Washington State
Department of Transportation

2017 Washington State

FREIGHT SYSTEM PLAN

APPENDIX A

FREIGHT INVESTMENT PLAN

CONTENTS

This *2017 Washington State Freight Investment Plan* was developed to guide investments that benefit freight transportation in Washington and to track recent freight funding investments. Federal law[1] requires that each state freight plan include a freight investment plan that:

- Includes a list of priority projects and describes how National Highway Freight Program[2] (NHFP) funds made available would be invested and matched.
- Is fiscally constrained and includes a project, or an identified phase of a project, only if funding for completion of the project can reasonably be anticipated to be available for the project within the time period identified in the freight investment plan, which is five years.

Many sources are available and used to fund projects that benefit freight transportation in Washington. Some of these are described in Appendix D. This freight investment plan focuses on the two freight-intensive programs developed by the Fixing America's Surface Transportation (FAST) Act[3]: the NHFP and the National Significant Freight and Highway Projects[4] (NSFHP) program. The FAST Act created the first dedicated funding program that may be used for a wide range of freight projects on the designated highway freight network. The NHFP provides $6.3 billion apportioned to states by formula. The funds may be used for a wide range of freight projects to improve the movement of freight on the National Highway Freight Network.

1. National Highway Freight Network

The National Highway Freight Network[5] (NHFN) was established in the 2015 FAST Act to strategically direct federal resources and policies toward improved performance of this network. The NHFN is used to determine project eligibility for NHFP and NSFHP program funding. For the NSFHP program, eligible projects include those on the NHFN, NHS, or other project types, such as intermodal freight projects.

The NHFN includes the following components:

- Primary Highway Freight System (PHFS);
- Other portions of the Interstate Highway System not on the PHFS;
- Critical Rural Freight Corridors (CRFCs); and
- Critical Urban Freight Corridors (CUFCs).

In 2016, WSDOT worked with urban and regional partners to identify CUFCs and CRFCs to meet federal requirements and eligibility requirements for NHFP and NSFHP.

CRFCs are public roads outside an urbanized area with populations greater than 50,000, according to Census Bureau population estimates. They must meet one of the following seven characteristics:

- Must be a rural principal arterial with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger car equivalent units from trucks;
- Provide access to energy exploration, development, installation, or production areas;
- Connect to the PHFS or Interstate Highway System to facilities that handle at least 50,000 twenty-foot equivalent units (TEU) or 500,000 tons per year of bulk commodities;
- Provide access to a grain elevator, agricultural, mining, forestry, or intermodal facility;
- Connect to an international port of entry,
- Provide access to significant air, rail, water, or other freight facilities in the state; or
- Important to freight movement as determined by the state.

CUFCs are public roads inside an urbanized area with populations greater than 50,000, according to Census Bureau population estimates. They must meet one of the following four characteristics:

1 49 USC 70202. State Freight Plans. http://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section70202&num=0&edition=prelim

2 23 USC 167. National Highway Freight Program. http://uscode.house.gov/view.xhtml?req=(title:23%20section:167%20edition:prelim)

3 Public Law 114-94. https://www.fhwa.dot.gov/fastact/legislation.cfm

4 23 USC 117.Nationally Significant Freight and Highway Projects. http://uscode.house.gov/view.xhtml?req=(title:23%20section:117%20edition:prelim)

5 23 USC 167. National Highway Freight Network. http://uscode.house.gov/view.xhtml?req=(title:23%20section:167%20edition:prelim)

- Connects an intermodal facility to the PHFS, the Interstate Highway System, or an intermodal facility.
- Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement.
- Within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement.
- Important to freight movement as determined by the MPO or state.

In 2015, the United States Department of Transportation (USDOT) designated the first two components of the NHFN; these designations will not be updated again for five years. Responsibility for designating CUFCs and CRFCs in Washington was given to WSDOT and regional partners. Metropolitan Planning Organizations (MPOs) in urbanized areas with a population of 500,000 or more are responsible for designating CUFCs in consultation with the state; only the Puget Sound Regional Council (PSRC) meets this population threshold. In urbanized areas with a population of less than 500,000, WSDOT has the responsibility to designate CUFCs in consultation with the MPO. In non-urbanized areas, WSDOT is responsible for designating CRFCs.

Mileage limitations are specified for corridor designations in the state. Washington is limited to 81.66 centerline miles for CUFCs and 163.31 centerline miles for CRFCs. States and MPOs (for urbanized areas over 500,000) are responsible for jointly determining how to distribute the CUFC mileage among the urbanized areas.

WSDOT and PSRC are required to certify with the Federal Highway Administration (FHWA) Administrator that the designated corridors meet the applicable CRFC and CUFC requirements. The FHWA Division Office, acting on behalf of the FHWA Administrator, is responsible for reviewing the certifying designations, and forwarding on to FHWA Headquarters.

1.1 Critical Urban and Rural Freight Corridor Designation Criteria and Process

PSRC served as the lead for CUFC designation within its urbanized areas, and WSDOT served as the lead for CUFC designation in other urbanized areas. PSRC and WSDOT agreed to a cooperative process that resulted in a statewide CUFC designation that did not exceed the mileage limit as required in federal guidance,[6] and they signed a memorandum of understanding (MOU) in February 2016. The MOU set forth the principles and criteria PSRC and WSDOT agreed upon for corridor designation, and both agencies were committed to work in close consultation to develop corridor designations that enhance Washington's position on the NHFN. The following CUFC criteria were specified in the MOU and adopted by both agencies to move forward:

- High truck volume/tonnage.
- Close connectivity to the NHFN, major freight intermodal facilities, and large industrial/warehouse centers.
- Scalable to limit Washington's total candidate mileage to the maximum allowable limit (the CUFC mileage limit for Washington is 81.66 miles).

To apply the second criteria listed above, WSDOT and PSRC used different datasets:

- PSRC screened corridors using the region's nine designated Manufacturing and Industrial Centers (MICs), as well as connections to ports in the region.
- WSDOT screened corridors using major clusters of industrial parcels based on a statewide land use dataset, as well as connections to major freight intermodal facilities.

Lastly, both agencies examined locations with active freight projects as the last screening criteria. This was done to narrow corridor selection and choose the locations with critical needs for improvements. Exhibit 1-1 shows the data sources, and specific threshold used

[6] Federal Highway Administration. Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors. https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Exhibit 1-1: Critical Urban Freight Corridor Criteria

Criteria	Data Source	Threshold
High truck volume/tonnage	WSDOT Freight and Goods Transportation System	T-1 and T-2 Freight Corridors (freight routes carrying more than 4 million gross truck tons annually)
Connectivity to major freight intermodal facilities	Same facilities identified in 2014 State Freight Plan	Serves as first/last mile connectors between intermodal facilities and Primary Highway Freight Network
Connectivity to large industrial/ warehouse centers	2012 Statewide land parcel data	A minimum of 200 acres for a cluster of industrial parcels (land use classified as manufacturing or wholesale trade use) within a 1/4-mile distance.

Source: Washington State Department of Transportation

by WSDOT to implement those criteria and identify candidate CUFCs. WSDOT and PSRC started the process in February 2016, completing the designation and certification in September 2016. Exhibit 1-2 shows the process used to designate corridors. WSDOT engaged and consulted with following key stakeholders through the process:

- Washington State Freight Advisory Committee (WAFAC): WSDOT held three meetings with WAFAC to establish the process, discuss draft corridors for review, and discuss the final corridor list for confirmation.
- MPOs/RTPOs: WSDOT consulted with all MPOs and Regional Transportation Planning Organizations (RTPOs) using the following approach: 1) discussion of corridor designation with MPO/RTPO/WSDOT Coordinating Committee at quarterly meetings; 2) formation of a small technical working group including representatives from MPOs and RTPOs to reach consensus on the criteria and to review and revise draft corridor list and maps; and 3) individual discussions with each MPO and RTPO to understand their critical needs for freight investment and to verify proposed corridors.
- FHWA Division Office: WSDOT engaged the division office to provide updates on the process and seek clarifications on federal guidance. WSDOT submitted the final designation for certification in August 2016; FHWA's Division Office verified the corridors in September 2016.

Exhibit 1-2: Critical Urban and Rural Freight Corridor Designation Process

PARTNERS	FEB	MAR	APR	MAY	JUN	JUL	AUG
FMSIB/ WAFAC Consultation		Discuss the process		Present draft maps		Present final map for approval	
MPO/RTPO Consultation	Start the process			Draft Maps for Review		Confirmation	Present final map
Technical Workgroup	Form the group	Agreement on Principles and Criteria	Review draft maps			Revisit and adjust the corridor designation	
Others			Federal guidance				FHWA Certification

Source: Washington State Department of Transportation

Due to the differences in key stakeholders, PSRC employed a separate process for CUFC designation:

- PSRC consulted with the FAST Freight Advisory Committee[7] to develop the process and seek input from stakeholders.
- PSRC held individual meetings or discussions with ports, counties and cities with designated MICs.
- The PSRC Transportation Policy Board and Executive Board provided final designation approval before submission to FHWA.
- PSRC also participated with WSDOT on the technical working group for corridor designations.

WSDOT served as the lead for CRFC designation in non-urbanized areas in Washington. WSDOT consulted with all 14 RTPOs within the state and established the following criteria for CRFC identification:

- Rural principal arterials with at least 25 percent of truck volume or high truck volume corridors.
- Roadways providing access to agricultural or forestry facilities, intermodal ports of entry, large industrial/warehouse centers, or significant intermodal freight facilities.
- Scalable to limit Washington's total candidate mileage to the caps written into the FAST Act (CRFC mileage limit for Washington is 163.31 miles).

To implement these criteria, WSDOT used a two-step approach: 1) initial screening based on criteria, by using the data sources and specific thresholds as shown in Exhibit 1-3 to identify candidate corridors; and 2) secondary screening to scale down and identify locations with active freight projects.

[7] Puget Sound Regional Council. FAST Freight Advisory Committee. https://www.psrc.org/committee/fast-freight-advisory-committee

Exhibit 1-3: Critical Rural Freight Corridor Criteria

Criteria	Data Source	Threshold
Rural principal arterials with 25% of truck volume or high volume corridors	WSDOT Traffic volume data collected on state highways, and Highway Performance Monitoring System for local roads; WSDOT Freight and Goods Transportation System	T-1 and T-2 Freight Corridors – freight routes carrying more than 4 million gross truck tons annually; Or 25 percent of the annual daily traffic from trucks in passenger car equivalent units
Connectivity to major freight intermodal facilities	Same facilities identified in 2014 State Freight Plan	Serves as first/last mile connectors between intermodal facilities and Primary Highway Freight Network
Access to agricultural and forestry facilities	Data sets from state and federal agencies (USDA, WSDA, Dept. of Ecology, and DNR), including Public Grain Warehouses, Fruit Packers, Dairy Processing Plants, Meat and poultry processing facilities, and Wood mills.	Identify major clusters based on the concentration of facilities

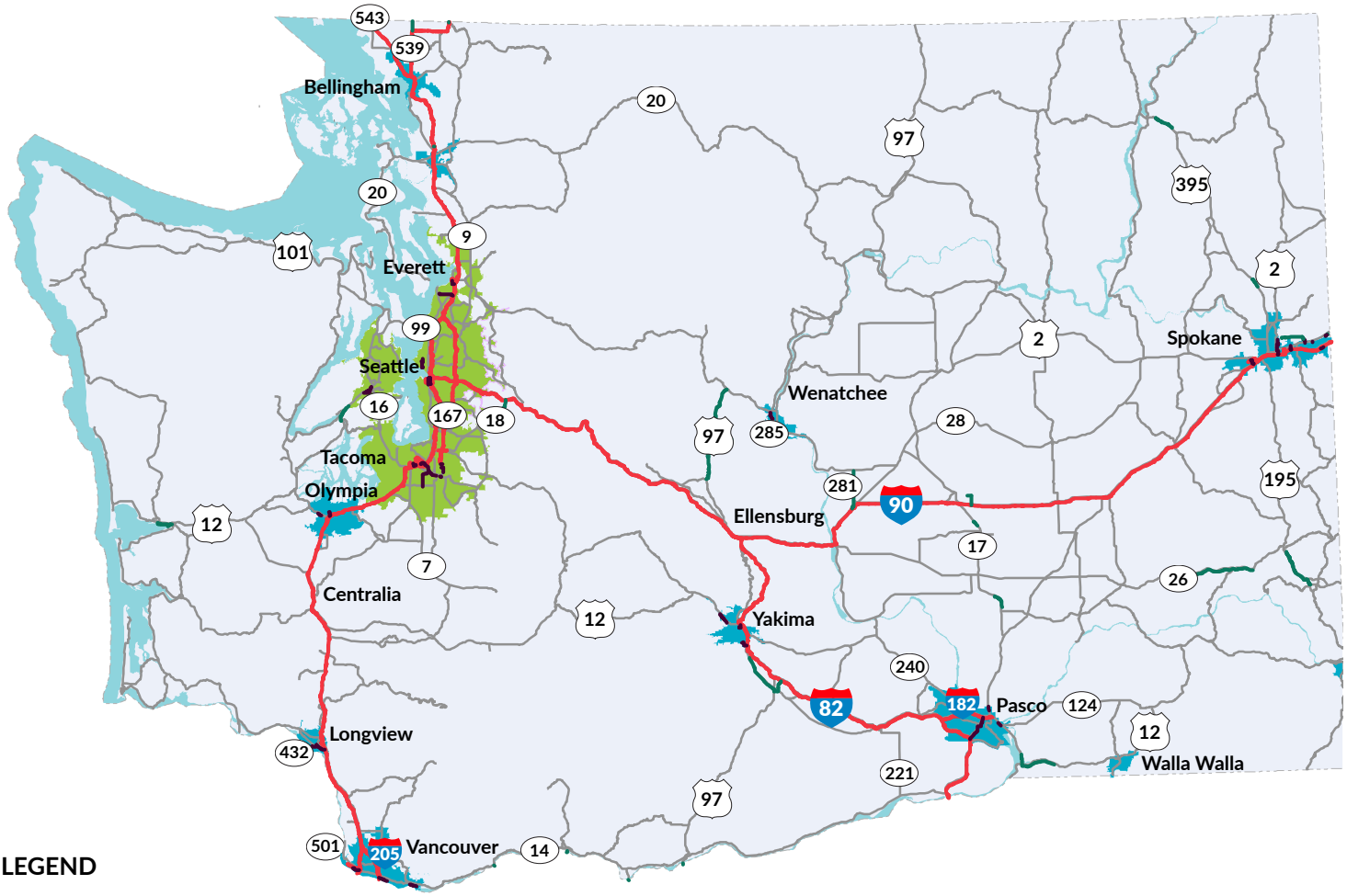
Source: Washington State Department of Transportation

WSDOT consulted with key stakeholders through the same outreach process for the CUFC designation. A small technical working group was formed including representatives from several MPOs and RTPOs across the state. The group met four times to reach consensus on the selection criteria, and to review and provide input on candidate corridor selections. Based on working group input, WSDOT developed several iterations of the draft corridors. To meet the mileage limit, WSDOT had individual discussions with each MPO and RTPO to narrow the corridor selection by prioritizing corridor segments with active freight projects. These discussions also helped in reaching a balance of corridor designations between geographical areas.

