla





- **Avery Business Park - 12.3 acres**
- **Burbank Business Park - 137 acres**
- **Burbank Industrial Park - 120 acres**
- **Dell Avenue Industrial Park - 40 acres**
- **Dodd Road Industrial Park - 182 acres**
- **Isaacs Business Park - 9 acres**
- **Melrose Business Park - 37 acres**
- **Waitsburg Business Park - 9 acres**
- **Wallula Gap Business Park – 1,900 acres**



Walla Walla Regional Airport Business Park +/- 832 Acres - Industrial & Commercial

- Approximately 400 acres for Airport Business Park (Airport Business District)
- 124+ Buildings (Does not include hangars or anything on aviation side).
- 80 Business Tenants (does not include our monthly storage tenants or hangar tenants.)
- 100 Airport Hangars, 50+ Storage Unit and Vehicle Storage tenants
- Numerous Community Events at the Airport District each year (Food Truck Night, Dunham Days, Grand Fondo, Sunrise Rotary 0.5k Run, etc.)



Commercial Air Service



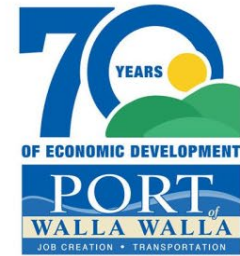
Walla Walla University Flight Center



Life Flight



Gorge Aviation- FBO



Since 1952, the Port of Walla Walla
has led the county's
economic development



Boise Cascade (1957)

700 Family Wage Jobs

\$3.0M annual in property Taxes



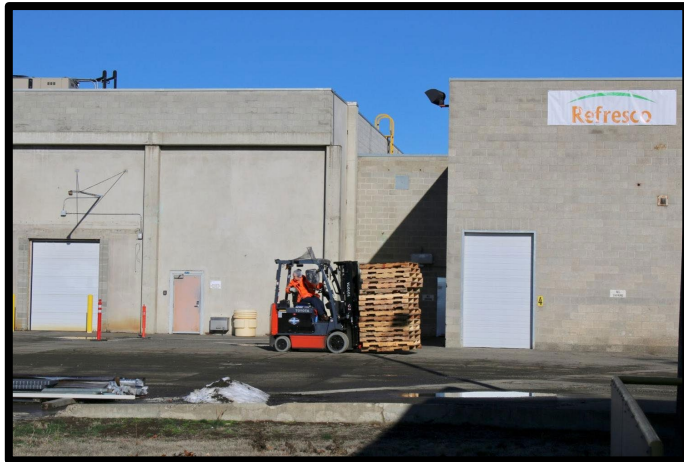
Nelson Irrigation Headquarters (1972)

100 Family Wage Jobs



Key Technology Headquarters (1989)

320 Family Wage Jobs
\$8.8M Port Investment



Cliffstar/Cott, now Refresco (2002)

\$1.6M Port Investment
\$4.0M Cliffstar Investment
100+ Family Wage Jobs

Port' Business Recruitment Success



**Intended new facility in the
Wallula Gap Business Park**



Port' Business Recruitment Success



Bringing new employment and broad economic growth

Investment in WA
during construction

\$175M

Contractor Jobs

670

During construction

Direct payroll
earnings

\$8.6M

When fully
operational

Direct jobs

125

When fully
operational



*Source: JobsEQ for Kennewick-Richland-Walla Walla, stone product manufacturing

Port' Business Recruitment Success



Value Proposition:

- Enhance competitive access of WA agricultural global markets
- Transform long-haul intermodal service
- Build Tri-Cities as global distribution hub
- Improves scope, scale and competitive position of NW Seaport Alliance
- Removes truck traffic from I-90 and Snoqualmie Pass
- Eliminates Truck Congestion at ports of Seattle and Tacoma
- Monetize carbon credits

Port of Walla Walla Wallula Gap Business Park

#4 - Tri -Cities Intermodal
Dodd IP – 40 acres - 20 Direct FTE
Private Capital Investment ± \$20M

#5 – CP Plastics – HDP Pipe MFG
Dodd IP – 16 Acres 30+ Direct FTE
Private Capital Investment ± \$30M

#6 – Project Hard Red – RNG
Stearns Kelly – 40 Acres 20+ Direct
FTE and 40 Indirect FTE
Private Capital Investment ± \$80M

**Stearns Kelly Site – Available ± 65
Acres**

**US Highway 12 - Proposed
Interchange**

#2B - Advance Phase LLC – Data Center
WGBP ± 100 Acres

WGBP - Available ± 55 Acres

WGBP - Available ± 100 Acres

#1 - Rockwool – Rock Insulation MFG
WGBP 250 Acres – 125 Direct FTE
Private Capital Investment ± \$300M

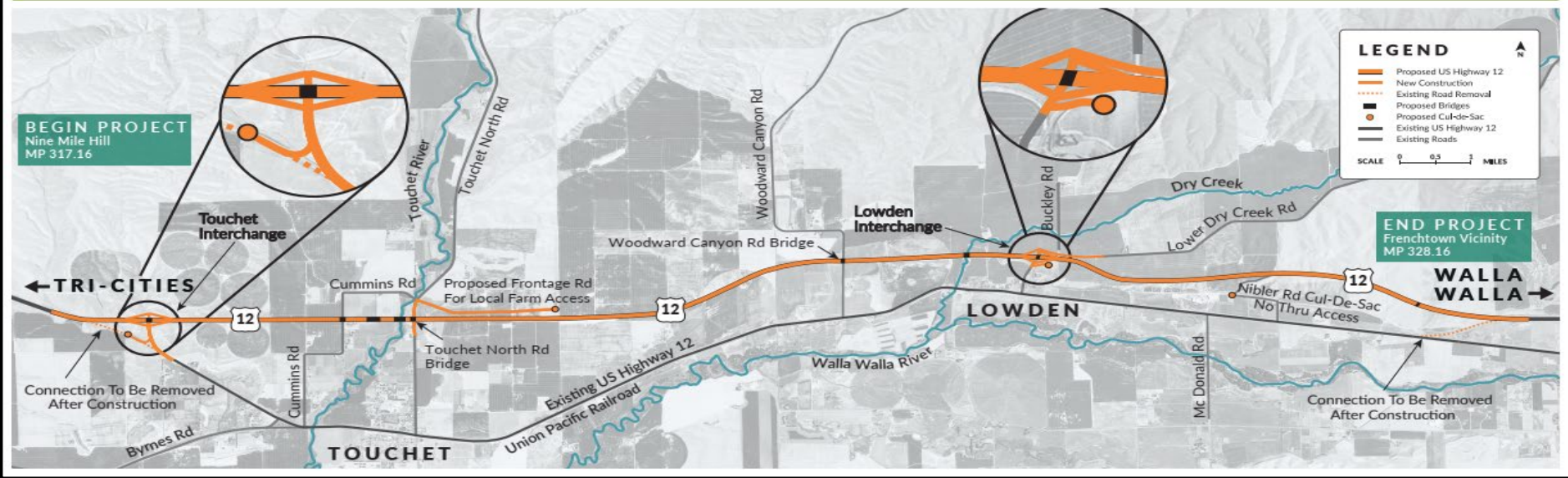
#3 – SkyNRG – Synthetic Aviation Fuel MFG
WGBP 165 Acres – 100 Direct FTE
Private Capital Investment ± \$1 Billion

**Proposed Site
± 350 Acres**

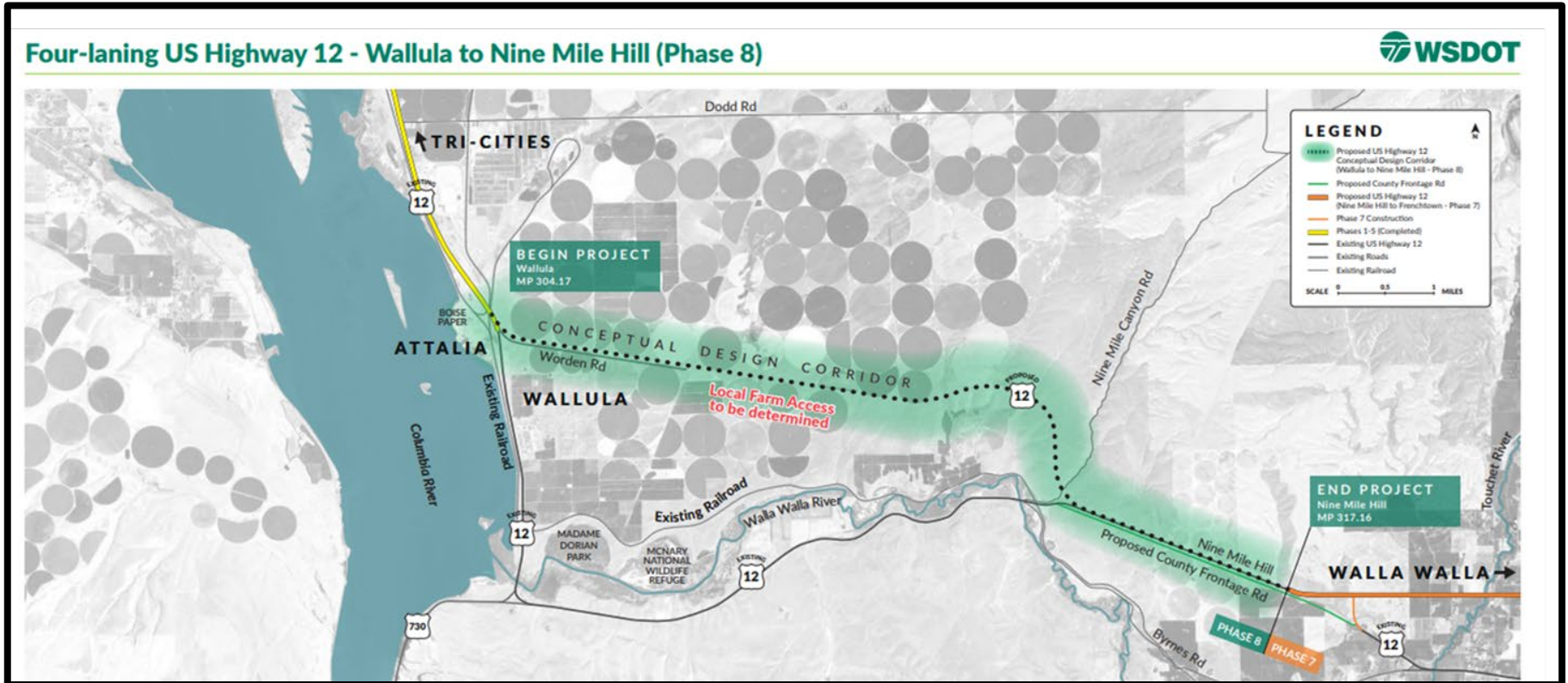
#2A - Advance Phase LLC – Data Center
WGBP ± 400 Acres – Direct 320 FTE
Private Capital Investment ± \$4.8 Billion

US Highway 12 – Phase 8

Four-laning US Highway 12 - Nine Mile Hill to Frenchtown Vicinity (Phase 7)



The US 12 Coalition is in the process of trying to identify funding sources for the final phase, Phase 8- estimated to cost \$351 million.



Benefits of Corridor Completion

Freight Mobility – Faster, more efficient freight movement across 40 miles.

Safety – Modern design reduces crashes with safer interchanges and better visibility.

Economic Growth – Supports regional jobs, investment, and improves community access.

