

Freight Mobility Strategic Investment Board

November 15, 2019

8:45 AM to 1:30 PM

Dacca Barn ~ 2820 54th Ave. E, Fife WA

AGENDA

8:45 AM	1. Welcome	Dan Gatchet	Informational
8:50 AM	2. Bus Loads	All	Informational
9:00 AM	3. Bus Departs for 1-hour Project Tour	All	Informational
10:00 AM	4. Introductions & Meeting Minutes	Dan Gatchet	Action
10:05 AM	5. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
10:25 AM	6. Board Member Reports	Board Members	Informational
10:35 AM	7. Completed & Canceled Projects	Brian Ziegler	Action
10:50 AM	8. Pines Rd Grade Separation	John Hohman & Adam Jackson, City of Spokane Valley	Action
11:05 AM	9. Active Projects that Could be Deferred	Brian Ziegler	Action
11:15 AM	10. I-5/Port of Tacoma Rd I/C - Phase 2 & I-5/54th Ave E I/C	Russ Blount, City of Fife	Action
11:35 AM	11. Reappropriations Report to the Legislature- Executive Summary	Dan Gatchet	Informational
12:15 PM	12. Working Lunch		
12:25 PM	13. 2020 Legislative Talking Points	Leonard Barnes	Action
12:35 PM	14. FMSIB Visits to Washington, D.C.	Dan Gatchet	Action
12:45 PM	15. 2019 Annual Report	Kjris Lund, Lund Consulting	Informational
12:55 PM	16. Review and Adopt the Freight and Goods Transportation System (FGTS)	Wenjuan Zhao, WSDOT	Action
1:15 PM	17. WSDOT Update on Truck Parking & Connell Rail I/C	Ron Pate & Jason Beloso, WSDOT	Informational
1:25 PM	18. FMSIB Director COLA	Brian Ziegler	Action
1:30 PM	19. Adjourn	Dan Gatchet	
	Day on the Hill: January 23, 2020-Olympia		
	Next Meeting: January 24, 2020-Olympia		



Tour of FMSIB Funded Projects -Tacoma and Fife Area

Nov. 15, 2019

ITINERARY

<i>No.</i>	<i>Project Title</i>	<i>Project Sponsor</i>	<i>Presenter</i>	<i>Travel Time</i>	<i>Arrival Time</i>
1	Dacca Barn		Brian Ziegler		9:00 AM
2	I-5, 54th Ave E. I/C - Phase 2	City of Fife	Russ Blount	0:05	9:05 AM
3	I-5, Port of Tacoma Rd. I/C	City of Fife	Russ Blount	0:07	9:12 AM
4	Pacific Highway E/Port of Tacoma Rd to Alexander Ave	City of Fife	Russ Blount	0:03	9:15 AM
5	Puyallup River Bridge Replacement	City of Tacoma	Josh Diekmann	0:03	9:18 AM
6	East "D" Street Grade Separation	City of Tacoma	Josh Diekmann	0:05	9:23 AM
7	SR 509, "D" Street Off Ramps	City of Tacoma	Josh Diekmann	0:00	9:23 AM
8	Lincoln Ave Grade Separation	Port of Tacoma	Sean Eagan	0:05	9:28 AM
9	Port of Tacoma Road Rehabilitation	City of Tacoma	Josh Diekmann	0:03	9:31 AM
10	SR 509, Port of Tacoma Rd. Grade Separation	WSDOT	Brian Ziegler	0:03	9:34 AM
11	Taylor Way Rehabilitation	City of Tacoma	Josh Diekmann	0:05	9:39 AM
12	SR-167 Completion	WSDOT	Steve Fuchs	0:04	9:43 AM
13	I-5, 54th Ave E. I/C - Phase 1A and 1B	City of Fife	Russ Blount	0:04	9:47 AM
14	70th Ave. E Freight Bottleneck Relief	City of Fife	Russ and Steve	0:03	9:50 AM
15	70th Avenue/Valley Avenue Widening	City of Fife	Russ Blount	0:03	9:53 AM
16	Dacca Barn		Brian Ziegler	0:04	9:57 AM

Tour of FMSIB Funded Projects - Tacoma and Fife Area

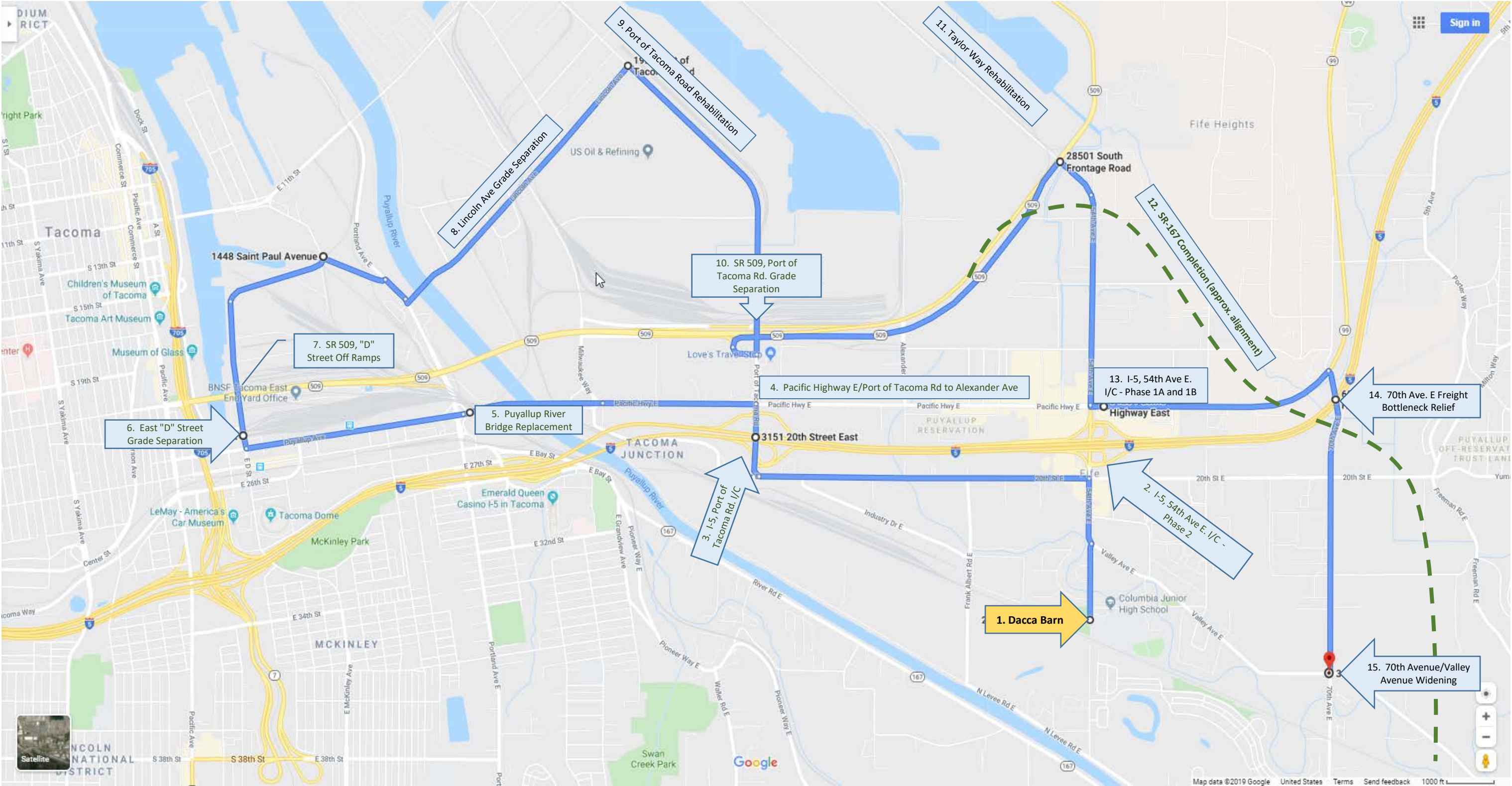
Nov. 15, 2019

PROJECT DETAILS

No.	Project Title	Project Sponsor	Total Cost	FMSIB Funding	Completed
1	Dacca Barn				
2	I-5, 54th Ave E. I/C - Phase 2	City of Fife	?	\$0	Unfunded
3	I-5, Port of Tacoma Rd. I/C	City of Fife	\$69,267,000	\$16,200,000	Phase 0 complete. Phase 1 under construction. Phase 2 unfunded
4	Pacific Highway E/Port of Tacoma Rd to Alexander Ave	City of Fife	\$3,290,000	\$750,000	2007
5	Puyallup River Bridge Replacement	City of Tacoma	\$38,760,000	\$5,000,000	2019
6	East "D" Street Grade Separation	City of Tacoma	\$28,870,000	\$6,000,000	2011
7	SR 509, "D" Street Off Ramps	City of Tacoma	\$19,000,000	\$6,000,000	Unfunded. FMSIB award currently deferred
8	Lincoln Ave Grade Separation	Port of Tacoma	\$53,200,000	\$10,200,000	2012
9	Port of Tacoma Road Rehabilitation	City of Tacoma	\$10,629,000	\$1,000,000	2017
10	SR 509, Port of Tacoma Rd. Grade Separation	WSDOT	?	?	2001
11	Taylor Way Rehabilitation	City of Tacoma	\$18,598,000	\$2,500,000	Const. Ad Nov. 2019
12	SR-167 Completion	WSDOT		See Fife, "70th Ave E. Freight Bottleneck Relief"	Const. starts Fall 2019
13	I-5, 54th Ave E. I/C - Phase 1A and 1B	City of Fife	\$23,700,000	\$3,000,000	Phase 1A completed 2019
14	70th Ave. E Freight Bottleneck Relief	City of Fife	\$41,371,624	\$5,000,000	Const. starts Fall 2019
15	70th Avenue/Valley Avenue Widening	City of Fife	\$18,862,000	\$2,000,000	2012
	Total		\$325,547,624	\$57,650,000	