1.2 Designated Critical Urban and Rural Freight Corridors

WSDOT and PSRC submitted the final lists of CUFCs and CRFCs to the FHWA Division Office in August 2016; the corridor designations were verified by FHWA in September 2016. WSDOT was the first state and PSRC was the first MPO in the nation to complete certification of Critical Urban and Rural Freight Corridors as part of the NHFN. A map of the NHFN in Washington is shown in Exhibit 1-4, including all CUFC and CRFC designations. Exhibit 1-5 lists the Critical Rural Freight Corridors designated by WSDOT. Exhibit 1-6 lists the Critical Urban Freight Corridors designated by WSDOT. Exhibit 1-7 lists the Critical Urban Freight Corridors designated by PSRC. A total of 163.24 miles of CRFCs were designated in the state; 38.54 miles of CUFCs were designated within PSRC urbanized areas, and 43.10 miles of CUFCs designated in other urbanized areas outside PSRC.

Exhibit 1-4: National Highway Freight Network in Washington



Source: Washington State Department of Transportation

Exhibit 1-5: Critical Rural Freight Corridors Designated by WSDOT

County	Route Name	Start Point	End Point	Length (mile)	Corridor Type
Adams	SR 17	North of West Rankin Rd	Adams/Grant County line	1.33	T-2
Chelan	US 97	National Forest Development Road 7200	Kittitas/Chelan County line	15.79	T-2
Chelan	US 97	US 2	National Forest Development Road 7200	5.18	T-2
Franklin	SR 17	North of SR 260	South of Adam/Franklin County line	3.97	T-2
Grant	O NE	I-90	3 Northeast	2.58	T-2 & T-3
Grant	3 NE	3 Northeast	E Wheeler Rd	0.99	T-2 & T-3
Grant	SR 17	1.3 mile south of Rd 3 Southeast	1 mile north of Rd 6 Southeast	1.55	T-2
Grant	SR 281	I-90	SR 28	10.55	T-2
Grays Harbor	US 101	SR 105 (Aberdeen)	Aberdeen Couplet	3.87	T-2
Grays Harbor	US 101 Couplet	South H St	US 101 in Hoquiam	3.99	T-2
Grays Harbor	US 101 Couplet	South G St	E Wishkah St	0.13	T-2
Grays Harbor	US 12	US 101	South Fleet St	0.6	T-2
Grays Harbor	US 12 Couplet	South G St	US 12	0.35	T-2
King	SR 18	South of Issaquah Hobart Rd South	I-90	8.11	T-1
Kittitas	US 97	SR 970	Kittitas/Chelan County line	14.29	T-2
Klickitat	Hood River Bridge	SR 14 (Milepost 65.08)	Oregon State Line	0.45	Not classified
Klickitat	The Dalles Bridge on US 197	US 197	Oregon State Line	0.24	Not classified
Klickitat	US 97 Sam Hill Memorial Bridge	US 97 Milepost 0	Oregon State Line	0.21	T-1
Mason	SR 3	SR 302	Mason/Kitsap County line	4.97	T-3
Skagit	Cook Rd	I-5	Green Road	0.22	T-2
Skamania	Bridge of the Gods	SR 14 (Milepost 41.55)	Oregon State Line	0.23	Not classified
Spokane	Bigelow Gulch Rd	Jensen Rd	Forker Rd	3.76	T-2

County	Route Name	Start Point	End Point	Length (mile)	Corridor Type
Spokane	Bigelow Gulch Rd (Planned route)	West of Palmer Rd	Bradley Rd	1.18	New alignment
Spokane	Bigelow Gulch Rd (Realignment)	Bradley Rd	Jensen Rd	0.85	T-2
Spokane	Forker Rd	Bigelow Gulch Rd	Proposed Sullivan Rd	0.74	T-2
Spokane	SR 290	Starr Road	0.36 mile east of Starr Road	0.36	T-2
Spokane	US 395	0.3 mile north of Crawford St	0.45 mile south of Burroughs Rd	2.5	T-2
Stevens	US 395	Williams Lake Road	Vanesse Road	5.42	T-2
Walla Walla	US 12	Boise Cascade Rd	US 730	2.93	T-1
Walla Walla	US 12	US 730	Nine Mile Hill	9.75	T-2
Whatcom	SR 539	SR 546	Canadian Border	2.62	T-3
Whatcom	SR 9	West Garfield St	Canadian Border	0.17	T-2
Whitman	SR 26	Adams/Whitman County line	SR 127	20.04	T-3
Whitman	SR 26	SR 127	Penawawa Rd	5.08	T-2
Whitman	US 195	Colfax	Pullman	12.19	T-2
Yakima	LaRue Rd	US 97	SR 22	0.93	Not classified
Yakima	LaRue Rd (Planned route)	SR 22	Meyers Rd	0.62	New alignment
Yakima	Meyers Rd	L St	I-82	1.92	T-3
Yakima	L St	Meyers Rd	Meyers Rd	0.3	T-3
Yakima	Meyers Rd	South Track Rd	L St	0.46	T-3
Yakima	US 97	LaRue Rd	SR 22	0.67	T-2
Yakima	US 97	SR 22	South of Yakima UA Boundary	11.15	T-2

Source: Washington State Department of Transportation.

Exhibit 1-6: Critical Urban Freight Corridors Designated by WSDOT

Urbanized Area	Route Name	Start Point	End Point	Length (mile)	Corridor Type
Kennewick/Pasco/ Richland	US 395	North Boundary of Urbanized Area	0.5 mile south of Foster Welles Rd	1	T-1
Kennewick/Pasco/ Richland	US 395	I-182	I-82	7.54	T-1
Kennewick/Pasco/ Richland	US 12	A St	Tank Farm Rd	0.93	T-1
Lewiston/Clarkston	Fleshman Way	SR129 underpass	Idaho State Line	0.15	T-2
Lewiston/Clarkston	US 12	2nd St	Idaho State Line	0.2	T-3
Longview/Kelso	SR 432	I-5	SR 433	4.51	T-1
Olympia/Lacey/Tumwater	Henderson Blvd	I-5	Plum St Southeast	0.43	T-2
Olympia/Lacey/Tumwater	Plum St Southeast	Henderson Blvd	State Ave	0.63	T-2
Olympia/Lacey/Tumwater	East Bay Dr Northeast	Plum St Southeast	Olympia Ave Northeast	0.06	T-3
Olympia/Lacey/Tumwater	Olympia Ave Northeast	East Bay Dr Northeast	Marine Dr Northeast	0.13	T-3
Olympia/Lacey/Tumwater	US 101	Black Lake Blvd Southwest	Kaiser Rd	1.08	T-1
Spokane/Spokane Valley	North Freya St	East Empire Ave	East Francis Ave	1.53	T-3
Spokane/Spokane Valley	North Market St	North Greene St	North Haven Pl	0.83	T-1
Spokane/Spokane Valley	North Greene St	East Illinois Ave	East Mission Ave	0.9	T-1
Spokane/Spokane Valley	North Freya Way	East Mission Ave	North Freya St	0.34	T-1
Spokane/Spokane Valley	North Freya St	North Freya Way	Sprague Ave	0.74	T-1
Spokane/Spokane Valley	South Freya St	Sprague Ave	I-90	0.26	T-1
Spokane/Spokane Valley	South Thor Pl/South Thor St	Sprague Ave	I-90	0.31	T-1
Spokane/Spokane Valley	North Argonne Rd	North of East Empire Ave	SR 290	0.57	T-1
Spokane/Spokane Valley	Argonne Rd	SR 290	Mullan Rd	0.38	T-1

Urbanized Area	Route Name	Start Point	End Point	Length (mile)	Corridor Type
Spokane/Spokane Valley	Argonne Rd	Mullan Rd	I-90	0.2	T-1
Spokane/Spokane Valley	Mullan Rd	Argonne Rd	I-90	0.21	T-1
Spokane/Spokane Valley	Sullivan Rd	BNSF grade crossing south of SR 290	North City Limit of Spokane Valley	0.63	T-3
Spokane/Spokane Valley	Sullivan Rd (Planned route)	Forker Rd	North City Limit of Spokane Valley	0.81	New alignment
Spokane/Spokane Valley	Appleway Ave	Liberty Lake Rd	Molter Rd	0.84	T-2
Spokane/Spokane Valley	Airport Dr	Spotted Rd	Airport Dr (loop)	0.25	Not classified
Spokane/Spokane Valley	Spotted Rd	Airport Dr WB	Airport Dr EB	0.14	Not classified
Spokane/Spokane Valley	Spotted Rd	Airport Dr EB	Flightline Blvd	0.77	Not classified
Spokane/Spokane Valley	Flightline Blvd	Spotted Rd	Grove Rd	0.44	Not classified
Spokane/Spokane Valley	Grove Rd	Flightline Blvd	I-90	0.22	T-2
Spokane/Spokane Valley	Barker Rd	SR 290	Flora Road	0.07	T-3
Spokane/Spokane Valley	SR 290	0.4 mile west of Starr Rd	Starr Road	0.39	T-2
Vancouver/Camas/Battle Ground	SR 14	I-205 (Vancouver)	Southeast 164th Ave	2.45	T-1
Vancouver/Camas/Battle Ground	SR 14	Port St	32nd St (Washougal)	2.04	T-2
Vancouver/Camas/Battle Ground	SR 501	I-5 (Vancouver)	Fourth Plain Blvd	1.94	T-1
Vancouver/Camas/Battle Ground	501 Couplet	Franklin St	I-5 onramp	0.55	T-1
Wenatchee/East Wenatchee	SR 285	North Miller St	US 2	1.99	T-2 & T-3
Yakima/Selah/Union Gap	North 1st St	US 12	I St	0.81	T-3
Yakima/Selah/Union Gap	I St	1st St	5th Ave	0.32	T-3
Yakima/Selah/Union Gap	I St	5th Ave	6th Ave	0.06	Not classified
Yakima/Selah/Union Gap	6th Ave	I St	River Rd	0.25	Not classified

Urbanized Area	Route Name	Start Point	End Point	Length (mile)	Corridor Type
Yakima/Selah/Union Gap	South Union Gap Beltway/ Westside Connector (Planned route)	West Ahtanum Rd	I-82 ramp	1.98	New alignment

Source: Washington State Department of Transportation.

Exhibit 1-7: Critical Urban Freight Corridors Designated by PSRC

Jurisdiction	Route Name	Start Point	End Point	Length (mile)
Port of Everett	41st St	41st	Pacific Ave	0.56
Port of Everett	Rucker Ave	41st	Pacific Ave	0.91
City of Everett	SR 526	MP 0.76	MP 4.52	3.76
Seattle/BNMIC	West Emerson Pl	21st Ave W	West Emerson St	0.20
Seattle/BNMIC	West Emerson St	West Emerson Pl	15th Ave West	0.23
Seattle/BNMIC	West Nickerson St	15th Ave West	13th Ave West	0.28
Seattle/BNMIC	Elliott Ave West	South Galer St Grade Crossing	15th Ave West	0.11
Seattle/BNMIC	15th Ave Northwest	Elliott Ave West	Ballard Bridge Draw Span	1.87
Seattle/BNMIC	15th Ave West	Ballard Bridge Draw Span	Northwest 50th St	0.36
Seattle/BNMIC	West Galer St Grade Separation	15th Ave West	Alaskan Way West	0.30
Seattle/Duwamish MIC	SR 99 - East Marginal Way South	MP 28.26 at Diagonal Ave South	MP 28.73 at East Marginal Way South	0.47
Seattle/Duwamish MIC	East Marginal Way South	SR 99 - East Marginal Way South	Alaskan Way South	1.29
Seattle/Duwamish MIC	Alaskan Way South	East Marginal Way South	South Atlantic St	0.25
Seattle/Duwamish MIC	South Atlantic St	Alaskan Way South	1st Ave South	0.15
Seattle/Duwamish MIC	SR 519 - Edgar Martinez Dr South	MP 0.00 at 4th Ave South	MP 0.24 at 1st Ave South	0.24
Seattle/Duwamish MIC	South Hanford St	East Marginal Way South	1st Ave South	0.27
Seattle/Duwamish MIC	1st Ave South	South Hanford St	South Lander St	0.29
Seattle/Duwamish MIC	South Lander St	1st Ave South	4th Ave South	0.24