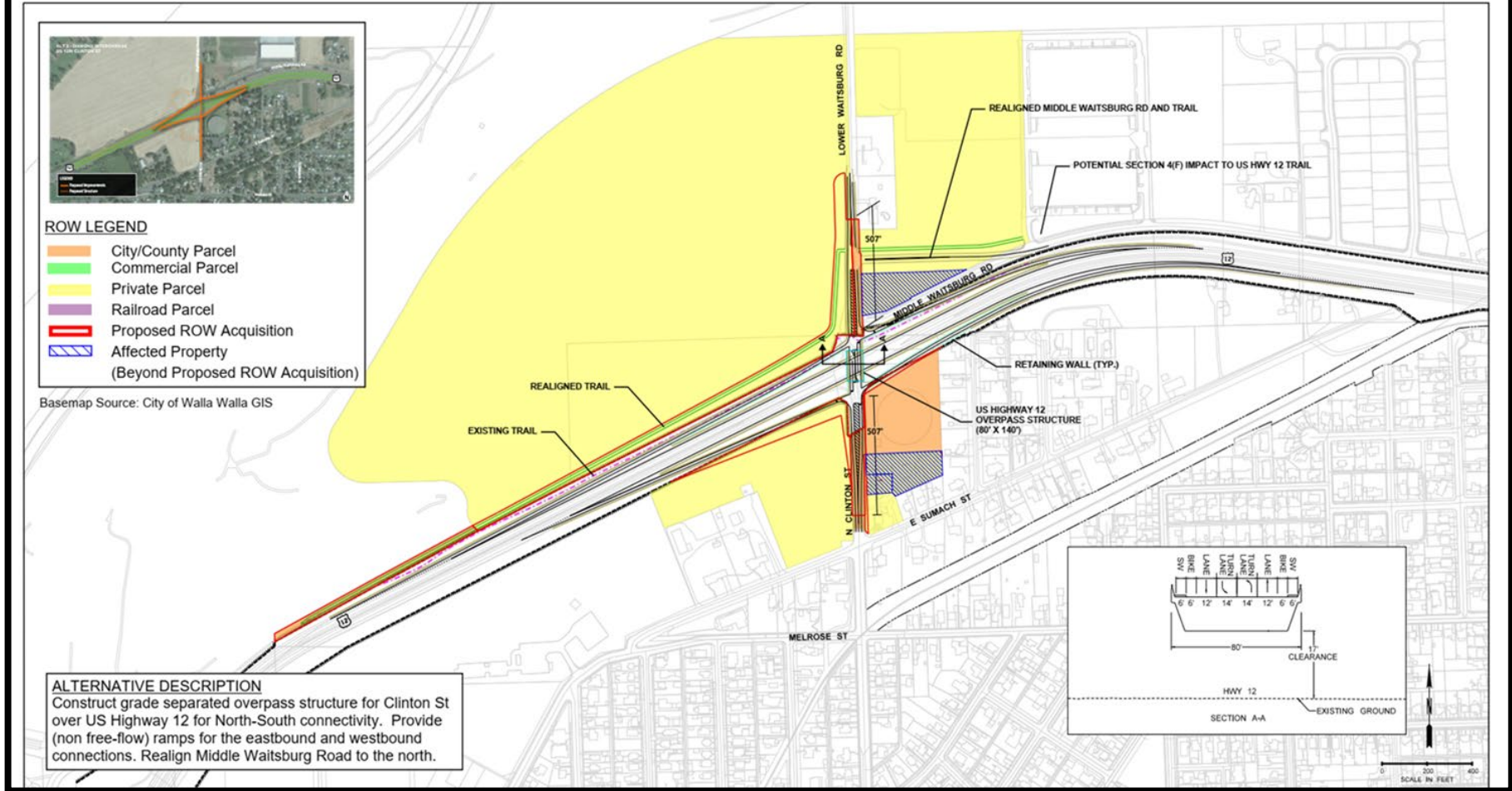
US 12 Corridor - Funding

US 12 Corridor - Secured Funding

As of March 2023

PIN	Phase	Project Title	Transportation Package	Last Completed Phase	1-State	2-Local	3-Federal	Total
501208N	1	US 12/SR 124 to Walla Walla - Add Lanes	PEF	Construction Complete (8/6/2004)	3,331,774	38,300	7,459,111	10,829,185
501204C	2	US 12/SR 124 to McNary Pool - Add Lanes	2003 Nickel	Construction Complete (10/15/2005)	11,688,111	253,538	150,000	12,091,649
501211W	3	US 12/Attalia Vicinity - Add Lanes	2003 Nickel	Construction Complete (9/10/2007)	15,960,496			15,960,496
501202Z	4	US 12/Wallula to Walla Walla - Corridor Study	2003 Nickel	Proj. Def. Complete (9/12/2003)	2,653,755		2,483,991	5,137,746
501205D	5	US 12/Attalia Vicinity to US 730 - Add Lanes	2003 Nickel	Planning Study (5/25/2010)	799,409			799,409
501203X	6	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	Nickel and TPA	Construction Complete (7/23/2010)	38,187,335	144,380	13,309,001	51,640,716
501210T	7a	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	PEF	Proj. Def. Complete (3/5/2010)	311,162		5,049,666	5,360,828
501212I	US 12/SR 124	US 12/SR 124 Intersection - Build Interchange	2005 TPA	Construction Complete (5/23/2012)	21,064,907	244,701		21,309,608
501213X	7	US 12/Nine Mile Hill to Frenchtown Vic - Build New Highway	2015 Con. WA Package	Prelim. Engineering (8/19/2019)	161,582,147			161,582,147
501203A	8	US 12/Wallula to Nine Mile Hill - Build New Highway	2015 Con. WA package	Project Def. (6/20/2018)	24,410,000			24,410,000
Totals:					279,989,096	680,919	28,451,769	309,121,784

DIAMOND INTERCHANGE AT US HWY 12 AT CLINTON ST



The Port of Walla Walla received \$6 million in Congressional Direct Spending (CDS) for Clinton Interchange. We are currently working with the City of Walla Walla, Walla Walla County, and WSDOT to move the project forward.



Roadways, including US Hwy 12 and other regionally significant routes, **are** vital for freight mobility, economic growth, and roadway safety.



Air service connects Walla Walla to national markets, supporting business, tourism, healthcare, and education while driving regional growth and investment.



The Columbia River System is a critical transportation corridor, supporting regional agriculture, trade, tourism, and access to global markets



Rail, including Union Pacific, BNSF, and shortline operators, is vital for moving agricultural goods and products to regional, national, and international markets.

Port of Walla Walla

**Port of Walla Walla has 3 commissioners
elected to 6-year terms.**



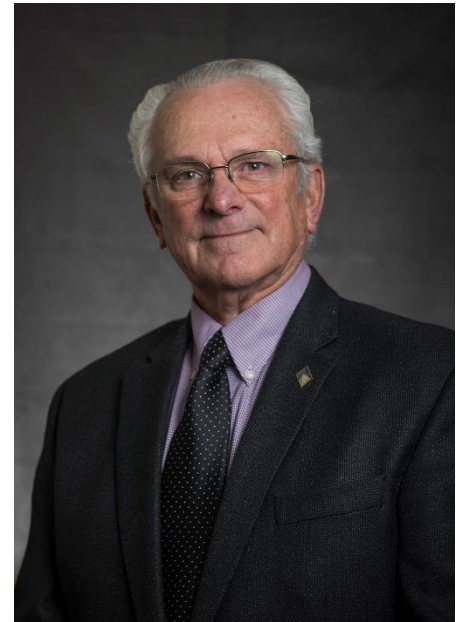
Commissioner Kip Kelly,
District 1

Current Term:
January 1, 2020-
December 31, 2025



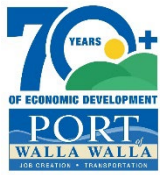
Commissioner Amy Schwab,
District 2

Current Term:
January 1, 2024-
December 31, 2029



Commissioner Ron Dunning,
District 3

Current Term:
January 1, 2022-
December 31, 2027



Port of Walla Walla

SOUTH CENTRAL REGION

Overview

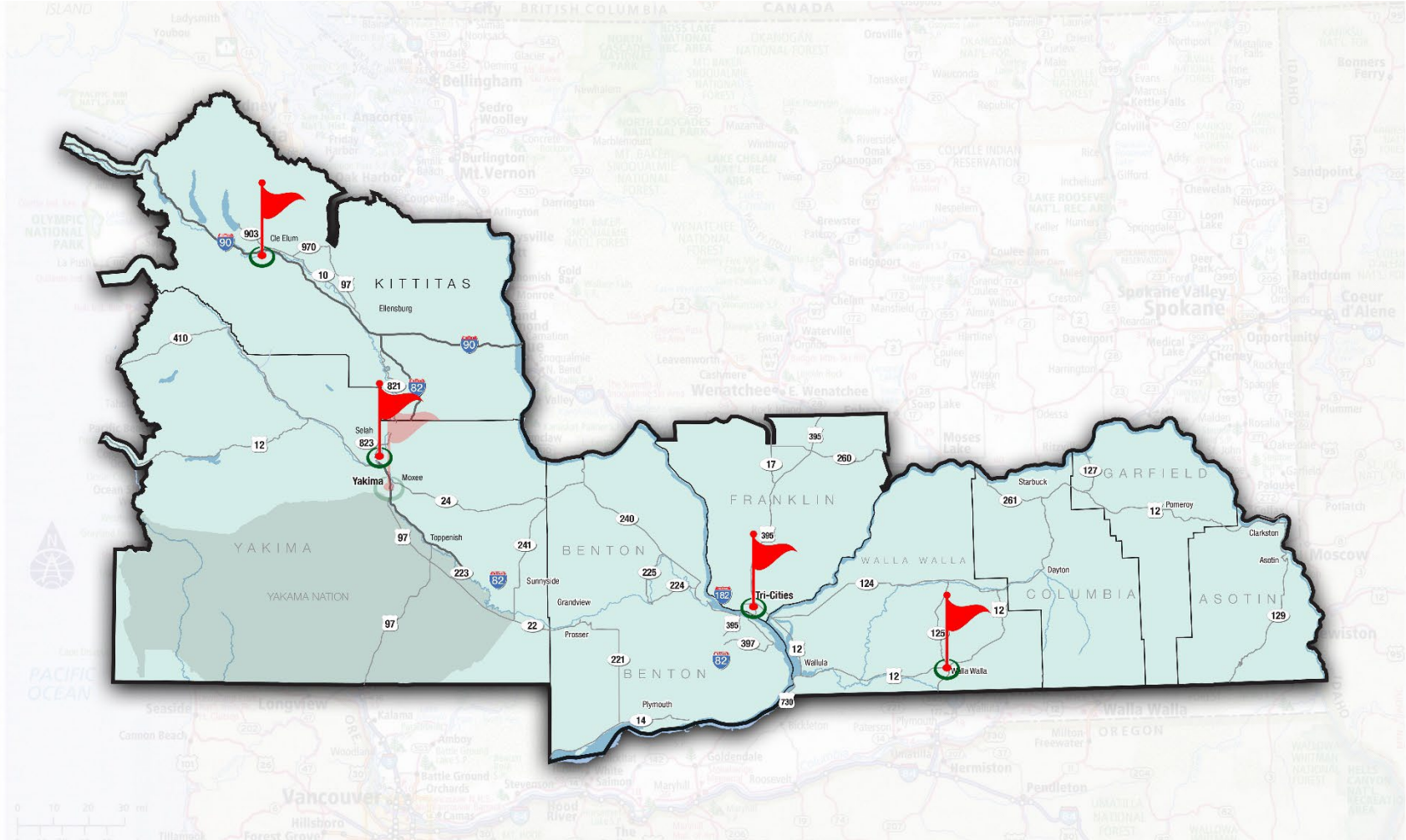
Brian White, P.E.
WSDOT South Central Region Administrator

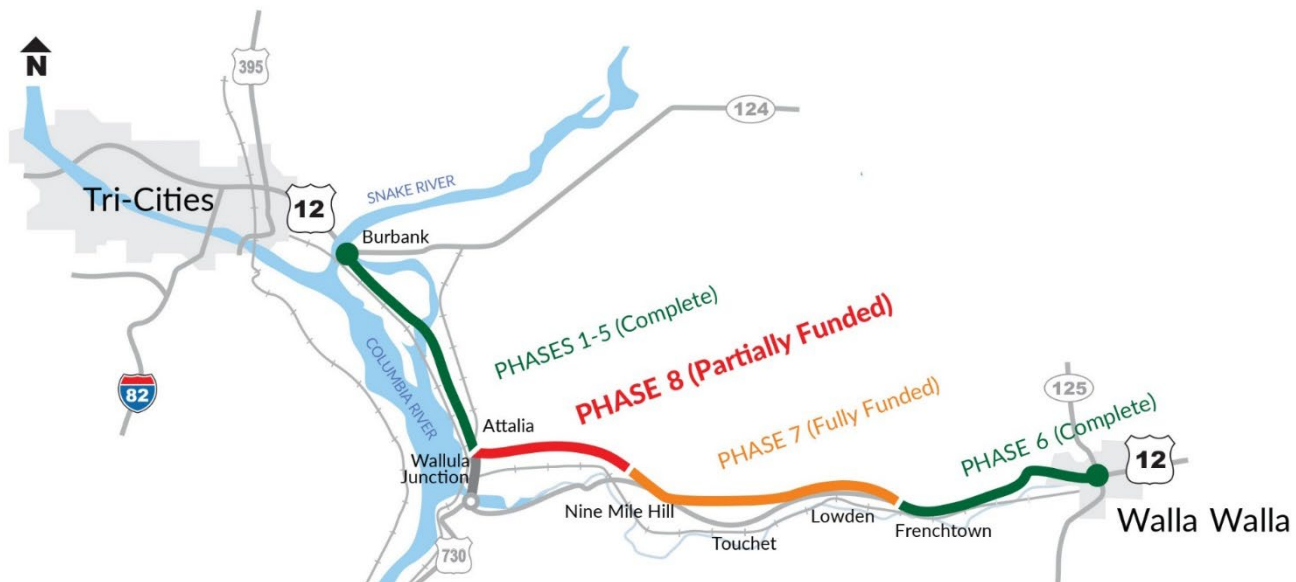
September 19, 2025



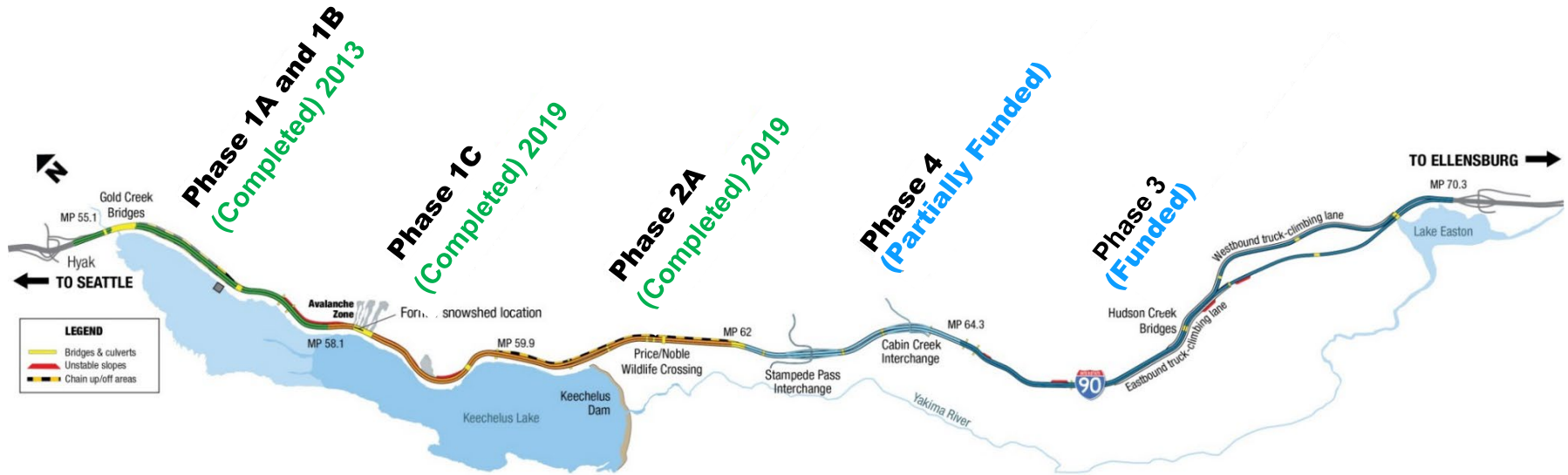
- 3,127 Lane Miles
- Maintain 38% of Concrete Lanes in the State
- 493 State-Owned Bridges
- 3 Major Mountain Passes
- 6 WSDOT-Operated Airports
- 9 Transit Systems
- 7 Miles Dedicated Bike Lanes











Phase 1B



Phase 1C



Phase 2A



QUESTIONS?

