WASHINGTON STATE
FREIGHT MOBILITY
STRATEGIC INVESTMENT BOARD

ANNUAL REPORT 2025

ADVANCING THE FUTURE OF FREIGHT

FROM THE EXECUTIVE DIRECTOR

2025 brought both new opportunities and challenges.

FMSIB took important steps to strengthen alignment with our mission—recommending the highest-priority freight mobility investments—through updated WACs and refined program guidance.

Despite the substantial funding constraints facing the State, FMSIB successfully secured funding for the 2025–2027 list of Investment Projects. This list represents some of the most strategic and high-impact freight investments across Washington State. We also obtained funding to advance an Inland Intermodal Feasibility Study and to continue refining and optimizing the Six-Year Investment Program based on feedback from applicants and project sponsors. Key efforts include critical updates to the Freight Investments Mapping Tool and the development of a strategic plan to enhance statewide participation, with a special emphasis on strengthening tribal engagement. However, while funding for critical projects and studies was prioritized, funding support for future operational and capital needs remains at risk.

This year, we focused on proactive outreach—connecting with eligible applicants for the Six-Year Investment Program, meeting with nearly every member of the Senate and House Transportation Committees, and re-establishing FMSIB's presence at key industry conferences, including APWA, WSAC, and WPPA. Additionally, we welcomed two new members to our team: Board Member Jon Snyder and Executive Assistant Joy Dopita.

As we look ahead and prepare for the 2026 call for projects, FMSIB remains committed to advancing freight mobility investments that improve safety and the well-being of our communities, support economic growth, and ensure efficient goods movement throughout Washington State.

2025 PRIORITIES:

- Designate the state's strategic freight corridors for road, rail, and waterways.
- Refine and improve Six-Year Freight Investment Plan for funding consideration by the governor and legislature in FY 2027-2029.
- Conduct a research-based study to help FMSIB, applicants, and project sponsors explore possible inland intermodal facilities as strategic freight investments.
- Update and align FMSIB's Washington State Administrative Code (WAC) with the agency's mission.

A COMPREHENSIVE APPROACH TO RECOMMENDING A STATEWIDE FREIGHT MOBILITY INVESTMENT PROGRAM

The Six-Year Investment Program is a freight mobility investment program established to guide funding decisions for the highest priority freight projects across Washington State. Updated every biennium, the FMSIB Board reviews and prioritizes a geographically balanced list of freight investments that are ready to proceed to construction in a timely manner and submits the list to the legislature. In FY 2025-2027, FMSIB successfully solicited and recommended $29.5 million in strategic freight projects, as well as provided critical information about strategic freight needs for future biennia.

As part of the Board's commitment to continuous improvement, in the spring and summer of 2025, FMSIB worked with project applicants and sponsors to improve the application, scoring criteria, and overall success of the Six-Year Investment Program. Now, with improvements made to the application, project eligibility, and scoring criteria, FMSIB will solicit a call for projects in 2026, along with gathering and updating project information for previously submitted projects. The Board will submit a prioritized list of projects to the legislature for consideration in FY 2027-2029.

PROJECTS COMPLETED

KING COUNTY

City of Kent – 76th Avenue S (South Phase), $5M
Highlights of the improvements made to Mill Creek at 76th Avenue South include replacing deficient culverts and expanding the creek channel capacity. As part of this work, widening the creek channel, replacing insufficient culverts with three bridges, raising 76th Avenue South above FEMA flood elevations, and installing new stormwater systems, planters, and illumination were also included.

SNOHOMISH COUNTY

WSDOT (Marysville) – SR 529/I-5 Interchange Expansion, $5M
The project completed the current half of the interchange by constructing a new Interstate 5 northbound off-ramp onto SR 529 and new southbound on-ramps from SR 529 to Interstate 5. The project will reduce congestion at the interchange of I-5 and SR 529, which has been identified as a high accident location by WSDOT. The project also allows traffic to avoid at-grade crossings with the BNSF mainline.

PROJECTS UNDERWAY

LEGACY

City of Fife
I-5/Port of Tacoma Road Interchange Ph 2A, $7.533M

FMSIB/WSDOT
Study of Inland Intermodal Transfer Facilities, $300K

Port of Olympia
Marine Drive Heavy Haul Freight Corridor Restoration, $1.3M

Port of Kalama
Industrial Rail Additions, $3.9M

City of Seattle
East Marginal Way Heavy Haul Corridor, $6.1M

City of Spokane Valley
South Barker Rd Corridor Improvements, $3M

City of Sumner
Stewart Road, $3.7M

City of Vancouver
Jefferson Street Realignment, $3M

City of Waitsburg
Bolles Road Overlay, $80K

City of Wenatchee
McKittrick Underpass (INFRA Segment 1B), $3M

WSDOT
I-90 Transportation System Management & Operation (TSMO) Improvement, $600K

