Appendix G: Freight Investment Plan

(2022 Washington State Freight System Plan Update)

Appendix G: Freight Investment Plan describes how WSDOT will spend the National Highway Freight Program funding that it receives and the process that was used to identify and select projects for funding.

Amended August 2026

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

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Acronyms & Abbreviations

Abbreviation	Description
BIL	Bipartisan Infrastructure Law
CRFC	Critical Rural Freight Corridor
CUFC	Critical Urban Freight Corridor
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
FGTS	Freight and Goods Transportation System
GHG	Greenhouse Gas
FFY	Federal Fiscal Year
MPO	Metropolitan Planning Organization
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHS	National Highway System
PCI	Pavement Condition Index
PHFS	Primary Highway Freight System
PSC	Pavement Structural Condition
RTPO	Regional Transportation Planning Organization
TTR	Travel Time Reliability
TWG	Technical Working Group
WSBIS	Washington State Bridge Inventory System
WSDOT	Washington State Department of Transportation

1. National highway freight program

Key chapter takeaway

The Federal National Highway Freight Program (NHFP) provides formula funds so that states may make investments to improve the efficient movement of freight on the National Highway Freight Network. Per Washington state legislative direction, one half of Washington's NHFP funds were allocated to state preservation projects, and the other half of funds were allocated to eligible local freight projects. The identification and selection of local projects for NHFP funds was coordinated with local and regional freight partners, including cities, counties, ports, metropolitan planning organization, and regional transportation planning organizations.

Freight investment plan background

This *2022 Washington State Freight Investment Plan* was developed to guide investments that benefit freight transportation in Washington and to comply with freight transportation planning requirements established in federal law. The United States Code (49 U.S.C. 70202) contains specific requirements for state freight transportation plans. These requirements were established in the 2015 Fixing America's Surface Transportation (FAST) Act and expanded in the 2021 Bipartisan Infrastructure Law (BIL). WSDOT must fulfill these requirements to access the NHFP funds for state and local freight projects. Specifically, each state freight plan is required to include a freight investment plan that:

- Includes a list of priority projects and describes how NHFP funds made available to the state will be invested and matched.
- Is fiscally constrained, and only includes projects or identified projects where funding for the completion of the project can be reasonably anticipated to be available for the project within the time period identified in the freight investment plan.

In addition to providing details of freight projects funded by NHFP, this freight investment plan also includes information on supporting work conducted during the development of the 2022 Washington State Freight Investment Plan, such as:

- The process for identifying and selecting projects for NHFP.
- A list of freight projects submitted for NHFP consideration but not funded.
- The process by which these critical corridor designations were updated.
- Designated Critical Urban and Critical Rural Freight Corridors in Washington.

National highway freight program overview

The NHFP provides formula funds to improve the efficient movement of freight on the National Highway Freight Network (NHFN). This network consists of the Primary Highway Freight System (PHFS), other Interstate portions not on the PHFS, Critical Rural Freight Corridors (CRFCs), and Critical Urban Freight Corridors (CUFCs). Details on NHFN and corridor designations are provided under chapter 2.

Projects eligible for NHFP funding include a wide range of project activities, such as preliminary engineering activities and right-of-way acquisition, construction and rehabilitation, operational improvements, or highway/bridge projects improving the flow of freight on the NHFN. Certain freight rail and intermodal projects are eligible for NHFP funding as well, and a state may use up to 30 percent of its NHFP funds each year for such projects.

A total of $111,816,000 in NHFP funding is expected to be available for Washington between 2021 and 2025, and Figure 1 shows the specific amounts of NHFP funding estimated by federal fiscal year (FFY). A further breakdown of specific funding amounts for individual projects is provided later in this chapter.

Figure 1: Summary of NHFP funding by federal fiscal year

Funding	2021	2022	2023	2024	2025	2021-2025 Total
NHFP Obligation Limitation available	$21,816,000	$22,000,000	$22,000,000	$22,000,000	$24,000,000	**$111,816,000**

Washington state legislative requirements

The Federal Highway Administration gives states a wide range of flexibility in how and where they choose to use their NHFP dollars. For Washington, the state legislature provided direction on how NHFP dollars would be utilized. The legislature directed WSDOT to split its 2021-2025 NHFP funds equally between WSDOT state programs and local responsibilities, per ESSB 5689 Sec. 306(6), Sec. 310(7 and 8) and 2022 LEAP transportation document.[1] [2] Additionally, the legislature provided specific direction regarding different funding years:

- For FFY 2021 NHFP funds, WSDOT was directed to use the state portion (50 percent) solely for state preservation projects. The local portion (the other 50 percent) can only be used for local preservation projects identified through National Highway System (NHS) asset management project solicitation.

- For FFY 2022 through 2025 funds, WSDOT was directed to identify how to invest and match the NHFP funding allocation through the development of the freight investment plan. Specifically, the state portion of NHFP funds were appropriated through program P (preservation), while local funds were appropriated through program Z (local programs).

FFY 2026 funding

The BIL provides NHFP funding up to FFY 2026. FFY 2026 funding was not initially included in the 2022 Freight Investment Plan because the Washington State Legislature only provided direction on how WSDOT shall divide NHFP funds between state and local projects for FFY 2021-2025. Plans for use of FFY 2026 funding were developed in 2025 and 2026 after state legislature has provided further direction, and incorporated through amendments to Freight Investment Plan.

NHFP project identification and selection process

Since the Washington State Legislature directed WSDOT to allocate 50 percent of FFY 2021-2025 NHFP funds to state preservation projects and 50 percent to eligible local projects, WSDOT

[1] For further information, please see the legislature's text at this link: https://lawfilesext.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/Senate/5689-S.SL.pdf

[2] For more information, please see the State of Washington Legislative Evaluation & Accountability Program Committee website: http://leap.leg.wa.gov/leap/Budget/Detail/2021/ctLEAPTransportationDocument2021-2AllProjects.pdf

developed and implemented separate project identification and selection processes for the state portion and local portion of NHFP funds.

State portion of FFY 2021-2025 NHFP funds

WSDOT selected state preservation projects for NHFP funds using a programmatic prioritization methodology, which is based on the factual need and evaluation of life-cycle costs and benefits that are systematically scheduled to carry out defined objectives. These objectives consider executive, legislative, and federal requirements, including the incorporation of the goals of the NHFP. Through this process, WSDOT identified 26 state preservation projects for the state's portion of FFY 2021-2025 NHFP funds.

Local portion of FFY 2021 NHFP funds

WSDOT Local Programs identified local preservation projects eligible for FFY 2021 NHFP funds through its National Highway System Asset Management call for projects between November 2020 and February 2021. Submitted projects were evaluated based on local agency's use of pavement management strategies, level of preservation effort, and project's cost-effectiveness. Through that process, WSDOT Local Programs selected five eligible local projects for FFY 2021 NHFP funding use.

Local portion of FFY 2022-2025 NHFP funds

The identification and selection of local projects for FFY 2022-2025 NHFP funds was a multi-step process that was coordinated with local and regional freight partners, including cities, counties, metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), and ports, and tribes. This process consisted of (1) the development of scoring criteria, (2) the project request and submittals, and (3) project selection. Figure 2 provides a summary of this process.

Figure 2: NHFP project selection process

MPO/RTPO technical working group

Beginning in October 2021, WSDOT convened a Technical Working Group (TWG) consisting of eight representatives from MPOs and RTPOs across the state. This group was tasked with developing the approach and process for CUFC/CRFC designation and NHFP freight project evaluation.

For a project to be eligible for NHFP funding, it must be located on the National Highway Freight Network, which includes CUFCs and CRFCs. Therefore, the group had initially considered taking a corridor-first approach, which starts with designating CUFCs and CRFCs, and then identifying and prioritizing NHFP projects for the designated critical corridors. However, since Washington is only

allowed 150 miles for CUFC designation and 300 miles for CRFC designation per BIL requirement, a corridor-first approach could significantly limit the number of local freight projects that would be eligible for NHFP funding.

In response to this limitation of corridor-first approach, the TWG determined that it would be appropriate to take a "project-first" approach where:

1. NHFP projects would be solicited, scored, and selected first, and
2. The selected projects' roadways would then be designated as CUFCs or CRFCs to make them eligible for NHFP funding.

The rationale and benefit of this "project-first" approach was that a much larger set of potential NHFP projects could be submitted by local partners as they would not be constrained to only submit project applications for previously designated critical corridors. This approach also had the benefit of giving local partners a longer time window to prepare NHFP project submissions.

After adopting the project-first approach, the TWG was tasked with updating the scoring criteria that would be used to evaluate local projects. This update was necessary to reflect lessons learned from prior NHFP solicitations and changes in freight planning requirements noted in the BIL.

The development of scoring criteria was built on the groundwork created by the 2017 Freight Investment Plan. Through three TWG meetings in late 2021, WSDOT collaborated with MPO/RTPO partners in criteria development and made iterative revisions and improvements to the scoring criteria based on their feedback. The final criteria and measures agreed by the TWG are shown in Figure 3. These criteria are based on state's six transportation system policy goals, and also aligned with National Highway Freight Program Goals.

Figure 3: NHFP project selection criteria and measures for evaluating freight benefits

Policy Goal	Measure Areas	Evaluation Criteria
Preservation	Improve the State of Good Repair of Freight Infrastructure	Pavement and/or bridge condition
Safety	Prevent or Reduce Injuries or Fatalities	Count of serious injury or fatality crashes within the project boundary
	Reduce Conflicts with Vulnerable Transportation Users	Freight and other transportations user separation or mitigation efforts
Stewardship	Percent of Project Cost with Funding Match	Percent match of non-federal funds
	Prioritization of Lowest-Cost Solutions for the Specific Freight Need	Evidence of low-cost solution consideration and/or implementation
Mobility	Reduce Congestion and Improve Reliability	Level of congestion or reliability within the project area.
Economic Vitality	Support the Economy and Promote Employment	Project's distance from the nearest freight cluster
	Location on the Freight and Goods Transportation System	Project's designation on Washington's Freight and Goods Transportation System
	Intermodal Connectivity between Modes	Project's degree of connection to an intermodal facility
	Reduce Freight Transportation's Negative Impacts on Washington's Water Quality	Addressing stormwater impacts above minimum requirements

Policy Goal	Measure Areas	Evaluation Criteria
Environment and Communities	Reduce Freight Transportation's Negative Impacts on Washington's Wildlife	Addressing wildlife impacts
	Analysis of Projects Near Vulnerable Communities	Addressing freight transportation impacts on vulnerable communities
Additional Benefit Bonus Categories		
Bonus Category	Improve Truck Parking	Improvement of truck parking supply, amenities, or information
	Improve Freight System Resilience	Implementation of improvements to improve resiliency, or ability to rapidly restore service
	Reduce GHG Emissions	Implementation of strategies to reduce GHG emissions

In addition to determining the general selection criteria and evaluation measures, the TWG also determined the potential scoring thresholds for specific evaluation criteria. Detailed information about the scoring criteria and thresholds are listed in Chapter 3 and were used to score and rank local NHFP project submissions later in the selection process.

As a result of this iterative criteria revision process, the following major changes were made to the evaluation criteria from the 2017 NHFP project selection:

- The addition of criteria to meet BIL freight planning requirements, including criteria reflecting water quality impacts, wildlife impacts, impacts on vulnerable communities, and improved system resiliency.
- The creation of "bonus" point categories to recognize projects that addressed topics important to WSDOT and the federal government, but which may not compete well against traditional transportation infrastructure projects. For example, truck parking criteria were moved into a "bonus" category to reflect the fact that investments in truck parking infrastructure (such as information sharing technology or improved and expanded rest areas) will not necessarily compete well with more-conventional highway safety and condition improvement projects.
- Revision of prior criteria and scoring guidance to place a greater emphasis on the use of quantitative data instead of qualitative statements. This was done to help expedite the application validation and scoring process and ensure applications were capable of being easily and fairly compared in a consistent and transparent process. Additionally, where statewide data was not available, multiple data attributes were made eligible for inclusion (such as varied measures for pavement condition and traffic congestion). The inclusion of different metrics in the scoring framework was done to accommodate for the fact that different local stakeholders use different performance measures.
- WSDOT provided applicants with almost all of the statewide data needed for filling out NHFP applications through a web-based NHFP data map tool. This support effort was done to make relevant datasets easy to access, reduce the level of technical skill required for individual applicants, and help applicants complete their materials in a relatively short timeframe.

Project request and submittals

Between January 9 and March 15, 2022, WSDOT requested that MPO/RTPOs, tribes, cities, counties, and ports collaborate and develop regional lists of priority freight projects for FFY 2022-2025 NHFP funding consideration:

- WSDOT requested project sponsors (tribes, cities, counties, ports) to work with their MPO/RTPO and submit completed project submission forms and supporting documentation to their MPO/RTPO contact.

- WSDOT that requested MPO/RTPOs coordinate with their area tribal governments and local jurisdiction members to develop a regional list of priority freight projects and submit a consolidated project submittal package for their region to WSDOT.

WSDOT provided online materials and supporting resources through NHFP program webpage, including a project submission form, instruction sheet, and data map tool to make them easily accessible. WSDOT also hosted a public informational webinar on January 19 to assist project sponsors and MPO/RTPOs with preparing regional submissions.

Through this process, a total of 46 projects were submitted by 11 MPOs and RTPOs across the state, with a total of $180 million in funding requested.

Project selection

Between March and May 2022, WSDOT convened a project selection committee to review and select local projects for NHFP funding. This committee was made up of eight members representing various public entities, as listed in Figure 4, and members were nominated by their respective associations.

Figure 4: NHFP selection committee composition*

Cities	City of Ellensburg City of North Bend
Counties	Clark County Whitman County
MPOs/RTPOs	Puget Sound Regional Council Walla Walla Valley MPO
Ports	Port of Grays Harbor Port of Whitman County

*Note: Tribal representatives were also invited, but they did not express interests in participating in the selection committee.

The role of the project selection committee was to (1) determine policy goal weight and maximum point assignment for project scoring, (2) establish project selection rules such as geographic balance, and (3) make recommendations on the project list to receive funding. The relative weights for policy goals chosen by the committee are shown in Figure 5. The three “bonus” categories were also eligible to receive 10 points each.