US 12 Wallula to Nine Mile Hill – Phase 8





**Northwest
Grain
Growers**

Freight Mobility Board Meeting

Sept. 2025

Chris Peha - CEO



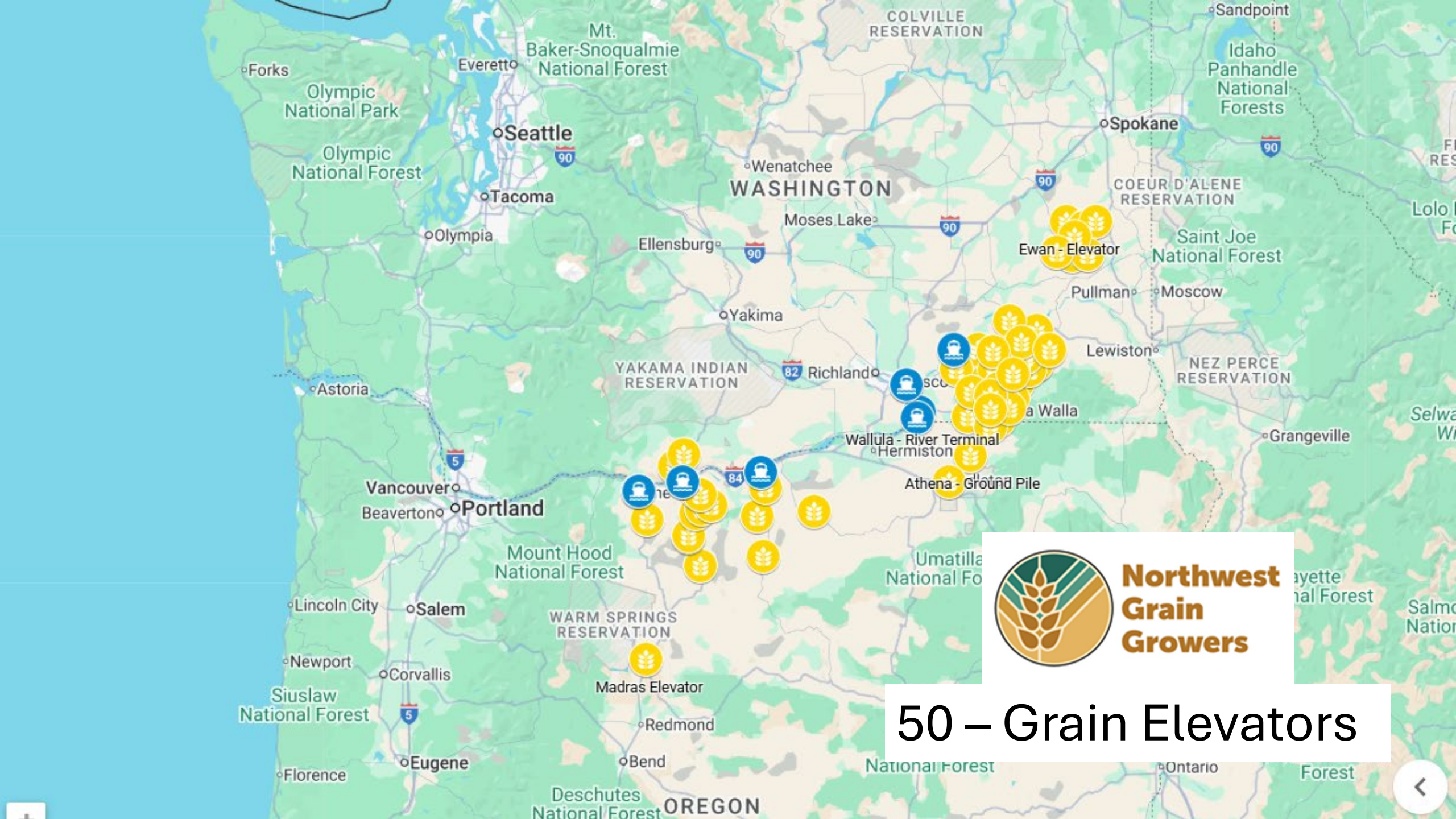


**Northwest
Grain
Growers**

Grain & Seed Cooperative



- Serving 2,700 members
- 100 Full Time Employees
- 100 Seasonal Employees



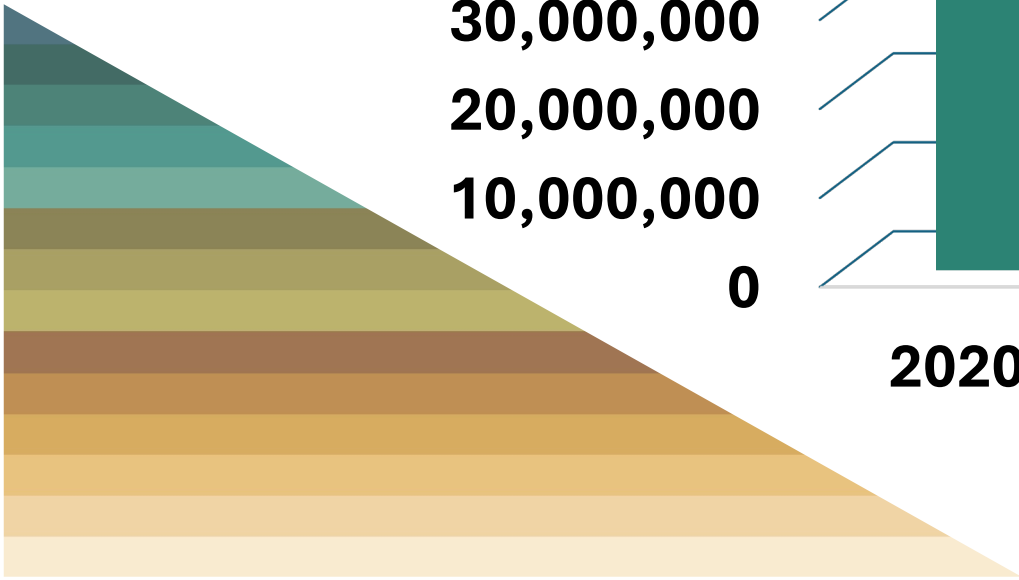
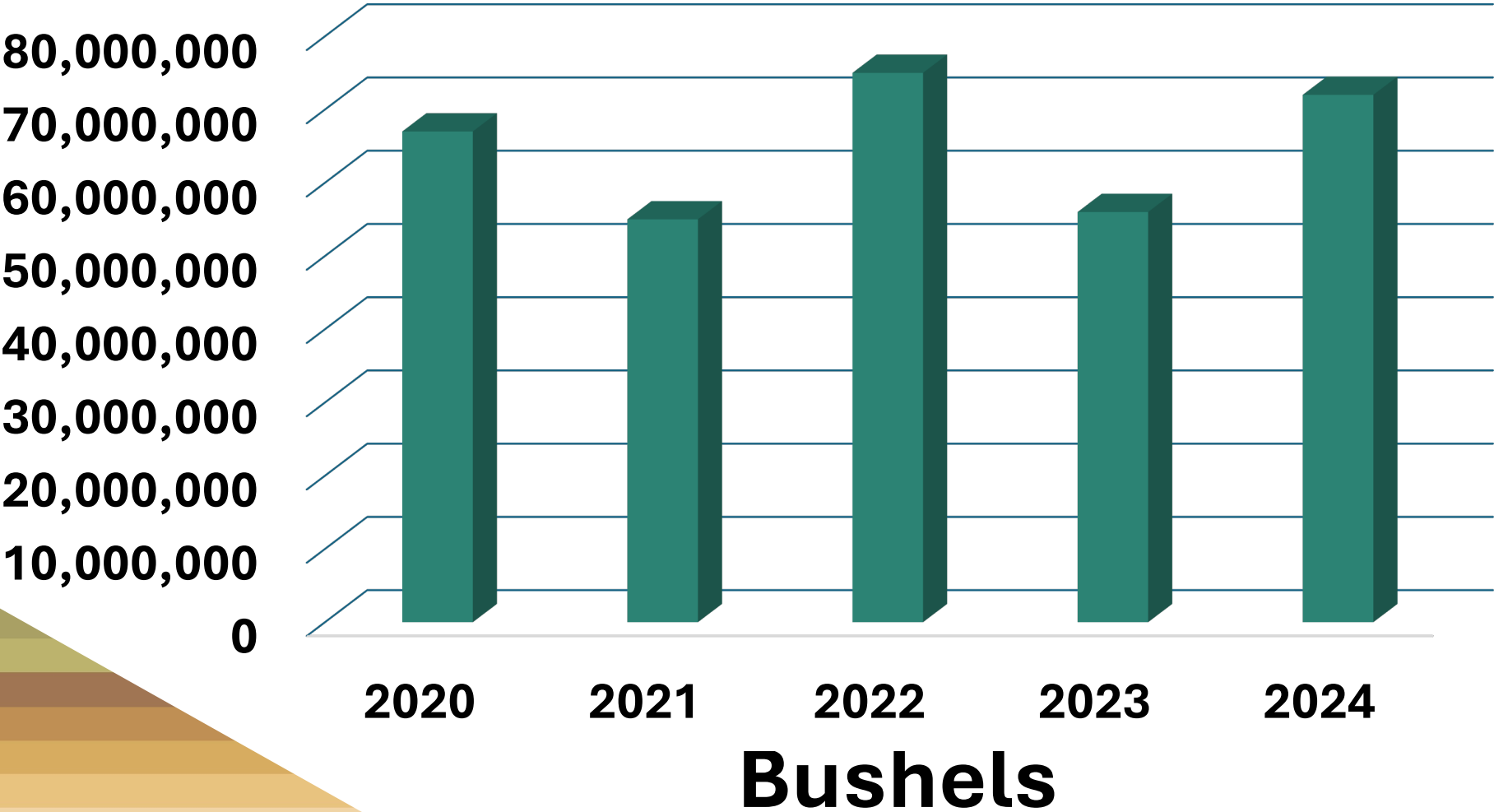
**Northwest
Grain
Growers**