FMSIB-Funded Projects Tour

Tacoma / Fife / Port of Tacoma



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

September 20, 2019 • 9:00 a.m. – 1:20 p.m. • Wenatchee, WA

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair	Pat Hulcey	<i>Not Present:</i>
Leonard Barnes	John McCarthy	Roger Millar
Matt Ewers	Art Swannack	Ex officio Aaron Hunt
Erik Hansen	Bob Watters	
Johan Hellman	Ben Wick	

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Kjristine Lund, Lund Consulting	Chad Coles & Brandi Colyar, Spokane County
Paula Cox, Chelan County	Dan Ford & Dave Zabel, City of Pasco

Approval of Minutes

Motion Item: Adoption of May 31, 2019, Meeting Minutes

Chair Gatchet entertained a motion to adopt the May 31, 2019, meeting minutes as presented. Mr. Watters requested his comment on Page 6 under *TVW Update* read as follows:

“Mr. Watters felt that to the extent that we have been able to get outside contributions is great, but it is not a good use of state money and Mr. Hellman agreed.”

Mr. McCarthy moved to accept the minutes as amended. Mr. Hulcey seconded.

MOTION CARRIED

FMSIB Budgets

Director Ziegler reviewed the following documents with the Board:

- Washington State Budget Calendar
- Financial Terminology
- Operating Budget Expenditures for 17-19 & 19-21 Biennia
FMSIB closed the 17-19 Biennium with a \$60,000 balance, mostly in Goods and Services. The 19-21 biennial budget is slightly less than last biennium since the 17-19 budget included funding for the Road-Rail Study.
- Historic (20-year) Operating Budget Graph
- 19-21 Capital Budget (Old Format)

- 17-19 Capital Program Delivery Chart (Old Format)
The 17-19 Biennium capital budget expended approximately 35 percent of the biennial appropriation. FMSIB almost ended the biennium with 45 percent expenditures, but project sponsors did not submit reimbursement paperwork in time. There was a question if staff should be more insistent with project sponsors to submit their billing in a timely manner. Chair Gatchet pointed out that Director Ziegler does monitor projects through the quarterly reporting process.
- Historic Capital Budget Graph

Capital Budget: New Format

In response to the Board's request at the May 2019 Board meeting, Director Ziegler worked in conjunction with WSDOT Local Programs and Board member Erik Hansen to develop new capital budget reporting formats. Director Ziegler presented four new options and recommended the two formats organized by project age, and the Board agreed. Several Board members noted a preference for continued detailed updates on current project activities, when the projects anticipate being in construction phase, and a Project Deferral List. In the last few years, FMSIB staff provides the Deferred Project List at the November meeting so the Board may take action at that time.

Staff Action Item: Director Ziegler will update the current deferred project chart including comments on project status.

2019 Budget Proviso Discussion: The Board requested clarification on the impact of the 2019 Legislature's newly mandated LEAP List, reduced fund balance, and prohibition of FMSIB's 2020 Call for Projects. Director Ziegler said the \$14 million reduction in fund balance has left an anticipated \$500 thousand fund balance available for new projects in the 19-21 Biennium instead of the expected \$15 million. Several projects are eligible for deferral, which would free up more money and possibly allow an \$8 million call during this biennium and an \$8 million call for the next. FMSIB no longer has the authority to make decisions on projects (adopt, defer, cancel) without submitting a LEAP list to the Legislature. LEAP List updates can only occur during legislative budget cycles so changes will occur only once a year. Mr. Wick asked if the Board should take action today on Kent's S. 212th and Tukwila's 27th/Strander Blvd as both projects already agreed to be deferred and should not be on the current LEAP List. Mr. Hansen reminded the Board that it is their role to help guide the Legislature by proposing a future budget plan.

Recommendation: Since FMSIB already submitted the 2020 Supplemental Budget, Chair Gatchet suggested the Board stay with the original schedule and take action on all projects eligible for deferral/cancellation at the November 15 meeting.

Fund Balance Monitoring

Director Ziegler reviewed several historic and current fund balance charts illustrating FMSIB's relatively constant fund balances. Although FMSIB increased the number and size of project awards in 2016 and 2018, the most notable increase in fund balance occurred when FMSIB received Connecting Washington money in 2015. Based on the 2020 Budget submittal, by deferring several eligible projects FMSIB could have approximately \$5 million to conduct a 2020 Call if the Legislature lifts its restriction. The Board originally anticipated a \$23 million Call in 2020 before the \$14 million reduction. FMSIB's historic average has been 25 to 30 projects in the portfolio, and Director Ziegler recommends staying at that rate.

Future Agenda Item: Director Ziegler will continue to update the Board on fund balances.

Reappropriations Report to the Legislature

The 2019 Transportation Budget included a proviso for FMSIB to provide a report to the Legislature on options to reduce reappropriation amounts. Although the proviso does not direct the Board to choose an option, the Board agrees that they should recommend one, two, or a combination from the options previously identified by the Board. Director Ziegler presented a draft outline for the report. Mr. Hansen and Mr. Swannack commented on the *Request to Reinstate \$14.5 million*. Mr. Hansen suggested the Board be strategic and request the reinstatement of money for the biennium they think the money will be spent. Mr. Swannack did not think it was realistic to get the cash back, but felt it is important for FMSIB to continue receiving Connecting Washington money.

Future Agenda Item: Director Ziegler will consider the Board suggestions and provide a draft report for approval at the November 15 Board meeting.

Review FMSIB Priorities

Director Ziegler provided documents that summarized FMSIB historical capital priorities and policy priorities. These documents will be incorporated into the budget proviso report due at the end of the year.

Legislative Leadership Briefings

At the May 2019 Board meeting, the Board recommended Chair Gatchet, Director Ziegler, and Secretary Millar meet with the House and Senate Transportation Committee Chairs and Ranking Members to present the Board's progress in response to the budget proviso and to listen to the legislators. Chair Gatchet shared a brief summary of the meetings:

- Representative Barkis - FMSIB was not singled out in these reductions; Representative Barkis thinks there needs to be better clarification of how the state's project selection process works.
- Senator King - Supports FMSIB's mission; FMSIB should manage their projects without legislative approval.
- Senator Hobbs - FMSIB is headed in right direction with reduction in reappropriation options; happy with a solution that satisfies the House; House has disproportionate interest in FMSIB.

- Representative Fey - Is taking a step back to see how freight investments should be made; asked how small cities with limited staff could compete with large cities; asked if any projects would be held up if the restriction for FMSIB's Call for Projects is not removed; looking at whole structure of FMSIB and if it should be reporting to WSDOT.

Chair Gatchet suggested the Board be strategic about reaching out to Friends of Freight and gathering support. FMSIB's Day on the Hill will be critical time to share FMSIB's story.

Chair Gatchet invited Representative Fey to address the Board. A summary of Representative Fey's key points are as follows:

Representative Fey is in the 27th District. He supports freight interests as his record indicates, for example, he was the lead on the Puget Sound Gateway Project. The question is not if we need to fund freight, but of how to get the money spent and the projects done. FMSIB's process allows money to sit for a long time. Representative Fey is looking for ways to improve the system, which is why he wanted to attend FMSIB's meeting and learn about the process. The Board has a lot of expertise, and he wants to make sure it is being used in a way that benefits freight the most. Representative Fey observed FMSIB spending a lot of time discussing budgets and questions if that is the best use of the expertise when they could be discussing which projects are a priority to fund and the best way to get the money spent in a timely manner. Representative Fey will likely attend the November meeting in Fife. He is committed to freight and wants to see improvements.

WAFAC Discussion: Chair Gatchet noted that he and Secretary Millar have a meeting scheduled in December to discuss the structure of WAFAC. As chair of WAFAC, Chair Gatchet would like Board consent to get feedback from WAFAC stakeholders. No Board members objected to this. Any WAFAC questions brought to FMSIB will be referred to Chair Gatchet as the WAFAC chair. Mr. Pate noted that every state has an advisory committee to the secretary of transportation and that Secretary Millar believes FMSIB should be a part of it, but the administration of WAFAC should change it in order to find a way to get real freight at the table. Mr. Swannack suggested that if WAFAC is not a legislative mandate, then maybe FMSIB should let WSDOT do it. Chair Gatchet said freight interests should be able to weigh-in and that clarification is needed.

Executive Session

Chair Gatchet determined Executive Session was not needed as this meeting.