Figure 5: NHFP project selection scoring weights

Policy Goal	Overall Goal Weight	Criteria	Maximum Point Allocation
Preservation	25%	Improve the State of Good Repair of Freight Infrastructure	25.0
Safety	20%	Prevent or Reduce Injuries or Fatalities	13.0
		Reduce Conflicts with Vulnerable Transportation Users	7.0
Stewardship	10%	Percent of Project Cost with Funding Match	5.0

Policy Goal	Overall Goal Weight	Criteria	Maximum Point Allocation
		Prioritization of Lowest-Cost Solutions for the Specific Freight Need	5.0
Mobility	15%	Reduce Congestion and Improve Reliability	15.0
Economic Vitality	20%	Support the Economy and Promote Employment	7.0
		Location on the Freight and Goods Transportation System	7.0
		Intermodal Connectivity Between Modes	6.0
Environment and Communities	10%	Reduce Freight Transportation's Negative Impacts on Washington's Water Quality	2.5
		Reduce Freight Transportation's Negative Impacts on Washington's Wildlife	2.5
		Analysis of Projects Near Vulnerable Communities	5.0
Bonus Categories			
Truck Parking		Improve truck parking availability, amenities, or information	10
System Resiliency		Improve system resiliency or ability to rapidly restore service	10
Emission Reductions		Reduce greenhouse gas emissions from freight transport	10

In addition to these scoring considerations, the project selection committee further established and applied the following rules during the project selection process:

1. Score all projects based on the same criteria, and select projects in the order of highest rank.
2. Confirm the project's financial readiness.
3. Cap funding amount for selected freight rail/intermodal projects at no more than 30 percent of available NHFP amount per federal fiscal year.
4. Consider geographic balance based on East/West Washington.
5. Consider partial funding for projects with large funding requests.
6. Do not fund the same project twice that received NHFP funding in previous years.

WSDOT staffed and supported the committee by conducting project scoring and validation for the committee's review. Specifically, WSDOT performed multiple rounds of project and financial readiness validation based on the committee's feedback to ensure projects are truly ready to advance to the next stage of planning or construction and have funding commitment ensured. In addition, WSDOT developed and provided an interactive project selection tool with project scoring and validation results to facilitate the committee's project selection process.

Between April and May, the committee reviewed the ranked project list and applied six project selection rules to shortlist projects for further validation. Based on additional follow-up and validation results with project sponsors, the committee reached consensus and selected the final list of projects to receive funding for FFY 2022-2025.

NHFP project list for FFY 2021-2025

Further details on NHFP funded projects are provided on following pages. Figure 6 shows the specific amounts of NHFP funding estimated by federal fiscal year (FFY). This summary also

includes the total amount of NHFP funding allocated (equivalent to funding available), the amount from other federal sources, and non-federal match for those investments. Please note that other federal sources reflect the funding amount leveraged and secured by project sponsors from other federal sources not allocated through the NHFP process.

NHFP project list for FFY 2026[3]

Through the 2025-2027 transportation budget, the Washington State Legislature directed WSDOT to allocate 50 percent of FFY 2026 NHFP funds on state projects, and the other 50 percent on eligible local freight projects (non-WSDOT projects). WSDOT amended the state freight investment plan in September 2025 and August 2026 to follow the state's budgeting process and comply with state legislative direction for FFY 2026 NHFP funding allocation.

To fulfill federal statutory requirements for updating the state freight plan every four years, WSDOT allocated $1.2 million of FFY 2026 NHFP funds to develop the 2026 State Freight System Plan. For the remaining FFY 2026 funds, approximately $22.8 million, WSDOT is dividing the amount equally between state and local projects to adhere to state legislative directives, and is implementing two separate processes for project identification:

Local portion of FFY 2026 NHFP funds

To identify eligible local freight projects that can obligate the funds before September 2026, WSDOT employed the following process:

- Validated the status and funding needs of previously funded NHFP projects, identifying two existing projects that require additional federal funding due to cost increases and funding gaps;
- Identified and selected two new projects eligible for the NHFP fund through WSDOT Local Program's 2025 National Highway System Asset Management project solicitation;
- Identified one new project requiring construction funding based on the state legislature's top priority for project delivery in 2026.

As a result of this process, WSDOT has identified five local freight projects for the local portion of the FFY 2026 NHFP funds ($10,589,787). Federal approval for these five projects was received on September 2nd, 2025.

The remaining balance of $810,213 for the local portion will be allocated to a candidate project later this year and identified in a subsequent FIP amendment submission.

State portion of FFY 2026 NHFP funds

WSDOT has identified and selected four priority freight projects for the state portion of FFY 2026 NHFP funds ($11.4 million). These projects align with state investment priorities and support the goals of the National Highway Freight Program. Federal approval for FFY 2026 NHFP state projects was received on August 11th, 2026.

[3] New section added in September 2025 and updated in August 2026 to reflect FFY 2026 NHFP funding allocation

Figure 6: Summary of NHFP funding by federal fiscal year

Funding	2021	2022	2023	2024	2025	2026	2021-2026 Total
NHFP Obligation Limitation available	$21,816,000	$22,000,000	$22,000,000	$22,000,000	$24,000,000	$24,000,000	$135,816,000
NHFP Funding Allocation	$21,816,000	$21,304,000	$22,696,000	$22,000,000	$24,000,000	$23,189,787	$135,005,787
Other Federal Sources	$14,287,800	$308,092,400	$114,369,600	$50,425,500	$167,526,700	$117,368,200	$772,070,200
Non-Federal Match	$17,199,900	$54,682,400	$22,629,100	$19,804,000	$67,222,200	$446,996,571	$628,534,171
Total	$53,303,700	$384,078,800	$159,694,700	$92,229,500	$258,748,900	$611,554,558	$1,559,610,158

Figure 7 shows project locations, and Figure 8 provides project details by federal fiscal year, including how NHFP funds have been invested and matched with other funding sources.

Freight projects submitted for NHFP consideration but not funded

The freight project list shown in figure 9 reflects projects that were submitted by MPO/RTPOs for FFY 2022-2025 NHFP funding consideration but were not funded through NHFP due to limited funding availability. To meet federal and state legislative freight plan requirements, this list only includes unfunded projects identified through the NHFP project request and selection process. Please see page 2 for a detailed description of WSDOT's NHFP process.

Figure 7: Selected NHFP project locations

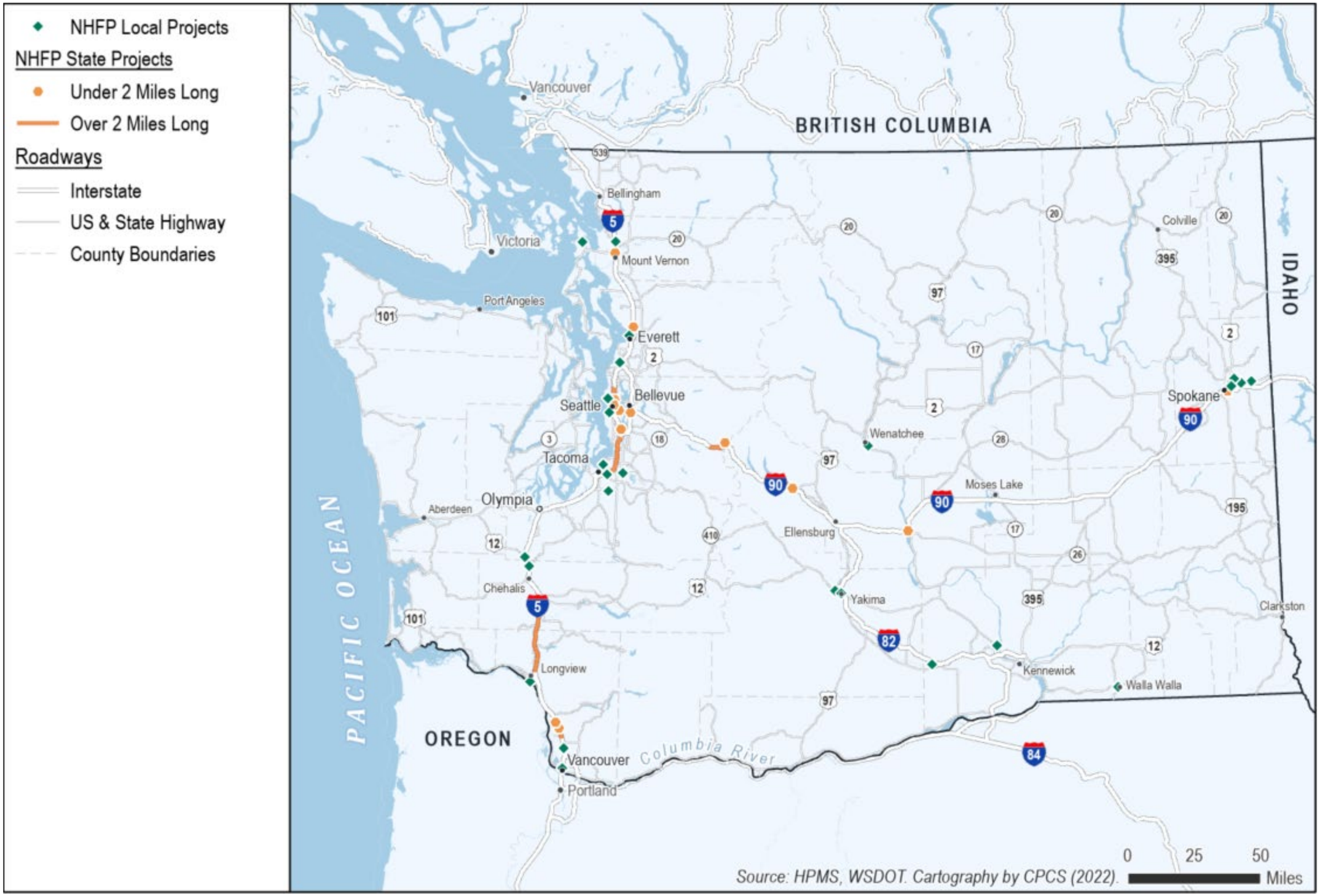


Figure 8: Projects funded by the National Highway Freight Program, FFY 2021-2025

Funding	2021	2022	2023	2024	2025	2026	2021-2026 Total	Project Owner	Project Description
NHFP	$2,090,000	-	-	-	-	-	$2,090,000	City of Yakima	North 1st Street - Phase 3 - Reconstruct and widen roadway, bike lanes, curb and gutter, sidewalks, curb ramps, illumination, and signals.
Other Federal	$0	-	-	-	-	-	$0		
Non-Federal Match	$9,535,000	-	-	-	-	-	$9,535,000		
Total	**$11,625,000**	-	-	-	-	-	**$11,625,000**		
NHFP	$2,300,000	-	-	-	-	-	$2,300,000	City of Spokane	Market/Monroe/29th - Grind and overlay, pavement repair, crack seal and curb ramp upgrades.
Other Federal	$1,346,000	-	-	-	-	-	$1,346,000		
Non-Federal Match	$1,885,000	-	-	-	-	-	$1,885,000		
Total	**$5,531,000**	-	-	-	-	-	**$5,531,000**		
NHFP	$420,000	-	-	-	-	-	$420,000	City of Vancouver	Fourth Plain Blvd - Main to Fort Vancouver Way - Mill and inlay, pavement repair, upgrade curb ramps, and replace damaged signal detection.
Other Federal	$672,000	-	-	-	-	-	$672,000		
Non-Federal Match	$293,000	-	-	-	-	-	$293,000		
Total	**$1,385,000**	-	-	-	-	-	**$1,385,000**		
NHFP	$327,000	-	-	-	-	-	$327,000	Snohomish County	164th Street SW Overlay -Asphalt overlay, pavement repair, and curb ramp upgrades.
Other Federal	$2,479,000	-	-	-	-	-	$2,479,000		
Non-Federal Match	$495,000	-	-	-	-	-	$495,000		
Total	**$3,301,000**	-	-	-	-	-	**$3,301,000**		
NHFP	$5,000,000	-	-	-	-	-	$5,000,000	City of Seattle	15th Ave W/NW - Mill and overlay, pavement repair, crack seal, curb ramp upgrades, and replacement of asphalt surface on Ballard Bridge.
Other Federal	$0	-	-	-	-	-	$0		
Non-Federal Match	$4,400,000	-	-	-	-	-	$4,400,000		
Total	**$9,400,000**	-	-	-	-	-	**$9,400,000**		
* NHFP	$4,125,300	-	-	-	-	-	$4,125,300	WSDOT	109024S - I-90/Lacey V. Murrow Bridge - Anchor Cable Replacement: Replace select anchor cables in order to maintain the operating integrity of the bridge.
Other Federal	$3,548,100	-	-	-	-	-	$3,548,100		
Non-Federal Match	$197,300	-	-	-	-	-	$197,300		
Total	**$7,870,700**	-	-	-	-	-	**$7,870,700**		
* NHFP	$7,553,700	$1,000,000	-	-	-	-	$8,553,700	WSDOT	509016R - I-90/S Cle Elum Rd Bridges - Deck Rehabilitation - Repair and resurface the existing bridge decks to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
Other Federal	$6,242,700	$5,423,700	-	-	-	-	$11,666,400		
Non-Federal Match	$394,600	$184,800	-	-	-	-	$579,400		
Total	**$14,191,000**	**$6,608,500**	-	-	-	-	**$20,799,500**		
NHFP	-	$2,500,000	-	-	-	-	$2,500,000	WSDOT	100524Y-I-5/SB Lake Washington Ship Canal Bridge - Deck Overlay & Rehab-Repair and resurface the existing mainline bridge deck and repair the lower bridge deck to maintain structural integrity, continue safe operations, and extend the life of the bridge.
Other Federal	-	$32,678,600	-	-	-	-	$32,678,600		
Non-Federal Match	-	$904,900	-	-	-	-	$904,900		
Total	-	**$36,083,500**	-	-	-	-	**$36,083,500**		
NHFP	-	$2,000,000	-	-	-	-	$2,000,000	WSDOT	100526G-I-5/NB Ship Canal to NE 117th St - Concrete Pavement & Expansion Joints-Replace the concrete pavement, adjust the concrete panel longitudinal joint while maintaining the elevation of the drainage features. Other work includes replacing the silicone joint strips on three bridges.
Other Federal	-	$80,581,300	-	-	-	-	$80,581,300		
Non-Federal Match	-	$1,774,000	-	-	-	-	$1,774,000		
Total	-	**$84,355,300**	-	-	-	-	**$84,355,300**		
NHFP	-	$2,000,000	-	-	-	-	$2,000,000	WSDOT	400512R - I-5/E Fork Lewis River Bridge NB - Replace Bridge - Replace the existing bridge with a new structure to reduce the potential for catastrophic failure and preserve the functional integrity of the roadway.
Other Federal	-	$74,211,900	-	-	-	-	$74,211,900		
Non-Federal Match	-	$1,940,300	-	-	-	-	$1,940,300		
Total	-	**$78,152,200**	-	-	-	-	**$78,152,200**		
NHFP	-	$1,500,000	-	-	-	-	$1,500,000	WSDOT	100522T - I-5/SB Denny Way-Lakeview Viaduct- Deck Overlay & Expansion Joint - Repair and resurface the existing bridge deck and rehabilitate the expansion joints to preserve the structural integrity and extend the service life of the structure.
Other Federal	-	$41,917,700	-	-	-	-	$41,917,700		
Non-Federal Match	-	$3,468,900	-	-	-	-	$3,468,900		
Total	-	**$46,886,600**	-	-	-	-	**$46,886,600**		
NHFP	-	$1,000,000	-	-	-	-	$1,000,000	WSDOT	100524P - I-5/NB Lake Washington Ship Canal Bridge - Deck Overlay -Repair and resurface the existing bridge deck and rehabilitate the expansion joints and headers to preserve the structural integrity and extend the service life of the structure.
Other Federal	-	$27,740,800	-	-	-	-	$27,740,800		
Non-Federal Match	-	$1,984,600	-	-	-	-	$1,984,600		
Total	-	**$30,725,400**	-	-	-	-	**$30,725,400**		
NHFP	-	$1,000,000	-	-	-	-	$1,000,000	WSDOT	100526H - I-5/SB Ship Canal to NE 117th St - Concrete Pavement Replacement - Replace the concrete pavement, adjust the concrete panel longitudinal joints while maintaining the elevation of the drainage features. This will rehabilitate the existing pavement and preserve the integrity of the roadway structure.
Other Federal	-	$42,095,400	-	-	-	-	$42,095,400		
Non-Federal Match	-	$38,690,900	-	-	-	-	$38,690,900		
Total	-	**$81,786,300**	-	-	-	-	**$81,786,300**		