Jurisdiction	Route Name	Start Point	End Point	Length (mile)
Seattle/Duwamish MIC	6th Ave South	South Spokane St	South Industrial Way	0.36
Seattle/Duwamish MIC	South Industrial Way	4th Ave South	Airport Way South	0.37
Seattle/Duwamish MIC	4th Ave South	South Lander St	Edgar Martinez Dr South/SR-519	0.73
Sea-Tac/International Air Cargo	South 154th	SR 518 off-ramp	24th Ave South	0.54
Sea-Tac/International Air Cargo	South 160th	Air Cargo Road	Airport Expressway	0.09
Tukwila	Southwest 27th St	Renton/Tukwila C/L	Oaksdale Ave South	0.39
Tukwila	Strander Blvd	SR 181	Renton/Tukwila C/L	0.16
Tukwila	SR 181	MP 10.87 at Strander Blvd	MP 11.37 at I-405	0.50
Kent/Kent MIC	South 212th	SR 167	SR 181	1.36
Sumner/Pacific MIC	SR 410	SR 167	Traffic Ave	0.48
Sumner/Pacific MIC	142nd Ave East	Tacoma Ave	24th St East	1.26
Sumner/Pacific MIC	24th St East	142nd Ave East	136th Ave East	0.40
Sumner/Pacific MIC	24th St East	136th Ave East	SR 167	0.16
Sumner/Pacific MIC	Stewart Rd	SR 167	Stewart at 8th	0.68
Pierce County/ Frederickson MIC	70th Ave East	48th St East	North Levee Rd	0.09
Pierce County/ Frederickson MIC	Canyon Rd (Proposed)	North Levee Rd	Canyon Rd (Existing)	1.26
Pierce County/ Frederickson MIC	Canyon Rd	Canyon Rd (Proposed)	SR 512	3.24
Tacoma/Port of Tacoma MIC	Eells St	Portland Ave	Fife city limits	0.56
Tacoma/Port of Tacoma MIC	Portland Ave	Lincoln	Lincoln Ave	0.71
WSDOT	SR 509	SR 509 mainline	SR 99	2.07
WSDOT	SR 167	SR 99	SR 161/Existing SR 167 Valley Freeway	4.29
WSDOT	SR 509	I-5	Existing SR 509 Burien Freeway	2.82
Kitsap County/SKIA MIC	SR 3	MP 33.82	MP 36.68	2.86
Kitsap County/SKIA MIC	SR 16	MP 27.81	MP 29.19	1.38

Source: Puget Sound Regional Council

2. National Highway Freight Program

The National Highway Freight Program (NHFP) provides $6.3 billion in formula funds over five years for states to invest in freight projects on the NHFN. Up to 10 percent of these funds may be used for intermodal projects. The amount available to Washington under the NHFP over five years is estimated at $89 million[8] from federal fiscal years 2016 to 2020, which serves as the basis for this *2017 Washington State Freight Investment Plan*.

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN. The eligible uses of program funds include 23 project types, ranging from development phase activities to construction, rehabilitation, or any other surface transportation projects improving the flow of freight into and out of a freight intermodal facility.

Exhibit 2-1 shows a summary of NHFP funding by federal fiscal year (FFY). Obligation limitation is calculated as a percentage of apportionment received based on formula distribution to Washington state. This summary table also shows the total amount of NHFP funding allocated each year to freight projects, and the amount from other federal sources, and non-feral match for those investments. For FFY 2018, the obligation limitation is based on the daily rate, as described in the revised distribution of federal-aid highway program obligation limitation notice N4520.249.[9]

Exhibit 2-2 shows the details of freight projects funded by the NHFP by federal fiscal year. This table shows how NHFP funds have been invested and matched with other federal and non-federal funding sources.

[8] WSDOT Capital Program Development and Management Office estimate
[9] https://www.fhwa.dot.gov/legsregs/directives/notices/n4520249/

Section Amended August 2019

The Freight Investment Plan was developed by WSDOT and approved by FHWA on December 4, 2017. In August 2019, WSDOT amended the Freight Investment Plan and reallocated a total of $2.521 million in NHFP funding to other eligible projects due to withdrawal from a multimodal project and subsequent cost savings from a roadway project. WSDOT followed the same freight project prioritization criteria and guidelines as described in section 2.3 when making the funding reallocation decisions, consulted with FHWA and informed WAFAC. Exhibit 2-1 and 2-2 have been updated to reflect the amendments. FHWA approved the amendments in August 2019 as meeting FAST Act requirements.

Exhibit 2-1: Summary of National Highway Freight Program Funding by Federal Fiscal Year (in thousands dollars)

	2016	2017	2018	2019	2020
Obligation Limitation	$19,297	$18,335	$17,947	$20,288	$13,624
NHFP Funding Allocation	$6,991	$30,641	$17,947	$20,288	$13,624
Other Federal	$0	~~$5,028~~ $8,807	~~$67,320~~ $66,920	~~$1,666~~ $5,666	~~$1,369~~ $10,389
Non-Federal Match	$0	~~$2,095~~ $2,227	~~$102,348~~ $100,608	~~$19,792~~ $14,267	~~$34,155~~ $35,407
Total	$6,991	~~$37,764~~ $41,676	~~$187,615~~ $185,475	~~$41,746~~ $40,221	~~$49,148~~ $59,420

Note: amounts are rounded to the nearest thousand dollars in exhibits 2-2 and 2-3.

Source: Washington State Department of Transportation

Exhibit 2-2: Projects Funded by the National Highway Freight Program, FFY 2016-2020 (in thousands dollars)

Funding	2016	2017	2018	2019	2020	Project Owner	Project Name and Description
*NHFP Other Federal Non-Federal Match Total	$6,991 $6,991	~~$4,524~~ $3,503 $0 $235 ~~$4,759~~ $3,738				WSDOT	I-90: Adams Co Line to Spokane Co Line -Grind existing asphalt surface and resurface with Hot Mix Asphalt.
*NHFP Other Federal Non-Federal Match Total		$3,650 $0 $75 $3,725				WSDOT	I-5 SB 88th St to SR 531 - Mill and fill the roadway and ramps on this section of I-5 with HMA from MP 199.11 to MP 205.27. Required minor safety work will be included.
*NHFP Other Federal Non-Federal Match Total		$22,308 $4,816 $585 $27,709				WSDOT	I-90/468th Ave SE to W Summit Rd EB –Replacing severely deteriorated panels, and grinding the concrete surface full width, this project will extend the pavement life and provide a smoother ride. The project will also restore delineation.
*NHFP Other Federal Non-Federal Match Total		~~$0~~ $1,021 $3,779 $132 $4,933					I-5/Northbound SR 104 Vicinity to 212th St SW Vicinity - Paving - Resurface this section of I-5 including approximately 8 on and off ramps within the project limits.
*NHFP Other Federal Non-Federal Match Total		$159 $0 $0 $159	$5,770 $1,577 $253 $7,600			WSDOT	I-90/Floating Bridges - Replace Anchor Cables – Replace anchor cables on the Lacey V Murrow floating bridge (90/25S) and on the Homer M Hadley floating bridge.
NHFP Other Federal Non-Federal Match Total			$1,812 $10,000 $27,665 $39,477			Port of Everett	South Terminal Modernization Project Phase II - Strengthen the remaining 560 feet of the South Terminal, install 700 feet of crane rail to support 2 100 foot gauge gantry cranes, and construct a double rail siding to support the cargo operations.
NHFP Other Federal Non-Federal Match Total			$3,000 $54,595 $65,405 $123,000			City of Seattle	S Lander St Grade Separation and Railway Safety Project - Build an east-west bridge over the north-south BNSF rail line.
NHFP Other Federal Non-Federal Match Total			$2,000 $0 $5,122 $7,122			City of Fife	Pacific Highway E/54th Ave E Intersection Improvements -Construct a 2nd westbound left-lane turn lane, new signal poles, illumination and other intersection improvements.
NHFP Other Federal Non-Federal Match Total			$4,707 $748 $963 $6,418			City of Sumner	142nd Ave & 24th St. - This project resurfaces 142nd Ave E and 24th St E in phases. This corridor connects the north and south sections of the Sumner/Pacific Manufacturing Industrial Center to SR 167.
NHFP Other Federal Non-Federal Match Total		 $212 $1,200 $1,412	$658 $0 $1,200 $1,858	$5,214 $0 $1,200 $6,414		Spokane County	Bigelow Gulch - Forker Road Connecter - This project will construct a structure for Bigelow traffic to pass over Forker traffic to eliminate left turning traffic on Bigelow Gulch Road.

Funding	2016	2017	2018	2019	2020	Project Owner	Project Name and Description
~~NHFP~~ ~~Other Federal~~ ~~Non-Federal Match~~ ~~Total~~				~~$1,500~~ ~~$0~~ ~~$1,500~~ ~~$3,000~~		~~Northwest Seaport Alliance~~	~~Port Community Technology System (PCTS) - This project will implement a neutral and open electronic platform for the intelligent and secure exchange of information between public and private stakeholders.~~
NHFP Other Federal Non-Federal Match Total				~~$8,895~~ $10,395 ~~$1,384~~ $5,384 ~~$11,106~~ $7,081 ~~$21,386~~ $22,860		City of Tacoma	Taylor Way Rehabilitation: Reconstruct roadway (Taylor Way) to heavy haul standards, remove/upgrade rail crossings, widen SR509/Taylor Way intersection, install fiber/ITS/signal improvements, new sidewalks and curb ramps, street lighting and channelization.
*NHFP Other Federal Non-Federal Match Total				$1,769 $282 $45 $2,096		WSDOT	SR 501/I-5 to SW 26th St Ext Vic Including Couplet: Paving - Resurfaces the deteriorating pavement with a hot mix asphalt overlay to extend the life of the existing pavement.
**NHFP Other Federal **Non-Federal Match **Total				$1,990 $0 $5,341 $7,331		City of Union Gap	Union Gap Regional Beltway Connector - This project will provide a direct route from Interstate 82/US 97 South Union Gap Interchange to the industrial area and serve as the east/west freight corridor.
NHFP Other Federal Non-Federal Match Total				$920 $0 $600 $1,520	$4,380 $0 $3,600 $7,980	City of Longview	SR 432 Corridor Improvements: Phase II - This 2 phase project will improve the SR 432 Corridor at two locations: SR 411/432 on-ramp and off-ramp interchange and California Way/SR 432 intersection.
NHFP Other Federal Non-Federal Match Total					$1,300 $0 $400 $1,700	Port of Pasco	Big Pasco Intermodal Rail Reconstruction: Reconstruct 12,300 LF of WWII era Port-owned rail which is actively used for intermodal transloading and bulk deliveries.
NHFP Other Federal Non-Federal Match ***Total					$6,000 $9,740 $10,250 $25,990	City of Spokane Valley	Barker Road/BNSF Grade Separation Project – Replace an at-grade crossing with an overpass of BNSF's railroad and ties into SR290 to the north with an at grade intersection.
NHFP Other Federal Non-Federal Match Total					$1,944 $649 $21,157 $23,750	City of Kennewick	US395/Ridgeline Drive Interchange: Construct grade separated interchange at US395/Ridgeline Drive, with Ridgeline Drive to go over US395.

Note: 1) Project funding amendments are reflected by crossing out original funding amount and showing updated funding amount in red; 2) all numbers are rounded to the nearest thousand and reflect funding status as of July 2019.

* Project utilized toll credits for match.

** The NHFP fund allocated to this project and its non-federal match are for the Preliminary Engineering and Right of Way phases only.

*** Project received TIGER award in 2019 and cost estimate has been updated based on City's TIGER agreement

2.1 Legislative requirements for preservation

Beginning in FFY 2016, WSDOT identified projects eligible for NHFP funds using requirements set forth by the Washington State Legislature. In June 2015, state law[10] included language that stated: "Any federal funds gained through efficiencies, adjustments to the federal funds forecast, additional congressional action not related to a specific project or purpose, or the federal funds redistribution process must then be applied to highway and bridge preservation activities." Furthermore, the 2016 Legislature provided federal appropriation authority for the 2015-2017 biennium that reinforced funding asphalt and concrete preservation projects, in keeping with the previous year's requirement to fund highway and bridge preservation activities. This legislative direction reflects the importance of the NHFP goal to improve the NHFN's state of good repair. When FHWA provided the FFY 2017 apportionment, WSDOT followed this legislative direction and obligated the funds to complete the construction of three preservation projects. These projects are shown in Exhibit 1-9 for 2016 and 2017.

Following passage of the 2016 Washington State Transportation Budget, the governor convened an advisory group of legislators, local government entities and various users of the transportation system to review current distributions of federal highway formula funds to the state and local governments under the FAST Act. This FAST Act workgroup recommended that the new National Highway Freight Program (NHFP) funding be allocated to the state with project prioritization recommendations made by WAFAC.

2.2 Development of the 2016 freight project list

In 2016, state law[11] specified that: "The department [WSDOT], in conjunction with the stakeholder group, must provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must have approval from all impacted stakeholders. The prioritized list must be submitted to the office of financial management and the transportation committees of the Legislature by November 1, 2016."

With guidance from WAFAC, WSDOT collaborated with the Washington State Freight Mobility Strategic Investment Board (FMSIB) and coordinated with the MPOs and RTPOs across the state in developing the solicitation process, recommendations for consideration, and prioritized project list. During four meetings between May and October 2016, WSDOT consulted with WAFAC on the solicitation process, schedule and prioritization criteria for developing a freight project list.

- On May 31, 2016, WSDOT and FMSIB initiated a call for NHFP eligible projects with an Aug. 31 submission deadline. Cities, counties, ports, and tribes were encouraged to coordinate with MPOs and RTPOs in submitting freight projects. WSDOT also identified freight priority projects on the state highway system.
- In September 2016, WSDOT and FMSIB reviewed all projects submitted based on completeness of project information and the following eligibility screens:
    - Regional screen consisting of regional plan support or letter of support from MPO/RTPOs;
    - Network screen consisting of eligible project type and eligible component of the National Highway Freight Network;
    - Schedule screen consisting of year scheduled for preliminary engineering, right-of-way, and construction activities; and
    - Funding screen consisting of project cost and funding gap.
- On Sept. 27, 2016, a verified project list was provided to WAFAC for review and consideration, with projects ready for funding in the 2017-2019

[10] Washington State Legislature. Second Engrossed Substitute House Bill 1299 Chapter 10 Laws of 2015 Section 307(2).https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetBillPdf?displayNumber=1299-S&biennium=2015-16

[11] Washington State Legislature. House Bill 2524 Section 218 (4) (b). http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

biennium. WAFAC requested several prioritization criteria be sorted for further analysis and organization of projects.