2019 FMSIB Annual Report

Based on interviews with the Board, Kjrístine Lund presented her concepts for this year's annual report:

- Key audience: elected officials, congressional delegation, and as a resource for prospective project sponsors
- More user friendly: pictures, graphics, hyperlinks, less words

- FMSIB point of transition: important to start from the basics of FMSIB's original purpose to help small cities and local government—state's interest in freight corridors, leveraging partners, bring local, state and private investments
- Graphics: to depict how much FMSIB does in the project selection process to analyze and solve problems
- Simplify project stories and focus on key projects: highlight the problem, the goal, the solutions, and how it worked
- Humanize freight movement: everyone served by freight, diversity, and inclusion
- Communicate and relate important legislative issues: environmental benefits and family wage jobs in the freight industry
- Emerging issues: truck parking, industrial land preservation, electrification for trucking
- Next generation of freight voices: who is going to be entering this field and what can we do to get younger people involved

Director's Reports

Please see the board meeting packet for the complete report on Director Ziegler's activities since the May 2019 Board meeting.

Board Member Appointments: Director Ziegler announced that the Governor has selected a candidate for FMSIB's County position, and we should receive official notice soon.

The below Board members' terms expire in June 30, 2020, and are eligible for reappointment:

Art Swannack	Erik Hansen	John McCarthy
Roger Millar	Bob Watters	Matt Ewers

Director Ziegler reminded the members to contact the Governor's Office for reappointment at:

<https://govforms.dynamics365portals.us/application-form/>

Board Member Reports

Mr. Swannack: Senator Murray, Senator Cantwell, and Representative Beutler signed a letter of support for Section 7001 to improve turning basin capacity on the Lower Columbia River.

Mr. Hellman: Recently attended a Connect Oregon meeting, in which FMSIB was discussed as a model. Mr. Hellman is more frequently hearing these similar discussions where areas outside Washington are looking to FMSIB as a model.

Mr. Hulcey: Attended the Sumner Traffic Avenue project groundbreaking on September 5.

West Cashmere Bridge Project Update

Paula Cox, Chelan County, gave an update on the West Cashmere Bridge Project that FMSIB awarded in 2018.

- Right-of-Way and environmental in progress
- Final design will be completed in October 2019
- Anticipate construction to begin in spring of 2020
- Anticipate project completion in November 2021

Deferred Projects Review

Director Ziegler provided a list of potential projects that the Board will vote to defer or cancel at the November 15 Board meeting. At the May 2019 meeting, the Board made motion to have Director Ziegler contact four project sponsors being considered for deferral and request they present to the Board why they should not be deferred. The Tukwila Project has since been canceled by its city council. The City of Fife will present their updates at the November Board meeting in Fife. Spokane County is providing an update at today's meeting.

Currently, the Board can choose to place a project on the Deferred Project List if it determines the project is not advancing as anticipated. Once the Board votes to place a project on the Deferred Project List, the money is available for other projects. State law requires that the Board cannot cancel a deferred project sooner than six years after deferral. At the end of six years, time, the Board can choose to cancel the project or the sponsor may make a case to remain on the deferral list.

Mr. Watters suggested using an automatic process for putting sponsor on notice for deferral. Mr. Hansen pointed out that if the six-year deferral is not working, then come up with something that does and have that conversation with the Legislature. RCW's can be changed. Mr. McCarthy wanted to know how FMSIB's project delivery compares with similar organizations.

Mr. Wick pointed out that everyone wants to be last dollars in and wonders if it will hurt our state if no one is willing to be patient with first money in. Mr. Swannack cautioned the Board on taking the approach to accelerate projects too far because it is not both sides of the isle saying that.

Director Ziegler shared that FMSIB's average project delivery has been eight years, and it is now forecasted at four years so already the delivery time has been reduced.

Staff Action Item: Director Ziegler will query TIB and CRAB about their project delivery timelines.

Bigelow Gulch Corridor Project Update

Request: Chad Coles and Brandi Colyar of Spokane County, requested FMSIB not defer the Bigelow Gulch/Forker Road Realignment Project Phases 5 and 6.

These phases were awarded in 2010 and are part of a multiphase project. Phase 5A is complete. Phase 5 is fully funded and design is complete with plan to begin construction in spring 2020. The county is funding the \$3.8 million gap but still seeking other funding sources on Phase 6 and anticipates going to ad late summer/early fall 2020 with a 2022 completion date.

Resolution: The Board chose not to defer the project based on the project progress and the county's assurance to spend the money this biennium. The Board requested the county provide a project update at the November 20, 2020, Board meeting in Spokane.

Lewis Street Project Reconsideration

Request: Dave Zabel and Dan Ford of City of Pasco, requested FMSIB reconsider awarding \$4.4 million to the City's Lewis Street Project.

The project scored third in FMSIB's 2011 Call but was not selected because FMSIB was first dollars in. FMSIB would now be last dollars in with the city's Connecting Washington money and an anticipated \$5 million contribution from the Transportation Improvement Board (TIB). The city will not be able to confirm TIB's award until November. Mr. Wick asked for clarification why the *unsecured* amount increased by \$1 million from the time the Board meeting packet was printed to today's presentation. Mr. Ford stated that the city recently re-estimated the project costs. The city is prepared to fill the funding gap, if necessary.

The project design is complete and they anticipate going to bid in early December. The project will be completed in two years.

Director Ziegler said there are funds available in the Supplemental Budget Request to cover the cost of this project. He will have to work with WSDOT Local Programs and OFM to construct a letter stating any contingencies.

Motion Item: Authorize a \$4.4 million FMSIB award to the City of Pasco's Lewis Street Project

Mr. Ewers made a motion to authorize a \$4.4 million FMSIB award to the City of Pasco's Lewis Street Project with the following two contingencies:

- 1) Legislature approves modifying the LEAP List*
- 2) FMSIB contribution must be last expenditure of dollars*

Mr. Watters seconded the motion.

MOTION CARRIED

Staff Action Item: Director Ziegler will prepare an award letter.

Truck Parking Update

Due to time constraints, WSDOT agreed to give the Board an update at the next meeting.

Future Agenda Item: "Truck Parking Update" delayed to the November 15 meeting agenda.

Mr. Swannack inquired about an update on the Connell Project, and Mr. Pate offered to provide an update at the November 15 meeting.

Future Agenda Item: "Connell Project Update" added to the November 15 meeting agenda.

FMSIB Director COLA

The Board planned to discuss and vote on Director Ziegler's annual cost of living adjustment (COLA). Since the COLA can be approved retroactively, the Board chose to postpone this agenda item.

Future Agenda Item: "FMSIB Director COLA" delayed to the November 15 meeting agenda.

Next Meeting

Motion Item: Adopt location of the November 15, 2019, Board Meeting in Fife, WA.

Chair Gatchet entertained a motion to hold the next Board meeting in Fife on November 15, 2019.

Mr. Ewers so moved and Mr. Watters seconded.

MOTION CARRIED

Meeting Adjourned

Chair Gatchet adjourned the meeting at 1:20

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 813,000

Expenditure Detail through: October 31, 2019

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Oct 31, 2019	Actual Expenditures thru Oct 31, 2019	Biennium To Date Dollar Variance
FMSIB Budget				
Salary	576,000	96,000	79,695	16,305
Travel	57,000	9,500	5,842	3,658
Goods & Services	130,000	21,667	17,026	4,640
Personal Service Contracts	50,000	3,200	7,100	-3,900
Total Thru Oct 31, 2019	\$ 813,000	130,367	109,664	20,703
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Oct 31, 2019	Actual Expenditures thru Oct 31, 2019	Biennium To Date Dollar Variance
Expenditure Detail				
Salaries:				
Staff Salary	576,000	96,000	79,695	16,305
Total Salary	\$ 576,000	96,000	79,695	16,305
Travel:				
Staff Travel	27,000	5,000	2,989	2,011
Board Travel	30,000	4,500	2,852	1,648
Total Travel	\$ 57,000	9,500	5,842	3,658
Goods & Services:				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	35,000	5,833	7,300	-1,467
WS DES Services	15,000	2,500	3,234	-734
WS TIB - Office Rent & Utilities	35,000	5,833	4,189	1,644
WS Attorney General	5,000	833	0	833
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	40,000	6,667	2,303	4,363
Total Goods & Services	\$ 130,000	21,667	17,026	4,640
Personal Service Contracts:				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund) 25,000	25,000	3,200	7,100	
FY21 - 2020 Annual Report (Lund) 25,000	25,000		0	0
Total Personal Service Contracts	\$ 50,000	3,200	\$ 7,100	0
Total Thru Oct 31, 2019	\$ 813,000	130,367	109,664	24,603

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

19-21 Capital Budget - Sorted by Biennium - Effective Nov. 2019

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	0	2,334	2,058	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	0	4,333		0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231		0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	223	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	1	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,351	3,149		0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	0	0	6,000
		Subtotal			6,429	16,891	19,630				
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500		1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	5,000		0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400		0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	3,500		5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500		0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500		0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	4,100		900	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
9	Kent	S 212th St Grade Separation	2015	5,000	0	0	0		0	0	5,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134		1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City cancel)	2013	5,000	0	0	0		0	0	0
	Statewide	Future Awards			0	0	5,000		5,000	22,000	55,500
		Past and Current Biennial Subtotals			6,429	16,891	51,044	4,137			