Funding	2021	2022	2023	2024	2025	2026	2021-2026 Total	Project Owner	Project Description
***NHFP	-	$3,995,000	-	-	-	-	$3,995,000	City of Fife	I-5 and 54th Avenue E Interchange Improvement Project - Relocate the existing southbound slip on-ramp to 51st Avenue, and construct a second off ramp also at 51st Avenue, doubling the southbound off-ramp capacity.
Other Federal	-	$0	-	-	-	-	$0		
Non-Federal Match	-	$550,000	-	-	-	-	$550,000		
Total	-	**$4,545,000**	-	-	-	-	**$4,545,000**		
NHFP	-	$6,000,000	-	-	-	-	$6,000,000	Spokane County	Bigelow Gulch Corridor Safety and Mobility Project 2 - Reconstruct the existing roadway and realign for safety. Widen to a divided four-lane roadway with a median, and wide shoulders for pedestrian and bicycle traffic.
Other Federal	-	$3,443,000	-	-	-	-	$3,443,000		
Non-Federal Match	-	$5,093,000	-	-	-	-	$5,093,000		
Total	-	**$14,536,000**	-	-	-	-	**$14,536,000**		
NHFP	-	$50,000	$735,000	-	-	-	$785,000	City of East Wenatchee	Grant Rd Preservation - Grind and overlay HMA along with minor pavement repair sections throughout the corridor.
Other Federal	-	$0	$0	-	-	-	$0		
Non-Federal Match	-	$50,000	$115,000	-	-	-	$165,000		
Total	-	**$100,000**	**$850,000**	-	-	-	**$950,000**		
NHFP	-	$43,000	$173,000	-	-	-	$216,000	Lewis County	Railroad Switch Upgrades - Upgrade two manual railroad turnouts on the Washington Royal Line to Dual-Tone, Multi-Frequency power switches.
Other Federal	-	$0	$0	-	-	-	$0		
Non-Federal Match	-	$7,000	$27,000	-	-	-	$34,000		
Total	-	**$50,000**	**$200,000**	-	-	-	**$250,000**		
NHFP	-	$216,000	-	$836,000	$605,000	-	$1,657,000	Lewis County	Railroad Track Extension & Road Crossing Closure - Extend Puget Sound & Pacific yard tracks 1 and 2 by 2,300', providing for the minimum capacity of over 6,000' of storage on each track.
Other Federal	-	$0	-	$0	$0	-	$0		
Non-Federal Match	-	$34,000	-	$324,000	$235,000	-	$593,000		
Total	-	**$250,000**	-	**$1,160,000**	**$840,000**	-	**$2,250,000**		
***NHFP	-	-	$1,000,000	-	-	-	$1,000,000	City of Tacoma	Tacoma Tideflats-Port of Tacoma Strategic Emergency Response/ITS Improvements - Establish an interconnected intelligent transportation system (ITS) network across the Tacoma Tideflats/Port of Tacoma area.
Other Federal	-	-	$0	-	-	-	$0		
Non-Federal Match	-	-	$250,000	-	-	-	$250,000		
Total	-	-	**$1,250,000**	-	-	-	**$1,250,000**		
***NHFP	-	-	$1,185,000	$1,367,000	-	$500,787	$3,052,787	City of Spokane Valley	Bigelow-Sullivan Corridor: Sullivan/SR290 Interchange - Reconstruct the Sullivan Rd. interchange at SR 290, including its on/off ramps, to restore the long-term capacity of the interchange.
Other Federal	-	-	$0	$0	-	$1,367,500	$1,367,500		
Non-Federal Match	-	-	$185,000	$213,000	-	$541,600	$939,600		
Total	-	-	**$1,370,000**	**$1,580,000**	-	**$2,409,887**	**$5,359,887**		
NHFP	-	-	$1,750,000	-	-	-	$1,750,000	Northwest Seaport Alliance	Terminal 5 Truck Gate Complex - Build new inbound truck gate infrastructure further away from Terminal 5 entrance with the communications infrastructure and scanning equipment to process inbound trucks.
Other Federal	-	-	$0	-	-	-	$0		
Non-Federal Match	-	-	$11,730,000	-	-	-	$11,730,000		
Total	-	-	**$13,480,000**	-	-	-	**$13,480,000**		
NHFP	-	-	$228,000	-	-	-	$228,000	City of Yakima	34th Avenue & Fruitvale Boulevard and 34th & River Road Roundabouts - Construct dual roundabouts and realign the connection of River Road with Fruitvale Boulevard.
Other Federal	-	-	$993,000	-	-	-	$993,000		
Non-Federal Match	-	-	$1,520,000	-	-	-	$1,520,000		
Total	-	-	**$2,741,000**	-	-	-	**$2,741,000**		
NHFP	-	-	$685,000	-	$4,895,000	-	$5,580,000	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements - Add a travel lane to the Interstate 5 / Cook Road Interchange (Exit 232), and signalize the on/off ramps to reduce collisions and alleviate congestion.
Other Federal	-	-	$0	-	$0	-	$0		
Non-Federal Match	-	-	$107,000	-	$1,125,000	-	$1,232,000		
Total	-	-	**$792,000**	-	**$6,020,000**	-	**$6,812,000**		
NHFP	-	-	$1,000,000	-	-	-	$1,000,000	Pierce County	Canyon Rd. E. - Asphalt Overlay - Grind and overlay the existing asphalt pavement roadway between the concrete curbs and replace non-compliant ADA curb ramps.
Other Federal	-	-	$1,097,000	-	-	-	$1,097,000		
Non-Federal Match	-	-	$897,000	-	-	-	$897,000		
Total	-	-	**$2,994,000**	-	-	-	**$2,994,000**		
***NHFP	-	-	$300,000	-	-	-	$300,000	Spokane County	Argonne Road and Upriver Drive Intersection Improvement - Improve the intersection of Argonne Road and Upriver Drive and increase the performance of this intersection.
Other Federal	-	-	$0	-	-	-	$0		
Non-Federal Match	-	-	$47,000	-	-	-	$47,000		
Total	-	-	**$347,000**	-	-	-	**$347,000**		
NHFP	-	-	$385,000	-	-	$940,000	$1,325,000	Port of Everett	Bulkhead Segment E Replacement - Rebuild the aging and decaying bulkhead that is supporting the southbound lanes of SR 529/West Marine View Drive.
Other Federal	-	-	$1,500,000	-	-	$346,700	$1,846,700		
Non-Federal Match	-	-	$658,000	-	-	$380,971	$1,038,971		
Total	-	-	**$2,543,000**	-	-	**$1,667,671**	**$4,210,671**		

Funding	2021	2022	2023	2024	2025	2026	2021-2026 Total	Project Owner	Project Description
NHFP	-	-	$1,730,000	$1,754,000	-		$3,484,000	City of Anacortes	R Avenue Long-Term Improvements Project - Construct improvements including a non-traversable median, transit pull-outs; add or improve sidewalks/walkways, bicycle wayfinding, signal or roundabout, traffic calming measures, additional street lighting, bicycle lanes, and a physical buffer between pedestrian and walkway.
Other Federal	-	-	$0	$0	-		$0		
Non-Federal Match	-	-	$273,000	$277,000	-		$550,000		
Total	-	-	**$2,003,000**	**$2,031,000**	-		**$4,034,000**		
** NHFP	-	-	$77,000	$43,000	-		$120,000	City of Spokane	Wellesley Avenue: Freya to Havana - Rehabilitate the existing arterial roadway by fully replacing roadway pavement and adding pedestrian and bicycle infrastructure along the segment between Freya and Havana Avenues.
Other Federal	-	-	$336,000	$192,000	-		$528,000		
Non-Federal Match	-	-	$67,000	$38,000	-		$105,000		
Total	-	-	**$480,000**	**$273,000**	-		**$753,000**		
NHFP	-	-	$865,000	-	-		$865,000	Port of Benton	White Bluff Rail SR240 Rail Crossing Project - Reconstruct and widen existing rail crossings, including replacing concrete rail panels, ties, and rail, replacing and relocating signal arms and lights.
Other Federal	-	-	$0	-	-		$0		
Non-Federal Match	-	-	$135,000	-	-		$135,000		
Total	-	-	**$1,000,000**	-	-		**$1,000,000**		
NHFP	-	-	$700,000	-	$3,300,000		$4,000,000	Clark County	NE Delfel Road (NE 179th Street - NE 184th Street) - Realign NE Delfel Road north between NE 179th Street and NE 184th Street and reconstruct the intersection to a multilane roundabout.
Other Federal	-	-	$0	-	$0		$0		
Non-Federal Match	-	-	$3,100,000	-	$8,400,000		$11,500,000		
Total	-	-	**$3,800,000**	-	**$11,700,000**		**$15,500,000**		
NHFP	-	-	$883,000	-	-		$883,000	City of Prosser	Old Inland Empire Highway Improvements - Reconstruct and widen roadway, curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.
Other Federal	-	-	$373,000	-	-		$373,000		
Non-Federal Match	-	-	$197,000	-	-		$197,000		
Total	-	-	**$1,453,000**	-	-		**$1,453,000**		
NHFP	-	-	$1,000,000	-	-		$1,000,000	WSDOT	509018V - I-90/Vantage Bridge - Replace Bridge Deck- Remove and replace the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
Other Federal	-	-	$71,375,600	-	-		$71,375,600		
Non-Federal Match	-	-	$1,667,400	-	-		$1,667,400		
Total	-	-	**$74,043,000**	-	-		**$74,043,000**		
NHFP	-	-	$2,000,000	-	-		$2,000,000	WSDOT	109029A-I-90/EB Mercer Slough Bridge - Rehabilitation-Stabilize the bridge to preserve its structural integrity.
Other Federal	-	-	$10,851,400	-	-		$10,851,400		
Non-Federal Match	-	-	$355,700	-	-		$355,700		
Total	-	-	**$13,207,100**	-	-		**$13,207,100**		
NHFP	-	-	$2,000,000	-	-		$2,000,000	WSDOT	400520B - I-5/N Fork Lewis River Bridge SB - Rehabilitation - Repair damaged steel truss elements and address shear deficiency on concrete approach spans to extend the service life of the bridge.
Other Federal	-	-	$8,790,100	-	-		$8,790,100		
Non-Federal Match	-	-	$232,700	-	-		$232,700		
Total	-	-	**$11,022,800**	-	-		**$11,022,800**		
NHFP	-	-	$2,000,000	-	-		$2,000,000	WSDOT	509018S - I-90/1.8 Miles E of Tinkham Rd to Denny Cr Viaduct - Stormwater Retrofit - Construct drainage improvements to increase the water quality of stormwater runoff leaving the right of way.
Other Federal	-	-	$7,028,500	-	-		$7,028,500		
Non-Federal Match	-	-	$625,600	-	-		$625,600		
Total	-	-	**$9,654,100**	-	-		**$9,654,100**		
NHFP	-	-	$2,000,000	-	-		$2,000,000	WSDOT	109014F - I-90/Lacey V. Murrow and Homer M. Hadley Bridges - Electrical Rehab - Install a new pontoon monitoring and control system to provide a fully functioning electrical system.
Other Federal	-	-	$5,851,800	-	-		$5,851,800		
Non-Federal Match	-	-	$217,000	-	-		$217,000		
Total	-	-	**$8,068,800**	-	-		**$8,068,800**		
NHFP	-	-	$2,000,000	-	-		$2,000,000	WSDOT	509015K-I-90/Franklin Falls Bridge WB - Bridge Painting- Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.
Other Federal	-	-	$6,173,200	-	-		$6,173,200		
Non-Federal Match	-	-	$222,700	-	-		$222,700		
Total	-	-	**$8,395,900**	-	-		**$8,395,900**		
NHFP	-	-	-	$1,500,000	-		$1,500,000	WSDOT	100568T-I-5/Skagit River Bridge - Bridge Painting- Clean and paint the steel surfaces to preserve the bridge and maintain the safety of the highway.
Other Federal	-	-	-	$9,891,800	-		$9,891,800		
Non-Federal Match	-	-	-	$321,300	-		$321,300		
Total	-	-	-	**$11,713,100**	-		**$11,713,100**		
NHFP	-	-	-	$2,000,000	-		$2,000,000	WSDOT	609048S-I-90/3rd Ave Crossing - Bridge Deck Rehabilitation- Work to preserve structural integrity, asset utility and extend the life of the bridge. Rehabilitate bridge deck with preparation, repair, and new wearing surface,
Other Federal	-	-	-	$8,378,600	-		$8,378,600		
Non-Federal Match	-	-	-	$223,100	-		$223,100		
Total	-	-	-	**$10,601,700**	-		**$10,601,700**		