- On Oct. 11, 2016, WAFAC reviewed the sorted projects and approved a prioritized freight project list for submission.

WAFAC recommended all submitted projects be listed to ensure transparency in the process. NHFP funding for the 2017-2019 biennium is forecast at approximately $38 million, and is intended to improve the efficient movement of freight on the National Highway Freight Network. WAFAC made the following recommendations for prioritizing the freight project lists:

- Use 10 percent of NHFP funding for Tier 1 eligible freight multimodal projects as permitted under the FAST Act and the remainder to fund roadway projects.
- Prioritize Tier 1 freight multimodal and roadway projects based on the following criteria:
    - Sort projects based on their project phase: projects ready for construction activities first, projects ready for right-of-way activities second, and projects ready for preliminary engineering activities third.
    - Sort projects within the same phase based on funding match: projects with a partial funding match first, and projects without a funding match second.
    - Sort projects within the same phase and with a partial funding match based on their funding gap, from low to high.
- Include Tier 2, Tier 3, and ineligible projects based on percent of funding request to total project cost, low to high.

On Oct. 31, 2016, WSDOT submitted the freight project list[12] to the state Senate and House Transportation Committees for funding consideration. As a result of WAFAC recommendations, the prioritized freight project list was provided in three parts:

- Tier 1 Freight Multimodal Projects: The first freight project list contained multimodal projects eligible for the FY 2017/2019 biennium.
- Tier 1 Roadway Projects: The second freight project list contained roadway projects eligible for the FY 2017/2019 biennium. WAFAC recommends funding projects from this list with the remaining NHFP funding.
- Tier 2, Tier 3, and Ineligible Projects: The third freight project list included projects ready for funding beyond the 2017-2019 biennium, and projects ineligible for NHFP funding. WAFAC did not recommend funding projects from this list.

When the 2016 freight project list was submitted, WSDOT committed to working with WAFAC to improve project screening and validation as part of the *2017 Washington State Freight System Plan*.

2.3 Validation of the 2016 freight project list

In 2017, state law[13] appropriated $43.8 million in federal NHFP funds to WSDOT to allocate to eligible freight projects. However, WSDOT anticipates receiving only $38.24 million from the NHFP during the 2017-2019 biennium and will allocate that level of funding. The bill specifies the following: "The department shall validate the projects on the list. Only tier one projects on the prioritized freight project list that are validated by the department may receive funding under this subsection. The department shall continue to work with the Washington state freight advisory committee to improve project screening and validation to support project prioritization and selection, including during the freight mobility plan update in 2017. The department may compete for funding under this program and shall provide an updated prioritized freight project list when submitting its 2019-2021 budget request. To

12 WSDOT. Prioritized Freight Project List. http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

13 Washington State Legislature. Engrossed Senate Bill 5096, Section 311(5). http://leap.leg.wa.gov/leap/Budget/Detail/2017/ctbillaspassed_0421.pdf

the greatest extent practicable, the department shall follow the Washington state freight advisory committee recommendation to allocate ten percent of the funds in this subsection to multimodal projects as permitted under the fixing America's surface transportation (FAST) act."

To accomplish these requirements, WSDOT adopted a two-stage approach to validate the Tier 1 projects by determining project readiness, evaluating freight system benefits, and allocating the 2017-2019 NHFP funding. The two-stage approach was discussed with WAFAC members and is as follows:

- Stage one validation: WSDOT requested additional information from project owners between June and August 2017, and validated Tier 1 roadway and multimodal construction projects. WSDOT allocated FFY 2018 NHFP funds to six projects after consultation with the Washington State Freight Advisory Committee (WAFAC);
- Stage two validation: WSDOT requested additional information from project owners between mid-August and early September, and validated projects eligible for FFY 2019 and 2020 NHFP funding between September and November 2017. WSDOT allocated FFY 2019 and 2020 NHFP funds to seven projects after consultation with WAFAC.

Stage one: Freight Project Validation for FFY 2018 NHFP funding

In June 2017, WSDOT requested additional project information from project owners identified on the Tier 1 construction project list. WSDOT reviewed and validated the submitted information to ensure the projects meet state and federal requirements, and are ready for construction:

- Inclusion in the Statewide Transportation Improvement Program (STIP), National Environmental Policy Act (NEPA) approval, right-of-way certified, etc.
- Federal authorization of construction before Nov. 30, 2017.
- NHFP project amount cannot exceed original request in 2016.
- All other sources of funding secured.
- Meet local match commitment and requirements for federal funding.

To prioritize between projects ready for FFY 2018 funding and meeting all above requirements, WSDOT developed a methodology for ranking projects based on freight system benefits. Projects were reviewed and scored based on how well they meet National Highway Freight Program goals and how they benefit the freight system at a statewide, regional, and local level. The benefit evaluation was a qualitative analysis, using the following approach:

- A five-point scale was used for each benefit category (i.e., statewide, regional, local). Total benefit score is the sum of points assigned to each benefit category;
- Points were assigned for projects based on their benefits to the freight system, including:
    - Projects on major truck routes (e.g., T-1 or T-2 Truck Freight Economic Corridors[14]) were assigned higher scores;
    - Projects that serve major freight generators (e.g., ports, distribution and manufacturing clusters, freight land uses) were assigned higher scores;
    - Projects where infrastructure failure would result in a significant safety or mobility issue (e.g., bridge closure) were assigned higher scores;
    - Projects in areas without alternative route availability (e.g., mountain passes) were assigned higher scores;
    - Projects demonstrating freight benefits with supporting data and facts (e.g., number of jobs created, hours of truck delay reduced) were assigned higher scores.

[14] WSDOT. Washington State Freight Economic Corridors. http://www.wsdot.wa.gov/Freight/EconCorridors.htm

WSDOT ranked the validated freight projects ready for FFY 2018 funding, based on their total benefit score, from high to low. Geographical distribution was also considered by limiting one project per owner. Two prioritized project lists were presented to WAFAC for discussion and feedback, and six projects were then selected in August 2017 to receive FFY 2018 NHFP funding. The total funding request for these six projects was approximately $23.2 million, which was greater than the estimated funding available for FFY 2018. WSDOT allocated approximately $17.9 million in FFY 2018, and $5.2 million anticipated from FFY 2019 to these six projects in order to balance the list financially.

Stage two: Freight Project Validation for FFY 2019-2020 NHFP funding

To prioritize projects for the remaining NHFP funding, WSDOT sent a request for information in August 2017 to project owners with unfunded freight projects on the 2016 freight project list, asking for updated project information including scope, budget, schedule, and benefits to the freight system. Between September and November 2017, WSDOT validated unfunded projects for freight system benefits that are eligible for FFY 2019 and 2020 NHFP funding based on the following program requirements to ensure projects meet all federal requirements and are ready to move forward to construction:

- Projects must obligate the NHFP funds by Sept. 1, 2019, for FFY 2019 funds, and Sept. 1, 2020, for FFY 2020 funds;
- Minimum of 13.5 percent of non-federal fund match required for non-interstate projects for each phase, and 9.33 percent match required for interstate projects;
- The total NHFP funding requested may not exceed the original request in the 2016 freight project list.

To further prioritize eligible projects ready for FFY 2019 and 2020 funding, WSDOT developed an improved freight system benefit evaluation methodology based on the six state transportation system goals. The methodology is aligned with NHFP goals, and is also consistent with the trends, issues, needs, and strategies identified in the 2017 *Washington State Freight System Plan*. Specific measure areas and evaluation criteria were developed for each state transportation system policy goal, and the evaluation criteria includes both quantitative measures and qualitative measures as shown in Exhibit 2-3.

Exhibit 2-3: Criteria and Measures for Evaluating Freight System Benefits

Transportation System Policy Goals - Economic Vitality		
Measure Areas	Evaluation Criteria	Measures
Local, regional, and state economy and employment	Support economy (e.g., improved freight movement to domestic and international markets in terms of products, industries, direct employment) and promotes employment (e.g., number of jobs affected by the improved access to employment centers).	High: High economic and employment benefits Medium: Medium economic and employment benefits Low: Low economic and employment benefits No: No economic and employment benefits
	Project located on or providing connection to state designated freight economic corridors (truck, freight rail, or waterway)	High: T1 Freight Economic Corridor Medium: T2 Freight Economic Corridor Low: Alternate route Lowest: First or last mile No: Not on a Freight Economic Corridor
Intermodal connectivity between different freight modes	Improve intermodal connectivity between different freight modes (i.e., freight movement between truck, port, rail, or airport)	High: High connectivity benefits Medium: Medium connectivity benefits Low: Low connectivity benefits No: No connectivity benefits
	Connectivity analysis of projects providing to freight intermodal facilities (proximity to project location)	High: High number of facilities within 5 miles Medium: Medium number of facilities within 5 miles Low: Low number of facilities within 5 miles No: No facilities within 5 miles
Transportation System Policy Goals - Preservation		
Measure Areas	Evaluation Criteria	Measures
State of good repair of freight infrastructure	Improve the state of good repair of freight infrastructure (e.g., roadways, bridges, railroads, marine system, air cargo system)	High: High preservation benefits Medium: Medium preservation benefits Low: Low preservation benefits No: No preservation benefits
	Assessment of existing pavement, bridge, or infrastructure condition data of project locations	High: On a segment of poor or very poor pavement Medium: On a segment of fair pavement Low: On a segment of good or very good pavement No: No data
Transportation System Policy Goals - Safety		
Measure Areas	Evaluation Criteria	Measures
Fatalities or Serious Injuries on freight facility	Prevent incidents, or reduces fatalities and serious injuries on a freight facility	High: High safety benefits Medium: Medium safety benefits Low: Low safety benefits No: No safety benefits
	Hotspot analysis of projects on roadway segments with serious injuries/fatalities in the 5-year period	High: High number of serious injuries/fatalities Medium: Medium number of serious injuries/fatalities Low: Low number of serious injuries/fatalities No: No serious injuries/fatalities
Truck Parking	Improve truck parking (e.g., operational enhancement to existing facilities, use traveler information system to provide truck parking information to drivers, increase number of truck parking spaces)	High: High truck parking benefits Medium: Medium truck parking benefits Low: Low truck parking benefits No: No truck parking benefits
Conflict between freight modes or between truck traffic and other roadway users	Reduce conflicts between freight modes, or between freight and passenger modes (i.e. build grade separation to reduce truck/rail conflicts, construct truck climbing lanes or pedestrian overpass to reduce conflict between truck traffic and other roadway users)	High: High reduction of conflicts Medium: Medium reduction of conflicts Low: Low reduction of conflicts No: No reduction of conflicts

Transportation System Policy Goals - Economic Vitality		
Freight system security	Analysis of projects on federally designated Strategic Highway Network (STRAHNET) or Strategic Rail Corridor Network (STRACNET)	Yes: On STRAHNET/STRACNET No: Not on STRAHNET/STRACNET
Transportation System Policy Goals - Mobility		
Measure Areas	Evaluation Criteria	Measures
Freight congestion and bottlenecks	Reduce congestion and reduce truck bottlenecks	High: High congestion/bottleneck reduction benefits Medium: Medium congestion/bottleneck reduction benefits Low: Low congestion/bottleneck reduction benefits No: No congestion/bottleneck reduction benefits
	Analysis of projects using mobility screening results to identify whether a project is on a congested corridor, roadway, or segment	Yes: On a congested segment No: Not on a congested segment
Transportation System Policy Goals - Environment		
Measure Areas	Evaluation Criteria	Measures
Diesel emissions from modal shift or improving traffic flow	Reduce diesel emissions (e.g., shift truck traffic to trains or ships, improve traffic flow and alleviate congestions on existing corridors, reduce truck queuing or idling within/outside intermodal terminals)	High: High emissions reduction benefits Medium: Medium emissions reduction benefits Low: Low emissions reduction benefits No: No emissions reduction benefits
	Analysis of projects in close proximity to communities identified as vulnerable (e.g., Environmental Justice Communities)	Yes: In an EJ area (PM2.5 EJ Index) No: Not in an EJ area
Climate Impacts Vulnerability Assessment	Reduce vulnerability of climate impacts (e.g., sea level rise, flooding, landslides	High: High reduction of vulnerability Medium: Medium reduction of vulnerability Low: Low reduction of vulnerability No: No reduction of vulnerability
	Analysis of projects on routes identified as vulnerable for climate change (Climate Impact Vulnerability Assessment results)	High: High vulnerability Medium: Moderate vulnerability Low: Low vulnerability No: No data
Transportation System Policy Goals - Stewardship		
Measure Areas	Evaluation Criteria	Measures
Freight system resiliency	Improve freight system resiliency (i.e., strengthen infrastructure to reduce likelihood of failure/closure due to severe weather, natural disaster, or other disruptions)	High: High improvement to resiliency Medium: Medium improvement to resiliency Low: Low improvement to resiliency No: No improvement to resiliency
Financial support by project owners	Analysis of percent of project cost with a funding match (other than NHFP fund)	High: 40% or greater non-federal match Medium: 20% to 40% non-federal match Low: Minimum (13.5% for non-Interstates, 9.33% for Interstates) to 20% non-federal match No: Less than minimum non-federal match
Lowest cost/ lifecycle cost consideration	Focus on the specific project need and look for lowest cost solutions/lifecycle cost	High: High consideration of lowest cost Medium: Medium consideration of lowest cost Low: Low consideration of lowest cost No: No consideration of lowest cost

Source: Washington State Department of Transportation

WSDOT used the following approach and process to evaluate and score projects for freight system benefits in stage two, and to select projects for FFY 2019-2020 NHFP funding:

- Qualitative and quantitative analyses were used to evaluate how well a project improves performance in the measure areas:
    - Information and supporting data for qualitative measures were requested directly from project owners through the project validation form. Qualitative assessment was conducted based on the responses to project evaluation criteria questions; yes/no or high, medium, or low values were assigned to those evaluation criteria.
    - Analysis for quantitative measures were conducted by WSDOT based on available data as well as analysis completed in the 2017 Plan. GIS analysis was conducted based on project locations and applicable values were assigned based on data analysis results.
    - Values assigned to each evaluation criteria were converted to point scores in order to compare and rank projects.
- A project ranking tool was developed by incorporating scores for the qualitative and quantitative measures and providing flexibility for weighting and ranking projects under different scenarios. The tool allows for the evaluation and prioritization of projects and supports robust freight stakeholder discussions to collaboratively work toward meeting critical freight goals, priorities, and policies, including informed decision making.
- WSDOT hosted a webinar on Aug. 30, 2017 with project owners to help answer project validation questions. The primary goal was to clarify material contained in the Request for Information memo sent to project owners on Aug. 14. The webinar described the background, validation process, freight benefit evaluation methodology, program requirements, and how to complete the Project Validation submittal form.
WSDOT consulted with WAFAC members on Oct. 3, 2017, to present the freight project benefit evaluation tool and discussed several scenarios for sorting the projects.
- Based on WAFAC feedback, WSDOT developed three weighted scenarios and met with MPOs and RTPOs on Oct. 10, 2017, to have further discussion on those scenarios.
- Considering feedback and comments received from the WAFAC and MPOs/RTPOs, WSDOT applied the following guidelines when selecting projects for FFY 2019 and FFY 2020 funding:
    - Select projects in the order of highest rank from Scenario A (Economic Vitality: 30 percent, Mobility: 25 percent, Preservation: 15 percent, and all remaining goals at 10 percent).
    - Use 10 percent of the funding for multimodal projects.
    - Apply geographic equity across the state to ensure the NHFP funds aren't all spent in one region.
    - Select project owners that have not received previous funding in a region.
    - Fund construction-ready projects.
    - For projects requesting funding for all three phases (preliminary engineering, right of way, and construction), fund priority phases based on owner input, needs, and project readiness.
    - Partially fund the request if the request is large relative to the funding available, in order to spread the available funds to a larger number of projects.
- The final freight project list for FFY 2019-2020 was shared with WAFAC on Nov. 13, 2017, before it was incorporated into the freight investment plan.