50 – Grain Elevators



**Northwest
Grain
Growers**

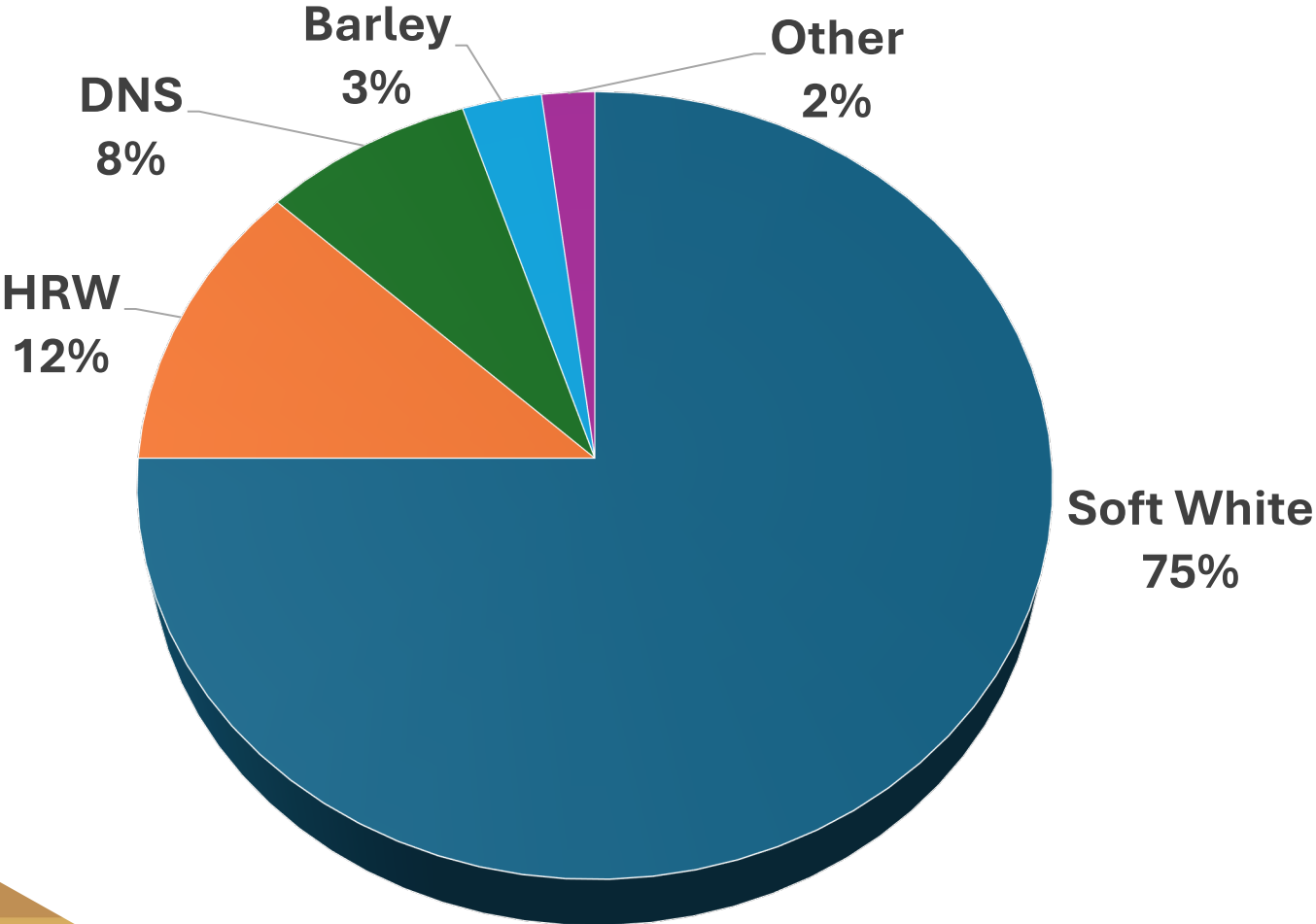
Grain Handling





**Northwest
Grain
Growers**

CROPS



95% is exported overseas



Roads

- Unload 100,000 truck loads of wheat/year
- NWGG has 10 Full Time Trucks making over 10,000 truck transfer trips/year
- **High Priority :**
 - **Finish HWY 12 – Phase 8**
 - **County Roads, State Highways and Bridge maintenance**



US 12/SR 124 Intersection Build Interchange - \$21.3 million

PHASE 1	McNary Pool to Attalia - \$10.8 million
PHASE 2	SR 124 to McNary Pool - \$12.1 million
PHASE 3	Attalia Vicinity - \$16.0 million
PHASE 4	Wallula Junction to Walla Walla Corridor Study - \$5.1 million
PHASE 5	Attalia Vicinity to US 730 - Preliminary Design Only - \$0.8 million
PHASE 6	Frenchtown Vicinity to Walla Walla - \$51.6 million
PHASE 7	Nine Mile Hill to Frenchtown Vicinity - (Est. \$164.8 million) Under
PHASE 8	Walla Walla to Nine Mile Hill - (Est. \$195.0) Partially Funded





**Northwest
Grain
Growers**

Rail

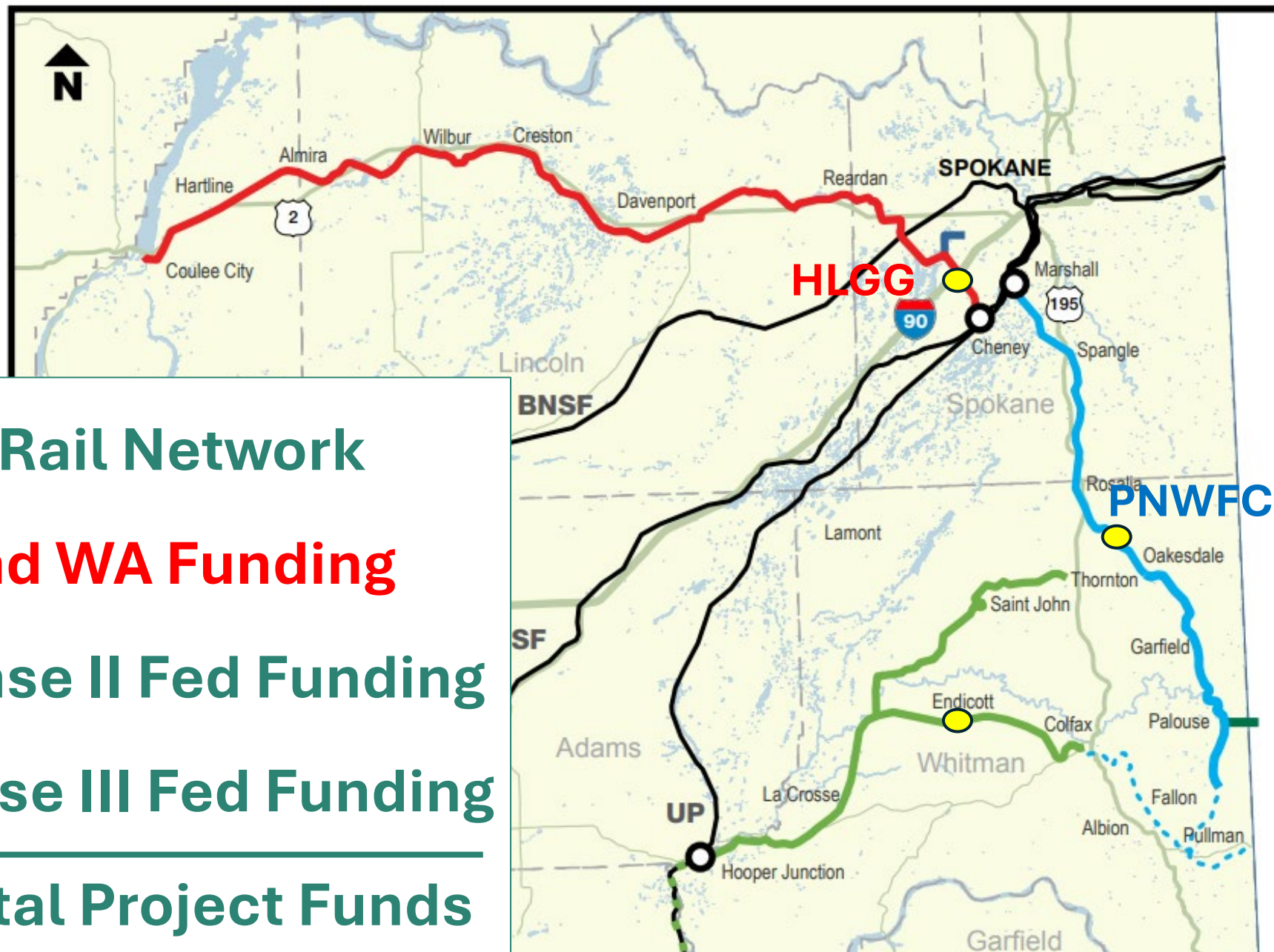
- Loading 4,000 rail cars per year
- Keeping 10,000 trucks off County Roads and State Highways
- **High Priority**
 - **Port of Columbia SL & Wallula UP interchange**
 - **Fixing State Owned Rail Infrastructure**





**Northwest
Grain
Growers**

THE PCC RAIL SYSTEM



WSDOT PCC Rail Network

\$150M Move Ahead WA Funding

\$72.8M CRISI Phase II Fed Funding

\$37.7M CRISI Phase III Fed Funding

\$260.5 Million Total Project Funds



Barge Transportation






**Northwest
Grain
Growers**

How Barging Compares with Rail and Truck

This chart summarizes how barging compares to the rail and truck modes of transportation in terms of fuel efficiency, the number of units of production required to move an equivalent amount of freight, and the resulting impact each mode has on the environment.



			
FUEL EFFICIENCY(1)	514 miles	202 miles	59 miles
BARGE EQUIVALENTS(2)	1 barge	35 cars	120 trucks
TOW EQUIVALENTS(3)	1 Tow	140 cars	480 trucks
EMISSIONS RATIOS(4)			
Hydrocarbons plus Nitrogen Oxides	1.0	14.2	17.5
Carbon Monoxide	1.0	1.9	74.4
Particulate Matter	1.0	12.0	12.0

(1) These are the miles one ton of cargo can be transported on one gallon of fuel.

(2) One barge can transport 3600 tons of cargo. That is equivalent to 120,000 bushels of wheat or 1 million gallons of fuel.

(3) One tow, consisting of a boat and four barges is 650 feet in length whereas 480 trucks spaced evenly with 150 feet between trucks is 20 miles in length.

(4) Eastman Data Emissions Comparison: This is the ratio of emissions for trucks and rail as compared to a four-barge tow on a ton-mile basis. So, for example, trucks emit 74.4 times the Carbon Monoxide of a four-barge tow on a ton-mile basis.

MarAd Study

Injuries:

1 Barge
125 Rail
2,179 Truck

Fatalities:

1 Barge
23 Rail
155 Truck



Waterway Maintenance

Lock and Dam Preservation

Bridge Repair

Culvert Restoration

Projects that improving salmon runs

Wallula



Kelley



River and Rail Terminals

Lyons Ferry



Sheffler

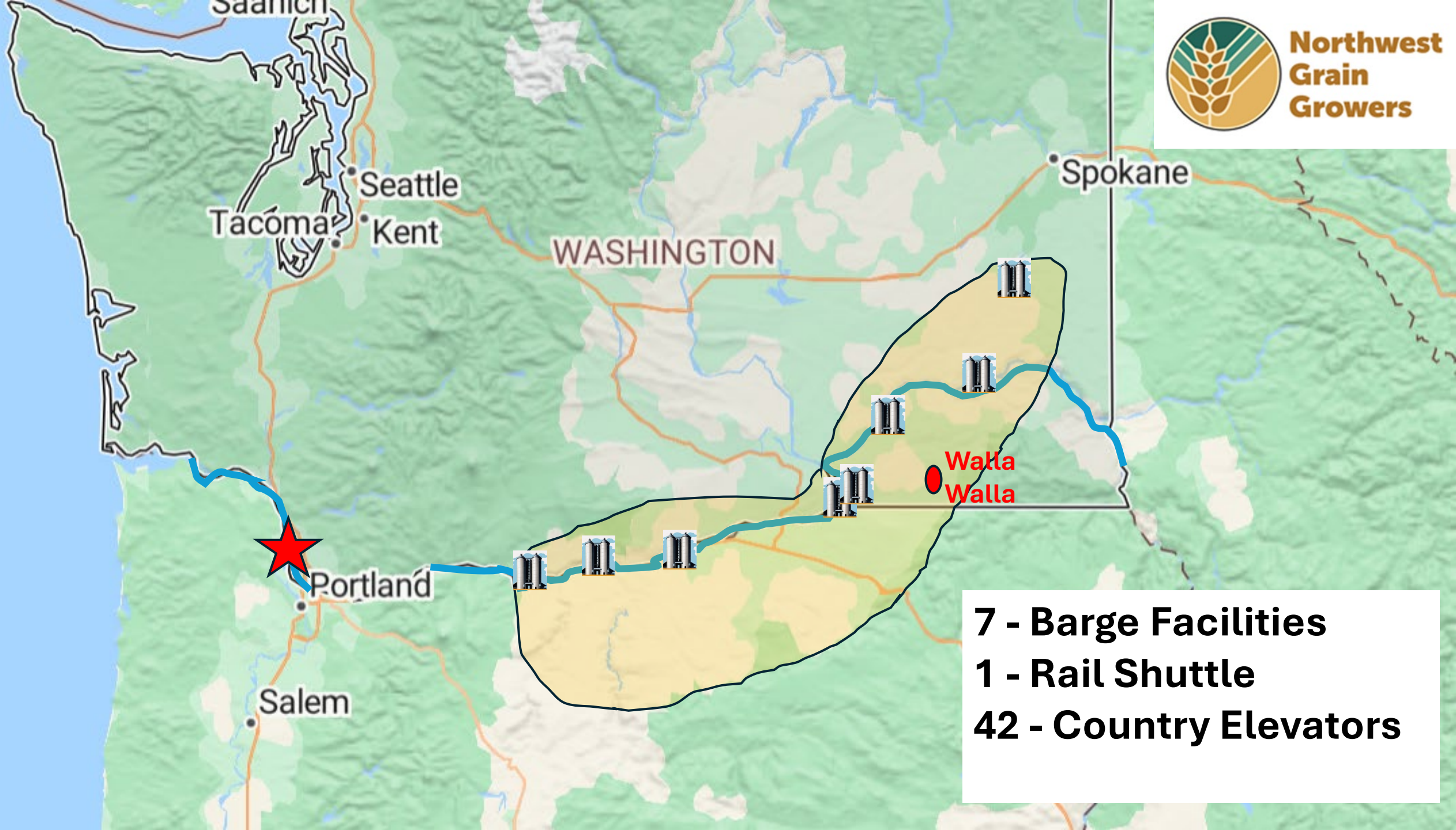


Endicott





**Northwest
Grain
Growers**



7 - Barge Facilities
1 - Rail Shuttle
42 - Country Elevators

THE THREE “Rs”

- **Roads**, **Rail** and the **River** system all play a vital roll in our world class transportation system in the PNW.
- Investment in all three modes of transportation are critical to maintain a competitive, healthy and safe environment.





NWGG Mission:
“To better the lives of our
members, employees and
communities where we live
and raise our families while
helping feed the world.”