Funding	2021	2022	2023	2024	2025	2026	2021-2026 Total	Project Owner	Project Description
NHFP	-	-	-	$2,000,000	-		$2,000,000	WSDOT	400517C - I-5/NB Ridgefield to La Center Vicinity - Reconstruction - Remove the panels in right lane and replace with asphalt to improve the integrity of the roadway structure.
Other Federal	-	-	-	$7,907,900	-		$7,907,900		
Non-Federal Match	-	-	-	$205,600	-		$205,600		
Total	-	-	-	**$10,113,500**	-		**$10,113,500**		
NHFP	-	-	-	$2,000,000	-		$2,000,000	WSDOT	100501L-I-5/S 375th St to S 178th St - Seismic Retrofit- Seismically retrofit the bridges to bring them up to current seismic design standards and reduce the risk of catastrophic failure during an earthquake.
Other Federal	-	-	-	$7,534,000	-		$7,534,000		
Non-Federal Match	-	-	-	$263,000	-		$263,000		
Total	-	-	-	**$9,797,000**	-		**$9,797,000**		
NHFP	-	-	-	$2,000,000	-		$2,000,000	WSDOT	509016U - I-90/Peoh Road Bridge EB - Deck Replacement - Replace the bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
Other Federal	-	-	-	$4,979,200	-		$4,979,200		
Non-Federal Match	-	-	-	$188,800	-		$188,800		
Total	-	-	-	**$7,168,000**	-		**$7,168,000**		
NHFP	-	-	-	$1,500,000	-		$1,500,000	WSDOT	509019F - I-90/Peoh Rd Bridge WB - Deck Replacement - Replace the bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
Other Federal	-	-	-	$4,781,000	-		$4,781,000		
Non-Federal Match	-	-	-	$170,200	-		$170,200		
Total	-	-	-	**$6,451,200**	-		**$6,451,200**		
NHFP	-	-	-	$7,000,000	-		$7,000,000	City of Sumner	Stewart Road Corridor Completion: White River Bridge - Replace the existing two-lane bridge over the White River at Stewart Road to accommodate four lanes of traffic and a separated shared use path.
Other Federal	-	-	-	$6,761,000	-		$6,761,000		
Non-Federal Match	-	-	-	$17,580,000	-		$17,580,000		
Total	-	-	-	**$31,341,000**	-		**$31,341,000**		
NHFP	-	-	-	-	$1,200,000		$1,200,000	City of Walla Walla	Pine Street TBD Project - Replace the roadway section on Pine Street, add multimodal facilities, make intersection operational improvements, optimize roadway alignment, and establish new stormwater treatment facilities.
Other Federal	-	-	-	-	$0		$0		
Non-Federal Match	-	-	-	-	$4,950,000		$4,950,000		
Total	-	-	-	-	**$6,150,000**		**$6,150,000**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	Port of Longview	Industrial Rail Corridor Expansion - Expand the existing two-track rail corridor to an eight-track rail corridor with inspection roadways, including the construction of the full six-track rail bed embankment.
Other Federal	-	-	-	-	$18,500,000		$18,500,000		
Non-Federal Match	-	-	-	-	$48,900,000		$48,900,000		
Total	-	-	-	-	**$69,400,000**		**$69,400,000**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	WSDOT	100500B-I-5/SB King/Pierce County Line to S 221st St - Concrete Pavement Rehab- Rehabilitate the concrete pavement through the combination of several strategies such as select concrete panel replacement, diamond grinding, milling and inlaying of HMA road surfaces to match the concrete pavement.
Other Federal	-	-	-	-	$77,636,200		$77,636,200		
Non-Federal Match	-	-	-	-	$1,779,100		$1,779,100		
Total	-	-	-	-	**$81,415,300**		**$81,415,300**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	WSDOT	100545F-I-5/SB Ebey Slough/SR 529/Railroad Bridge - Pier Column Repair- Reinforce the columns by constructing full height steel jackets around the damaged columns to inhibit corrosion, preserve the structural integrity and extend the service life of this bridge.
Other Federal	-	-	-	-	$29,400,100		$29,400,100		
Non-Federal Match	-	-	-	-	$700,900		$700,900		
Total	-	-	-	-	**$32,101,000**		**$32,101,000**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	WSDOT	400525T-I-5/0.5 Miles N of SR 504 to SR 505 Vicinity - Paving- Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.
Other Federal	-	-	-	-	$17,557,200		$17,557,200		
Non-Federal Match	-	-	-	-	$405,500		$405,500		
Total	-	-	-	-	**$19,962,700**		**$19,962,700**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	WSDOT	400522Z-I-5/N Kelso Ave to 1.5 Mile S of Toutle Park Rd with Exceptions - Paving- Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.
Other Federal	-	-	-	-	$10,847,200		$10,847,200		
Non-Federal Match	-	-	-	-	$267,200		$267,200		
Total	-	-	-	-	**$13,114,400**		**$13,114,400**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	WSDOT	100512H-I-5/Duwamish River BN & UP RR Overcrossing Bridge - Painting- Clean and paint the steel surfaces to preserve the bridge and maintain the safety of the highway.
Other Federal	-	-	-	-	$7,688,900		$7,688,900		
Non-Federal Match	-	-	-	-	$281,900		$281,900		
Total	-	-	-	-	**$9,970,800**		**$9,970,800**		
NHFP	-	-	-	-	$2,000,000		$2,000,000	WSDOT	100545G-I-5/NB Steamboat Slough Bridge - Special Bridge Repair- Reinforce bridge columns by constructing full height steel jackets around damaged columns to inhibit corrosion, preserve the structural integrity and extend the bridge service life.
Other Federal	-	-	-	-	$5,897,100		$5,897,100		
Non-Federal Match	-	-	-	-	$177,600		$177,600		
Total	-	-	-	-	**$8,074,700**		**$8,074,700**		

Funding	2021	2022	2023	2024	2025	2026	2021-2026 Total	Project Owner	Project Description
NHFP	-	-	-	-		$669,000	$669,000	Pierce County	Canyon Road East - Rehabilitate and resurface the roadway through grind and overlay asphalt repair, replace non-compliant ADA curb ramps and install accessible pedestrian signals at intersection.
Other Federal	-	-	-	-		$0	$0		
Non-Federal Match	-	-	-	-		$606,000	$606,000		
Total	-	-	-	-		**$1,275,000**	**$1,275,000**		
* NHFP	-	-	-	-		$2,480,000	$2,480,000	City of Tukwila	Airport Way Overlay - Resurface the overlay to address cracking/spalling.
Other Federal	-	-	-	-		$0	$0		
Non-Federal Match	-	-	-	-		$0	$0		
Total	-	-	-	-		**$2,480,000**	**$2,480,000**		
NHFP	-	-	-	-		$6,000,000	$6,000,000	City of Fife	Port of Tacoma Road Interchange Phase 2A - Complete the reconfiguration of the I-5 / Port of Tacoma Rd interchange into a split-diamond with one-way couplet, including widening and reconstructing Pacific Highway E, adding multimodal facilities and other work south of I-5, as required.
Other Federal	-	-	-	-		$17,440,000	$17,440,000		
Non-Federal Match	-	-	-	-		$44,756,000	$44,756,000		
Total	-	-	-	-		**$68,196,000**	**$68,196,000**		
* NHFP						$2,000,000	$2,000,000	WSDOT	Truck Parking Information Management System Operational Deployment, Infrastructure, and System Support - build on existing TPIMS platform and support migration into WSDOT's operational infrastructure, integration of additional data sources, improving sensor deployment and validation practices, developing monitoring tools, and enhancing traveler-facing information displays.
Other Federal						$0	$0		
Non-Federal Match						$0	$0		
Total						**$2,000,000**	**$2,000,000**		
NHFP						$6,500,000	$6,500,000	WSDOT	A00565U - I-5/Martha Washington & Maddox Creeks: remove and replace fish passable structures.
Other Federal						$39,850,000	$39,850,000		
Non-Federal Match						$950,000	$950,000		
Total						**$47,300,000**	**$47,300,000**		
NHFP						$1,900,000	$1,900,000	WSDOT	109052N - I-90/EB Mercer Slough to 150th Ave SE - Paving: this project will grind and inlay pavement with Hot Mix Asphalt (HMA).
Other Federal						$3,158,000	$3,158,000		
Non-Federal Match						$104,000	$104,000		
Total						**$5,162,000**	**$5,162,000**		
*** NHFP						$1,000,000	$1,000,000	WSDOT	L4000054 - I-5 Columbia River Bridge Replacement: construct multimodal improvements to 5 miles of I-5 corridor between Oregon and Washington including replacement of the bridge over the Columbia River.
Other Federal						$55,206,000	$55,206,000		
Non-Federal Match						$399,358,000	$399,358,000		
Total						**$455,564,000**	**$455,564,000**		

Notes: All WSDOT projects listed under FFY 2022, and projects marked with * use toll credits for match.
****** the NHFP fund allocated to this project and its other funding sources listed are for the Preliminary Engineering and Right of Way phases only.
******* the NHFP fund allocated to this project and its other funding sources listed are for the Preliminary Engineering phase only.

Figure 9: Freight projects submitted for NHFP consideration but not funded

Project Name	Project Sponsor / Owner	Project Type	Project Description	Total NHFP Request	Total Project Cost
Pines Road/BNSF Grade Separation Project	City of Spokane Valley	Public Roadway	Construction of an undercrossing below BNSF tracks, and replacement of a signalized intersection with a multi-lane roundabout with various safety improvements.	$23,421,000	$34,784,260
42nd Ave S Bridge Replacement	City of Tukwila	Public Roadway	Replacement of the existing bridge over the Duwamish River with a new bridge.	$2,000,000	$25,958,000
North 1st Street Revitalization - Phase 3	City of Yakima	Public Roadway	Reconstruction and expansion to a five-lane roadway to improve the safety of all users.	$3,473,000	$12,394,000
East Kennewick Freight Zone Infrastructure Improvements	City of Kennewick	Freight Rail/Intermodal	Roadway and safety equipment improvements to the East Kennewick Freight Zone.	$2,259,000	$2,612,000
East Marginal Way Corridor Improvement Project – Central Segment	City of Seattle Department of Transportation	Public Roadway	Reconstruction of the surface street of East Marginal Way S between S Spokane St and Duwamish Ave S to Heavy Haul standards.	$4,800,000	$6,900,000
Union Gap Regional Beltway Connector (Phase 2 Stage 2B)	City of Union Gap	Public Roadway	Construction of the remaining miles of the Regional Beltway Connector and a BNSF grade separation.	$11,090,000	$13,977,000
Relocation of WB SR 518 Off-Ramp from SR 99 to 32nd Avenue South vicinity	SeaTac/ WSDOT	Public Roadway	Relocation of an off-ramp to align it with an existing intersection of South 154th and create a four-way intersection and safer conditions for traffic.	$3,000,000	$24,281,894
Argonne Road Bridge at I-90 (PE Only)	City of Spokane Valley	Public Roadway	Reconstruction of a bridge over Interstate 90 to eliminate the primary cause of congestion on one of the region's busiest freight arterials.	$1,298,000	$1,500,000
32nd Avenue Industrial Access Extension	City of Vancouver	Public Roadway	Construction of an industrial arterial connection between the Port of Vancouver and surrounding industrial areas.	$5,000,000	$130,000,000
Talley Way and Colorado St Improvements	City of Kelso	Public Roadway	Improvements of Talley Way and Colorado St, and replacement of the bridge over Coweeman River.	$3,242,000	$21,000,000
Skamania County Wind River Design Only Project - Freight Mobility	Skamania County	Public Roadway	Development of a roadway design to enhance freight movement, while minimizing conflicts with pedestrian and nonmotorized travel.	$856,350	$990,000
Tilley Road Bridge Replacement (T-2)	Thurston County Public Works	Public Roadway	Replacement Tilley Rd bridge over Beaver Creek.	$432,500	$2,750,000
Heritage Blvd – 'A' Street to Hwy 12 Interchange	City of Pasco	Public Roadway	Construction of safety and efficiency improvements along Heritage Boulevard Corridor.	$9,515,000	$11,000,000
Skamania County Wind River Slide Project – Freight Mobility	Skamania County	Public Roadway	Stabilization of the largest and most vulnerable slip plane between SR 14 and Carson, protecting the freight access to a major lumber mill and to other major businesses.	$2,681,500	$3,100,000
South Wenatchee Ave Improvements	City of Wenatchee	Public Roadway	Rehabilitation of the pavement, dechannelize, upgrade three traffic signals, and upgrade ADA curb ramps to current standards.	$3,569,674	$4,126,791
Pasco US 12 Interchange – 'A' Street to Tank Farm Road	City of Pasco	Public Roadway	Construction of safety improvements on US Highway 12 with potential grade separation of intersections and/or by combining the two intersections into a single interchange.	$21,625,000	$25,000,000
Ninth St Corridor Improvements	City of Wenatchee	Public Roadway	Improvements including reducing travel lanes from 4 to 3, installing bike lanes, signal changes and pavement upgrades.	$1,404,760	$1,624,000
Enterprise Dr and Nelpar Dr Reconstruction	Douglas County	Public Roadway	Reconstruction of the structural base and resurfacing of road segments.	$703,000	$813,000
Dallesport Industrial Park Rail Spur Repair	Klickitat County Port District #1	Freight Rail/Intermodal	Repair of 3,895 feet of rail spur to restore rail service.	$176,000	$204,939
The Reiman Industrial Center Industry Rail Project Phase #1B and Phase #2	Port of Pasco	Freight Rail/Intermodal	Construction of the BNSF required Long Lead to handle new rail traffic from future companies locating at the Reimann Industrial Center.	$1,000,000	$6,200,000
North Railroad Avenue	Franklin County	Public Roadway	Widening roadway paved width and adding structural strength to roadway.	$2,900,000	$3,353,000
Vineyard Drive West and North Railroad Avenue Intersection	Franklin County	Public Roadway	Reconstruction to address truck-turning issues.	$2,450,000	$2,832,000
Austin Point Rail Link	Port of Woodland	Freight Rail/Intermodal	Creation of a rail link from BNSF main line to proposed terminal, removal of grade crossing.	$180,000	$360,000
Bolles Road	City of Waitsburg	Public Roadway	Replacement of a rail grade crossing and reconstruction/resurfacing of existing road.	$711,030	$822,000
Beaudry/Bittner Crossing	Yakima County	Public Roadway	A new bridge over the Roza Canal, construction of a four-way intersection between Norman, Beaudry and Bitner Road, and reconstruction of Beaudry Road to a three-lane urban collector standard.	$9,689,000	$11,143,000

2. National highway freight network

Key chapter takeaway

To be eligible for National Highway Freight Program funding, a public roadway project must be located on the National Highway Freight Network (NHFN). Part of this network includes Critical Urban and Rural Freight Corridors. State DOTs and some large metropolitan planning organizations are responsible for designating these critical corridors. WSDOT updated the designation of Critical Urban and Rural Freight Corridors in collaboration with MPO and RTPO partners across the state.