3. Unconstrained Freight Project List

Projects identified in the fiscally unconstrained freight project list are based on the 2016 list of freight projects submitted to the Legislature,[15] current as of December 2017, and have not been funded with the NHFP. The unconstrained freight project list is organized into five categories to illustrate the validation and assessment conducted on the projects in response to state requirements described in the previous section of this plan, and those not validated, no longer seeking funding, and ineligible for NHFP funding as follows:

3.1 Projects validated in stage two

3.2 Projects validated in stage one

3.3 Projects not validated

3.4 Projects no longer seeking funding

3.5 Projects ineligible for NHFP funding

3.1 Projects validated in stage two

Projects validated in stage two are shown in Exhibit 3-1.

[15] WSDOT. 2016 freight project list. http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

Exhibit 3-1: Projects Validated in Stage Two

NOTE

- Projects listed are based on the 2016 list of freight projects submitted to the Legislature, current as of December 2017.
- Shows updated project information submitted to WSDOT under stage two validation described in section 2.3 of this plan.
- Shows projects scored and ranked under stage two validation and evaluation process, as well as projects validated but not scored due to match requirements (see comment column).

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
I-5 and 54th Avenue E Interchange Improvement Project	City of Fife	Roadway	Rebuild the western half of the interchange to improve traffic operations and safety, and maintain the existing bridge over I-5 and the eastern half of the interchange.	$3,000,000	$53,000,000	Rank 1, Score 82
POT Road Interchange Modification - Phase II (formerly Phase III, see below)	City of Fife	Roadway	Reconstruct interchange, including a new 34th Ave E bridge over I-5, reconstruct I-5 NB off-ramp and on-ramp, connection of the interchange to 20th St E, 20th St E improvements and installation of six new traffic signals and one northbound on-ramp meter.	$10,000,000	$42,000,000	Rank 3, Score 70
I-5/NB I-90 to SR 520 - Active Traffic Management	WSDOT	Roadway	Install metering on the Cherry St to NB I-5 ramp and the NB I-5 collector-distributor ramp, and extend the Active Traffic Management System on NB I-5 to SR 520.	$10,558,865	$13,895,873	Rank 6, Score 64
I-5/NB Seneca St to Olive Way - Mobility Improvements	WSDOT	Roadway	Provide an additional NB lane between Seneca St and the Olive Way off ramp.	$4,789,939	$6,613,564	Rank 7, Score 63
Terminal 5 Improvements	NWSA	Multimodal	Upgrade the terminal's dock, berth, power supply, and establish a railroad quiet zone.	$100,000,000	$278,900,000	Rank 9, Score 61
North Sea-Tac Cargo Facility Access	Port of Seattle	Multimodal	Rehabilitation of existing arterials and ground-support equipment (GSE) tug bridge access to airfield.	$42,500,000	$50,000,000	Rank 10, Score 56
Stewart Road Bridge	City of Sumner	Roadway	Replacement of undersized bridge and adding travel lanes across the White River and railroad crossing.	$20,500,000	$42,810,000	Rank 11, Score 55
Tideflats Area ITS backbone	City of Tacoma	Roadway	ITS improvements include a communications backbone and branch facilities to serve ITS deployments.	$3,200,000	$3,700,000	Rank 12, Score 55
Portland Ave Corridor Improvements	City of Tacoma	Roadway	Replacement of asphalt surface with concrete, new signals at the SR-509 ramps and interconnection of four existing traffic signals, new and upgraded lighting, added lane capacity at the interchange with I-5, and improved access/safety.	$7,000,000	$8,200,000	Rank 13, Score 53

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
E Marginal Way/S Hanford St Intersection Improvements	Seattle DOT	Roadway	Upgrade the signal, lengthen the NB right-turn lane, improve the railroad crossing pavement, evaluate the need for railroad crossing gates, and rebuild the intersection and approaches to Heavy Haul route requirements.	$7,462,000	$8,628,000	Rank 14, Score 53
Terminal 5 Access Improvements	NWSA	Multimodal	Reconfiguration of Terminal 5's truck gate, and signal improvements along Spokane Street.	$1,600,000	$5,980,240	Rank 15, Score 51
8th St E/54th Ave E Intersection Improvements	City of Fife	Roadway	Add westbound left turn lane and reconstruct west leg (eastbound approach) to a 3-lane roadway.	$1,246,134	$1,984,028	Rank 16, Score 51
SR 167/ Northbound Pierce County Line to 15th St SW - Paving	WSDOT	Roadway	Resurface SR 167 Northbound Mainline and the SR 167 Northbound to Ellingson Rd Off-ramp.	$1,464,164	$1,618,400	Rank 18, Score 49
I-5/Northbound SR 104 Vicinity to 212th St SW Vicinity - Paving	WSDOT	Roadway	Resurface this section of I-5 including approximately 8 on and off ramps within the project limits.	$3,244,996	$3,546,049	Rank 19, Score 49
6th Ave S/Industrial Way Intersection Reconstruction	Seattle DOT	Roadway	Replace damaged/failing concreate panels and enhance intersection design, coordinated with nearby railroad crossing improvements.	$800,000	$1,000,000	Rank 20, Score 49
Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Dock	Port of Kalama	Multimodal	The new export dock is designed to accommodate both the existing fleet and future generations of methanol carriers.	$10,750,000	$21,500,000	Rank 21, Score 48
Terminal 91 Uplands Access	Port of Seattle/ City of Seattle	Multimodal	Arterial and intersection spot improvements to support traffic access to the uplands.	$8,650,000	$10,000,000	Rank 22, Score 47
Industrial Rail Corridor Expansion	Port of Longview	Multimodal	Relocate rail corridor to the north to accommodate three new through tracks, six new sidings, and to allow for increased train clearance lengths.	$7,300,000	$62,600,000	Rank 23, Score 47
SR 410 Traffic Ave/E Main	City of Sumner	Roadway	Reconfigure two intersections and adding travel lanes and multimodal access across SR 410 to the Sumner/ Pacific MIC.	$12,800,000	$20,700,000	Rank 24, Score 47
Blair Hylebos Rail Improvements	NWSA	Multimodal	Create a new 96-acre intermodal rail yard, and rail track improvements specific to a new intermodal facility for international cargo at the Port of Tacoma.	$1,500,000	$38,899,965	Rank 25, Score 46
Argonne Rd & I-90 IC Bridge Widening	City of Spokane Valley	Roadway	Replace existing 2-lane bridge with a concrete superstructure and 3 lanes of travel, a 6-foot wide shoulder, and a 10' wide sidewalk.	$6,920,000	$8,000,000	Rank 29, Score 43
Southway Bridge	Asotin County	Roadway	Design and reconstruction of the Southway Bridge.	$659,388	$1,524,596	Rank 30, Score 42

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
Argonne Road Concrete Pavement, Indiana to Montgomery	City of Spokane Valley	Roadway	Reconstruct 7 lanes of traffic starting at Indiana through Montgomery intersection. Rebuild with a new gravel base and reinforced portland cement concrete pavement.	$3,220,395	$3,723,000	Rank 31, Score 42
Spotted Road Realignment and Interchange Project	Spokane Airports	Multimodal	Realign road outside the Runway Protection Zone & include an interchange to separate airport traffic and freight traffic.	$8,000,000	$14,500,000	Rank 32, Score 42
Improvements to Tradewinds and Eastwind Roads required to support the development of the Kalama Methanol Manufacturing and Exporting Facility	Port of Kalama	Multimodal	Construct a new road to provide access to existing facilities and emergency response access to the methanol plant. Improve an existing gravel road.	$700,000	$1,320,000	Rank 33, Score 41
South Terminal Expansion Project -- Yard and Wharf Improvements	Port of Everett	Multimodal	Create a 1,400-foot berth to support larger vessels, including investment in utilities, additional on-dock rail, and a new fender system.	$15,000,000	$30,200,000	Rank 34, Score 40
Bigelow Gulch/ Forker Connector-Project 2; CRP 2620	Spokane County Public Works	Roadway	Reconstruct and realign existing 2-lane road with widening and realignment to 4-lane with median an 8' wide shoulders.	$7,999,000	$13,164,000	Rank 35, Score 39
Bigelow Gulch Road - Project 4; CRP 2989	Spokane County Public Works	Roadway	Stage 1 will widen to 2-lanes with a median and 8' wide shoulders. Additional capacity up to a 4-lane roadway will be added in future stages as conditions warrant.	$4,191,493	$13,155,493	Rank 36, Score 38
Bigelow Gulch/ Forker Connector - Project 5; CRP 2990	Spokane County Public Works	Roadway	Replace and existing 2-lane road with substandard vertical alignment with widening and realignment to 4-lanes with median and 8' shoulders.	$5,545,193	$12,847,193	Rank 37, Score 36
I-90/North Bend to Thorp Vic - Rehab Concrete	WSDOT	Roadway	Rehabilitate select areas of concrete pavement to extend the life of the roadway.	$10,422,281	$11,114,981	Rank 38, Score 35
Hood River Bridge Replacement	Port of Hood River	Roadway	Build a new bridge that crosses the Columbia River between White Salmon, Washington and Hood River, Oregon and removal of the existing Hood River Bridge.	$1,000,000	$308,500,000	Rank 39, Score 35
Sullivan Road Bridge	City of Spokane Valley	Roadway	Replace and widen existing BNSF and Trent Road (SR-290) bridges along Sullivan Road.	$17,602,750	$20,350,000	Rank 40, Score 35
I-90/Yakima River Bridge W of Ellensburg WB - Deck Rehabilitation	WSDOT	Roadway	Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	$11,597,316	$12,842,866	Rank 41, Score 35

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
Bigelow Gulch/ Forker Connector - Project 6; CRP 2991	Spokane County Public Works	Roadway	Replace and existing 2-lane shouldered road with a realigned 5-lane urban arterial with curb and sidewalk.	$6,970,000	$9,338,000	Rank 42, Score 34
Bridge and 2nd Street Intersection	City of Clarkston	Roadway	Road widening and realignment of the 5-point intersection; adding lanes and updating signal to reduce congestion.	$732,800	$732,800	Rank 43, Score 33
I-90/George East - Paving	WSDOT	Roadway	Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	$9,958,686	$10,169,772	Rank 44, Score 33
West Marine View Dr. (SR 529) Bulkhead Rebuild	Port of Everett	Multimodal	Rebuild the aging bulkhead that is supporting the Southbound lanes of SR 529, critical to the ingress and egress of Naval Station Everett and the Port of Everett.	$1,000,000	$1,697,000	Rank 45, Score 32
I-90/East of Snoqualmie Pass Interchange - Paving	WSDOT	Roadway	Pave the ramps and crossroad, necessary to extend the life of the roadway, prevent potholes, and continue safe operation of the interchange.	$4,188,401	$5,642,160	Rank 46, Score 32
I-90/Moses Lake West WB Lanes - Paving	WSDOT	Roadway	Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	$4,896,988	$5,275,126	Rank 47, Score 32
Freya Street in The Yard	City of Spokane	Roadway	Construct full-depth pavement reconstruction of this poor-condition strip-paved roadway and widen an appropriate section to include a two-way left hand turn lane.	$1,585,713	$3,250,000	Rank 48, Score 31
I-90/Cle Elum River Bridge EB & WB - Bridge Painting	WSDOT	Roadway	Clean and paint the existing steel surface to preserve the structural integrity of the bridge.	$6,457,825	$6,599,957	Rank 49, Score 26
"I' Street and 6th Avenue Construction	City of Yakima	Roadway	Rebuild the roadway, installing curb, gutter and sidewalk and rehabilitating the trolley track that runs down a center of a portion of 6th Avenue.	$3,460,000	$4,000,000	Rank 50, Score 21
US 97/2 Miles N of Upper Tronson Road - NB Passing Lane	WSDOT	Roadway	Restripe the existing three lane section with a SB passing lane to a three lane section with a NB passing lane.	$349,100	$349,100	not scored due to not meeting match requirement
SR 97 8 Miles South of US 2/97 - Passing Lane	WSDOT	Roadway	Construct new passing climbing lane for northbound traffic in the vicinity of Ingalls Creek.	$1,861,160	$1,861,160	not scored due to not meeting match requirement

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
SR285 North Wenatchee Avenue Corridor Improvements: Extend Conduit and Fiber for ITS Communications	WSDOT	Roadway	Complete the extension of conduit and fiber optics to enable ITS communications along SR285; work to be timed with upcoming SR285 pavement preservation.	$2,500,000	$2,500,000	not scored due to not meeting match requirement
US 97/Campbell Road Vicinity - Passing Lane	WSDOT	Roadway	Widen the road to accommodate the construction of a passing lane.	$2,496,550	$2,496,550	not scored due to not meeting match requirement
East Aberdeen Mobility Project	Grays Harbor Council of Governments	Roadway	Pre-Engineering study to construct grade separation along US 12 in East Aberdeen.	$500,000	$500,000	not scored due to not meeting match requirement

Source: Washington State Department of Transportation. Prioritized Freight Project List.[16]

[16] WSDOT. 2016 freight project list. http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

3.2 Projects validated in stage one

Projects validated in stage one are shown in Exhibit 3-2

NOTE

- Projects listed are based on the 2016 list of freight projects submitted to the Legislature, current as of December 2017.
- Shows updated project information submitted to WSDOT under stage one validation described in section 2.3 of this plan.
- Shows projects scored under stage one validation and evaluation process, as well as projects validated but not scored due to project readiness requirements (see comment column).
- Excludes projects resubmitted for stage two validation.