From: Brandy DeLange, Executive Director

Fred Wenhardt, Transportation Planning Specialist

To: FMSIB Board Members

Date: September 19, 2025

Re: Fehr & Peers selected as consultants for the Inland Intermodal Feasibility Study

As directed by the FMSIB Board, a Request for Additional Information (RAI) was issued to secure a consultant to support the Inland Intermodal Feasibility Study. The selected consultant will build upon FMSIB's existing report by analyzing quantitative data related to freight movement and helping to develop a business case and policy recommendations for the Board's consideration.

FMSIB received four proposals from well-qualified firms, each demonstrating relevant experience in intermodal facilities and inland port development. While all firms showed strong histories in logistics clusters and intermodal work, only a few demonstrated specific experience within Washington State—an important factor, as noted by the evaluation panel, given the localized nature of the study.

To evaluate the proposals, a review panel was convened, consisting of Board Member Bennett, WPPA Executive Director Eric ffitch, and FMSIB staff was assembled. Panel members independently reviewed and scored each submission, then met to discuss and compare their evaluations.

After lengthy deliberations, the panel selected Fehr & Peers for the contract. In addition to a robust project team with related work experience, their proposal was considered the strongest overall. It clearly outlined project approach and methodology for conducting the study, which the panel viewed as a distinguishing factor that set their submission apart from the others. With Fehr & Peers now selected, FMSIB staff will begin to work with the project team to establish expectations for workflow, milestones and deliverables, and assemble an ad hoc committee of board members and other relevant stakeholders.

From: Brandy DeLange, Executive Director

To: FMSIB Board Members

Date: September 19, 2025

Re: Draft WAC Updates

As part of FMSIB's ongoing effort to update and refine its WACs, the proposed revisions reflect continued work to align agency operations with structural changes implemented in 2023, incorporate updates to public records requirements, and support timely adoption ahead of the 2026 Call for Projects. To meet this timeline—and to coincide with the November Board meeting—FMSIB must file the proposed changes by October 1, 2025, at 12:00 p.m. The revisions will be published on October 15, 2025, and a public hearing will be held during the November 14, 2025, Board meeting.

Included in this memo are recommendations made by the Executive Committee. These updates focus on supporting key agency functions, including: ensuring access to public records and meetings, updating board meeting and location requirements, and addressing administrative costs.

Previously, at the June Board meeting, members reviewed draft WAC revisions recommended by the Investment Committee, which are intended to clarify and strengthen the administration of the Six-Year Investment Program.

FMSIB staff will continue working toward finalizing the proposed WAC changes and preparing for the public hearing in November.

Action recommended: Motion to approve the proposed revisions made to WAC Title 226 as recommended by the Executive and Investment Committees.

Chapter 226-01 WAC DESCRIPTION OF ORGANIZATION

Last Update: 12/23/15

WAC

226-01-010	Purpose and authority.
226-01-020	Freight mobility program intent.
226-01-030	Organization of the freight mobility strategic investment board.
226-01-040	Time and place of meetings.
226-01-050	Address of board.
226-01-060	Definitions.
226-01-070	Administration costs.

WAC 226-01-010 Purpose and authority. ~~RCW 47.06A Chapter 175, Laws of 1998 provides~~ requires that the freight mobility strategic investment board ~~provides strategic guidance to the governor and the legislature regarding the highest priority freight mobility needs in the state and identifies and recommends a program of the highest priority freight investments.~~ The board shall adopt reasonable rules and procedures necessary to implement the freight mobility program.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-01-010, filed 8/27/99, effective 9/27/99.]

WAC 226-01-020 Freight mobility program intent. It is the policy of the state of Washington that limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost-effectiveness, yield a return on the state's investment, require complementary investments by public and private interests, and solve regional freight mobility problems. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources, including federal, county, city, port district, and private capital.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-01-020, filed 8/27/99, effective 9/27/99.]

~~**WAC 226-01-030 Organization of the freight mobility strategic investment board.** The freight mobility strategic investment board (FMSIB) is a twelve member board, organized under the provisions of chapter 175, Laws of 1998. The board administers the freight mobility strategic investment program for the purpose of financing freight mobility projects. The following board members are appointed by the governor for terms of four years, except that five members initially are appointed for terms of two years:~~

~~(1) Two members, one of whom is from a city located within or along a strategic freight corridor, appointed from a list of at least four persons nominated by the association of Washington cities or its successor;~~

~~(2) Two members, one of whom is from a county having a strategic freight corridor within its boundaries, appointed from a list of at least four persons nominated by the Washington state association of counties or its successor;~~

~~(3) Two members, one of whom is from a port district located within or along a strategic freight corridor, appointed from a list of~~

~~at least four persons nominated by the Washington public ports association or its successor;~~

~~(4) One member representing the office of financial management;~~

DRAFT

~~(5) One member appointed as a representative of the trucking industry;~~
~~(6) One member appointed as a representative of the railroads;~~
~~(7) The secretary of the department of transportation;~~
~~(8) One member representing the steamship industry; and~~
~~(9) One member of the general public.~~
~~[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-01-030, filed 8/27/99, effective 9/27/99.]~~

WAC 226-01-040 Time and place of meetings. By December of each year, the Board shall adopt a calendar showing the time, date, and location of Board meetings for the following year.

~~Regular public meetings of the board shall be held on the third Friday of every odd numbered month. Each such regular meeting shall be held in SeaTac, Washington, and begin at the hour of 9:00 a.m. unless otherwise designated by the board and at which time will be posted to the register and FMSIB website at least twenty days prior to the meeting.~~

A special meeting of the board may be called by the chairperson or by a majority of the members of the board, by ~~delivering personally or by mail~~ written notice to all other members of the board at least twenty-four hours before the time of such meeting as specified in the notice. The notice calling a special meeting shall state the purpose for which the meeting is called and the date, hour, and place of such meeting, and all provisions of chapter 42.30 RCW shall apply.

[Statutory Authority: Chapter 47.06A RCW. WSR 02-08-076, § 226-01-040, filed 4/3/02, effective 5/4/02; WSR 99-18-048, § 226-01-040, filed 8/27/99, effective 9/27/99.]

WAC 226-01-050 Address of board. ~~Persons wishing to obtain information or to make submissions or requests of any kind shall address their correspondence to:~~

~~Executive Director,~~

The official address of the Freight Mobility Strategic Investment Board
505 Union Avenue S.E., Suite 350
1111 Washington Street SE

Post Office Box 40965
Olympia, Washington 98504-0965

[Statutory Authority: Chapter 47.06A RCW. WSR 16-01-190, § 226-01-050, filed 12/23/15, effective 1/23/16; WSR 02-08-076, § 226-01-050, filed 4/3/02, effective 5/4/02; WSR 99-18-048, § 226-01-050, filed 8/27/99, effective 9/27/99.]

WAC 226-01-060 Definitions. ~~For purposes of implementing the requirements of chapter 175, Laws of 1998, relative to the freight mobility strategic investment board, the following definitions shall apply:~~

~~(1) "Board" means the freight mobility strategic investment board (FMSIB).~~
~~(2) "Department" means the department of transportation.~~
~~(3) "Freight mobility" means the safe, reliable, and efficient movement of goods within and through the state to ensure the state's~~

~~economic vitality.~~

DRAFT

~~(4) "Director" is the executive director of the freight mobility strategic investment board.~~

~~(5) "Local governments" means cities, towns, counties, special purpose districts, port districts, and any other municipal corporations or quasi-municipal corporations in the state excluding school districts.~~

~~(6) "Public entity" means a state agency, city, town, county, port district, or municipal or regional planning organization.~~

~~(7) "Partnership" means the public entities sponsoring a project. The partnership as used in this chapter does not include the board.~~

~~(8) "Lead agency" refers to the agency selected by the project partnership to be the point of contact with the board for a particular project.~~

~~(9) "Original matching ratio" refers to the board's share of the project cost when it was initially approved for funding.~~

~~(10) "Strategic freight corridor" means a transportation corridor of great economic importance within an integrated freight system that:~~

~~(a) Serves international and domestic interstate and intrastate trade;~~

~~(b) Enhances the state's competitive position through regional and global gateways;~~

~~(c) Carries freight tonnages of at least:~~

~~(i) Four million gross tons annually on state highways, city streets, and county roads;~~

~~(ii) Five million gross tons annually on railroads; or~~

~~(iii) Two and one-half million net tons on waterways; and~~

~~(d) Has been designated a strategic corridor by the board. However, new alignments to, realignments of, and new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities to be built in the future.~~

~~[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-01-060, filed 8/27/99, effective 9/27/99.]~~

WAC 226-01-070 Administration costs. The board costs for ~~nece-~~
~~sary~~necessary services and facilities that are attributable to the
freight ~~mo-~~~~bility~~mobility strategic investment program shall be paid
from the biennial appropriation.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-01-070,
filed 8/27/99, effective 9/27/99.]

~~Chapter 226-02 WAC~~
~~PUBLIC ACCESS TO INFORMATION AND RECORDS~~

~~Last Update: 8/27/99~~

WAC

226-02-010	Purpose.
226-02-020	Public records officer.
226-02-030	Public records available.
226-02-040	Requests for public records.
226-02-050	Availability for public inspection and copying of public records—Office hours.
226-02-060	Inspection and copying cost.
226-02-070	Protection of public records.
226-02-080	Denial of request.
226-02-090	Review of agency denial.
226-02-100	Records index.
226-02-110	Availability.

WAC 226-02-010 Purpose. The purpose of this chapter shall be to ensure compliance by the board with the provisions of RCW ~~42.56~~42.17.250 through ~~42.17.348~~ dealing with public records.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-010, filed 8/27/99, effective 9/27/99.]

WAC 226-02-020 Public records officer. The freight mobility strategic investment board public records shall be in the charge of the executive director, who shall be the public records officer for the board. ~~The person so designated shall be officed in the board's office in Olympia, Washington.~~ The public records officer shall be ~~re-~~ responsible for implementation of the board's rules and regulations regarding release of public records, coordinating staff efforts of the board in this regard, and generally ensuring compliance of the staff with the public records disclosure requirements of ~~chapter 1, Laws of 1973~~ (chapter 42.56 ~~42.17~~ RCW).

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-020, filed 8/27/99, effective 9/27/99.]

WAC 226-02-030 Public records available. ~~All public records of the board, as defined in chapter 42.17 RCW, are available for public inspection and copying as provided in these rules, unless the record falls within the specific exemptions of RCW 42.17.310 or other statute exempting or prohibiting disclosure of specific information or records.~~ Public records shall be available for inspection and copying from 8:00-5:00 p.m. Monday through Friday, excluding legal holidays.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-030, filed 8/27/99, effective 9/27/99.]

WAC 226-02-040 Requests for public records. ~~Subject to the provisions of subsection (3) of this section, public records are obtainable by members of the public when those members of the public comply with the following procedures.~~

~~(1) A request shall be addressed to the public records officer. Such request shall include the following:~~

~~(a) The name of the person requesting the record.~~

~~(b) The time of day and calendar date on which the request was made.~~

~~(c) The nature of the request.~~

~~(d) If the matter requested is referenced within the current index maintained by the board, a reference to the requested record as it is described in such current index.~~

~~(e) If the requested matter is not identifiable by reference to the board's current index, a statement that identifies the specific record requested.~~

~~(f) A verification that the records requested shall not be used to compile a commercial sales list.~~

~~(2) The public records officer shall inform the member of the public making the request whether the requested record is available for inspection or copying at the board's office in Olympia, Washington.~~

~~When it appears that a request for a record is made by or on behalf of a party to a lawsuit or a controversy to which the board is also a party or when such a request is made by or on behalf of an attorney for such a party, the request shall be referred to the assistant attorney general assigned to the board for appropriate response.~~

Public records requests should be sent to the public records officer at the office location using the following procedures:

(1) To ensure accuracy, any requests for public records should be made in writing and may be mailed or emailed.

(2) For prompt response, the following information should be provided in the request:

(a) The name of the person requesting the record;

(b) The date on which the request is made;

(c) A specific description of the material requested;

(d) A verification that the records requested will not be used to compile a sales list or used for commercial gain;

(e) Instructions as to whether the requestor wants to view the document at the FMSIB offices, receive a copy by mail, or receive an electronic copy if available.

(3) FMSIB's public records request form is available on the website.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-040, filed 8/27/99, effective 9/27/99.]

~~**WAC 226-02-050 Availability for public inspection and copying of public records Office hours.** Public records shall be available for inspection and copying during the normal business hours of the board. For the purposes of this chapter, the normal office hours shall be from 8 a.m. to 5 p.m., Monday through Friday, excluding legal holidays.~~

~~[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-050, filed 8/27/99, effective 9/27/99.]~~

WAC 226-02-060 Inspection and copying cost. (1) No fee shall be charged for inspection of public records.

(2) The board will charge a reasonable fee for providing copies of public records as provided in RCW 42.56.120.

~~(2) The board shall impose a reasonable charge for providing copies of public records and for the use by any person of agency equipment to copy records; such charges shall not exceed the amount necessary to reimburse the board for its actual costs incident to such copying. Actual costs shall include the labor costs of staff, machine~~

~~cost and paper cost necessary to provide copies of requested records.~~

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-060, filed 8/27/99, effective 9/27/99.]

WAC 226-02-070 Protection of public records. In order to ~~imple-~~
~~ment~~implement the provisions of RCW ~~42.56 42.17.290~~, requiring agencies
to enact ~~rea-sonable~~reasonable rules to protect public records from
damage or ~~disorganiza~~disorganization-tion, the following rules have
been adopted.