INVESTMENT PROGRAM

City of Auburn
East Valley Highway Widening, $700K

City of Fife
I-5/Port of Tacoma Road Interchange Ph 2B, $5M

City of Kelso
Talley Way Corridor, $4.97M

WSDOT
Truck Parking/I-5 Fort Lewis, $2M

City of Port Angeles
SR 117 Truck Route at US 101 Intersection Improvement, $3.125M

Port of Klickitat
Dallesport Industrial Park Rail Spur, $221K

Spokane County
Argonne Rd Reconstruction, $3.963M

City of Spokane Valley
Argonne Rd and I-90 Bridge, $2M

City of Sunnyside
I-82/SR 241 Eastbound Roundabout Improvement, $1.803M

City of Union Gap
Regional Beltway Connector Ph 2 Stage 2B, $2.682M

City of Wenatchee
Miller St Grade Separation, $3M

PROJECTS COMPLETED

SPOKANE COUNTY

City of Airway Heights – 6th/10th/12th Ave, $2.42M

This project removed the old roadbed and installed a landscaped boulevard with a shared-use path, while improving pedestrian and bicycle lighting. In addition, new traffic calming measures, such as narrowing lanes and compact roundabouts, help to keep local traffic in neighborhoods, reducing bottlenecks on Highway 2 and improving the flow of goods.

SPOKANE COUNTY

City of Spokane Valley – Barker Rd Corridor Widening – Spokane River to SR 290, $1.68M

The 1.3-mile Barker Road corridor was widened and upgraded to create a new arterial street corridor with three 12-foot-wide lanes atop new pavement capable of handling heavy freight traffic. This project provides a reliable and obstruction-free connection between two important T-1 and T-2 freight routes: I-90 and SR 290.

STUDIES UNDERWAY

DEVELOPING A LONG-TERM ENGAGEMENT PLAN FOR TRIBES AND FREIGHT INFRASTRUCTURE FUNDING

In 2026, FMSIB will engage in internal discussions and research to better define FMSIB's appropriate role in engaging tribal infrastructure owners. FMSIB will then share this information with tribes that intersect with strategic freight corridors and gather their feedback.

INLAND INTERMODAL FEASIBILITY STUDY

Recognizing increasing pressure on Washington's seaports and the need for a more resilient and efficient freight network, FMSIB has launched an Inland Intermodal Feasibility Study to assess and develop a business case for establishing new or retrofitting existing inland intermodal facilities—and to provide actionable policy recommendations for FMSIB to consider and incorporate into the Investment Program.

COMPLETED STUDIES

MARINE CARGO FORECAST

The Washington Marine Cargo Forecast is a joint effort by FMSIB and the Washington Public Ports Association. The Forecast has been conducted periodically since 1975 with the purpose of assisting ports, state and federal agencies, legislators, and other stakeholders in understanding Washington's marine cargo sector and planning for the future. The report includes an analysis of cargo trends, a cargo forecast through 2045, modal split analysis (i.e., trucks, rail, transload, barge), and a port-level assessment of challenges and opportunities.

2025-2026 BOARD MEMBERS

Temple Lentz, Chair, President and CEO, The Historic Trust, Community Representative

Al French, Commissioner, Spokane County, Counties Representative

Anne McEnerny-Ogle, Mayor, City of Vancouver, Cities Representative

Ben Wick, Councilmember, City of Spokane Valley, Cities Representative

Cory Wright, Commissioner, Kittitas County, Counties Representative

Erik Hansen, Transportation Senior Budget Analyst, Office of the Governor

Johan Hellman, Executive Director of Public Affairs, BNSF Railway, Railroad Representative

John McCarthy, Commissioner, Port of Tacoma, Ports Representative

Jon Snyder, Director of Transportation & Sustainability, City of Spokane, Evironmental Protection Representative

Julie Meredith, Secretary of Transportation

Kerri Woehler, Assistant Secretary of Trasportation* proxy for Secretary Meredith

Leonard Barnes, Executive Director, Port of Grays Harbor, Ports Representative

Matthew Colvin, Director of Logistics, Tree Top, Trucking Industry

Peter Bennett, Maritime Industry Representative

Aaron Hunt, Senior Director, Public Affairs, Union Pacific Railroad, Ex-Officio

BOARD MEMBER VACANCIES - *Governor's Office Seeking Applicants*

Package Delivery Industry

Labor Representative - Freight Sector

Heavy Highway Construction

Overburdened Community

FMSIB STAFF

Brandy DeLange, Executive Director

Joy Dopita, Executive Assistant

Fred Wenhardt, Transportation Planning Specialist

2026 FMSIB MEETINGS

January 22-23: Olympia

April 10: Everett

June 11-12: Spokane

September 18: Ellensburg

November 13: SeaTac

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