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	0		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	100	100
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
		Future Total							27,869	27,400	
		Program Total		109,933	6,429	16,891	51,044	4,137	27,869	27,400	158,133

Revenue											
Beginning Balance					25,571	23,189			354	694	
Freight Mobility Investment Account - 09E					7,255	13,698			13,698	13,698	
Freight Mobility Multimodal Account - 11E					7,255	14,511			14,511	14,511	
Highway Safety Account					0	0			0	0	
Total Revenue					40,081	51,398			28,563	28,903	
Expenditures											
Freight Mobility Investment Account - 09E					6,363			1,695	13,351	13,351	
Freight Mobility Multimodal Account - 11E					7,258			2,442	14,571	14,571	
Highway Safety Account					1,919						
Motor Vehicle Funds					1,351						
Total Expenditures					16,892	51,044		4,137	27,869	27,400	
Reappropriation					23,189	354			694	1,503	

Union Pacific Revenue		Total	3,650				
Kent	S 277th St (2003-05)	2000	600	600	0		
Kent	228th Street Extension and Grade Separation	2004	1,250	0	0	1,250	
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	2005	750	750	0		
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	2010	500	500	0		
Pt Seattle	East Marginal Way Ramps	2008	480	480	0		
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	2011	70	0	70		

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium (Status Effective Nov. 2019)

Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

First or Last Dollars?

	- FMSIB Award to Const. is less than 2 years
	- FMSIB Award to Const. is between 2 and 4 years
	- FMSIB Award to Const. is more than 4 years

No. of Projects

6
7
14

- Changes from last report

					PROJECT STATUS				
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.	
<u>17-19 Biennium</u>									
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500					
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334					
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333					
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate	2011	3,750					
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383					
15	Seattle	S Lander St Grade Separation	2017	8,000					
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000					
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000					
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750					
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000					
<u>19-21 Biennium</u>									
1	Chelan Co	West Cashmere Bridge	2018	3,000		Feb-20			
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000					
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100		Feb-20			
12	Port of Kalama	Industrial Rail Additions	2018	2,400		Feb-20			
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000		Feb-20			
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500					
26	Tacoma	Taylor Way Rehabilitation	2016	2,500		Nov-19			
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000		WSDOT agmnt in process, funded in 21-23			
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680			Phase 1 only		
9	Kent	S 212th St Grade Separation	2015	5,000		Deferred - 2020 removal eligibility			
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270		Feb-21			
27	Tukwila	Strander Blvd/SW 27th to West Valley	2013	5,000		Stopped by City Council (7/2019)			
<u>Future Biennia</u>									
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533		Unknown			
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500		Unknown			
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21			
20	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility			
24	Sumner	Stewart Road	2018	3,000		Mar-21			
Total				108,733					

FMSIB Director's Report

Nov. 15, 2019

(Last Report : Sept. 20, 2019)

FMSIB Member Appointments

On Oct. 1, the Governor announced the appointment of Councilmember Temple Lentz to the long-vacant County position on FMSIB. Councilmember Lentz has been on the Clark County Council since January. FMSIB staff have provided a new member orientation and visited her in Vancouver on Oct. 31. She is excited to join the Board and will be attending the November meeting in Fife.

With this appointment, FMSIB is at full strength for the first time since Nov. 2016.

Project Status Updates

City of Fife, 70th Ave. East Freight Bottleneck Relief

On Oct. 1, FMSIB Board members and staff attended the groundbreaking for this city-led project, as well as the entire Puget Sound Gateway Corridor (this project being the first phase of the SR-167 Extension Project to go to construction). The Governor and several legislators spoke about the importance of this corridor project to international trade and jobs. The bus tour on Nov. 15 will include this project.

SR 529/I-5 Interchange Expansion

This project was sponsored by the City of Marysville and FMSIB awarded \$5,000,000 in 2014. The city worked to get the project's remaining funding into the Connecting Washington Act, which passed in 2015, and was successful. In the 2017-19 Transportation Budget, the Legislature combined the city's project with an adjacent WSDOT project on I-5. WSDOT is using a design-build approach on their project so it made sense to combine the City's FMSIB award with WSDOT's legislative appropriation. That combination is to be accomplished through interagency agreement, which is nearly complete. At the FMSIB Board's direction, the city's \$5,000,000 FMSIB award will be the last dollars expended.

Four Active Projects Being Considered for Deferral

At the May Workshop, staff presented an analysis of all 28 active FMSIB projects with recommendations on which projects should be considered for deferral. The Board concurred with the staff recommendation and directed that all four project sponsors be invited to explain their project status to the Board. Two of those projects were discussed at the Board's Sept. meeting in Wenatchee:

1. City of Tukwila, SW 27th/Strander Blvd Connection- Phase 3: The Board will take deferral action at the Nov. meeting.
2. Spokane County, Bigelow Gulch/Forker Road Realignment - Phase 5A and 6: (The Board decided not to defer the project and request another review in one year.

Two more of those projects will be reviewed at the Nov. meeting:

3. City of Fife, I-5/54th Avenue E Interchange Improvement Project - Phase 1B
4. City of Fife, Port of Tacoma Road I/C - Phase 2

FMSIB 2019-21 Budget Proviso Report

In response to the legislature's budget proviso and with input from Board members, FMSIB staff drafted an outline for this report. The Board reviewed the outline at their Sept. 20 meeting. After approval of the outline, staff wrote a draft report and conducted an internal staff review. On Oct. 16, the draft report was shared with Board members, legislative staff, and other friends of freight. While the consensus is that the report appears to satisfy the budget proviso, several review comments suggested that the draft report be supplemented with a shorter and more concise Executive Summary. Legislative staff have also suggested that, though not specifically required by the proviso, it might be beneficial for the Board to select a preferred reappropriation option or two. A draft Executive Summary is also included in the Board packet and will be discussed at the Nov. Board meeting.

FMSIB Legislative Committee Meeting

On Nov. 5, the FMSIB Legislative Committee met by conference call. Agenda topics included whether to include four possible talking points in the "*2020 Legislative Talking Points*" document. Those four talking points and the Committee's recommendation to the full Board is as follows:

- Should FMSIB conduct a 2020 Call for Projects? Yes, but contingent on Legislative approval.
- Should FMSIB ask that the Legislature restore the \$15.3 m reduction? No.
- Should the Legislature remove the new LEAP list requirement on FMSIB? Maybe, more discussion is required.
- Should FMSIB remain an independent state agency? Yes.

The Committee asked staff to prepare meeting minutes and to revise the "FMSIB 2020 Talking Points" document to reflect the Committee's consensus. That revised document will be presented to the Board on Nov. 15 for their discussion and approval.

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, I attended the following meetings, conferences and events:

- Sept. 24 – Chair Gatchet and I conducted a conference call with several organizations (AWC, WSAC, WPPA, WTA) to discuss Rep. Fey's inquiry into whether FMSIB should become part of WSDOT.
- Oct. 9-11 – Attended the Pacific Northwest Waterways Association (PNWA) conference in Vancouver. Met with PNWA's new staff and discussed areas of potential coordination between our respective organizations.
- Oct. 15 – FMSIB staff were invited to participate in the kickoff meeting for a new study being led by the Joint Transportation Committee (JTC). The study is titled, "*Statewide Transportation Needs Assessment*." It directs the JTC to conduct a comprehensive assessment of statewide transportation needs and priorities, and existing and potential transportation funding mechanisms to address those needs and priorities. This study includes two phases. Phase I is to be completed by June 30, 2020 and will include:

- Recommendations on the critical state and local transportation projects, programs, and services needed to achieve an efficient, effective, statewide transportation system over the next 10 years;
 - A comprehensive menu of funding options for the Legislature to consider to address the identified transportation system investments; and
 - An analysis of the economic impacts of a range of future transportation investments.
- Oct. 29 – Chair Gatchet and I met with Governor’s Office staff to discuss FMSIB, its history of successful projects, and the Board’s proposed response to the 2019-21 legislative budget proviso.
- Nov. 1 – FMSIB staff met with the Executive Director and the Government Relations Manager of the Pacific Northwest Waterways Association (PNWA) to discuss opportunities of mutual interest.
- Nov. 5 – Provided staff support for the FMSIB Legislative Committee’s conference call discussion on “*2020 Legislative Talking Points.*”
- Nov. 6 – Met with several representatives of the MPO/RTPO Coordinating Committee at the FMSIB Offices.

FMSIB Projects Completed in 2019

Note: The following projects are complete. Board action to acknowledge completion is appropriate so the website can be updated.