(1) Copying of public documents shall be done by board personnel
and under the supervision of said personnel, upon the request of ~~mem-~~
~~bers~~members of the public under the procedures specified in WAC 226-02-
040.

(2) No document shall be physically removed by a member of the public from the area designated by the board for the public inspection of documents for any reason whatever.

(3) When a member of the public requests to examine an entire file or group of documents, as distinguished from a request to examine certain individual documents which can be identified and supplied by themselves, the board shall be allowed a reasonable time to inspect the file to determine whether information protected from disclosure by RCW 42.17.310 is contained therein, and the board shall not be deemed in violation of its obligation to reply promptly to requests for public documents by reason of causing such an inspection to be performed.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-070, filed 8/27/99, effective 9/27/99.]

WAC 226-02-080 Denial of request. (1) The board shall determine which public records requested in accordance with these rules are exempt under the provisions of RCW ~~42.56.040~~~~42.17.310~~ or other statute.

(2) Each denial of a request for a public record shall be accompanied by a written statement to the person requesting the record specifying the reasons for denial, including a statement of the specific exemption authorizing the withholding of the record, in whole or in part, and a brief explanation of how the exemption applies to the record or portion of record withheld.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-080, filed 8/27/99, effective 9/27/99.]

WAC 226-02-090 Review of agency denial. Whenever a person objects to a conclusion that a public record is exempt from disclosure, the person may request the attorney general to review the matter in accordance with RCW ~~42.56.530~~~~42.17.325~~.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-090, filed 8/27/99, effective 9/27/99.]

WAC 226-02-100 Records index. (1) The board has available for public inspection and copying at its offices in Olympia a current index of the following records:

(a) State legislation and proposed rules and regulations pertaining to board standards.

(b) Those statements of policy and interpretations of policy, statute and bylaws which have been adopted by the board;

(c) Minutes of board meetings;

(d) Resolutions approved by the board;

(e) FMSIB program guidelines;

~~(f) Program reports and publications;~~

~~(g) Budgets and expenditures;~~

~~(h) (g) FMSIB project administration and accounting files.~~

(2) A system of indexing shall be as follows:

(a) The indexing system will be administered by the board's public records officer.

(b) Copies of the index shall be available for public inspection and copying in the manner provided in this chapter.

~~(c) The public records officer shall update the index at least once a year and shall revise the index when deemed necessary by the board.~~

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-100, filed 8/27/99, effective 9/27/99.]

WAC 226-02-110 Availability. The board's current index shall be available to all persons under the same rules and on the same conditions as are applied to public records available for inspection.

[Statutory Authority: Chapter 47.06A RCW. WSR 99-18-048, § 226-02-110, filed 8/27/99, effective 9/27/99.]

DRAFT

Reviewed at June 13, 2025 FMSIB Board Meeting

WAC 226-xx-xx Applications for freight mobility projects. When requested by the board, applications for proposed projects shall be submitted to the board by public entities seeking recommendation from FMSIB to the legislature. The application form will be provided by the board.

WAC 226-xx-xx Selection process for freight mobility projects. The board shall use a multicriteria analysis and scoring framework, which may be periodically refined, for evaluating and ranking eligible freight mobility and freight mitigation projects. The prioritization process shall measure the degree to which projects address important program objectives and shall generate a project score that reflects a project's recommendation compared to other projects. In addition to assigning scoring points to each criterion that indicate the relative importance of the criterion, the board may also consider other elements in the overall determination of project recommendation.

WAC 226-xx-xxx Methods of construction. All construction by a public entity shall comply with the Local Agency Guidelines (LAG) as described in the award letter issued by the board and WSDOT Local Programs.

WAC 226-xx-xxx Project modification and scope change. When necessary, the board in consultation with WSDOT Local Programs may issue concurrence on a project phase modification or scope change. Projects seeking phase modifications or scope change must provide in-writing justification, including cost and delivery date adjustments. Scope or phase modifications shall not be considered beyond the biennium for which the project was appropriated.

WAC 226-xx-xxx Lack of performance on freight mobility projects. To ensure that freight mobility projects remain on schedule, the board, in consultation with WSDOT Local Programs, will monitor the project progress based on at least semi-annual local project reports and reimbursement payments on the project.

WAC 226-xx-xxx Work progress on freight mobility projects. The lead agency must begin work on a project within twelve months of the date the project has been appropriated unless otherwise

stipulated in joint communications issued by the Board and WSDOT Local Programs. To determine if work has begun, the board will assess the project progress as compared to the information provided to the board when the project was authorized for funding.

If project activity has not started and it appears the project is falling behind the proposed schedule, the board may review the project status to determine if the board should make recommendation to the legislature to withdraw funding from the project and reallocated to another proposed project.

WAC 226-xx-xxx Cost increases on freight mobility projects. Unless authorized by the legislature, increases in freight mobility funds will not be available.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Operating Budget

CURRENT BIENNIUM 25-27 Budget \$ 1,412,000		Expenditure Detail through: August 31, 2025			
	Biennium Budget July 1, 2025 - June 30, 2027	Actual Expenditures Jul-Aug 2025	Balance - Biennium Budget less Actual	Projected Remaining Expenditures Sept 2025 - Jun 2027	Balance - Biennium Budget less Actual less Project Remaining Exp.
FMSIB Budget					
Salary	919,000	80,949	838,051	844,000	(5,949)
Travel	58,000	803	57,197	57,200	(3)
Board Meetings	23,000	-	23,000	23,000	-
Goods & Services	182,000	3,143	178,857	172,745	6,112
Personal Service Contracts	230,000	2,025	227,975	229,150	(1,175)
Total:	\$ 1,412,000	86,920	1,325,080	1,326,095	\$ (1,015)
	Biennium Budget July 1, 2025 - June 30, 2027	Actual Expenditures Jul-Aug 2025	Balance - Biennium Budget less Actual	Projected Remaining Expenditures Sept 2025 - Jun 2027	Balance - Biennium Budget less Actual less Project Remaining Exp.
Expenditure Detail					
Salaries:					
Staff Salary	919,000	80,949	838,051	844,000	(5,949)
Total Salary	\$ 919,000	80,949	838,051	844,000	\$ (5,949)
Travel:					
Staff Travel	28,000	803	27,197	27,200	(3)
Board Travel	30,000	-	30,000	30,000	-
Total Travel	\$ 58,000	803	57,197	57,200	\$ (3)
Board Meetings:					
Meeting Room Rental & AV Equip.	15,000	-	15,000	15,000	-
Meeting Meals	7,000	-	7,000	7,000	-
Light Refreshments	1,000	-	1,000	1,000	-
Total Meetings	\$ 23,000		23,000	23,000	\$ -
Goods & Services:					
Attorney General	13,000	-	13,000	13,000	-
Auditor	30,000	849	29,151	30,000	(849.00)
DES	40,000	620	39,380	36,800	2,580.00
OFM	30,000	35	29,965	27,500	2,465.00
WSDOT	10,000	-	10,000	9,590	410.00
Rent, Utilities & Parking	19,200	770	18,430	17,600	830.00
Other state agency expenses	2,500	-	2,500	2,400	100.00
Misc. Operating Expenses					
Misc. Office, Equipment & Memberships Costs	37,300	869	36,431	35,855	576
Total Goods & Services	\$ 182,000	3,143	178,857	172,745	\$ 6,112
Personal Service Contracts & Outreach:					
Consultant & Outreach expenses					
Study	130,000	-	130,000	130,000	-
Outreach	86,500	-	86,500	86,500	-
outreach conferences	13,500	2,025	11,475	12,650	(1,175)
Total Personal Service Contracts	\$ 230,000	2,025	227,975	229,150	\$ (1,175)
Total:	\$ 1,412,000	86,920	1,325,080	1,326,095	\$ (1,015)



Project Updates – September 2025

September 19, 2025



City of Airway Heights – 6th/10th/12th Ave Improvements

Legacy Capital Project

Nearing completion, grade prepped for asphalt and first layer installed; Target Date – Aug 2025



Paving on Lundstrom and King



Grade prep work for paving



City of Kent – 76th Avenue S (South Phase)

Legacy Capital Project

Construction continuing, final paving expected to finish shortly; Target Date – Oct 2025



- Pending paving on south end



- Completed paving

City of Seattle – East Marginal Way Heavy Haul Corridor

Legacy Capital Project

Completed roadway and sidewalk paving, most of bike lane paving; Target Date – Jun 2026



- Top Left – Reinforcing rebar for cast-in-place barrier for future protected bike lane



- Bottom Left – Final roadway paving at S Atlantic St



- Left – Tree installation along west side of E Marginal Way; over 200 trees planted
- Right – Protected bike lane paving near S Atlantic St



City of Sumner – Stewart Road

Legacy Capital Project

Northern trestle access complete, progress on drill shafts; Target Date – Oct 2028



- Fly lower rebar cage



- Prep oscillator at Shaft 2



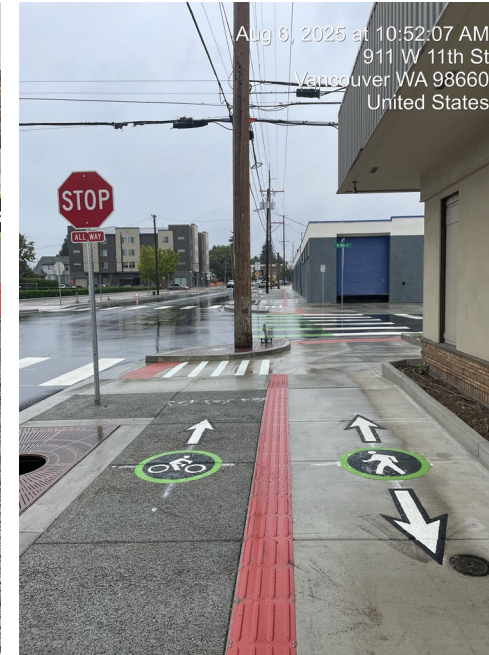
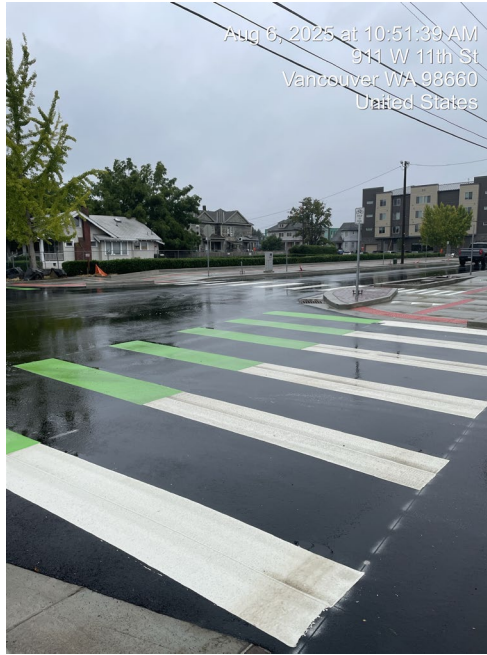
- Drive steel pile at southern trestle

September 19, 2025

City of Vancouver – Jefferson Street Realignment

Legacy Capital Project

Progressing with utility, paving and striping work; Target Date – Oct 2025



- New striping
- Bike symbols

City of Wenatchee – McKittrick Underpass (INFRA Segment 1B)

Legacy Capital Project

Drill shafts construction started, then abutment and pier caps; Target Date – Nov 2027

- Drill shaft construction for McKittrick Street



September 19, 2025

City of Kelso – Talley Way Corridor

Six-Year Project

Project proceeding, allocating \$480k in federal to future use; Target Date – Jun 2027



- Preconstruction Photos

City of Port Angeles – SR 117 Truck Route at US 101 Intersection Improvement

Six-Year Project

Pending LA agreement, design work in early 2026; Target Date – Mar 2026



- Existing Site - Preconstruction

City of Sunnyside – I-82/HWY 241 Eastbound Roundabout Improvement

Six-Year Project

Project proceeding on schedule, listed in TIP; Target Date – Jun 2027



- Existing Site - Preconstruction

City of Union Gap – Regional Beltway Connector Ph 2 Stage 2B

Six-Year Project

Currently in ROW phase, materials to be submitted to WSDOT in Feb; Target Date – Jun 2026