National Highway Freight Network overview

Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs) are important because they are part of the National Highway Freight Network (NHFN). This network was established in the 2015 FAST Act to help direct federal resources toward improving the performance of the network. A road segment's designation as part of the NHFN is important because NHFN designation is a requirement for a public roadway project to receive National Highway Freight Program (NHFP) dollars. The NHFN includes:

- The PHFS, which consists of interstate highway segments, as well as major national highways, state routes, and connections to significant intermodal facilities.
- Non-PHFS Interstate Highways, which consist of all other interstate highway segments not designated as part of the PHFS.
- CUFCs and CRFCs, which are public roads critical for freight movement and can be designated by state DOTs and large MPOs with a population of 500,000 or more.

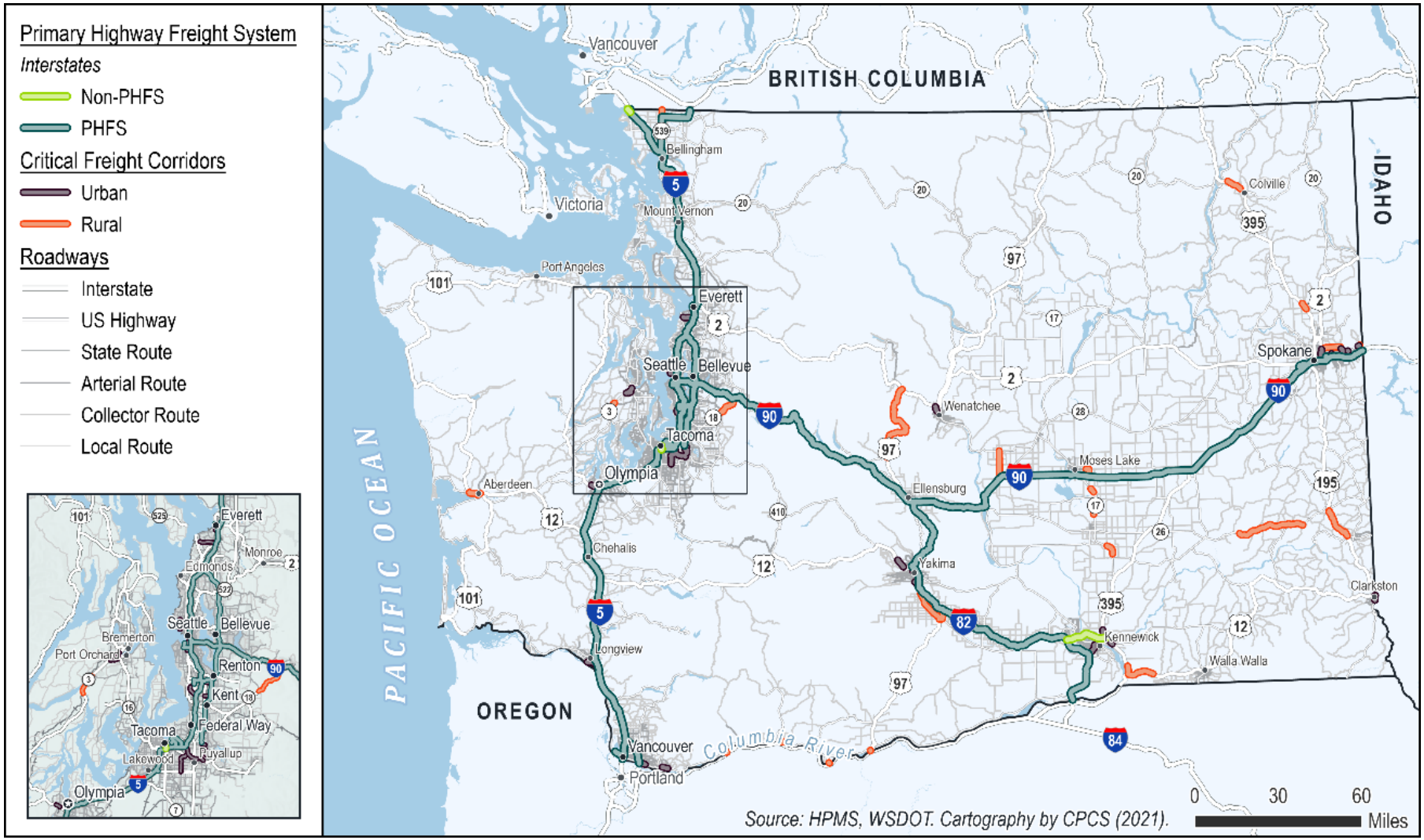
CRFCs are public roads outside of a highway urbanized area, and should meet one of seven characteristics to be designated:

A. Is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road from trucks.
B. Provides access to energy exploration, development, and installation areas.
C. Connects the PHFS or the Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year or 500,000 tons per year of bulk commodities.
D. Provides access to a grain elevator, agricultural facility, mining facility, forestry facility, or intermodal facility.
E. Connects to an international port of entry.
F. Provides access to significant air, rail, water, or other freight facilities in the state.
G. Is determined by the state to be vital to improving the efficient movement of freight important to the economy of the state.

By comparison, CUFCs are public roads inside of a highway urbanized area, and should meet one of four characteristics to be designated:

A. Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility.
B. Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement.
C. Serves a major freight generator, logistics center, or manufacturing and warehousing industrial land.
D. Is important to the movement of freight within the region, as determined by the MPO or the state.

Figure 10: Previously designated NHFN elements in Washington



The 2021 BIL allocated 150 miles to Washington state for the designation of CUFCs and 300 miles for the designation of CRFCs. The Puget Sound Regional Council (PSRC) is responsible for designating CUFC mileage in its urbanized area as it meets the population threshold for local designation power, and WSDOT is responsible for designating CUFC mileage for non-PSRC areas and CRFC mileage for all of the state.

Corridor designation approach and process

As noted in Chapter 1, Washington's NHFP Technical Working Group adopted a "project-first" approach where NHFP projects would be selected, and then the roadways corresponding to the projects would be designated as CUFCs and CRFCs. Therefore, WSDOT used a two-step process to allocate CUFC and CRFC mileage in the state:

1. Allocate needed miles to local freight projects submitted for FFY 2022-2025 NHFP funding consideration to ensure they receive critical corridor designations and meet the program eligibility requirement.

2. Seek proposed corridors from MPO/RTPOs to distribute the remaining mileage balance across 11 MPOs (excluding PSRC) and 17 RTPOs in the state. Figure 11 lists the estimated remaining mileage balance available for distribution and the regional mileage target for MPOs and RTPOs. The purpose of this distribution across MPOs and RTPOs was to make best use of the limited corridor mileage and boost the competitiveness of projects that may be applying for other freight-related funding, such as INFRA grants.

Figure 11: CUFC and CRFC allowances

	CUFC miles (urbanized areas)	CRFC Miles (non-urbanized areas)
Estimated remaining mileage balance after mileage designation for NHFP projects	63.5 miles	291 miles
Estimated regional mileage target for each organization	**5.8 miles (per MPO)**	**17.1 miles (per RTPO)**

To provide flexibility and better support different region's needs, WSDOT sought two tiers of proposed freight corridors from its MPOs and RTPOs under step 2. A "primary" list of CUFC or CRFC mileage up to the regional mileage target was requested and was guaranteed to receive designation. WSDOT also gave its MPOs and RTPOs the option to submit a "secondary" list of mileage if additional mileage was needed beyond the regional target. That secondary list was only to be considered if there was extra mileage remaining after corridor mileage was allocated to the MPOs' and RTPOs' priority lists.

Key considerations for corridor designation

MPOs and RTPOs were asked to consider the following key considerations to identify proposed CUFC/CRFC corridors within their regions:

- Corridor segments with projects that intend to apply for INFRA grant funds between 2022-2026;

- Corridor segments with other regional freight priority projects that have a funding need and are planned for implementation between 2022-2026; or

- Corridor segments that do not have projects planned in the next five years but have been identified as critical for other freight-supportive reasons.

In addition, corridors must also be on public roadways and have a strong connection to freight transportation, including being located on Washington state's Freight and Goods Transportation System; providing connection to major freight facilities; or demonstrating the importance to regional/state freight movement with supporting and verifiable data.

Validation of submissions and assignment of remaining mileage to "secondary" corridors

WSDOT solicited proposed CUFC designations from MPOs and CRFC designations from RTPOs between May 16 and July 15. Following this submission period, WSDOT validated the received corridors to ensure they met the designation criteria and conducted follow-up outreach to individual MPOs and RTPOs to clarify questions regarding their submissions.

After assigning CUFC/CRFC miles to NHFP projects and to all "primary" corridor requests from MPOs and RTPOs, there were 12.3 remaining miles of CUFC and 130.5 miles of CRFC mileage that remained undesignated. These undesignated miles were available for further allocation to the "secondary" corridor requests submitted by MPOs and RTPOs. There is sufficient remaining CRFC miles available to address all the "secondary" corridor requests for designation. However, for CUFCs, MPO/RTPOs submitted a total of 17.4 miles of secondary corridors for designation against an available 12.3 miles.

To address the issue of insufficient remaining CUFC mileage to cover all secondary CUFC requests, WSDOT further prioritized the list of secondary CUFCs based on key designations and FGTS classifications. WSDOT also consulted with the MPO/RTPO Technical Working Group on the mileage allocation approach of secondary CUFC corridors and received support from that group. Figure 12 illustrates the result of mileage allocation for each corridor type. Remaining Critical Rural Freight Corridor mileage will be reserved for future updates to Washington's Critical Rural Freight Corridor network.

Figure 12: CUFC and CRFC mileage allocations

Category	CUFC (miles)	CRFC (miles)
Statewide mileage cap	150.00	300.00
Mileage assigned to submitted NHFP projects	15.39	8.12
Mileage assigned to "Primary" corridors from MPOs and RTPOs	123.2	159.53
Mileage assigned to "Secondary" corridors from MPOs and RTPOs	11.4	7.68
Total mileage designation	149.99	175.33

Designated corridors

A total of 149.99 miles of CUFCs and 175.33 miles of CRFCs were designated within Washington state. Figure 13 illustrates the location of designated CUFC and CRFC corridors in the state. Figure 14 and Figure 15 provide detailed lists of CUFC and CRFC corridors.

Figure 13: Washington's Critical Urban and Rural Freight Corridors

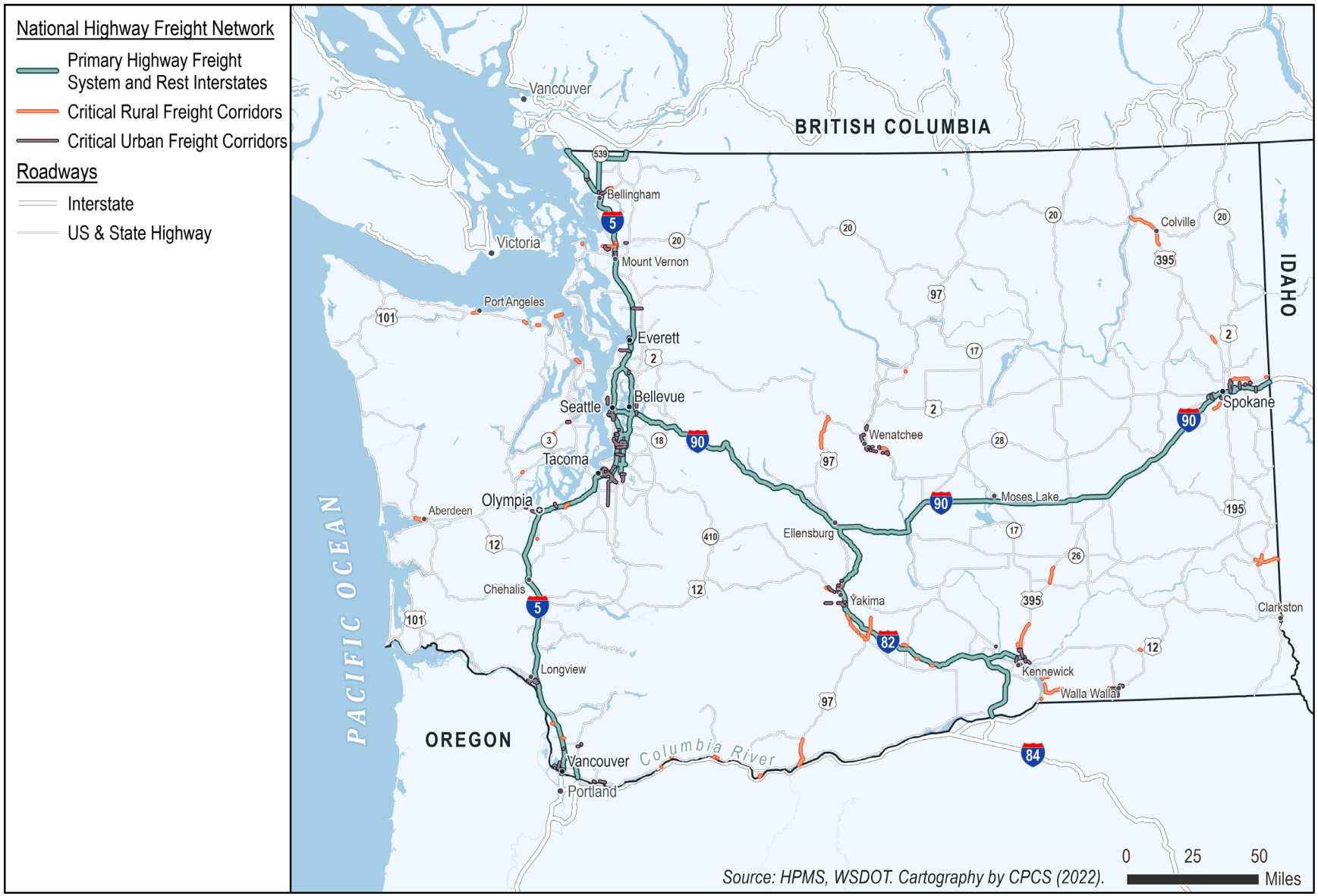


Figure 14: Critical Urban Freight Corridor list

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Benton-Franklin Council of Governments	US 395	Interstate 182	Columbia River (Pasco side)	1.52	A,C
Benton-Franklin Council of Governments	E Columbia Dr	SR 397	End of road	0.32	C, D
Benton-Franklin Council of Governments	E Bruneau Ave	SR 397	S Kingswood St	0.24	C, D
Benton-Franklin Council of Governments	N Juniper St	E Columbia Dr	E Bruneau Ave	0.09	C, D
Benton-Franklin Council of Governments	N Kingwood St	E Columbia Dr	E Bruneau Ave	0.09	C, D
Benton-Franklin Council of Governments	Heritage Blvd	A St	E Lewis Pl	0.52	A, D
Benton-Franklin Council of Governments	E Lewis St	E Lewis Pl	US 12 Interchange	0.34	A, D
Benton-Franklin Council of Governments	US 12	A St	Tank Farm Rd	0.8	A, D
Benton-Franklin Council of Governments	N Railroad Ave	Pasco City Limits	Urbanized Area Boundary	0.51	C, D
Benton-Franklin Council of Governments	SR 240	26 feet NW of RR x-ing	26 feet SE of RR x-ing	0.01	C, D
Benton-Franklin Council of Governments	US 395	0.5 miles north of Foster Welles Rd	HWY 12 Interchange	2.91	A, C
Chelan-Douglas Transportation Council	Battermann Rd	Saunders Ave	SR 28	0.85	C
Chelan-Douglas Transportation Council	SR 28	MP 2.24	MP 2.36	0.12	C
Chelan-Douglas Transportation Council	SR 28	MP 3.31	MP 3.43	0.12	C
Chelan-Douglas Transportation Council	SR 28	MP 4.27	MP 4.39	0.12	C