No.	Owner	Name	Date	Comments
92-0	Skagit County	Burlington Northern Overpass Replacement Project	Nov. 2018	
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	Jan. 2019	
72-0	Ciy of Tacoma	SR-99, Puyallup River Bridge	Aug. 2019	
99-1	City of Spokane Valley	Barker Road Corridor Widening-Phase 1	Oct. 2019	

FMSIB DEFERRED PROJECTS

Project #	Sponsor	Project Name	Award Year	Deferred Year	Deferred + 6 Years	Eligible for Removal RCW 47.06A.050 (Y/N)	Notified	Reason for Removal RCW 47.06A.050*	Board Action	Sponsor support removal	Comments
Project D	DOT Spokane-transferred to Spokane Valley	Pines Rd BNSF Grade Crossing	2000	2007	2013	Y	Y	(i)		N	City briefed the Board 11/16/18. Scheduled to brief Board again 11/15/19.
Project 57 (Ph 2)	Woodinville	SR 202 Corridor Improvement (Trestle)	2005	2009	2015	Y	Y	(ii)		Y & N	City will be authorizing design funds in their 19-20 fiscal year (same report as 2018). Recommend removing this project.
Project 20	Pierce County	North Canyon Rd Ext/BNSF Overcrossing	1999	2011	2017	Y	Y	(i)	Retain on Deferred list	N	County said they would update the Board in 2 years (2020)
Project 53	Pierce County	Canyon Road Northerly Extension	2004	2011	2017	Y	Y	(i)	Retain on Deferred list	N	County said they would update the Board in 2 years (2020)
Project 74	Tacoma	SR 509/"D" Street Ramps	2009	2013	2019	N	Y	(i), (ii)		N	City requests the project remain on the Deferred List. To be discussed on 11/15/19 bus tour.
Project 59 B	Kent	S 212 th Street UP Grade Separation	2004	2014	2020	N					City requested project be placed on Deferred status
Project 83	Marysville	116 th NE Interchange	2011	2014	2020	N					FMSIB deferred project in 2014. Bridge deck widened ca. 2015, ramps not improved.

*Reasons for removal:

(i) The project has been unable to obtain the necessary funding or financing to proceed.

(ii) The project priority in the jurisdiction where the project is located has been decreased so that it is unlikely to be constructed within two years; or

(iii) There are quantifiable issues that make it highly unlikely the project could obtain the necessary permits or could be constructed as submitted in the original proposal to the board.

Revision Date: 11/15/2019

Projects subject to Board consideration Nov. 15, 2019:

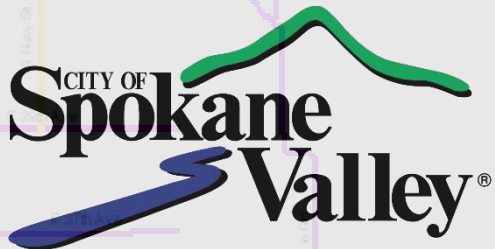
Spokane Valley Projects

a FMSIB Partnership

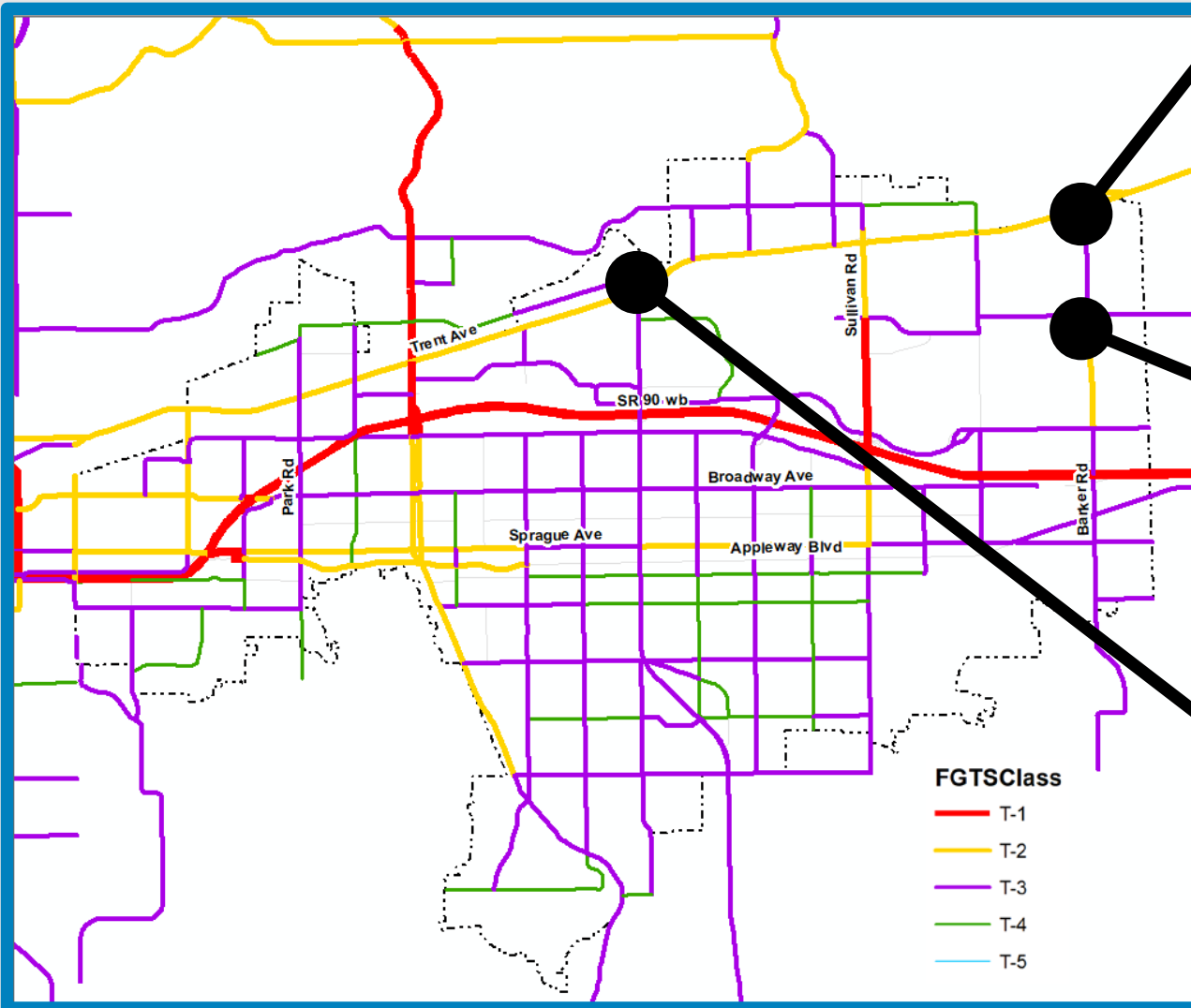
John Hohman, P.E., Deputy City Manager

Adam Jackson, P.E., Planning & Grants Engineer

November 15, 2019



FMSIB Investments in Spokane Valley



Barker Road/BNSF Grade Separation Project (GSP)

20% Award from 2010 (Active Status)

\$49.1 M Application

\$10 M Max Award

Barker Road Corridor – Spokane River to BNSF

20% Award from 2018 (Active Status)

\$8.4 M Application

\$1.68 M Max Award

Pines Road/BNSF Grade Separation Project

30% Award from 2000 (Deferred Status)

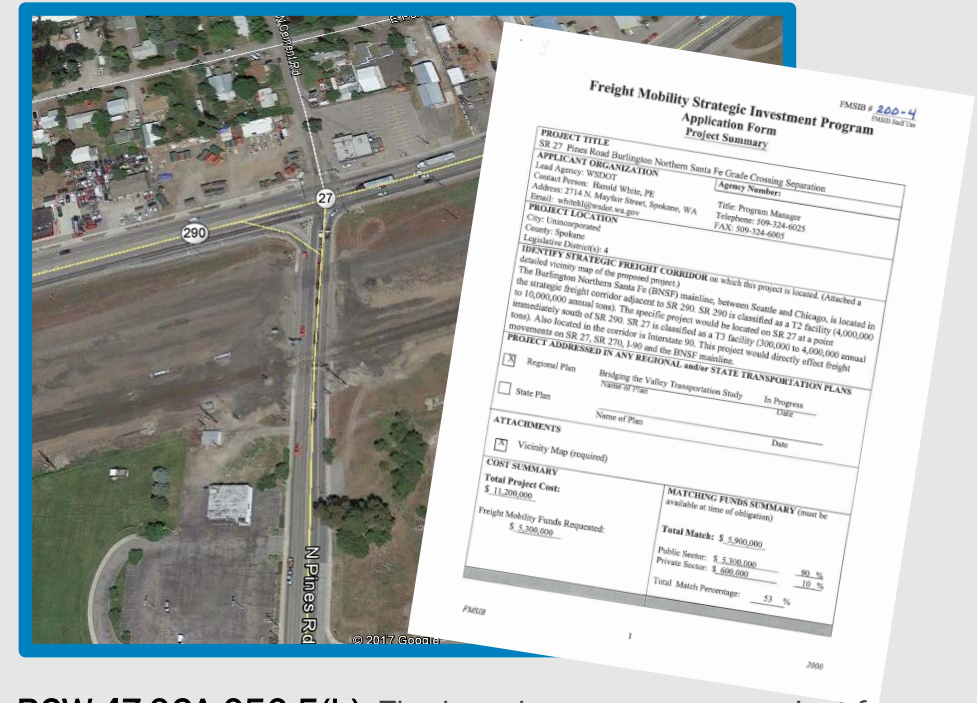
\$11.2 M Application

\$5.3 M WSDOT Request

\$3.36 M Max Award

A project that is actively progressing...