Exhibit 3-2: Projects Validated in Stage One

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
Nickerson St. Reconstruction	City of Seattle	Roadway	Reconstruct with cement concrete panels from 15th Ave. W to 13th Ave W. Mill and fill Nickerson St. with asphalt from 13th Ave. W. to Etruria St.	$1,400,000	$7,736,000	Score 11
I-90/EB Winery Rd Bridge - Deck Overlay	WSDOT	Roadway	Overlay the bridge deck of the EB Winery Rd Bridge 90/80S to preserve the structure.	$828,083	$922,658	Score 9
I-405/SB SR 900 to Coal Creek Pkwy SE - Paving	WSDOT	Roadway	Resurface I-405 SB mainline and selected ramps, and rehabilitate the bridge decks of Br 405/23W and 405/25W.	$1,395,072	$1,512,615	Score 9
I-5/SR 532 & 300th St NW Interchange Ramps - Paving	WSDOT	Roadway	Mill and fill the ramps at I-5/SR 532 and I-5/30th St NW interchanges, and striping and upgrading the existing guardrail as needed.	$2,533,102	$2,664,419	Score 9
I-182/SR 240 and George Washington Way Interchange - Paving	WSDOT	Roadway	Pave the road to extend the life of the pavement and to restore delineation.	$2,571,877	$2,725,977	Score 9
I-5/Stillaguamish River Br to Hill Ditch Br - Concrete Pavement Rehab	WSDOT	Roadway	Rehabilitate the concrete pavement of the NB and SB lanes of I-5, including diamond grinding and panel replacement.	$18,236,042	$19,113,259	Score 9
Appleway Ave. Signalization at Madson St.	City of Liberty Lake	Roadway	Construct a new traffic signal to reduce congestion and improve local/ regional freight access and mobility.	$378,900	$741,417	Score 5
Appleway Ave. Signalization at Signal Dr.	City of Liberty Lake	Roadway	Construct a new traffic signal to reduce congestion and improve local/ regional freight access and mobility.	$378,900	$741,417	Score 5

Project Name	Project Owner	Project Type	Project Description	NHFP Funding Request	Total Project Cost	Comment
I-5/1.7 miles S of Todd Road to Kalama River Rd - Deck Repair	WSDOT	Roadway	Remove and replace the HMA deck and replace the deck membrane of bridges 5/105W, 5/107E, 5/107W, 5/112E and 5/112W.	$1,190,160	$1,353,519	Not scored due to not meeting project readiness requirement for FFY 2018
SR 432/Cowlitz River Bridge - Painting	WSDOT	Roadway	Clean and paint the steel surfaces, to prevent corrosion and preserve the structural integrity of this bridge.	$2,555,000	$2,730,000	Not scored due to not meeting project readiness requirement for FFY 2018
I-5/Martin Way Overcrossing - Special Repair	WSDOT	Roadway	Replace the strip seal expansion joints to extend the service life of the structures.	$797,401	$939,565	Not scored due to not meeting project readiness requirement for FFY 2018
I-5/SB S Lucile St to Spring St - Pavement Repair	WSDOT	Roadway	Provide pavement repair through select panel replacements and diamond grinding concrete pavement surfaces full width. Maintain roadway drainage and pave 2 mainline ramps and 6 SBCD ramps.	$6,549,120	$6,897,468	Not scored due to not meeting project readiness requirement for FFY 2018
I-5/Todd Rd Vic to 3/4 Mile N of Ostrander Rd - Paving	WSDOT	Roadway	Resurface the deteriorating pavement with a hot mix asphalt grind and inlay to extend the life of the existing pavement.	$12,854,400	$13,140,278	Not scored due to not meeting project readiness requirement for FFY 2018
Tideflats Area Transportation Study Update	City of Tacoma	Roadway	Develop an updated plan for the areas surrounding the Port of Tacoma to address current conditions and challenges, and provide a prioritized list of capital investments.	$400,000	$500,000	Not scored due to not meeting project readiness requirement for FFY 2018
I-90/West of Snoqualmie Pass Interchange - Paving	WSDOT	Roadway	Rehabilitate (or repave) the roadway per recommendations from the materials report to extend the life of the pavement.	$1,562,903	$1,680,348	Not scored due to not meeting project readiness requirement for FFY 2018
Terminal 18 Truck Access Improvements	Northwest Seaport Alliance	Multimodal	Reconfigure the southern edge of terminal and adjacent public right-of-way by relocating the current security check booth and the gate entrance, Optical Character Reader (OCR) booth to a new location.	$500,000	$3,400,000	Not scored due to not meeting project readiness requirement for FFY 2018

Source: Washington State Department of Transportation. Prioritized Freight Project List.[17]

[17] http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

3.3 Projects not validated

Projects not validated for freight system benefits are shown in Exhibit 3-3.

NOTE

- Projects listed are based on the 2016 list of freight projects submitted to the Legislature, current as of December 2017.
- Projects were not submitted to WSDOT for validation (see comment column)

Exhibit 3-3: Projects Not Validated

Project Name	Project Owner	Project Type	Project Description	Total Project Cost	Total Funding Gap	Comment
Port of Longview Multi-Cargo Modernization Project (Berth 6/7)	Port of Longview	Multimodal	Installation of a dual wastewater and storm water collection system, strengthening decking and piling to withstand dual pick, breakbulk heavy loads, upgrading on-dock rail systems, and deepening the berths.	$31,400,000	$10,000,000	Not submitted for validation
Bridgeview Terminal (Berth 1/2) Project	Port of Longview	Multimodal	Redevelopment of facilities into one leased terminal. Project development will be in coordination with private development, and may include storage, dock construction, and rail infrastructure improvements.	$20,000,000	$20,000,000	Not submitted for validation
Arrival/Departure Tracks	Northwest Seaport Alliance	Multimodal	Extend a number of SR-509 rail corridor tracks 1,300' east, construct a new rail bridge across Wapato Creek, and relocate utilities.	$45,000,000	$30,000,000	Not submitted for validation
North Intermodal Yard Alignment	Northwest Seaport Alliance	Multimodal	Align North and South Intermodal Yards	$50,000,000	$45,000,000	Not submitted for validation
Barlow Point Terminal Entry Road Development	Port of Longview	Multimodal	Develop Barlow Point terminal entrance off SR432 to provide safe entrance/exit for future private terminal development.	$4,000,000	$4,000,000	Not submitted for validation
Duwamish Rail Corridor Project	Northwest Seaport Alliance	Multimodal	Create improved direct rail access from the Port marine terminals T-5 and T-18 to UP and BNSF mainlines	$16,000,000	$16,000,000	Not submitted for validation
T-5 Rail Improvements	Northwest Seaport Alliance	Multimodal	Intermodal yard and rail enhancements	$40,000,000	$40,000,000	Not submitted for validation

Project Name	Project Owner	Project Type	Project Description	Total Project Cost	Total Funding Gap	Comment
Barlow Point Terminal Railway Entry Development	Port of Longview	Multimodal	New rail infrastructure development from the terminus of the BNSF Reynolds Lead into the Barlow Point property to include two inbound and two outbound tracks.	$43,000,000	$43,000,000	Not submitted for validation
Berth 4 Terminal Redevelopment Project (including rail infrastructure support)	Port of Longview	Multimodal	Redevelopment of facilities into a leased terminal. Project development will be in coordination with private development and may include storage, dock construction, and rail infrastructure improvements.	$20,000,000	$20,000,000	Not submitted for validation
Barlow Point Terminal Development	Port of Longview	Multimodal	Development would include dock structures, utility backbone, roadways, storm water systems, etc. on the site to support 1 to 3 future private terminal developments.	$227,000,000	$227,000,000	Not submitted for validation
Industrial Way/ Oregon Way Intersection Project	Cowlitz County	Roadway	Intersection is currently operating close to Level of Service (LOS) E and is projected to fail (LOS F) in 2040.	$95,000,000	$7,559,304	Not submitted for validation
E Marginal Way Reconstruction and Safety Enhancements	City of Seattle	Roadway	Reconstruct to heavy haul standards, add advanced traffic management systems, and incorporate separated bicycle and pedestrian facilities while maintaining freight efficiency.	$60,000,000	$55,000,000	Not submitted for validation
I-5/East Fork Lewis River Bridge	WSDOT	Roadway	Replace Bridge	$50,000,000	$50,000,000	Not submitted for validation
US 101/West Olympia Access Project	City of Olympia in partnership with the Washington State Department of Transportation (WSDOT)	Roadway	A new westbound off-ramp and eastbound on-ramp at Kaiser Road, new westbound off-ramp to Yauger Way, auxiliary lanes between Black Lake Boulevard and the new Kaiser Road ramps and local street improvements.	$3,989,675	$1,863,550	Not submitted for validation
Interstate 82/SR 97 Freight Express Route	City of Toppenish and Yakima County	Roadway	Widen two-lane rural roadway to state highway quality with alignment improvements and grade separation over the BNSF mainline rail corridor.	$21,796,000	$11,056,000	Not submitted for validation
I-90/Cle Elum vicinity - Replace Concrete Panels	WSDOT	Roadway	Replace select concrete panels to extend the life of the roadway.	$3,044,275	$3,044,275	Not submitted for validation

Project Name	Project Owner	Project Type	Project Description	Total Project Cost	Total Funding Gap	Comment
I-205, 28th St. to SR-500 Auxiliary Lanes	WSDOT	Roadway	Add northbound and southbound lanes	$23,000,000	$23,000,000	Not submitted for validation
I-205, Padden Interchange with 72nd Av. Slip Ramp	WSDOT	Roadway	Reconstruct Interchange with northbound slip ramp to 72nd Av.	$30,000,000	$30,000,000	Not submitted for validation
I-205, SR-500 to Padden Parkway	WSDOT	Roadway	Add northbound and southbound lanes	$30,000,000	$30,000,000	Not submitted for validation
SR-14, I-205 to 164th Av. Add Lanes	WSDOT	Roadway*	Add lanes and modify ramps	$38,000,000	$38,000,000	Not submitted for validation
SR-14, 15th/27th/32nd Street Interchange Project	WSDOT	Roadway	Add lanes and construct Interchanges	$80,000,000	$80,000,000	Not submitted for validation
I-5/SR 500 Build Direct Connection	WSDOT	Roadway	Construct connection from SR-500 to I-5 north of interchange	$140,000,000	$140,000,000	Not submitted for validation
SR 539/Bay-Lyn Dr to SR 546 - Paving	WSDOT	Roadway	The project will mill & fill SR539 from MP 10.40 to MP 12.57. Required safety work will be performed as needed.	$2,519,612	$2,519,612	Not submitted for validation
I-90/468th Ave SE to W Summit Rd WB - Replace Concrete Panels	WSDOT	Roadway	Replace select concrete panels to extend the life of the pavement.	$3,240,923	$3,240,923	Not submitted for validation
US 395/Pioneer Memorial Bridge - Bridge Painting	WSDOT	Roadway	Clean and paint the existing steel surface to preserve the structural integrity of the bridge.	$38,845,697	$38,845,697	Not submitted for validation
Ballard Bridge Seismic Improvements	City of Seattle	Roadway	Ensure seismic resiliency for existing structure on regionally significant freight route facility	$8,800,000	$3,500,000	Not submitted for validation
S. 212th Street BNSF Railroad Grade Separation	City of Kent	Roadway	Provides a critical, grade-separated link through the commercial/industrial/central area of Kent. Links the valley warehouse/industrial center to SR 167 and I-5.	$40,000,000	$24,000,000	Not submitted for validation
SR 167/SR 410 to SR 18 - Congestion Management	WSDOT	Roadway*	Re-stripe the existing roadway to create a NB HOV lane, install lane control signing, CCTV cameras, data stations, ramp meters, variable message sign and illumination.	$13,015,000	$8,000,000	Not submitted for validation
Lower Spokane St Freight-Only Lanes Pilot	City of Seattle	Roadway	Pilot project to design, implement, and evaluate freight-only lanes on the corridor.	$450,000	$300,000	Not submitted for validation