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Chelan-Douglas Transportation Council	SR 28	MP 6.88	MP 7.00	0.12	C
Chelan-Douglas Transportation Council	SR 28	MP 7.05	MP 7.17	0.12	C
Chelan-Douglas Transportation Council	SR 285	East Bridge Abutment	West Bridge Abutment	0.23	C
Chelan-Douglas Transportation Council	SR 285	Miller St	US 2/97 Ramps	1.85	C
Chelan-Douglas Transportation Council	US2/97	MP 120.07	MP 119.71	0.36	C
Chelan-Douglas Transportation Council	Enterprise Dr	Nelpar Dr	NE Cascade Ave	0.76	D
Chelan-Douglas Transportation Council	Grant Rd	Nevada Ave	Nevada Ave	0.11	C
Chelan-Douglas Transportation Council	Grant Rd	Mary Ave	Mary Ave	0.11	C
Chelan-Douglas Transportation Council	Grant Rd	Van Well Ave	Van Well Ave	0.11	C
Chelan-Douglas Transportation Council	Van Well Ave	4th St SE	4th St SE	0.05	C
Chelan-Douglas Transportation Council	Malaga Alcoa Hwy	Terminal Ave	Stemilt Creek Rd	0.74	C
Chelan-Douglas Transportation Council	Grant Rd	Valley Mall Pkwy	N Georgia Ave	0.54	C, D
Chelan-Douglas Transportation Council	9th St	N Miller St	BNSF Railway tracks	0.36	C, D
Chelan-Douglas Transportation Council	S Wenatchee Ave	Kittitas St	Ferry St	0.72	C, D
Chelan-Douglas Transportation Council	Nelpar Dr	Enterprise Dr	North end of road	0.72	D
Chelan-Douglas Transportation Council	Enterprise Dr	0.03 mile east of US 2	Nelpar Dr	0.15	D

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Cowlitz-Wahkiakum Council of Governments	SR 432	I-5	0.3 miles west of SR 433 intersection	4.51	A, C
Cowlitz-Wahkiakum Council of Governments	International Way	Industrial Way	Port main gate/private road	0.74	A,C
Cowlitz-Wahkiakum Council of Governments	Colorado St	S 13th Ave	Baker Way	0.27	C, D
Cowlitz-Wahkiakum Council of Governments	Talley Way	Baker Way	Coweeman Park Dr	1.16	C, D
Lewis-Clark Valley MPO	US 12	2nd Street	Idaho State Line	0.2	A
Lewis-Clark Valley MPO	Fleshman Way	SR129 Underpass	Idaho State Line	0.16	A
Puget Sound Regional Council	SR 531	I-5	SR 9	3.51	C,D
Puget Sound Regional Council	148th Ave SE/NE	SE Eastgate Way	SE 22nd St	0.72	C,D
Puget Sound Regional Council	148th Ave SE/NE	SR 520 ramps	NE 8th St	1	C,D
Puget Sound Regional Council	SR 527	SR 524	220th St SE	0.79	C,D
Puget Sound Regional Council	24th Ave S	S 208th St.	S 216th St.	0.5	C,D
Puget Sound Regional Council	S 216th St	24th Ave S	SR 99	0.2	C,D
Puget Sound Regional Council	41st St	I-5	Rucker Ave	0.56	C,D
Puget Sound Regional Council	Rucker Ave	41st St	Pacific Ave	0.91	C,D
Puget Sound Regional Council	SR 526	MP 0.76	MP 4.52	3.77	C,D
Puget Sound Regional Council	SR 529 (W Marine View Dr)	16th St	17th St	0.07	C,D
Puget Sound Regional Council	SR 18 (S 348th Street)	SR 99 (Pacific Highway S)	I-5	0.54	C,D

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Puget Sound Regional Council	SR 99 (Pacific Highway S)	South City Limits	SR 18 (S 348th Street)	1.99	C,D
Puget Sound Regional Council	12th St E	34th Ave E	Port of Tacoma Rd	0.1	C,D
Puget Sound Regional Council	34th Ave E	20th St E	12th St E	0.48	C,D
Puget Sound Regional Council	70th Ave E	20th St E	North Levee Rd E	1.61	C,D
Puget Sound Regional Council	84th Ave S	SR 167	S 196th St	1.92	C,D
Puget Sound Regional Council	S 196th St	Kent city limits	84th Ave S	1.85	C,D
Puget Sound Regional Council	S 212th St	400 ft east of SR 167	Kent city limits	2.86	C,D
Puget Sound Regional Council	S 228th St	SR 167 at 84th Ave S	I-5	3.26	C,D
Puget Sound Regional Council	SE 272nd/277th St	I-5	SR 167	2.57	C,D
Puget Sound Regional Council	Canyon Rd E	138th St E	SR 512	1.87	C,D
Puget Sound Regional Council	Canyon Rd E / 70th Ave E	SR 512	45th St. Ct. E	4.75	C,D
Puget Sound Regional Council	Valley Ave E	SR 161/ N Meridian	Freeman Rd (Puyallup portion)	1.64	C,D
Puget Sound Regional Council	24th Ave S	S 148th St	S 154th St	0.38	C,D
Puget Sound Regional Council	International Blvd / SR 99	S 154th St	S 160th St	0.4	C,D
Puget Sound Regional Council	S 154th St	24th Ave S	SR 518 Off Ramp	0.54	C,D
Puget Sound Regional Council	S 154th St	SR 518 Off Ramp	International Blvd / SR 99	0.08	C,D

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Puget Sound Regional Council	S 160th St	NB Airport Expressway On-Ramp	International Blvd / SR 99	0.25	C,D
Puget Sound Regional Council	S 160th St	Air Cargo Rd	NB Airport Expressway On-Ramp	0.09	C,D
Puget Sound Regional Council	15th Ave NW	Ballard Bridge Draw Span	NW 50th St	0.36	C,D
Puget Sound Regional Council	15th Ave W	Elliott Ave W	Ballard Bridge Draw Span	1.82	C,D
Puget Sound Regional Council	1st Ave S	S Hudson St	S Spokane St	0.97	C,D
Puget Sound Regional Council	4th Ave S	S Spokane St	S Dawson St	1.11	C,D
Puget Sound Regional Council	6th Ave S	S Spokane St	S Industrial Way	0.32	C,D
Puget Sound Regional Council	Airport Way S	S Edmunds St	S Spokane St	0.8	C,D
Puget Sound Regional Council	Alaskan Way S	E Marginal Way S	S Atlantic St	0.25	C,D
Puget Sound Regional Council	Corson Ave S	S Doris St	S Michigan St	0.13	C,D
Puget Sound Regional Council	Denver Ave S	Colorado Ave S	UP Argo Yard Gate	0.05	C,D
Puget Sound Regional Council	Diagonal Ave S	E Marignal Way S	S Oregon St	0.1	C,D
Puget Sound Regional Council	E Marginal Way S	S Spokane St	Alaskan Way S	1.28	C,D
Puget Sound Regional Council	Elliott Ave W	S Galer St Grade Xing	15th Ave W	0.16	C,D
Puget Sound Regional Council	S Hanford St	E Marginal Way S	1st Ave S	0.27	C,D
Puget Sound Regional Council	S Industrial Way	4th Ave S	Airport Way S	0.36	C,D

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Puget Sound Regional Council	S Michigan St	Corson Ave S	E Marginal Way S	0.49	C,D
Puget Sound Regional Council	S Oregon St	Diagonal Ave S	Denver Ave S	0.04	C,D
Puget Sound Regional Council	SR 99 / E Marginal Way S	MP 28.26 / Diagonal Ave S	MP 28.73 / S Spokane St	0.47	C,D
Puget Sound Regional Council	W Emerson Pl	21st Ave W	W Emerson St	0.2	C,D
Puget Sound Regional Council	W Galer St Grade Separation	15th Ave W	Alaskan Way W	0.3	C,D
Puget Sound Regional Council	West Seattle Bridge	SR 99	SW Admiral Way	1.47	C,D
Puget Sound Regional Council	142nd Ave E	24th St E	Puyallup St	1.68	C,D
Puget Sound Regional Council	24th St E	SR 167	142nd Ave E	0.49	C,D
Puget Sound Regional Council	Stewart Rd	SR 167	E Valley Highway	1.3	C,D
Puget Sound Regional Council	Milwaukee Way	Pacific Highway	SR 509	0.31	C,D
Puget Sound Regional Council	Portland Ave	Lincoln Ave	E 11th St	0.8	C,D
Puget Sound Regional Council	Portland Ave	E 27th St	Lincoln Ave	0.69	C,D
Puget Sound Regional Council	Puyallup River Bridge	Portland Ave	Fife city limits / Milwaukee Way	0.56	C,D
Puget Sound Regional Council	Tideflats	Various	Various	5.81	C,D
Puget Sound Regional Council	42nd Ave S	S 124th Street	Interurban Ave S	0.2	C,D
Puget Sound Regional Council	SR 167 (proposed)	I-5	SR 161 / Existing SR 167 Valley Fwy	3.59	C,D

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Puget Sound Regional Council	SR 167 (proposed)	SR 509 Mainline	I-5	1.68	C,D
Puget Sound Regional Council	SR 509 (proposed)	I-5	Existing SR 509 Burien Fwy	2.88	C,D
Puget Sound Regional Council	SR 16	-	-	1.37	C,D
Puget Sound Regional Council	Canyon Rd E	196th St E	138th St E	3.59	C,D
Skagit Council of Governments	Peterson Road	Higgins Airport Way	Kenzie Court	1.01	A
Skagit Council of Governments	Bay Ridge Drive	Peterson Road	Dead End	0.32	A
Skagit Council of Governments	Higgins Airport Way	Josh Wilson Road	Peterson Road	1.28	A
Skagit Council of Governments	George Hopper Road	Interstate 5 (Center of South Bound Ramps)	South Walnut Street	0.47	C
Skagit Council of Governments	South Burlington Boulevard	George Hopper Road	Skagit River Bridge (Center)	0.45	C
Skagit Council of Governments	South Walnut Street	East George Hopper Road	East Marketplace Drive	0.21	C
Skagit Council of Governments	East Marketplace Drive	South Burlington Boulevard	South Walnut Street	0.15	C
Skagit Council of Governments	Riverside Drive	Skagit River Bridge (Center)	East Cedar Street	1.19	C
Skagit Council of Governments	Cook Road	Prospect Street	State Route 20	0.65	C
Southwest Washington Regional Transportation Council	SR 14	MP 12.49	MP 13.15	0.66	C
Southwest Washington Regional Transportation Council	Jefferson Street Realignment	W. Evergreen Boulevard	W. Mill Plain (SR-501)	0.28	C

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Southwest Washington Regional Transportation Council	W. Fourth Plain Blvd.	I-5	Mill Plain Blvd. (SR-501)	1.61	A, C
Southwest Washington Regional Transportation Council	SW Eaton Blvd.	SR-503	SW 10th Avenue	0.51	C
Southwest Washington Regional Transportation Council	SE Grace Ave	E Main Street	SE Rasmussen Blvd.	0.39	C
Southwest Washington Regional Transportation Council	SR 14	SR 500/2nd St	32nd St., Washougal	2.05	C
Southwest Washington Regional Transportation Council	Gateway Ave Overpass	Gateway Ave.	Port of Vancouver USA, Terminal 5	0.08	A
Southwest Washington Regional Transportation Council	NE Delfel Rd	0.07 mile south of NE 179th St	NE 179th St	0.07	C, D
Southwest Washington Regional Transportation Council	NE Delfel Rd	NE 179th St	NE 184th St	0.31	C, D
Southwest Washington Regional Transportation Council	NE 179th St	0.10 mile west of NE Delfel Rd	0.03 mile east of NE Delfel Rd	0.13	C, D
Southwest Washington Regional Transportation Council	NE 32nd Ave Extension	SR 501 (Lower River Rd)	NE 78th St	2.57	C, D
Spokane Regional Transportation Council	N Freya St	E Empire Ave	E Francis Ave	1.54	C
Spokane Regional Transportation Council	Inland Empire Way	Cheney-Spokane Rd	Existing end of Inland Empire Way	0.41	C

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Spokane Regional Transportation Council	Airport Dr/Spotted Rd/Flightline Blvd/Grove Rd	I-90	Airport Dr (loop)	1.83	A
Spokane Regional Transportation Council	Barker Rd	Spokane Valley City Limit	Mission Ave	1.59	A
Spokane Regional Transportation Council	Freya St/Thor St/Market St/Greene St	I-90	N Haven Pl	3.36	A
Spokane Regional Transportation Council	Argonne Rd/Mullan Rd	I-90	N of E Bridgeport Ave (Spokane River)	1.36	A
Spokane Regional Transportation Council	SR 27	Vicinity E Pinecroft Way	SR 290 (E Trent Ave)	0.31	C, D
Spokane Regional Transportation Council	SR 290	SR 27	West end of Spokane River bridge	0.16	C, D
Spokane Regional Transportation Council	E Wellesley Ave	N Freya St	N Havana St	0.44	C, D
Spokane Regional Transportation Council	Sullivan Rd	0.15 mile south of SR 290 (Trent Ave)	0.23 mile north of SR 290 (Trent Ave)	0.38	C, D
Spokane Regional Transportation Council	SR 290	0.19 mile west of Sullivan Rd U-xing	0.19 mile east of Sullivan Rd U-xing	0.38	C, D
Spokane Regional Transportation Council	Argonne Rd	Lacrosse Ln (PVT)	Wellesley Ave	0.34	C, D
Spokane Regional Transportation Council	Argonne Rd	I-90 EB ramps	I-90 WB ramps	0.11	C, D
Thurston Regional Planning Council	Henderson Boulevard	I-5	Plum Street SE	0.43	A
Thurston Regional Planning Council	Plum Street SE	Henderson Boulevard	State Avenue	0.63	A
Thurston Regional Planning Council	East Bay Drive NE	Plum Street SE	Olympia Avenue NE	0.06	A
Thurston Regional Planning Council	Olympia Avenue NE	East Bay Drive NE	Marine Drive NE	0.13	A
Thurston Regional Planning Council	US 101	Black Lake Boulevard SW	Kaiser Road	1.08	C