- 2000 WSDOT project application
 - 2003 Spokane Valley incorporation
 - 2007 FMSIB defers project funding
 - 2013 Project eligible for cancellation
 - 2016 City begins annual allocations (Avg. \$1.2M/yr)
-2016 Early ROW acquisition (\$500,000)
 - 2017 Project alternative analysis begins
 - 2018 FMSIB considers cancellation, but keeps it on deferred list for the next year
 - 2019 Federal Funding Awards:
 - FRA CRISI: 50% PE funding (\$1.25M for PE)
 - FHWA STBG: 40% ROW funding (\$1.89 M for RW)
- Alternative analysis completed, design selected
 PE: FRA contract to be final in Nov. 2019
 ROW: Early acquisition in 2020
 ...progress is being made!



RCW 47.06A.050.5(b): The board may remove a project from consideration after six years for any of the following reasons: (i) The project has been unable to obtain the necessary funding or financing to proceed, (ii) the project priority in the jurisdiction where the project is located has been decreased so that it is unlikely to be constructed within two years, or (iii) there are quantifiable issues that make it highly unlikely the project could obtain the necessary permits or could be constructed as submitted in the original proposal to the board.

Then versus Now...

2000 WSDOT Application

\$11.2 M Total Project Cost

\$ 5.3 M Request (47% of total)

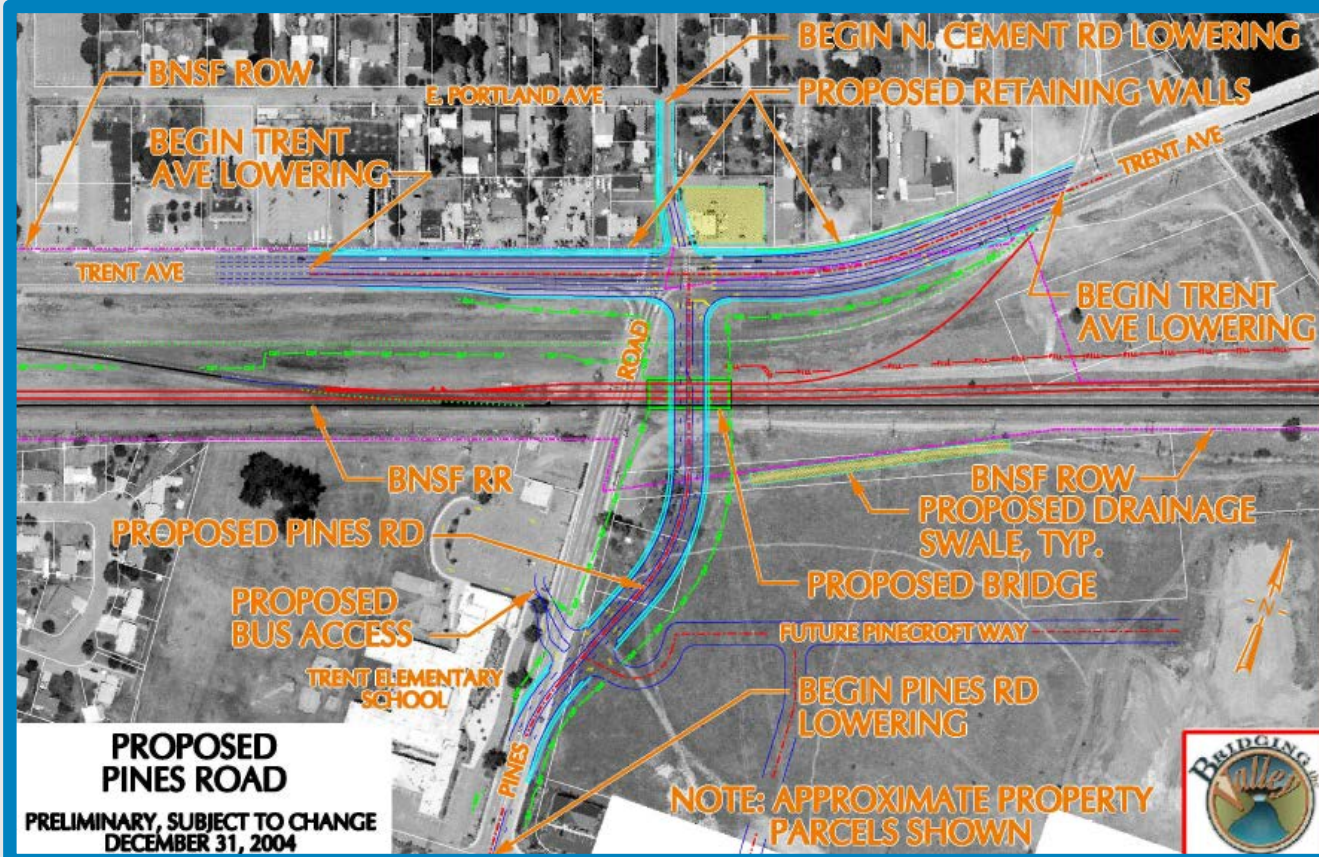
\$ 3.36 M Award (30% of total)

2019 Spokane Valley Proposal

\$29 M Total Project Cost

Activate project, revise funding

\$ 8.7 M Request (30% of total)



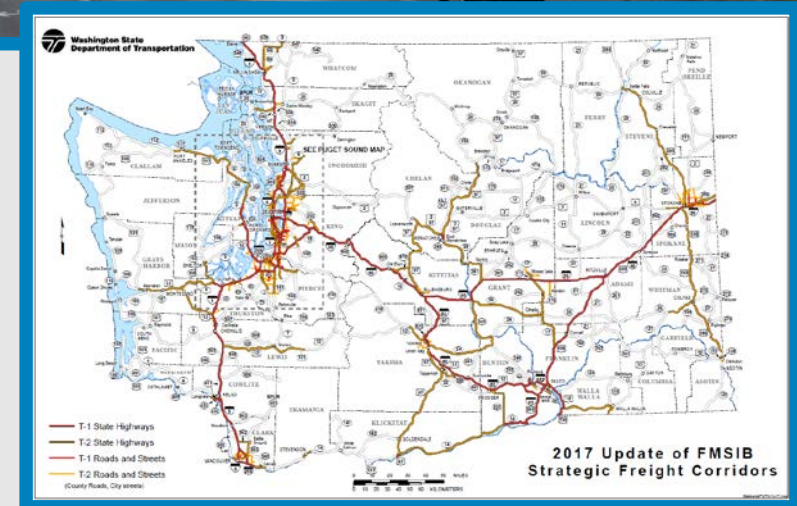
2004 Bridging the Valley



Selected Design Alternative →

Two state routes connecting a region...

- Improves safety & mobility
 - Eliminates at-grade highway-railroad crossing
 - Accommodates BNSF double-track expansion project
 - Intersection roundabout reduces collision severity
 - Improves system reliability across northern US (GNCC)
- Connects rural populations to FGTS framework
- Project ADT: 34,000 (12% Trucks)
- 60 trains/day @ 3.5 mins/train
- State Rail Plan: 114 trains/day (2040)
- Prioritized road/rail project recognized at all levels
 - Federal: FRA CRISI award in 2019
 - State: FMSIB/JTC Road-Rail Study
 - Region: STBG award 2019, GNCC priority project
- Improves community connectivity near school, park, and business center



The freight benefits still remain...

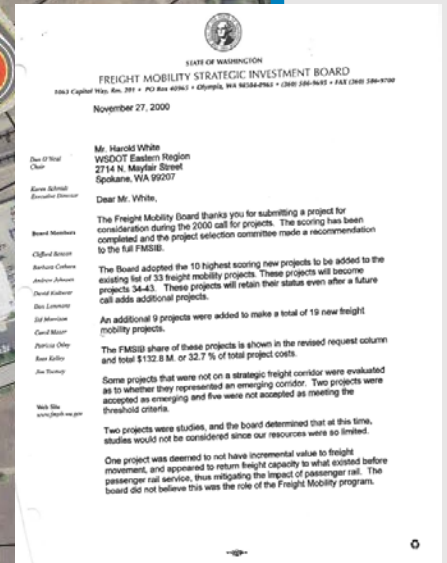
Application Year	2000	2019
SR-27 Avg. Daily Traffic	11,600 vehicles	16,100 vehicles
SR-27 Percent Trucks	4%	10%
SR-27 Peak Hr Truck Vol.	51	160
SR-27 RR Xing Delay/Veh	5.7 minutes	3.6 minutes
SR-27 Reduced Truck Delay	41 hours/day	93 hours/day
SR-27 RR Gates-Down Time	9% of day	15% of day
SR-27 Reduction in Queuing	539 vehicles/lane	1,191 vehicles/lane

- Year 2000 values are taken from original WSDOT application.
- WSDOT application quantified impacts for the SR-27 rail crossing and did not capture impacts to SR-290.
- Year 2019 values are calculated from the 2018 FMSIB application template.