Project Name	Project Owner	Project Type	Project Description	Total Project Cost	Total Funding Gap	Comment
S Hanford Railroad Crossing Rehabilitation	City of Seattle	Roadway	Reinforce active rail crossings with concrete grade crossing systems.	$2,000,000	$1,800,000	Not submitted for validation
Ballard Bridge Replacement	City of Seattle	Roadway	Replace structure to increase capacity and improve access.	$520,000,000	$518,000,000	Not submitted for validation
W Emerson St Freight Safety Improvements	City of Seattle	Roadway	Redesign and construct interchange improvements to reduce modal conflicts.	$4,800,000	$4,800,000	Not submitted for validation
SR 519/Edgar Martinez Dr S Freight Operations Improvements	City of Seattle	Roadway	Reconstruct intersections for optimized freight operations.	$900,000	$900,000	Not submitted for validation
4th Ave S ITS Implementation	City of Seattle	Roadway	Provide adaptive traffic signalization for optimized freight operations.	$2,500,000	$2,500,000	Not submitted for validation
S Atlantic St/SR 519/Edgar Martinez Dr S Corridor ITS Implementation	City of Seattle	Roadway	Provide adaptive signal control for optimized freight operations following Alaskan Way Viaduct Replacement project.	$5,000,000	$5,000,000	Not submitted for validation
W Galer St Interchange Ramp	City of Seattle	Roadway	Construct additional ramp to improve access over BNSF mainline tracks and storage yard.	$23,000,000	$23,000,000	Not submitted for validation
S Atlantic St Reconstruction	City of Seattle	Roadway	Replace damaged/failing concrete panels.	$3,700,000	$3,700,000	Not submitted for validation
South Access	POS	Roadway	Construct a 2-lane ltd access arterial connecting the planned S Airport Link roadway to the planned extension of SR509 to I-5.	$247,203,000	$247,203,000	Not submitted for validation
I-5 Bridge Over Columbia River	WSDOT/ODOT	Roadway	Replace I-5 Bridge over the Columbia River and associated interchanges.	$3,300,000,000	$3,300,000,000	Not submitted for validation
I-5/13th Street to Mellen Street - ATIS	WSDOT	Roadway	Install communication lines, traffic cameras, and variable message signs to monitor traffic congestion and incidents, and communicates highway conditions to the public.	$1,710,000	$1,710,000	Not submitted for validation
I-5/Marysville Vicinity - Ramp Meters	WSDOT	Roadway	Install ramp meter systems on the northbound and southbound on-ramps from 4th St. and 88th St. to ease congestion.	$1,790,000	$1,790,000	Not submitted for validation

Project Name	Project Owner	Project Type	Project Description	Total Project Cost	Total Funding Gap	Comment
I-5/SB Corson Ave to Mercer St - Mobility Improvements	WSDOT	Roadway	Provide dynamic operation of the SB HOV Lane, install electronic signing to display the HOV lane status, add ramp metering to southbound I-5.	$5,200,000	$5,200,000	Not submitted for validation
I-5/I-90 Truck Parking	WSDOT	Roadway	Identify and implement expanded truck parking needs in the Central Puget Sound and Vancouver vicinities by leveraging state funds with private contributions.	$3,000,000	$3,000,000	Not submitted for validation
I-5/WB SR 512 to NB I-5 On Ramp - Mobility	WSDOT	Roadway	Widen the on ramp to two lanes and construct an auxiliary lane on SR 512 from E Steele St.	$17,500,000	$17,500,000	Not submitted for validation
I-5/NB Express Lanes Northgate Vic. - Merge Revision	WSDOT	Roadway	Construct new ramp from the Express Lanes to NB I-5 just north of NE 92nd St and eliminating the exit at its current location at NE 103rd St.	$22,600,000	$22,600,000	Not submitted for validation
I-205/SR 500 to Padden Parkway - Add Lanes	WSDOT	Roadway	Widen the interstate to three lanes in each direction between SR 500 and Padden Parkway.	$25,000,000	$25,000,000	Not submitted for validation
SR 167/8th St E to 15th St SW - Northbound HOT Lanes	WSDOT	Roadway*	Construct new High Occupancy Toll lane in the northbound direction.	$33,000,000	$33,000,000	Not submitted for validation
I-90/Greenacres Rd to Harvard - Additional Lanes	WSDOT	Roadway	Reconstruction adding lanes and capacity.	$39,000,000	$39,000,000	Not submitted for validation
Maintenance Priority - Complete Seismic Upgrades to Area Bridges	WSDOT	Roadway*	Seismic upgrade	$24,000,000	$24,000,000	Not submitted for validation

Note: * project is partially located on the NHFN.

Source: Washington State Department of Transportation. Prioritized Freight Project List.[18]

[18] http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

3.4 Projects no longer seeking NHFP funding

Projects no longer seeking NHFP funding are shown in Exhibit 3-4.

NOTE

- Projects listed are based on the 2016 list of freight projects submitted to the Legislature, current as of December 2017.
- Projects do not meet NHFP eligibility requirements, or lack regional support (see comment column).

Exhibit 3-4: Projects No Longer Seeking NHFP Funding

Project Name	Project Owner	Project Type	Project Description	Total Cost	Comment
I-5/SB Cowlitz River Bridge - Repair Bridge	WSDOT	Roadway	Repair the I-5 SB Cowlitz River Bridge structure, which includes a damaged vertical truss member in Span 4 and a sway brace as a result of unknown third parties.	$294,499	Project advertised and no longer seeking funding
I-90/3rd Ave Bridge - Special Repair - EB	WSDOT	Roadway	Remove, prepare and repair failing concrete, expansion joint and pavement seat to preserve the structural integrity of the bridge and extend its service life.	$573,313	Project advertised and no longer seeking funding
I-5/SB Cowlitz River Bridge - Known third party - Repair Bridge	WSDOT	Roadway	Repair the I-5 SB Cowlitz River Bridge structure that has a damaged vertical truss member as a result of a known third party.	$731,380	Project advertised and no longer seeking funding
I-5/SB North Fork Lewis River Bridge - Resurfacing	WSDOT	Roadway	Rehabilitate the existing bridge deck and joints to maintain the integrity of the roadway surface.	$877,330	Project advertised and no longer seeking funding
I-90/S Fork Snoqualmie Bridge E of North Bend EB - Deck Rehabilitation	WSDOT	Roadway	Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	$773,042	Project advertised and no longer seeking funding
I-90/Lacey V Murrow Bridge - Electrical Rehabilitation	WSDOT	Roadway	Replace the electrical switchgears and five pairs of transformers, separating the neutral and grounding conductors. Reinstall the three submersible fuses. Perform fault current and arc flash hazard analyses on all medium voltage equipment.	$1,419,339	Project advertised and no longer seeking funding
I-5/Koontz Road Overpass - Repair Bridge	WSDOT	Roadway	Repair the I-5/Koontz Road undercrossing structure that has two damaged exterior girders when struck by a third party.	$926,846	Project advertised and no longer seeking funding

Source: Washington State Department of Transportation. Prioritized Freight Project List.[19]

[19] http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

3.5 Projects ineligible for NHFP funding

Projects ineligible for NHFP funding are shown in Exhibit 3-5.

NOTE

- Projects listed are based on the 2016 list of freight projects submitted to the Legislature, current as of December 2017.
- Projects have been funded by other sources (see comment column).

Exhibit 3-5: Projects Ineligible for NHFP Funding

Project Name	Project Owner	Project Description	Total Funding Gap	Total Project Cost	Comment
US 12/SR 128 Vicinity to Snake River Bridge - Paving	WSDOT	Grind and resurface the existing roadway to extend the life of the pavement and restore delineation.	$1,051,154	$1,051,154	Project type or location does not meet eligibility requirements
Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Fire Loop	Port of Kalama	Construction of Fire Loop to support fire suppression at the facility	$500,000	$500,000	Project type or location does not meet eligibility requirements
Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Storm Water Enhancements	Port of Kalama	Storm water system enhancements to support industrial facilities adjacent to the KMMEF facility	$500,000	$500,000	Project type or location does not meet eligibility requirements
Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Security Infrastructure	Port of Kalama	Construction of Security Infrastructure to secure the facility	$526,000	$526,000	Project type or location does not meet eligibility requirements
Dredge Spoils Disposal Sites	Port of Kalama	Property purchase	$1,000,000	$1,000,000	Project type or location does not meet eligibility requirements
Spencer Creek Business Park- Pre-loading Site	Port of Kalama	Pre-loading required for building construction	$1,400,000	$1,400,000	Project type or location does not meet eligibility requirements
Property Purchases	Port of Kalama	Waterfront industrial property (Central Port)	$3,000,000	$3,000,000	Project type or location does not meet eligibility requirements
Deep Water Terminal Berth Dredging	Port of Kalama	Dredge deep water berth to maintain access for grain terminal export	$3,750,000	$3,750,000	Project type or location does not meet eligibility requirements
Spencer Creek Business Park- Enhance Surface Streets	Port of Kalama	Surface street enhancements	$5,000,000	$5,000,000	Project type or location does not meet eligibility requirements
Kalama River Industrial Park - Building Construction	Port of Kalama	Light industrial building construction	$8,000,000	$8,000,000	Project type or location does not meet eligibility requirements

Project Name	Project Owner	Project Description	Total Funding Gap	Total Project Cost	Comment
Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Well	Port of Kalama	Construction of well to provide water for the facility	$10,000,000	$10,000,000	Project type or location does not meet eligibility requirements
Spencer Creek Business Park -Road and Utility Improvements to the Business Park	Port of Kalama	Utilities and roads	$12,000,000	$12,000,000	Project type or location does not meet eligibility requirements
Spencer Creek Business Park - Installation of floating Light Industrial Dock, in support larger freight movement	Port of Kalama	Installation of floating light industrial dock, in support larger freight movement	$20,000,000	$20,000,000	Project type or location does not meet eligibility requirements
Connell Rail Interchange	City of Connell	Improve multi-modal safety and freight mobility	$13,940,302	$23,940,302	Project type or location does not meet eligibility requirements
EMVD/ SR 529 Interchange Improvements	City of Everett	Correct the height restriction with East Marine View Drive	$1,980,000	$2,246,000	Project type or location does not meet eligibility requirements
E Marginal Ave S/8th Ave S/S Myrtle St Intersection Improvements	City of Seattle	Improve intersection geometry, revise signalization, upgrade drainage, rehabilitate pavement at railroad tracks, and install streetscaping	$5,100,000	$5,600,000	Project type or location does not meet eligibility requirements
Pines Road (SR 27)/BNSF Grade Separation Project	City of Spokane Valley	Replaces an at-grade crossing with an underpass, lowers the intersection and adds lanes, closes the at-grade crossing of University Road at the BNSF railway.	$18,248,555	$19,765,000	Project type or location does not meet eligibility requirements
166th Ave E & SR 410	WSDOT	Adding a signal at the west bound SR 410 ramps and widening 166th Ave north to 64th St.	$2,600,000	$2,600,000	Project type or location does not meet eligibility requirements
Dredge Material Management Plan	USACE/ Washington State Sponsor Ports; and Oregon Sponsor Port, Port of Portland.	Complete a management plan of sufficient detail to ensure unimpeded maintenance of the 43-foot Columbia River federal navigation channel for the next 20 years.	$50,000,000	$50,000,000	Project type or location does not meet eligibility requirements
US 12 White Pass corridor hardening plan	WSDOT	Develop a preservation and improvement plan to improve the long-term viability and sustainability of the corridor for freight.	$200,000	$200,000	Project type or location does not meet eligibility requirements
Freight Connected Vehicle Technology - statewide	WSDOT	Establish a grant program to leverage state funds for the implementation of freight CV technology projects.	$2,000,000	$2,000,000	Project type or location does not meet eligibility requirements

Project Name	Project Owner	Project Description	Total Funding Gap	Total Project Cost	Comment
Statewide Bridge Hit Prevention	WSDOT	Identify and implement a technology based approach for establishing an active or passive advance warning system at selected bridges throughout the state.	$10,000,000	$10,000,000	Project type or location does not meet eligibility requirements
Statewide ITS enhancements	WSDOT	Implement operational ITS improvements at priority locations statewide to facilitate the movement of freight.	$15,000,000	$15,000,000	Project type or location does not meet eligibility requirements
Edmonds Multimodal Grade Separation	City of Edmonds	Provide grade-separated access to the Edmonds Waterfront.	$850,000	$1,000,000	Project type or location does not meet eligibility requirements
Duwamish Local Freight Access Improvements	City of Seattle	Reconstruct roadway with drainage, curb, sidewalks and landscaping.	$1,300,000	$1,300,000	Project type or location does not meet eligibility requirements
Oak Street Overpass Modification	Port of Kalama	Access/egress to overpass	$1,000,000	$1,000,000	Project type or location does not meet eligibility requirements
1st Ave S Viaduct Replacement	City of Seattle	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	$55,000,000	$55,000,000	Project type or location does not meet eligibility requirements
4th Ave S Viaduct Replacement	City of Seattle	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	$55,000,000	$55,000,000	Project type or location does not meet eligibility requirements
SODO Rail Corridor Grade Separation	City of Seattle	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts	$145,000,000	$145,000,000	Project type or location does not meet eligibility requirements
US 101/Port Industrial Road - Alternate Route	WSDOT	Intersection control improvements at 4 locations (2 intersections with signals and channelization and 2 intersections with left turn channelization).	$4,000,000	$4,000,000	Project type or location does not meet eligibility requirements
SR 18/I-5 to SR 169 - ITS Improvements	WSDOT	Expanding the NWR Active Traffic Management system.	$10,000,000	$10,000,000	Project type or location does not meet eligibility requirements
Puyallup Bridge Rehabilitation (F16C, F16D, F16E)	City of Tacoma	Bridge Replacement for segments F16C, D, E and F16.	$150,000,000	$150,000,000	Project not supported by regional plan

Source: Washington State Department of Transportation. Prioritized Freight Project List.[20]

[20] http://www.wsdot.wa.gov/publications/fulltext/LegReports/15-17/2016PrioritizedFreightProjectList.pdf

4. Nationally Significant Freight and Highway Projects Program

The FAST Act established the Nationally Significant Freight and Highway Projects (NSFHP) program,[21] a competitive and nationwide freight program. The grant program provides dedicated, discretionary funding for projects of regional and national significance that address critical infrastructure issues. This program allows states, MPOs, local governments, tribal governments, special purpose districts, public authorities (including port authorities), and other parties to apply for funding to complete projects that improve safety and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. Funding is authorized from 2016 to 2020, averaging $900 million annually, and totaling $4.5 billion over the life of the bill.