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Thurston Regional Planning Council	Marvin Road	I-5	Britton Parkway NE	0.48	C
Thurston Regional Planning Council	Marvin Road	Britton Parkway NE	Hawks Prairie Road NE	1.11	C
Thurston Regional Planning Council	US 101/US 101ramp/US 101	MP 361.30 (ARM 359.56)	MP 361.80 (ARM 359.95)	0.41	A
Walla Walla Valley MPO/RTPO	US 12	US 12 - MP 337.4	US 12 - MP 337.9	0.50	C
Walla Walla Valley MPO/RTPO	Clinton Street-Lower Waitsburg Road	0.15 miles south of US 12	0.15 miles north of US 12	0.3	C
Walla Walla Valley MPO/RTPO	Myra Road	Heritage Road/W Pine Street	Poplar Street	1.13	C
Walla Walla Valley MPO/RTPO	Myra Road	Poplar Street	SR-125	0.87	C
Walla Walla Valley MPO/RTPO	Plaza Way	SR-125	C/L near Hedine Road	0.90	C
Walla Walla Valley MPO/RTPO	N Wilbur Avenue	US 12	Issacs Avenue	0.39	C
Walla Walla Valley MPO/RTPO	S Gose Street	Heritage Road	Wallula Avenue	0.77	C
Walla Walla Valley MPO/RTPO	Wallula Avenue	S Gose Street	NE Rose Street	0.54	C
Walla Walla Valley MPO/RTPO	W Langdon Road	Centerline of Plaza Way and Langdon Road	450 ft. east of the centerline of Plaza Way along W Langdon Road	0.09	C
Walla Walla Valley MPO/RTPO	NE Rose Street	Wallula Avenue	Walla Walla C/L	0.16	C
Walla Walla Valley MPO/RTPO	Plaza Way	Highland Road	137 ft. north of Ridge Crest Court	0.1	C
Walla Walla Valley MPO/RTPO	Plaza Way	Highland Road (C/L)	Prospect Avenue	0.07	C

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Walla Walla Valley MPO/RTPO	W Rose Street	College Place C/L	Myra Road	0.09	C
Walla Walla Valley MPO/RTPO	W Pine St	N 9th Ct	N 2nd Ave	0.38	D
Walla Walla Valley MPO/RTPO	SR 125 (W Pine St)	Cayuse St	N 9th Ct	0.06	D
Whatcom Council of Governments	Meridian St	Squalicum Way	Interstate 5	0.42	A, C
Whatcom Council of Governments	Main St	3rd Ave	Barrett Rd	0.99	C
Whatcom Council of Governments	SR 542	James St (I-5 off ramp)	0.37 miles east of Britton Rd.	3.15	C
Yakima Valley Conference of Governments	"I" Street	1st Street	5th Avenue	0.31	C
Yakima Valley Conference of Governments	"I" Street	5th Avenue	6th Avenue	0.06	C
Yakima Valley Conference of Governments	6th Avenue	"I" Street	River Road	0.25	C
Yakima Valley Conference of Governments	US 12	US 12 - (MP 197.5)	US 12 - (MP 199.5)	2	C
Yakima Valley Conference of Governments	East Naches Avenue	SR 823 (Jim Clements Way)	E. Naches Avenue/Rushmore Rd Intersection	0.38	A,C
Yakima Valley Conference of Governments	SR 823	SR 823 - (MP 3.80)	SR 823 - (MP 4.20)	0.41	A,C
Yakima Valley Conference of Governments	Valley Mall Boulevard	East of Interstate 82 (Exit 36)	Main Street	0.42	A,C
Yakima Valley Conference of Governments	Ahtanum Road	Goodman Road	S. 16th Avenue (C/L)	1.25	A,C
Yakima Valley Conference of Governments	Ahtanum Road	S 52nd Ave	Vicinity of S. 64th Ave	0.77	A,C

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CUFC ID*
Yakima Valley Conference of Governments	Ahtanum Road	Vicinity of S. 64th Ave	S. 90th Ave	1.63	A,C
Yakima Valley Conference of Governments	Fruitvale Blvd	0.05 mile SE of N 34th Ave - River Rd intersection	0.11 mile NW of N 34th Ave - River Rd intersection	0.16	C, D
Yakima Valley Conference of Governments	N 1st St	MLK Jr Blvd	J St	0.75	C, D
Yakima Valley Conference of Governments	Beaudry Rd	0.05 mile north of Mieras Rd	0.64 mile north of Mieras Rd	0.55	C, D
Yakima Valley Conference of Governments	Regional Beltway (prop)	I-82 S Union Gap I/C	Longfibre Ave-Rose St intersection	1.45	C, D

*Note: FHWA CUFC designation codes are listed on page 15

Figure 15: Critical Rural Freight Corridor list

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CRFC ID*
Benton-Franklin Council of Governments	Old Inland Empire Hwy	West City Limits	Wine Country Rd	0.77	F, G
Benton-Franklin Council of Governments	N Railroad Ave	Urbanized Area Boundary	0.17 mile south of W Vineyard Dr	1.9	F, G
Benton-Franklin Council of Governments	N Railroad Ave	0.17 mile south of W Vineyard Dr	Selph Landing Rd	0.3	F, G
Benton-Franklin Council of Governments	W Vineyard Dr	0.34 mile east of N Railroad Ave	N Railroad Ave	0.34	F, G
Benton-Franklin Council of Governments	US 395	SR 260	Williams Rd	6.04	C, F
Benton-Franklin Council of Governments	US 395	MP 25.63	Elm Rd	10.51	B, C, D, F
Chelan-Douglas Transportation Council	Batterman Rd	Van Well St	Saunders Ave	3.95	B,D
Chelan-Douglas Transportation Council	US 97	Big Y Interchange	Vicinity of Old Blewett Hwy	12.52	D,E
Chelan-Douglas Transportation Council	US 97	South Bridge Abutment	North Bridge Abutment	0.23	D,E
Chelan-Douglas Transportation Council	Main Street	US 2	Derby Canyon Rd	0.34	D
Cowlitz-Wahkiakum Council of Governments	US 12	US 101	S Fleet St	0.61	C, E, F
Cowlitz-Wahkiakum Council of Governments	US 101	SR 105 (Aberdeen)	Aberdeen Couplet	4.43	C
Cowlitz-Wahkiakum Council of Governments	US 101 Couplet	South H St	US 101 in Hoquiam	3.98	F
Cowlitz-Wahkiakum Council of Governments	Port Industrial Road	W Wishkah at BNSF Crossing	Myrtle St	0.86	C,D,E,F
Cowlitz-Wahkiakum Council of Governments	Whalen Rd proposed extension	G Ave (proposed)	0.13 mile east of G Ave (prop)	0.13	D, G

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CRFC ID*
Cowlitz-Wahkiakum Council of Governments	Kuhnis Rd	Whalen Rd	0.19 mile south of Whalen Rd	0.19	D, G
Cowlitz-Wahkiakum Council of Governments	Whalen Rd	G Ave (proposed)	0.3 mile west of G Ave (prop)	0.36	D, G
Cowlitz-Wahkiakum Council of Governments	G Ave (proposed)	Whalen Rd	0.13 mile south of Whalen Rd	0.13	D, G
Northeast Washington RTPO	US 395	MP 224.05 at Arden 1 Stop Entrance	MP 228.93 at W Glenn Ave	4.89	B, D, F
Northeast Washington RTPO	W Glenn Ave/S Railroad St/N Louis Perras Rd	US 395 (S Main St)	US 395 MP 230.07	1.06	B, D, F
Northeast Washington RTPO	US 395	N Louis Perras Rd	Boise Cascade Rd	11.32	B, D, F
Palouse RTPO	SR 27	SR 195	SR 270 - Paradise St	2.27	G
Palouse RTPO	SR 27	NW Davis Way	Albion Road	2.2	G
Palouse RTPO	SR 270	SR 195	Idaho State Line	9.89	G
Peninsula RTPO	US 101	MP 245.07	MP 247.2 (vic E. Lauridsen)	2.13	C, E, F
Peninsula RTPO	SR 117	MP 0 (US 101)	MP 1.4 (Port of Pt Angeles)	1.4	C, E, F
Peninsula RTPO	US 101	MP 266.10 (vic Simdars Rd)	MP 267.5 (vic Palo Alto Rd)	1.2	E,F
Peninsula RTPO	US 101	MP 274.04 (vic Knapp Road)	MP 275 (vic Old Gardiner Rd W)	0.96	D
Peninsula RTPO	SR 20	MP 9.8 (vic Mill Road)	MP 12.56 (WSF dock)	2.75	C,F
Peninsula RTPO	SR 104	MP 13.7 (vic Paradise Rd)	MP 15.5 (SR 3)	1.84	C,E,F
Peninsula RTPO	SR 3 (proposed alignment)	MP 23.2 (vic SR 302)	At PRTPO boundary line	4.35	C,D,F
Peninsula RTPO	SR 3	MP 6.5	MP 6.7	0.39	F
Puget Sound Regional Council	Nisqually Road SW	County boundary at Nisqually River	I-5	2.17	F,G
Skagit Council of Governments	Josh Wilson Road	Farm to Market Road	State Route 11	4.86	E
Skagit Council of Governments	R Ave	28th St Vicinity	34th St Vicinity	0.39	G
Skagit Council of Governments	Cook Rd	I-5 SB Ramps	I-5 NB ramps	0.1	G

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CRFC ID*
Skagit Council of Governments	Cook Rd	I-5 NB ramps	600 feet E of Green Rd	0.28	G
Southwest Washington Regional Transportation Council	S. Union Ridge Parkway	S 5th St., Ridgefield	S 10th Ave., Ridgefield	0.87	C
Southwest Washington Regional Transportation Council	Hood River Bridge	SR-14 MP 65.08	Oregon State Line	0.45	D
Southwest Washington Regional Transportation Council	US 97	Oregon State Line	SR-14	2.13	B, D
Southwest Washington Regional Transportation Council	US 97	SR-14	E. Collins Drive, Goldendale	9.78	D
Southwest Washington Regional Transportation Council	Dock Rd	Parallel Ave	Barge Dock	0.95	D
Southwest Washington Regional Transportation Council	Maple St	SR-14	Depot Street	0.03	D
Southwest Washington Regional Transportation Council	Walnut St	SR-14	Depot Street	0.03	D
Southwest Washington Regional Transportation Council	US 197	Oregon State Line	WA end of Dalles Bridge	0.21	D
Southwest Washington Regional Transportation Council	Bridge of the Gods	Oregon State Line	SR-14	0.23	D
Southwest Washington Regional Transportation Council	Wind River Rd	MP 0.2	MP 0.3	0.1	F, G

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CRFC ID*
Southwest Washington Regional Transportation Council	Wind River Rd	MP 0.3	MP 1.5	1.21	F, G
Spokane Regional Transportation Council	Bigelow Gulch Rd/Forker Rd	Proposed Sullivan Rd	Bradley Rd	5.55	F
Spokane Regional Transportation Council	US 395	0.3 miles north of Crawford St	0.45 miles south of Burroughs Rd	2.5	D
Spokane Regional Transportation Council	SR 290	Starr Road	0.36 mile east of Starr Road	0.36	F
Spokane Regional Transportation Council	Cheney-Spokane Rd	Grove Rd	Spokane City Limits	3.36	D
Spokane Regional Transportation Council	Bigelow Gulch Rd	West of Palmer Rd	East of Espe Rd	1.52	F, G
Thurston Regional Planning Council	Tilley Rd S	100 feet south of Beaver Creek	100 feet north of Beaver Creek	0.04	G
Walla Walla Valley MPO/RTPO	US 12	Boise Cascade Road	US 730	2.93	D
Walla Walla Valley MPO/RTPO	US 12	US 730	Nine Mile Hill	9.76	D, F
Walla Walla Valley MPO/RTPO	US 12	Neal Lane	Harmon Street	0.10	D
Walla Walla Valley MPO/RTPO	Dodd Road	Two Rivers Road	32 ft. east of Tyson Entrance	0.93	D, F
Walla Walla Valley MPO/RTPO	Dodd Road	32 ft. east of Tyson Entrance	0.5 mi. west of Abandoned Railroad Crossing	1.30	D, F
Walla Walla Valley MPO/RTPO	Railex Road	Dodd Road	132 ft. south of RWS Road	0.64	F
Walla Walla Valley MPO/RTPO	Wallula Ave	216 ft. NW of Harding Road	McKinney Road	0.83	D
Walla Walla Valley MPO/RTPO	Wallula Ave	216 ft. NW of Harding Road	Old Highway 12	0.07	D

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CRFC ID*
Walla Walla Valley MPO/RTPO	Heritage Road	449 ft. east of Old Highway 12	74 ft. south of US 12 EB	0.38	D
Walla Walla Valley MPO/RTPO	Port Kelley Road	SR 730	End of County Road	0.17	D, F
Walla Walla Valley MPO/RTPO	Bolles Rd	Main St	West city limits	0.36	G
Whatcom Council of Governments	SR 542	0.37 miles east of Britton Rd.	Everson-Goshen Rd.	1.63	E
Yakima Valley Conference of Governments	US 97	South of Yakima UA Boundary (MP 72.59)	US 97 - (MP 70.70)	1.89	D,F
Yakima Valley Conference of Governments	US 97	US 97 - (MP 69.50)	US 97 - (MP 64.20)	5.3	D,F
Yakima Valley Conference of Governments	US 97	US 97 - (MP 63.00)	US 97 - (MP 61.44)	1.56	D,F
Yakima Valley Conference of Governments	US 97	SR 22	Larue Road	0.67	D, F
Yakima Valley Conference of Governments	Meyers Rd	Interstate 82 (Exit 52)	L Street (Toppenish)	1.91	D,F
Yakima Valley Conference of Governments	L St	Meyers Road	Meyers Road	0.3	D,F
Yakima Valley Conference of Governments	Meyers Rd	"L" Street (Toppenish)	S. Track Road	0.49	D,F
Yakima Valley Conference of Governments	LaRue Rd (proposed)	Meyers Road	SR 22	0.59	D,F
Yakima Valley Conference of Governments	LaRue Rd	SR 22	US 97	0.93	D,F
Yakima Valley Conference of Governments	Yakima Valley Hwy	N. 1st Street	.25 mi east of Edison Avenue	1.64	D,F
Yakima Valley Conference of Governments	W 1st Ave / Cheyne Rd	Yakima Valley Highway (Zillah)	Interstate 82 (Exit 52)	1.16	D,F
Yakima Valley Conference of Governments	Bittner Rd	Center of Roza Canal	0.45 mi. north of Roza Canal (Bittner Road)	0.45	F

MPO/RTPO Name	Corridor Name	Start Location	End Location	Length (Miles)	FHWA CRFC ID*
Yakima Valley Conference of Governments	Yakima Valley Hwy	Yakima Valley Highway / Gurley Road Intersection	Yakima Valley Highway / Gurley Road Intersection	0.3	D
Yakima Valley Conference of Governments	South Naches Road	W. Powerhouse Road	Schuller Grade Road	1.96	D
Yakima Valley Conference of Governments	Cheyne Road Corridor	Yakima Valley Highway	Cheyne Landfill Facility	4.1	F
Yakima Valley Conference of Governments	W 5th Street Corridor	Euclid Road	Grandridge Road	0.51	D
Yakima Valley Conference of Governments	S Rushmore Rd and proposed extension	I-82 / E. Selah Rd Interchange (Exit 29)	E Naches Ave & S. Rushmore Rd Intersection	1.11	D, F

*Note: FHWA CRFC designation codes are listed on page 15

3. NHFP scoring criteria details

The NHFP projects were scored based on a series of criteria that reflect the six transportation policy goals under the Revised Code of Washington. The project evaluation criteria are also aligned with National Highway Freight Program Goals. Project sponsors were asked to provide data and clear succinct statements to support their responses to each of these criteria. This chapter provides a summary of the approach used to score NHFP project submittals from local partners.