Pines Road/BNSF GSP

\$29 M Estimated Total Project Cost

- Secured Funds \$7.85 M (27% of total)
 - \$4.7 M City funds (Annually since 2016)
 - \$1.25 M FRA CRISI funds (2019)
 - \$1.9 M FHWA STBG funds (2019)
- Unsecured Funds \$21.15 M (73% of total)
 - Actively pursuing additional funds
- FMSIB investment to leverage other funding
 - \$8.7 M by FMSIB provides \$16.55 M secured (57%)
 - \$12.45 M unsecured (43%)
 - BUILD grants generally rely on at least a 50% match
- Spokane Valley is committed to delivery



PE

Fully Funded
2019-2021

ROW

Fully Funded
2020-2022

CN

Unfunded
2023-2025

Pines Road/BNSF GSP

2-Part Request:

1. Move the Pines Road/BNSF GSP to FMSIB's **ACTIVE** project list; and,
2. Award Pines Road/BNSF GSP funding for **30%** of the \$29 M project cost, up to a maximum of **\$8.7 M**.



Thank You!



Questions?



FMSIB Project Review - Defer? (Nov. 2019)

Board action taken in May 2019:
 For Board consideration in Nov. 2019:

Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Original Ad Date	Ad Date minus Awarded (mo.)	Progress	Defer?
51-3	Seattle	Duwamish Spot Improvement	\$300,000	\$2,383,000	Jan-03	Apr-06	39	Completed	N
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$9,750,000	Jan-04	Oct-09	69	Scheduled for Nov. 2020 completion	N
64-1	Fife	Port of Tacoma Rd. I/C - Phase 1	\$27,148,000	\$6,667,000	Jan-06	Feb-18	145	Scheduled for Nov. 2020 completion	N
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	Jan-09	Apr-16	87	Completed	N
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	Jan-09	Jan-15	71	Complete and operational	N
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	Jan-10	None	N/A	City Canceled	Y
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	Jan-10	None	N/A	Still short \$20 million. Nov. 15 Board presentation	M
80-0	Spokane Valley	Barker Road/BNSF grade separation	\$29,200,000	\$9,000,000	Jan-10	Feb-15	60	Fully funded - Feb. 2020 Ad date	N
81-1	Spokane County	Bigelow Gulch/Forker Road Realignment - Phases 5A & 6	\$24,400,000	\$6,000,000	Jan-10	None	N/A	Sept. 20 Board action: Review in one year	N
87-0	Marysville	SR 529/I-5 Interchange Expansion	\$54,050,000	\$5,000,000	Jan-14	Sep-16	32	WSDOT agreement in process, funded in 21-23	N
91-0	Seattle	South Lander Street Grade Separation	\$140,000,000	\$8,000,000	Jul-16	Dec-17	17	Under const. - Scheduled Dec. 2019 completion delayed	N
89-0	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$500,000	Jul-16	Jan-19	30	Completed	N
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	Jul-16	Jul-19	36	Ad date slipped to 2023. Nov. 15 Board presentation	M
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	Jul-16	Mar-18	19	Scheduled for Nov. 2019 ad date	N
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	\$18,540,000	\$2,500,000	Jul-16	Sep-18	26	Under const., scheduled for Dec. 2020 completion	N
90-0	Longview	SR 432-SR 411 Intersection Improvements Project	\$4,200,000	\$2,100,000	Jul-16	Apr-18	21	Scheduled for Feb. 2020 ad	N
100-0	Seattle	East Marginal Way Heavy Haul Corridor	\$48,600,000	\$6,100,000	Jul-18	Apr-21	33	\$23 m of \$48 m secured. April 2021 Ad date.	N
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	Jul-18	Feb-19	7	Groundbreaking Oct. 2019	N
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	Jul-18	Feb-20	19	Board presentation Sept. 2019, Ad scheduled Feb. 2020	N
101-0	Sumner	Stewart Road Corridor - White River Bridge Replace	\$21,489,033	\$3,000,000	Jul-18	Mar-21	32	Mar. 2021 Ad. \$7 m of \$21 m secured.	N
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	Jul-18	Feb-20	19	Feb. 2020 completion of R/W acquisition	N
99-1,2,3	Spokane Valley	Barker Road Corridor Widening	\$8,400,000	\$1,680,000	Jul-18	Jun-20	22	Phase 1 under construction. Phase 2 Ad June 2020	N
97-0	Spokane County	Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000	Jul-18	Feb-21	30	All funds secured. Feb. 2021 Ad.	N
25 Projects			Total:	\$671,665,367	\$101,633,000				

Active Projects that could be Deferred

[Return to Agenda](#)

To the Honorable Washington State Legislature and Honorable Chairs and members of the Washington State House and Senate Transportation Committees, The Freight Mobility and Strategic Investment Board (FMSIB) present this Executive Summary and Report as you required during the 2019 state legislative session. The specific requirement of your budget proviso is listed in Engrossed Substitute House Bill 1160 (ESHB 1160), which was signed by the Governor on May 21, 2019. Section 301 provides funding authorization for FMSIB and includes the following proviso language:

The appropriations in this section are subject to the following conditions and limitations:

(1) Except as otherwise provided in this section, the entire appropriations in this section are provided solely for the projects by amount, as listed in the LEAP Transportation Document 2019-3 as developed April 27, 2019, FMSIB Project List.11

(2) Until directed by the legislature, the board may not initiate a new call for projects. By January 1, 2020, the board must report to the legislature on alternative proposals to revise its project award and obligation process, which result in lower reappropriations.

The Board members of FMSIB have made serious efforts to address your direction and submit the following proposal. Our preferred proposed solution is to use the following methodologies to lower reappropriations. It is noted that FMSIB only awards construction funding as it is not uncommon for projects to go through planning but never actually go to construction.

Our Proposal:

- 1) We will more aggressively evaluate projects on the main awards list for deferral based upon the project making or not making regular progress towards construction. If a consistent lack of progress is present, we will defer the project and award the funds to a project listed on a secondary list of already evaluated projects.**

FMSIB proposes to be more aggressive in deferral of projects which are not showing progress towards construction. We would put these funds into projects which are moving forward and benefit strategic freight movement. The proposal is to have two lists of projects which could be awarded funds sequentially. The main list would be awarded funds first based on the top rankings in the Call for Projects process. The secondary list would be created and are projects submitted during the Call for Projects and scored well, but didn't make the cutoff point for funding. If a main list project is not successfully moving forward, we would defer it and move the funding to a project on the secondary list which shows strong indications it can move forward. The deferred project could later request reinstatement of funding (as they can now) when they show major progress towards construction. A recent example of how this process would work occurred during our September 2019 board meeting where the City of Pasco came to FMSIB asking for us to award funding for the Lewis Street Overpass project. Construction is scheduled to start the spring of 2020 and they need approximately \$3.4M to complete funding. The project had been evaluated in an earlier Call for Projects and scored well but did not make the funding cutoff point. With the proposed secondary list process, we would have awarded the money at the September 2019 FMSIB meeting and decreased reappropriations. For this methodology to be most effective going into the future, FMSIB would ask you to consider removing the requirement to only fund projects listed on the LEAP list. The LEAP list requirement would delay our ability to award such funding for a minimum of 8-12 months from the request date as we would have to ask the legislature to add the project to the list during a regular session of the legislature.

2) We will change methodology so a higher percentage of money is awarded to projects ready to go to construction and a low percentage of funding goes to projects which have not received funding by other entities already.

In earlier years FMSIB's project selection process awarded funding with a major focus of helping strategically important freight projects secure funding for the project by essentially validating the project by our awarding funds. This often resulted in other funding sources being secured and a pot of money gathered over a long period of time to build the project. The Great Recession changed the Federal transportation funding rules to focus on shovel ready projects and took away the ability to gather funds for many years before building a project. We acknowledge this change in rules and will change our methods as stated above. We may still award a small percentage of projects construction funds when they are Highly significant for freight movement with the goal of helping them reach fruition. We are proposing to score and recognize projects which would take a lot of years to get completed, yet not award actual funding until the project has secured other sources of funding. Our evaluation process is recognized as rigorous and will validate such projects as important and viable.

3) We will award funding to more projects in the awards process than we previously have.

FMSIB has taken a conservative approach to funding projects and the expenditure of funds. In previous years we did not award more funding than we had been allocated and when it was committed to projects we held the expectation that we would be called upon to provide the funding if all projects came to fruition in the manner they predicted. We understand that not all projects occur in the timeline they presented due to delays in permitting, funding, design changes, right of way acquisition etc. We have worked on a methodology for this "overbooking" of projects to ensure that more projects come to construction in a timely manner and reappropriations are reduced. Combining this method with #1, we believe we can significantly reduce reappropriations over time and deliver more strategic freight projects to the citizens of Washington state. It is noted that the downside to this method is we may have to come to the Legislature to ask for additional funding if more projects are ready for construction than predicted. We believe we can mitigate this risk through new project oversight methods and cash flow prediction models being developed by our Director with help from Erik Hansen, Transportation Senior Budget Analyst at OFM who sits on the FMSIB Board. Erik has been most helpful in working on this effort. These methods will be used to monitor and help with decision going forward.

4) Award higher amounts of funding from FMSIB to a project.