- Photos of completed Phase 2 Stage 2A

City of Wenatchee – Miller St Grade Separation

Six-Year Project

Re-establishing utilities, prep for demo and abatement; Target Date – Nov 2027



- Re-establishment of gas service on site



THE FUTURE

OF FREIGHT

Agency	Project Title	Year Selected	FMSIB Funding (thousands)	Status from PM	Target Date	Photos
Airway Heights	6th/10th/12th Ave Improvements	2023	2420	Project nearing completion on curbing and medians. Grade prepped for asphalt and first layer installed on east side of Lundstrom and King. On August 12th, contractor's union went on strike, which impacts pavement and asphalt supply. Estimated to be about 5 days of pavement work left before completion. Currently working with contractor to seek out an alternative.	Aug-25	YES
Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7533	Project placed bids for Phase 2A, but estimates came in over budget. Exploring other options and reassessing. Planning to advertise in late October/Early November. Once work has 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 recently selected Fehr & Peers as a consultant to expand the study. Currently finalizing the contract. Work beginning in September 2025.	Jun-25	
Kent	76th Avenue S (South Phase)	2023	5000	Construction continuing on 76th Ave S. Final paving expected to be completed next month on the south end of the project.	Oct-25	YES
Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	2023	1300	Project went to bid and has been awarded. Received permit from the city on August 22nd and aiming to start construction in the following 1-2 weeks. Project photos and update expected in the near future.	25-Sep	
Port of Kalama	Industrial Rail Additions	2018	3900	Continuing work to establish WSDOT Local Area Agreement and Prospectus for demo per scope of work modification. Completed WSDOT required estimate for demo - currently editing SOW and design to meet WSDOT requirements as well. Once all completed, project will go to bid, hopefully in next 30-60 days.	Jun-26	
Seattle	East Marginal Way Heavy Haul Corridor	2018	6100	Completed roadway and sidewalk paving for the entire corridor along with majority of protected bicycle lane paving. Completed reinforcing rebar for the barrier between the roadway and protected bike lane. Landscaping in progress, more than halfway complete.	Jun-26	YES
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, city has acquired all ROW, and pending WSDOT ROW cert before CN. City will go out to bid after this. 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	In middle of first construction window. Contractor has completed northern trestle access, drilled and poured shafts 2 & 3. Drilled pier shaft 1 and will pour soon - all 3 shafts are about 140 feet deep. Southern trestle access almost complete, installed temporary traffic barrier along project for safety.	Oct-28	YES
Vancouver	Jefferson Street Realignment	2023	3000	Project progressing with utility, paving and striping. On schedule with progress photos provided of flatwork	25-Oct	YES
Waitsburg	Bolles Road Overlay (Design)	2023	80	Design is 95% complete, met with WSDOT regarding environmental, and confirming boundaries in relation to city limits. Proceeding with permitting and seeking additional construction funding when available to reach shovel-ready status.	Jun-25	
Wenatchee	McKittrick Underpass (INFRA Segment 1B)	2023	3000	Construction of drill shafts for first stage, and completed all lagging shafts for secant walls. Drill shafts should be completed shortly with Cross-hole Sonic Logging testing continuing simultaneously. After the shafts are accepted, the design builder will move on the abutment and pier caps.	Nov-27	YES
WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvement	2023	600			

Agency	Project Title	Year Selected	FMSIB Funding (thousands)	Status from PM	Target Date	Photos
Auburn	East Valley Highway Widening	2025	700	Project has reached 30% design, 60% will reflect fish passage that was triggered. H7H report being performed to aid in sizing of box culvert. NEPA kick off meeting in near future	Apr-27	
Fife	I-5/Port of Tacoma Road Interchange Ph 2B	2025	5000	Design paused at 60% while phase 2A was prepped for advertisement. Once 2A begins construction, 2B design work will continue. ROW acquisition continues - WSDOT confirmed funds for ROW are available in current biennium.	Mar-27	
Kelso	Talley Way Corridor	2025	4970	Project is proceeding forward - \$480k in federal funds will not be used currently. This received approval from CWGOG and is pending FMSIB board approval. 2025-2030 STIP will be amended to show FMSIB funding. Pending approval, FMSIB funding will be applied to the PE phase and the MPO will hold onto the STBG funds for later use. All documentation on this will be submitted via Prospectus and LA Agreement to Local Programs. Prep for RFP and design services has begun.	Jun-27	YES
WSDOT	Truck Parking/I-5 Fort Lewis	2025	2000	Work approaching 90%, then preparing for next steps. Update to be provided at September 2025 board meeting	Nov-25	
Port Angeles	SR 117 Truck Route at US 101 Intersection Improvement	2025	3125	Pending City Council approval before entering in LA agreement this Fall. After, consultation process will begin with design work planned in early 2026.	Mar-26	YES
Port of Klickitat	Dallesport Industrial Park Rail Spur	2025	221	Currently developing quotes document and starting on contractor selection.	Jul-26	
Spokane Co	Argonne Rd Reconstruction	2025	3963	Study underway for intersection of Argonne and Upriver funded by NHFP. Expected to conclude this month and give a result of preferred alternative for the intersection. Design otherwise on schedule once study concludes.	Jun-26	
Spokane Valley	Argonne Rd and Interstate 90 Bridge	2025	2000	Contracted with design consultant, surveyed project area, working through environmental and geotechnical elements. Continued updates over the next 1-2 years expected.	Sep-27	
Sunnyside	I-82/HWY 241 Eastbound Roundabout Improvement	2025	1803	Project proceeding as scheduled. Currently listed in TIP. Coordinating with WSDOT to schedule a kick-off meeting.	Jun-27	YES
Union Gap	Regional Beltway Connector Ph 2 stage 2B	2025	2682	Project currently in ROW phase. ROW Plans, funding estimate and relocation plan submitted to WSDOT in Feb for approval. Drafted LA agreement after receiving FMSIB award letter.	Jun-26	YES
Wenatchee	Miller St Grade Separation	2025	3000	Design-builder working on re-establishing utilities in preparation for demo of existing structures. Demo and asbestos abatement slated to begin shortly.	Nov-27	YES

From: Brandy DeLange, Executive Director

To: FMSIB Board Members

Date: September 19, 2025

Re: Executive Committee Membership

Chair Lentz has asked Commissioner Cory Wright to serve on the Executive Committee. In accordance with FMSIB's bylaws, this appointment requires approval by the Board.

With the addition of Commissioner Wright, the Executive Committee will consist of the following members:

- Temple Lentz, Chair
- Leonard Barnes
- Erik Hansen
- Ben Wick
- Cory Wright

Action recommended: Motion to approve the appointment of Commissioner Cory Wright to the Executive Committee.

From: Brandy DeLange, Executive Director

To: FMSIB Board Members

Date: September 19, 2025

Re: 2026 Meeting Dates and Locations

By December of each year, the Board must adopt a calendar outlining the time, date, and location of board meetings for the following year. During the June 13 board meeting, Board Members reviewed the proposed schedule (below) but identified some conflicts and asked staff to suggest alternative dates. Below is a comparison of the originally proposed dates and the new dates recommended based on board member feedback.

Original Proposed dates	New Recommendations
January 15: Olympia; Day-on-the-Hill	January 22: Olympia; Day-on-the-Hill
January 16: Olympia; Board Meeting	January 23: Olympia; Board Meeting
March 20: Spokane	April 10: Spokane
June 18: Stevenson; Workshop	June 11: Stevenson; Workshop
June 19: Board Meeting	June 12: Stevenson; Board Meeting
September 18: Chelan	September 18: Chelan
November 13: SeaTac	November 13: SeaTac

Action Recommended: Motion to approve 2026 board meeting dates and locations.

From: Brandy DeLange, Executive Director
Fred Wenhardt, Transportation Planning Specialist
To: FMSIB Board Members
Date: September 19, 2025
Re: Six-Year Strategic Investment Program Updates

At the June 2025 Board meeting, FMSIB Board Members received a presentation from Committee Chairman Hellman and staff on updates to the Six-Year Strategic Investment Program. These changes were recommended by the committee, which has been meeting monthly since April. The committee's discussions focused on several areas, including WAC updates for program implementation, scoring criteria, the regional distribution of projects, and project eligibility categories in preparation for 2026.

The Board approved these changes recommended by the Six-Year Investment Committee and directed staff to finalize the application and develop an internal validation methodology. This includes establishing a process to review projects previously recommended by the board without prescribed funding amounts for future biennia.

As a result of the committee's work, the application has been revised to reflect changes in project eligibility and scoring criteria. This involved several rounds of edits. The initial phase focused on updating the point distribution from 26 to 35 points and enabling project applicants to demonstrate the strategic freight benefit of their project, regardless of the mode of transportation or project category. Further changes include requiring project applicants to report their tonnage in addition to FGTS corridor, demonstrating more meaningful engagement with overburdened communities, detailing project readiness, and optionally including media to track project progress. The application was also updated to feature FMSIB's new logo, aligning with the agency's branding.

Additionally, FMSIB recently selected BERK Consulting Inc. to lead outreach and engagement efforts in advance of the 2026 call for projects. As their work begins, regular consultation with the Six-Year Investment Committee is expected. These efforts will support not only the 2026 call for projects, but other key areas of the process, including webinars, Q&A sessions, staff training, and supporting technical documents.

2026 Funding Request Form

The Freight Mobility Strategic Investment Board (FMSIB) is charged by the Washington State Legislature to develop a Six-Year Strategic Investment Program of the highest priority freight mobility projects. The projects selected by the FMSIB Board will be submitted to the legislature for recommendation of funding. Freight mobility investments should support a competitive, resilient, sustainable and equitable freight system that grows jobs, bolsters the economy, and mitigates community impacts.

This application is a request for agency sponsors to submit information identifying freight projects to be funded by the Washington State Legislature for each biennium on an ongoing basis. As such, this program will be updated each biennium. The FMSIB Board Members will use the information collected through this funding request to prioritize a list of freight investments that is geographically balanced across the state and that can proceed to construction in a timely manner (see page 4 for eligibility and prioritization criteria). FMSIB will review submissions and if necessary, may reach out for additional information. This prioritized list will be submitted to the Legislature for funding.

Please fill out this form with as much detail as possible for each project and/or project phase that you would like to be considered for the Six-Year Freight Mobility Strategic Investment Program, noting the biennium for which funding is being requested.

To be eligible for consideration, the proposed project or project phase(s) must be located on or connect to a Designated Strategic Freight Corridor as shown here <https://www.arcgis.com/home/item.html?id=0e37044a459244d9b6414826b46e8c46> and ready for construction within six years.

Projects that are awarded funding must be included in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to proceed. Please coordinate with your Metropolitan Planning Organization or Regional Transportation Planning Organization for inclusion. Projects must be included in order to use awarded FMSIB funds.

Please submit applications to Fred Wenhardt (Fred.Wenhardt@fmsib.wa.gov) by 00:00 p.m. on Month DD, 202X.

CONTACT INFORMATION

Lead Agency

Contact Person

Phone Number

Email Address

GENERAL PROJECT INFORMATION

Project Title

Project Location*

**Please include a map showing the project boundaries and location if available.*

Begin Termini

MP or major cross streets

End Termini

MP or major cross streets

Legislative District

Construction within 6 years

Yes

No

Located on Designated Strategic Freight Corridor*

Yes

No

Click here for link to information regarding Designated Strategic Freight Corridors

**If no, does it directly connect to a Designated Strategic Freight Corridor?*

Yes

No

***FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. Please select the project type that best fits your project based on the example descriptions below.**

Asset Preservation and Safety

- **Bridge Preservation:** projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.
- **Road Preservation:** surface treatments or overlays.
- **Bridge and Road Replacement:** complete road or bridge replacement.

Improving Operations of Existing System

- **Transportation Systems Management and Operations (TSMO):** improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).
- **Intersection modifications and roadway restriping**
- **Intelligent Transportation Systems (ITS)**

Expanding the Existing System

- **Grade Separations:** conversion of at-grade railroad crossings.
- **Expansion of Freight Corridors:** improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.

Innovative Freight Solutions

- **Truck Parking:** construction of or improvements to truck parking.
- **Land Banks:** Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.
- **Zero Emissions:** construction of hydrogen fueling station, electrification, or other zero emissions improvements.
- **Inland Ports, Logistics Cluster, or Inland Intermodal Facilities**
- **Projects that limit GHG emissions in other ways**
- **Practical solutions that fall outside the parameters of preservation, maintenance, grade separation improving operations or expansion**

GENERAL PROJECT INFORMATION, CONTINUED

Project Type Please describe how your project fits into one or more of the following project categories. In addition, please describe the regional impact of this project, the freight significance, and explicit benefit not prescribed within the project category.

Project Importance Describe how this project supports the preferred funding outcomes (noted in the gray box on page 1). If applicable, include information on how this project supports a larger freight investment priority (i.e. is this a component of a larger freight investment or project).

PROJECT COST AND FUNDING Please complete the table below.

Phase	Est. Total Cost	Federal Funds		State Funds		Other Funds		Unfunded Amount
		Requested	Secured	Requested	Secured	Requested	Secured	
PE								
RW								
CN								
Total								

Funding Source(s): Please list all secured funding sources.

Federal

State

Other

Have you previously received FMSIB funding for this project? Yes No

If yes, what amount, when, and for which phase (if applicable)?

FMSIB FUNDING REQUEST

FMSIB is requesting project applications for a Six-Year Freight Mobility Strategic Investment Program recommendation to the Legislature. Please indicate the amount of funding being requested from the Legislature as well as the timing for which funding is requested. Multiple applications can be submitted for multiple phases of one project. The Six-Year Freight Strategic Investment Program will fund projects for the following biennia:

FY July 2027-June 2029 FY July 2029-June 2031 FY July 2031-June 2033

FMSIB Request Amount Timing When is funding needed? Phase(s)

FMSIB will update the Six-Year Freight Mobility Strategic Investment Program during each biennium through additional calls for funding requests. The prioritization criteria included on page 4 may change during future calls. If the prioritization criteria is updated, FMSIB will communicate those changes during future calls for funding requests.

PROJECT IMPACTS

Please describe potential project impacts, such as impacts to the built and natural environments that could influence obtaining permits or that pose a schedule risk. Examples include potential impacts to floodplains, wetlands, geological hazards, forest/agricultural lands, transportation impacts to other modes, construction impacts, business and/or residential displacements, etc. Please also describe impacts to overburdened communities.

PROJECT EVALUATION CRITERIA

The following criteria will be used to prioritize projects and determine alignment with FMSIB's mission to identify the highest priority freight investments for the state. The Legislature has identified approximately \$30 million for each biennium but FMSIB is building an unconstrained plan for statewide freight needs. The Six-Year Freight Mobility Strategic Investment Program may identify more projects than can be funded during the next three biennia.