Goal 1: Preservation

The preservation goal area is intended to measure a project's impact on the condition of freight infrastructure. This goal area has one evaluation criteria.

Criterion 1: Pavement/bridge condition

Description: This evaluation criterion is measured using data on the project's existing infrastructure condition. The rationale here was that a project will have a greater impact on preservation if it improves the condition of infrastructure that is already in poor condition. Only projects intended to improve infrastructure condition are scored under this criterion.

The data: Multiple datasets available for use, depending on the network elements associated with the project.

State-owned routes: Pavement Structural Condition (PSC) or Reconstruction Index (RCN) values from WSDOT Pavement Management System.

County Roads: Pavement Structural Condition (PSC) values from County Road Administration Board's 2020 County Road Log.

City streets: Statewide pavement database is not available, and please report Pavement Condition Index (PCI) values collected by local jurisdiction.

Bridge-related projects: Use the overall bridge condition rating from Washington State Bridge Inventory System (WSBIS).

Rail or maritime infrastructure: Self report the condition of the infrastructure (good, fair, poor), and provide supporting information about asset conditions.

Figure 16: Pavement and bridge condition criteria scoring

Score Category	State-Owned Roads	County Roads	City Streets	Bridges	Points Awarded
	PSC or RCN	PSC	PCI	WSBIS Condition State	
Poor	0 - 39	0 - 39	0 - 55	Poor	100% of points
Fair	40 - 59	40 - 59	56 - 70	Fair	66% of points
Good	60 - 100	60 - 100	71 - 100	Good	33% of points

Goal 2: Safety

The safety goal area measures a project's impact on the safety of freight transportation. This goal area has two evaluation criteria.

Criterion 1: Prevent or reduce injuries and fatalities

Description: This evaluation criterion is measured using WSDOT crash data from 2016 to 2020. The rationale is that a project will have a greater impact on safety if it makes improvements where safety is currently poor. Only projects having elements intended to improve transportation safety are scored.

Figure 17: Crash history criteria scoring

Percentile of Crash Count Among All Local NHFP Submissions	Points Awarded
Top 20% (80-100th percentile)	100% of points
60-80th percentile	80% of points
40-60th percentile	60% of points
20-40th percentile	40% of points
Bottom 20% (0-20th percentile)	20% of points
No crash data provided	0 points

The data: Serious injury or fatal crash counts from 2016 to 2020 within project boundary from WSDOT crash database.

Criterion 2: Reduce conflict with vulnerable transportation users

Description: This evaluation criterion supports implementation of Complete Streets principles in project and first identified whether there is either (1) a history of conflict or (2) a potential for conflict with vulnerable transportation users within the project boundary. If there is either a history of conflict or a potential for conflict, applicants were asked to provide a written statement describing how the project will reduce or mitigate this conflict. This statement is used to measure how effective the project is at reducing conflict between transportation users. The rationale is that if a project is situated in an area with a history of conflict or a potential for conflict, then a project that more effectively addresses this conflict will have a greater impact on safety.

Figure 18: Freight and other transportation user conflict scoring

Strategy to address conflict	Description	Points Awarded
Separation	This strategy involves physical barriers or spatial separation between roadways and bicycle or pedestrian facilities.	100% of points
Mitigation	This strategy involves signage, markers, operational changes, or other “soft” changes to improve safety awareness but does not physically separate users.	50% of points
No solution considered	N/A	0 points

The data: Pedestrian/bicycle crash records from 2016 to 2020 from WSDOT crash database, or Level of Traffic Stress data from WSDOT Active Transportation Plan.

Goal 3: Stewardship

The stewardship goal area is intended to measure the degree to which a project is supported by additional sources of funding and whether innovative low-cost approaches were considered or implemented. This goal area has two evaluation criteria.

Criterion 1: Percentage of project cost with a funding match

Description: This evaluation criterion is measured using the percent of a project's total cost that has secured a non-federal funding match.

Figure 19: Percentage of project cost with funding match scoring

Points Awarded
Points based on percent match. IE: 20% match = 20% of points, and 25% match = 25% of points

Criterion 2: Prioritize lowest-cost solutions for the specific freight need

Description: This evaluation criterion is measured using a written statement about the applicant's consideration and/or implementation of low-cost solutions. The rationale is that both the consideration of low-cost solutions' feasibility and the implementation of such solutions demonstrate good stewardship of limited financial resources.

Figure 20: Consideration of low-cost solution scoring

Were low-cost solutions considered?	Does the project implement low-cost solutions?	Points Awarded
Yes	Yes	100% of points
Yes	No, determined to be infeasible	50% of points
No	No	0 points

Goal 4: Mobility

The mobility goal area is intended to measure a project's impact on freight transportation-related congestion and bottlenecks. This goal area has one evaluation criteria.

Criterion 1: Reduce congestion and improve reliability

Description: This evaluation criterion is measured using data to determine the existing level of congestion within the project boundary. The rationale is that a project will have a greater impact on mobility if it improves reliability on infrastructure that currently suffers from high congestion or unreliable travel times. Only projects supporting a freight-related delay reduction or reliability improvement are scored under this criterion.

Figure 21: Level of congestion scoring

Level of Congestion	Travel Time Reliability	Level of Service	Peak Period vs. Free Flow (or Posted) Speed	Volume to Capacity Ratio	Points Awarded
High	TTR > 1.5	E - F	0.5 or lower	V/C > 1.0	100% of points
Medium	1.49 > TTR > 1.11	C - D	0.5 – 0.8	1.0 > VC > 0.8	66% of points
Low	TTR < 1.10	A - B	0.8 – 1.0	VC < 0.8	33% of points

The data: If possible, applicants should provide Level of Travel Time Reliability information from MAP-21 data reported by WSDOT to FHWA through Highway Performance Monitoring System (HPMS). If supplemental information is needed, they may provide their own data, such as level of service, volume to capacity ratio, and peak period versus free-flowing traffic speeds.

Goal 5: Economic vitality

The economic vitality goal area is intended to measure a project's relevance to the local, regional, and state economies. This goal area has three evaluation criteria. Each is listed below.

Criterion 1: Support the economy and promote employment

Description: This evaluation criterion is measured using a project's proximity to an identified freight business cluster. The rationale here was that the closer a project is to a freight cluster, the greater the impact it will have supporting freight movement for these industries.

Figure 22: Project distance from freight cluster scoring

Project's distance from the nearest freight cluster		Points Awarded
Project in Urbanized Area	Project not in Urbanized Area	
0 - 1 miles	0 - 5 miles	100% of points
1 - 5 miles	5 - 10 miles	66% of points
5 - 10 miles	10 - 15 miles	33% of points
10+ miles	15+ miles	No points

The data: Use freight business cluster map provided by WSDOT to gather information on urbanized areas and the distance to the closest freight cluster.

Criterion 2: Location on the Freight and Goods Transportation System (FGTS)

Description: This evaluation criterion is measured using the highest FGTS designation for the transportation network segments within the project boundary. The rationale is that higher FGTS designations indicate greater relative importance for economic activity.

Figure 23: FGTS scoring

FGTS Designation	Average Daily Truck Traffic Volume	Points Awarded
T-1 / R-1 / W-1	2,500 or more	100% of points
T-2 / R-2 / W-2	1,000 – 2,500	80% of points
T-3 / R-3 / W-3	500 – 1,000	60% of points
T-4 / R-4 / W-4	100 - 500	40% of points
T-5 / R-5 / W-5	0 - 100	20% of points
No designation	No truck volume information	No points

The data: Use the Washington FGTS classification. If a project did not contain a designated FGTS route, applicant should supply information of their own regarding truck, rail, or vessel traffic volumes within the project boundary.

Criterion 3: Intermodal connection between modes

Description: this evaluation criterion is assessed using a narrative statement about a project's "degree of connection" to an intermodal facility. The rationale is that the projects proximate to intermodal facilities will improve access to multiple modes of freight transportation and improve economic vitality.

Figure 24: Connection to intermodal facility scoring

Degree of Connection	Description	Points Awarded
Direct	All or some of the project is located within an intermodal facility.	100% of points
Secondary	The project directly connects to an intermodal facility but does not enter the facility.	66% of points
Tertiary	The project improves a connection between an intermodal facility and an FGTS T-1 or T-2 roadway or R-1 or R-2 railroad but does not touch the intermodal facility.	33% of points
No demonstration of connections to an intermodal facility		No points

Goal 6: Environment and communities

The environment and communities goal area is intended to measure a project's impacts on both the natural and human environment. This goal area has three evaluation criteria.

Criterion 1: Reduce freight transportation's impacts on stormwater

Description: The 2021 BIL calls for state freight plans to develop strategies and goals to decrease the impacts of freight movement on flooding and stormwater runoff. Consequently, this criterion asked for a written statement describing the degree to which a project demonstrated a strategy to address potential stormwater impacts.

Figure 25: Environment and communities – stormwater impact scoring

Does the project implement a strategy to address stormwater above minimum requirements?	Points Awarded
Exceeds minimum requirements	100% of points
Meets minimum requirements	50% of points
Falls short of minimum requirements (noncompliant)	0 Points

Criterion 2: Reduce freight transportation's impact on wildlife habitat

Description: The BIL calls for state freight plans to develop strategies and goals to decrease the impacts of freight movement on wildlife habitats. This evaluation criterion was measured in two parts. First, it identified whether a project intersected with a designated Priority Habitat. Then, this criterion asked for a written statement describing the project's strategy to address potential wildlife habitat impacts. This metric favored projects that do not disrupt priority habitat areas, as avoiding disruption is preferable to investing in habitat restoration to mitigate disruption.

Figure 26: Environment and communities – wildlife impact scoring

Is the project in a priority habitat?	Does the project implement a strategy to address wildlife impacts?	Points Awarded
No	N/A	100% of points
Yes	Yes	50% of points
Yes	No	0% of points

The data: Use data from the Washington Department of Fish and Wildlife Priority Habitat Map to identify if the project boundary intersects a Priority Habitat.

Criterion 3: Analysis of projects near vulnerable communities

Description: This evaluation criterion was measured in two parts. First, it identified whether a project boundary intersects an area designated as a vulnerable community. Then, this criterion asked for a written statement describing how the project will mitigate potential negative community impacts.

Figure 27: Environmental justice impact scoring

Is the project in an environmental justice community (rank 8, 9, or 10)?	Does the project implement a strategy to address community impacts?	Points Awarded
Yes	Yes	100% of points
Yes	Transportation impact mitigation determined not feasible or not relevant	50% of points
No	Yes	50% of points
No	No	0 points
Yes	No	-50% of points

The data: Use the Environmental Health Disparity Map from the Washington Department of Health to identify whether the project intersects a vulnerable community. A score of 8, 9, or 10 on this map qualifies an area as a vulnerable community.

Additional benefit bonus category 1: truck parking

Description: This evaluation criterion was measured using a written statement describing the expected truck parking investments included in the project. The rationale is simple: a project that includes new or improved truck parking facilities or amenities will have a positive impact on truck parking.

Figure 28: Truck parking scoring

Does the project improve truck parking supply?	Does the project improve truck parking amenities?	Points awarded
Yes	Yes	100% of points
Yes	No	66% of points
No	Yes	33% of points
No	No	0 points

Additional benefit bonus category 2: freight system resiliency

Description: This evaluation criterion was measured using a written statement describing how the project considered and/or implemented improvements to freight transportation resiliency. Potential improvements included any project strategy or investment to reduce the likelihood of failure or closure due to severe weather, natural disaster, climate change, terrorism, market disruptions, or other unexpected events. It may also include strategies to rapidly reopen or restore service after closures.

Figure 29: Freight system resiliency scoring

Level of Resiliency Consideration	Description	Points Awarded
High	The project improves resiliency by promoting continuous transportation operations or by providing redundancy. Example design elements could include hardening, securing, or relocating infrastructure. Other approaches could include investments in emergency response, resiliency planning, or resiliency preparation.	100 % of points
Medium	The project improves system resiliency by improving the ability to rapidly restore operations after a closure.	66% of points
Low	Investments to address an identified resiliency concern are considered but are determined to be infeasible.	33% of points
None	No consideration of resiliency improvements.	0 points

The data: Applicants should use existing risk studies whenever possible to support their written statements.

Additional benefit bonus category 3: greenhouse gas emissions (GHG)

Description: This evaluation criterion was measured using a written statement describing whether applicants implemented strategies intended to reduce greenhouse gas emissions. The rationale is that the implementation of such strategies will reduce greenhouse gas emissions associated with freight transportation.

Figure 30: Bonus category – greenhouse gas emissions reduction scoring

Emissions Reduction Measure Implemented	Points Awarded
Yes	100% of points
No	0 points

The data: Applicant should provide a written statement of strategies implemented that are intended to reduce greenhouse gas emissions (e.g., congestion mitigation, reduction of VMT, electrification, alternative fuel infrastructure or corridors, idle reduction for trucks, service to reduce empty vehicle movements) and supporting information about the extent of emissions reduction (e.g., estimated VMT reduction, number of vehicles affected).