In 2016, FHWA administered the program as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies[22] (FASTLANE). The program is now being administered by the Build America Bureau as the Infrastructure for Rebuilding America (INFRA) program.[23] INFRA advances the pre-existing grant program, by updating project criteria, leveraging capital and allowing innovation in project delivery. Projects in Washington that received funding to date from this program are shown in Exhibit 4-1

Projects submitted to WSDOT in 2016 for FASTLANE listing are shown in Exhibit 4-2. Projects may be eligible for INFRA and other programs through 2020.

[21] 23 USC 117.Nationally Significant Freight and Highway Projects. http://uscode.house.gov/view.xhtml?req=(title:23%20section:117%20edition:prelim)

[22] U.S. Department of Transportation. https://www.transportation.gov/sites/dot.gov/files/docs/FASTLANE%20Project%20Awards_9_16_0.pdf

[23] NFRA. https://www.transportation.gov/buildamerica/infragrants

Exhibit 4-1: Nationally Significant Freight and Highway Projects Program Funded Projects

Year	Project	Project Owner	FASTLANE Funding	Totals
2016	South Lander Street Grade Separation and Railroad Safety	City of Seattle	$45 million	$140 million
2016	Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	$5 million	$38 million
2017	Northern Columbia Basin Railroad	Port of Moses Lake	$9.9 million	$32 million

Source: United States Department of Transportation Build America Bureau[24]

Exhibit 4-2: Projects Submitted to WSDOT in 2016 for FASTLANE Funding

Project Name	Project Owner	Project Description	Total Project Cost
SR 167/New Freeway	WSDOT	Construction of new four lane alignment on SR 167 between SR 509 in Tacoma and SR 161 in Puyallup.	$932,900,000
Industrial Way/Oregon Way Intersection Project	Cowlitz County	Intersection is currently operating close to Level of Service (LOS) E and is projected to fail (LOS F) in 2040.	$95,000,000
SR 509/New Freeway	WSDOT	This project will widen SR 509 between SR 516 and 28th/24th Ave. South and add toll lanes.	$530,220,000
West Vancouver Freight Access	Port of Vancouver	Rail improvements at Port of Vancouver	$275,000,000
South Terminal Modernization Project III	Port of Everett	Cleanup action plan for the South Terminal Mill A	$135,000,000
Port of Longview Multi-Cargo Modernization Project (Berth 6/7)	Port of Longview	Installation of a dual wastewater and storm water collection system, strengthening decking and piling to withstand dual pick, breakbulk heavy loads, upgrading on-dock rail systems, and deepening the berths.	$31,400,000
Northern Columbian Basin Railroad Project	Port of Moses Lake	Improve rail service to businesses in Moses Lake.	$30,300,000
Terminal 5 Improvements	Northwest Seaport Alliance	Truck gate, ITS and intersection improvements in the S. Spokane St/ East Marginal Way/Hanford corridor, container movement and power supply improvements.	$275,000,000
Bigelow Gulch Road - Project 5	Spokane County	Widen to 4-lanes with a median and 8' wide shoulders	$12,722,193
Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Dock	Port of Kalama	The new export dock is designed to accommodate both the existing fleet and future generations of methanol carriers.	$21,500,000
US 12/Wallula to Frenchtown - Build new highway	WSDOT	Construct a four-lane, limited access divided highway from Nine Mile Hill to Frenchtown vicinity to reduce the risk of collisions and improve economic vitality.	$384,807,000
Connell Rail Interchange	City of Connell	Improve multi-modal safety and freight mobility	$23,940,302
SR 285 North Wenatchee Avenue Corridor Mobility and Safety Improvements	City of Wenatchee	Access management and ITS improvements	$15,500,000
Bigelow Gulch/Forker Connector-Project 2	Spokane County	Widen to 4-lanes with a median and 8' wide shoulders	$13,161,000
Spotted Road Realignment and Interchange Project	Spokane Airports	Realign road outside the Runway Protection Zone & include an interchange to separate Airport traffic and freight traffic.	$13,000,000

[24] United States Department of Transportation Build America Bureau. FASTLANE Grants Awarded. Updated September 7, 2016. https://www.transportation.gov/buildamerica/fastlanegrants/fastlane-grants-awarded

Project Name	Project Owner	Project Description	Total Project Cost
SR 410 Traffic Ave/E Main	WSDOT	Reconfigure two intersections and add travel lanes and multimodal access across SR 410 to the Sumner/Pacific MIC.	$26,411,500
Arrival/Departure Tracks	Northwest Seaport Alliance	Extend a number of SR-509 rail corridor tracks 1,300' east, construct a new rail bridge across Wapato Creek, and relocate utilities.	$43,500,000
POT Road Interchange Modification - Phase III	City of Fife	New 34th Avenue E bridge over I-5, reconstruct northbound I-5 exit and entrance ramp connectors with POT Road, 20th St E improvements, and two new signal installations (Phase 3).	$27,500,000
Stewart Road Bridge	City of Sumner	Replacement of undersized bridge and adding travel lanes across the White River and railroad crossing.	$25,000,000
Combined Gate Complex	Northwest Seaport Alliance	Gate expansion, updated gate technology, relocated parking, and circulation improvements.	$30,000,000
Port of Longview Industrial Rail Corridor (IRC) Expansion Project	Port of Longview	Adding one to two additional through tracks into the Port with up to four sidings to accommodate current and future growth and market demand.	$35,000,000
Broadway Corridor Improvements	City of Everett	Widen to 5 lanes with bike lanes, sidewalks, new bridge	$42,000,000
North Intermodal Yard Alignment	Northwest Seaport Alliance	Align North and South Intermodal Yards	$50,000,000
Port of Quincy Intermodal Terminal Infrastructure Expansion Project	Grant County Port District No. 1 (Port of Quincy)	Installation of three additional intermodal tracks, a new track to allow trains of up to 8000', a 7,500' long set out/pick up track, and expanding the terminal surface area to provide for more container storage.	$18,000,000
E Marginal Way Reconstruction and Safety Enhancements	City of Seattle	Reconstruct to heavy haul standards, add advanced traffic management systems, and incorporate separated bicycle and pedestrian facilities while maintaining freight efficiency.	$60,000,000
Pines Road (SR 27)/BNSF Grade Separation Project	City of Spokane Valley	Replaces an at-grade crossing with an underpass, lowers the intersection and adds lanes, closes the at-grade crossing of University Road at the BNSF railway.	$19,765,000
I-5 and 54th Ave E Interchange Improvement Project	City of Fife	Rebuild I-5 Interchange and nearby intersections.	$53,000,000
Portland Avenue	City of Tacoma	Upgrade pavement, rehabilitate bridge deck, install signal at SR-509 ramp terminal	$8,200,000
Terminal 18 Truck Access Improvements	Northwest Seaport Alliance	Reconfigure the southern edge of terminal and adjacent public right-of-way by relocating the current security check and optical character recognition equipment.	$5,000,000
Blair Hylebos Rail Improvements	Northwest Seaport Alliance	Track improvements specific to future dry bulk export terminal requirements and connection to arrival/departure track infrastructure and direct mainline infrastructure.	$7,000,000
Kalama River Industrial Park-Building Construction	Port of Kalama	Light industrial building construction	$8,000,000
Duwamish Rail Corridor Project	Northwest Seaport Alliance	Create improved direct rail access from the Port marine terminals T-5 and T-18 to UP and BNSF mainlines	$16,000,000
T-5 Rail Improvements	Northwest Seaport Alliance	Intermodal yard and rail enhancements	$40,000,000
Spencer Creek Business Park -Road and Utility Improvements to the Business Park	Port of Kalama	Utilities and roads	$12,000,000
Bridgeview Terminal (Berth 1/2) Project	Port of Longview	Redevelopment of facilities into one leased terminal. Project development will be in coordination with private development, and may include storage, dock construction, and rail infrastructure improvements.	$20,000,000

Project Name	Project Owner	Project Description	Total Project Cost
Columbia Gateway Connector	Port of Vancouver	Extension into Port of Vancouver	$30,000,000
Berth 4 Terminal Redevelopment Project (including rail infrastructure support)	Port of Longview	Redevelopment of facilities into a leased terminal. Project development will be in coordination with private development and may include storage, dock construction, and rail infrastructure improvements.	$20,000,000
Barlow Point Terminal Railway Entry Development	Port of Longview	New rail infrastructure development from the terminus of the BNSF Reynolds Lead into the Barlow Point property; to include two inbound and two outbound tracks.	$43,000,000
I-5/East Fork Lewis River Bridge	WSDOT	Replace bridge	$50,000,000
I-5/NB SR 528 to SR 531 - Peak Use Shoulder Lane	WSDOT	Widening the outside shoulder (right shoulder) by 1' and re-striping NB I-5 to create a peak use shoulder lane and installing an Active Traffic Management system	$84,469,240
S Atlantic St/SR 519/Edgar Martinez Dr S Corridor ITS Implementation	City of Seattle	Provide adaptive signal control for optimized freight operations following Alaskan Way Viaduct Replacement project	$5,000,000
E Marginal Way/S Hanford Street Intersection Improvements	City of Seattle	Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, evaluate the need for railroad crossing gates, andrebuild the intersection and approaches to Heavy Haul route requirements	$8,600,000
SR 522/Paradise Lake Rd to Snohomish River - Widening & Construct New Interchange	WSDOT	Add two additional lanes on a separate alignment to create a four-lane divided highway. Construct a new interchange at Paradise Lake Rd.	$180,263,200
SR-14, 15th to 32nd Street	WSDOT	Improve access to SR-14 using roundabouts.	$25,000,000
Everett Ave Extension and Overcrossing (E. Grand)	City of Everett	Extend Everett Avenue and construct an unobstructed grade divided railroad overcrossing	$14,800,000
Argonne Rd & I-90 IC Bridge Widening	City of Spokane Valley	New SB Argonne Road Bridge, widening to 3 lanes, a 10' breakdown lane, and a new 6' wide sidewalk.	$8,000,000
Sullivan Road Bridge	City of Spokane Valley	Replace existing BNSF and Trent Road (SR-290) bridges along Sullivan Road. Widen	$20,350,000
SR-14, I-205 to 164th Av. Add Lanes	WSDOT	Add lanes and modify ramps	$38,000,000
I-5/SR 500 Build Direct Connection	WSDOT	Construct connection from SR-500 to I-5 north of interchange	$140,000,000
Puyallup Bridge Rehabilitation (F16C, F16D, F16E)	City of Tacoma	Bridge Replacement for segments F16C, D, E and F16.	$150,000,000
Barlow Point Terminal Development	Port of Longview	Port terminal development to include dock structures, utility backbone, roadways, stormwater systems, etc. on the site to support 1 to 3 future private terminal developments.	$227,000,000
I-205, 28th St. to SR-500 Auxiliary Lanes	WSDOT	Add Northbound and Southbound lanes	$23,000,000
I-205, Padden Interchange with 72nd Av. Slip Ramp	WSDOT	Reconstruct Interchange with northbound slip ramp to 72nd Av.	$30,000,000
I-205, SR-500 to Padden Parkway	WSDOT	Add northbound and southbound lanes	$30,000,000
S. 212th Street BNSF Railroad Grade Separation	City of Kent	Provides a critical, grade-separated link through the commercial/ industrial/central area of Kent. Links the valley warehouse/industial center to SR 167 and I-5.	$40,000,000

Project Name	Project Owner	Project Description	Total Project Cost
Everett Arterial Access Improvements (US 2 and I-5)	City of Everett	Arterial access improvements to US 2 and I-5 in Everett	$39,000,000
I-5 @ 100th South Everett Interchange Improvements	City of Everett	Construct a new undercrossing and I-5 access	$55,000,000
Ballard Bridge Replacement	City of Seattle	Replace structure to increase capacity and improve access	$520,000,000
SR-14, Marble Rd. to Salmon Falls Rd.	WSDOT	Realign curves	$8,000,000
SR-14 Tunnels	WSDOT	Improve clearance at restricted height tunnels	$10,000,000
SR-97/Brooks Park Passing Lane	WSDOT	Truck passing lane	$10,000,000
SE/NE 162th Avenue – SE 1st Street to NE 9th Street	City of Vancouver	Upgrade to seven lane arterial standard.	$13,000,000
Highway 99 Corridor	Clark County	Widen portal and improve clearance	$15,000,000
SR-14 Half Bridge to Prindle	WSDOT	Extend WB climbing lane	$18,000,000
SR-14 Improvements, SR-141 Alt. to Dock Grade	WSDOT	Improve width, grade, and add shoulders	$20,000,000
SR-97/Little Klickitat River Passing Lane	WSDOT	Truck passing lane	$20,000,000
SR-14 Shoulders	WSDOT	Improve non-standard shoulder width	$25,000,000
SR-14, E. of Stevenson to Carson	WSDOT	Realignment to remove sharp curves	$25,000,000
SR-14/Columbia Shores Portal, underneath the BNSF line adjacent to SR-14 interchange	City of Vancouver	Rail trestle, widen portal and improve clearance	$25,000,000
SR-500/SR-503/Fourth Plain Intersection	WSDOT	Grade separation	$60,000,000
SR-14/SR-97	WSDOT	Grade separation	$80,000,000
SR-500 Interchanges (42nd/54th)	WSDOT	Grade separation	$80,000,000
SR-14 Rockfall	WSDOT	Rockfall protection	$100,000,000
Hood River Bridge Replacement	Port of Hood River	Replace bridge over Columbia River	$250,000,000
W Galer St Interchange Ramp	City of Seattle	Construct additional ramp to improve access over BNSF mainline tracks and storage yard	$23,000,000
1st Ave S Viaduct Replacement	City of Seattle	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	$55,000,000
4th Ave S Viaduct Replacement	City of Seattle	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	$55,000,000
SODO Rail Corridor Grade Separation	City of Seattle	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts	$145,000,000
US 101 Truck Route Alternative EIS	Grays Harbor Council of Governments	Re-evaluate & update Final Environmental Impact Statement (EIS) (FHWA and WSDOT et al. 2000)	$5,000,000
Maintenance Priority - Complete Seismic Upgrades wo Area Bridges	WSDOT	Seismic upgrades	$24,000,000

Source: Washington State Department of Transportation.