Eligibility criteria includes projects that are 1) on or connects to a Designated Strategic Freight Corridor and 2) under construction within six years. Projects will be prioritized to ensure the plan is geographically balanced across the state.

Statewide Freight Importance

10 points possible, each question worth up to 5 points.

Scoring Guide

1. Tonnage (based on FGTS Classification)*

**if project is located on facility directly connecting to a designated strategic freight corridor, please indicate the FGTS classification of the facility to which the project connects.*

Up to 5 points

FGTS Truck Corridors

[TONNAGE]

FGTS Rail Freight Corridors

[TONNAGE]

FGTS Waterway Freight Corridors

[TONNAGE]

2. Other Strategic Benefit*

**please indicate how this project illustrates statewide importance related to: mobility, preservation, stewardship, safety, system resiliency, emissions reductions, tonnage or another category not listed*

Up to 5 points

Project Funding

8 points possible, each question worth between 3 and 5 points.

Scoring Guide

3. Percentage of funding committed

Up to 5 points

4. Project listed in Regional Plan*

Yes

No

Up to 3 points

**If yes, please list.*

5. Engagement with Overburdened Communities

Up to 2 points

Please describe any equity policies, outreach plans, outreach materials, translation into multiple languages, and/or other engagement work that has been done or that you anticipate to be done.

6. Project alternatives and measures that address impacts, particularly to overburdened communities

Up to 2 points

Please describe actions taken to address potential impacts to overburdened communities, including consideration of project alternatives and mitigation measures.

7. Environmental project alternatives and measures that address impacts, particularly to overburdened communities

Up to 2 points

How has this project properly considered the environmental impacts of the freight project, specifically as it relates to overburdened communities? Have mitigation measures been identified and alternatives implemented?

8. Safety project alternatives and measures that address impacts, particularly to overburdened communities

Up to 2 points

Has this project properly consdired pedestrian, cyclist, and motorist safety as it relates to freight mobility and its impact on overburdened communities? Have mitigation measures been identified and alternatives implemented?

Implementation: <ul style="list-style-type: none">✓ Design is at least 60% complete✓ Significant progress has been made towards right-of-way✓ Environmental approvals are underway✓ Project is identified in a local, regional, and/or state plan	Development: <ul style="list-style-type: none">✓ Design is at least 30% complete✓ Right-of-way needs are identified✓ Environmental has been initiated✓ Project is identified in a local, regional, and/or state plan	Initiation: <ul style="list-style-type: none">✓ Project has, at a minimum, been identified in a planning study✓ Limited investment has been made towards further developing the project
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9. Please describe your project status in terms of: Level of Design, ROW Progress, and Environmental Review

Up to 2 points

10. Please describe your project readiness (Is the project ready to proceed with 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

Additional Questions

4 points possible, each question worth between 1 and 2 points.

Scoring Guide

11. What is the statewide significance of this project as it relates to freight mobility and economic development?

Up to 2 points

12. Do you have any letters of support, commitment of funding, inclusion in a regional plan, or other forms of support from a city, county, port, tribe, MPO/RTPO, or other association? If yes, please describe and attach.

Up to 1 point

13. Have you completed module worksheets contained in the Toolkit and Best Practices for Integrating Community Considerations? If yes, please describe and attach.

Up to 1 point

OPTIONAL QUESTIONS

14. Do you possess any media - in the forms of photographs, videos, drone footage, diagrams or similar showcasing the current state of the project as well as visual of completion? If so, please attach

FMSIB is interested in learning from our partners if they are considering conducting any planning studies or research related to the freight system that could be considered for FMSIB funding in the future. If you would like to provide any information related to this, please answer the optional question below. This information will be used by FMSIB to identify needs for future funding opportunities.

15. Does your agency have any upcoming freight planning efforts or studies that need funding?*

**If yes, please describe those planning efforts.*

From: Brandy DeLange, Executive Director

Fred Wenhardt, Transportation Planning Specialist

To: FMSIB Board Members

Date: September 19, 2025

Re: BERK Consultants Inc. selected for Outreach and Engagement Efforts

Under the direction of the Six-Year Investment Committee and FMSIB Board, a Request for Additional Information (RFI) was issued to bring a consultant on board for outreach and engagement efforts in preparation for the 2026 application cycle. In addition, this work includes staff training and developing technical documents for supporting outreach and engagement.

FMSIB received four proposals from diverse firms who each demonstrated detailed experience in outreach and engagement efforts for transportation projects. While each firm showed relevant work history, not all showed experience within Washington State, and or offered low staff availability – factors that the evaluation panel felt were critical to the nature of the work.

To evaluate the proposals, a review panel was composed and consisted of Six-Year Investment Committee Chairman Hellman, and FMSIB staff. Members of the panel independently reviewed and scored submission, before convening and deliberating on an awardee.

Despite receiving excellent proposals from each consultant, the panel felt that BERK Consulting Inc. provided the best submission. In addition to a relevant work history in the field, they gave a project plan describing their approach to outreach and engagement efforts on behalf of FMSIB.

Since the selection of a consultant, staff are in the process of initial meetings with BERK to begin outreach and engagement efforts in the coming months to prepare for the 2026 Six-Year Investment Program call for projects. BERK is expected to provide updates at the next Six-Year Investment Committee and November 2025 Board Meeting.

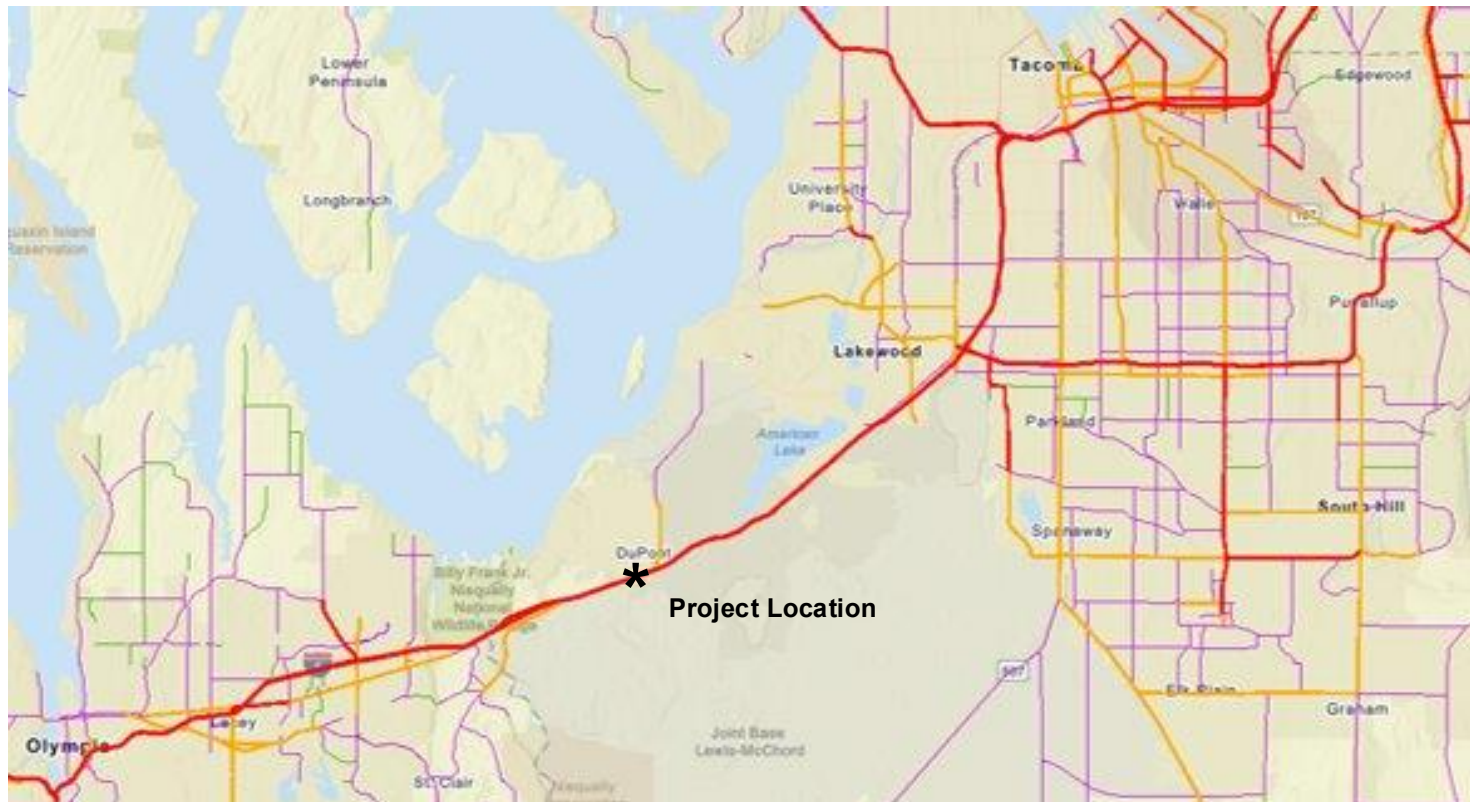
I-5 Ft. Lewis Truck Parking and Weigh Station Update

FMSIB BOARD MEETING

Jason Beloso, Planning Program Manager
WSDOT Rail, Freight, and Ports Division
September 19, 2025

Agenda

- Project Milestones
- Tree Mitigation
- Stormwater Treatment
- WSP and Tribal Consultation

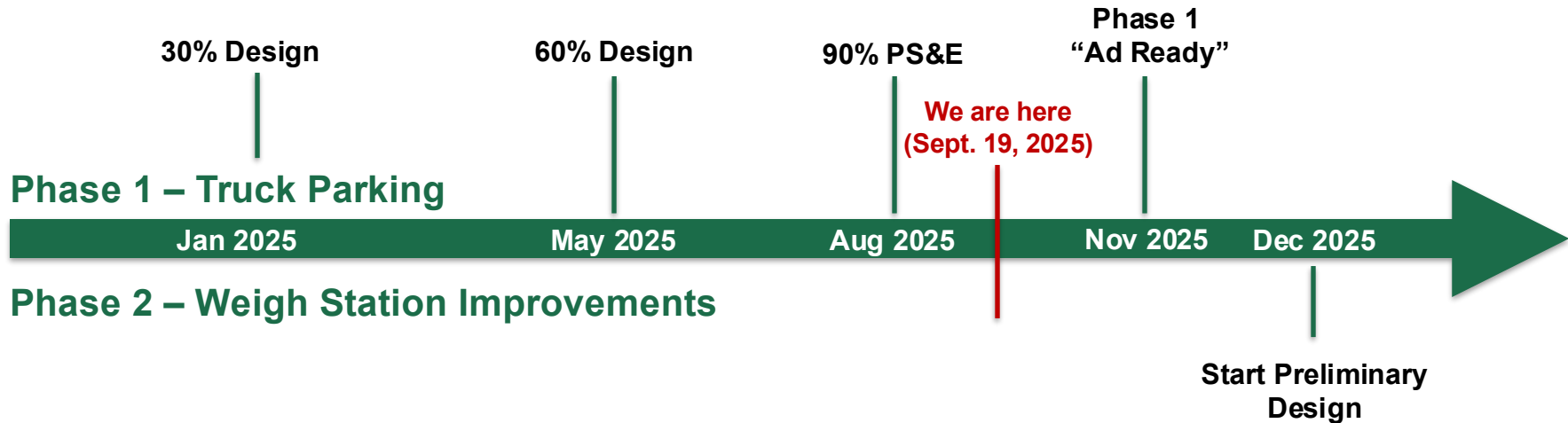


T-1 Corridor

T-2 Corridor

T-3 Corridor

Project Milestones



Design Progress

- 90% Design – PS&E complete
- Enviro:
 - Cleared Hazmat, testing performed 3/2025 showed no concerns
 - Tribal consultation is complete, received *Section 106 concurrence*
- Vault Toilets: two sites will each feature a quad unit
 - Permitting to occur when project is off the shelf for construction

Tree Mitigation

Mitigation Progress

- Initial survey: high-risk, high-cost mitigation due to mature conifers/oaks in footprint.
- 60% design inventory identified opportunities to save tree clusters.
- 90% design confirmed identified opportunities which included:
 - Relocating vault toilets
 - Reconfiguring parking islands & drainage to preserve trees.
 - Incorporating and preserving mature trees into design
- Result: Reduced mitigation costs by approx. 25% (\$700 - \$750K).



Drainage Treatment



Notes:

- Bio retention islands also perform drainage treatment
- Runoff is directed through gutters and piping

Image © 2024 Airbus

WSP, Tribal and Region Consultation

Consultation Progress

- Nisqually Tribe: Coordination throughout design; Section 106 historic/cultural resource clearance obtained (verbal & email concurrence)
- Washington State Patrol:
 - Quarterly coordination meetings.
 - Willingness to patrol site 1–2 times/day for safety/enforcement
- Olympic Region
 - Developing estimate for O&M costs

Next Steps

Phase 1: Truck Parking

- Complete Design Documentation Package - Oct 2025 (NEPA/SEPA, Geotech design)
- SCR and OR Final Project Review - Nov 2025

Phase 2: Weigh Station

- Start Pre Design (30%) - Nov 2025
 - Develop 30% Basis of Estimate
 - Develop Basis of Design
- Start Prelim Engineering - Jan 2026
 - Footprint development
 - Develop ROW plan revisions (12-16 months)
 - Geotech investigation
 - Architectural design