FMSIB has always awarded the percentage of funding for a project based upon the calculated freight benefit. We understand there is some leeway in the amount of funding we could give a project which has significant freight benefits. We believe that in certain cases this tool would be used to move a significant project to construction. This tool needs further evaluation but is one last method to help avoid reappropriations.

In conclusion, FMSIB has worked at every one of our meetings during 2019 since your direction was given to create a valid method to reduce reappropriations while retaining a focus on strategic Freight Mobility. We believe we can achieve what you requested through these new methodologies and we ask your approval of our proposed solution to the problems of reappropriations.

Report Purpose

The Freight Mobility Strategic Investment Board (FMSIB) is pleased to provide this report to the Governor and the 2020 Legislature at the request of the 2019 Legislature. This legislative request was included in FMSIB's 2019-21 Budget.

In order to be responsive to the legislative request, this report also discusses the statutory direction guiding FMSIB, its operating policies, and the agency's past practices. It is the Board's desire that this background information will assist the Governor and Legislature in better understanding FMSIB's policy environment. Ideally, this report will facilitate additional conversation between the Executive and Legislative branches regarding the primary purposes and role of FMSIB and whether changes are warranted.

Legislative Budget Proviso

On April 28, 2019, the Legislature passed Engrossed Substitute House Bill 1160 (ESHB 1160), which was signed by the Governor on May 21, 2019. Section 301 provides funding authorization for FMSIB and includes the following proviso language:

"TRANSPORTATION AGENCIES—CAPITAL

NEW SECTION. Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

(2) Until directed by the legislature, the board may not initiate a new call for projects. By January 1, 2020, the board must report to the legislature on alternative proposals to revise its project award and obligation process, which result in lower reappropriations."

This proviso was accompanied by a reduction in FMSIB's capital revenues of \$15.3 million, representing more than one fiscal year's worth of FMSIB revenue. Both budget actions were surprising to the Board and staff particularly since no legislative concerns had been expressed before this action. Nonetheless, the Board has worked diligently to research options for reducing reappropriation, including meeting with the House and Senate Transportation Committee Chairs and Ranking Members to better understand any legislative concerns.

The Board's Project-Focused Approach

Principally, local governments generate FMSIB project ideas but those locally generated projects provide many improvements to state highways too. The Board applies rigorous criteria to select projects addressing the most critical freight mobility chokepoints in the state. Nearly all selected FMSIB projects are eventually constructed, making real improvements in local government freight mobility. In addition, FMSIB funding attracts other private and public sector funding resulting in a five- or six-fold leveraging of FMSIB funds.

By design, many FMSIB projects are strategic, meaning that FMSIB money is the first funding for the project. Even though local government sponsors have identified a freight mobility constraint, some time may be needed for the sponsor to generate additional funding support

for the project. Because of the size and complexity of many freight projects, they can require as many as eight funding partners (In the current portfolio, nine projects have at least six funding partners. The average for the entire portfolio is more than four funding sources). Also, since many FMSIB projects include bridges, in-water work, and/or railroad agreements, the time to design and deliver them is higher than for a typical highway or street project. When FMSIB prioritizes and awards funding to these projects, this award represents a pledge of FMSIB funds – a pledge that is appreciated by project sponsors and that is honored for sometimes several biennia.

FMSIB does not bank any money in fund balances – every dollar of fund balance and a good percentage of future revenues are pledged to critical freight mobility needs around the state.

In addition to selecting, prioritizing, and awarding freight mobility projects, the Board is actively engaged with project sponsors to manage project delivery expectations and ensure timely completion of freight mobility projects. The Board's approach to project delivery engages staff, Board members, and sponsor representatives in quarterly progress reporting, budget and schedule forecasting, and occasional in-person reports to the full Board. This approach not only communicates the Board's interest in the delivery of each project, but it also provides a forum for project sponsors to receive important project delivery assistance from the many freight interests represented on the Board.

State statutes enacted in 1998 affect the Board's operations and have guided project selection activities since then. In addition, the historical context within which the Board was created is relevant to understanding the Board's mission and tasks over the last 20 years.

FMSIB History

The Legislature's most recent interest in improving freight mobility in Washington State started in 1993 with the establishment of the Freight and Goods Transportation System, or FGTS (RCW 47.05.021(4)). This system of highways was originally established in order to begin monitoring truck usage of highways and to assess the regularity of weight restrictions and road closures, which affect the transportation of freight and goods.

Also in 1993, the Legislature implemented growth management and transportation policies and directed the WSDOT to develop a Statewide Multimodal Transportation Plan, or SMTP, (RCW 47.06.040). For the first time, this statewide plan included a "state-interest" component directing state transportation planning activities at non-state-owned infrastructure. (Note: When FMSIB was created in 1998, this SMTP statute was amended in 1998 (RCW 47.06.045) to require development of a Freight Mobility Plan.)

Commensurate with these state-level activities, the major Puget Sound ports were touting the importance of Washington's trade dependent economy and expressed concerns over major investments being made by other West Coast competitive gateways. Most notably, the Alameda Corridor project serving the Ports of LA and Long Beach called for a total investment of \$2.4 billion and could substantially improve that region's freight mobility and possibly

diverting discretionary cargo away from Washington State. (Note: The Alameda Corridor Project is 11 miles long, removed 200 grade crossings, and carries 60 trains per day).

Puget Sound ports also expressed concerns about freight congestion in the Duwamish and Green River Valleys. They, along with several local communities and other freight partners, formed the FAST corridor partnership through an agreement, which included the following preamble:

“WHEREAS, recent interagency efforts have identified the elements of a strategic freight corridor through the Green River Valley and connecting the Ports of Seattle and Tacoma, known as **the Freight Action Strategy for the Seattle-to-Tacoma (FAST) Corridor**, and

WHEREAS, the FAST Corridor work has involved the Ports of Seattle, Tacoma, and Everett; the cities of Seattle, Tacoma, Everett, Auburn, Kent, Tukwila, Puyallup, Sumner, Renton, Pacific, and Algona; the Burlington Northern & Santa Fe and Union Pacific Railways; the Puget Sound Regional Council; the WSDOT Office of Urban Mobility; and the counties of Pierce, Snohomish, and King, which are the parties to the memorandum, and ...”

This agreement was signed in 1996 and represented a historic achievement whereby freight interests, most notably the Class 1 Railroads, participated in a joint planning exercise and committed funding to alleviate identified freight chokepoints. (Note: The FAST Corridor Project extended from Tacoma to Everett, included a roughly 75-mile long corridor, which operates between 40 and 60 trains per day). The 20 partners to the agreement identified 25 projects in Phase I (15 projects, \$500 million) and Phase II (10 projects, \$263 million). The first grade separation project was implemented in 2001 (SR-509 and Port of Tacoma Rd.). Only a few of the FAST Corridor projects remain to be completed.

Back at the state level, the Legislature created an interim committee in 1996 to evaluate freight mobility policies and needs in Washington. In 1997, the resulting Freight Mobility Advisory Committee (FMAC) recommended creation of an independent state agency that would implement a collaborative, multi-jurisdictional, and multimodal approach to identifying and addressing critical freight mobility needs.

The Legislature then created FMSIB in 1998 with the Board’s first meeting in July 1998. Two different Interim Executive Directors supported the Board until November 1999, after which the Board conducted a national search for an Executive Director.

Notes:

1. More details about FMSIB’s 20-year history can be found at the HistoryLink article at <https://www.historylink.org/File/20825>.
2. Twenty-one FMSIB Annual Reports (1998 to 2018) describe a successful legacy of freight mobility advocacy and project delivery at <http://www.fmsib.wa.gov/annual.cfm>

FMSIB is a National Model

Washington State's model for improving freight mobility has been established and improved over the course of nearly 30 years. On the federal level however, attention to freight mobility in the nation's surface transportation authorizations has been lagging. The federal government's surface transportation act in 1991, e.g., the *"Intermodal Surface Transportation Efficiency Act"* (ISTEA), did not address freight mobility issues. Neither did the subsequent federal act passed in 2005, the *"Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)"*. It wasn't until 2012 when the *"Moving Ahead for Progress in the 21st Century Act"* (MAP-21), Act passed that freight became a substantial topic in the federal transportation act. MAP-21 provided for the structure of a freight program and suggested states create a freight advisory committee. However, there was no federal funding for freight mobility until passage of the *"Fixing America's Surface Transportation"* (FAST) Act in Dec. 2015.

FMSIB's successes since 1998 had an obvious influence on federal freight policy. Quoting from the HistoryLink.org article about FMSIB:

"FMSIB had been on the federal government's radar for several years. Senators Maria Cantwell (b. 1958) and Patty Murray (b. 1950) were lead sponsors of the FREIGHT (Focusing Resources, Economic Investment, and Guidance to Help Transportation) Act, which was introduced in February 2011. Cantwell cited FMSIB as an example of successful freight coordination, pointing to its work in identifying key highway, rail, and maritime freight corridors, and improving those corridors through collaboration with affected parties. In 2012, when Secretary of Transportation Ray LaHood (b. 1945) announced the creation of a federal Freight Policy Council, he said it was modeled on the state of Washington's freight board. The federal council produced the first national freight strategy plan, which was announced in 2015."

FMSIB's Statutory Guidance

FMSIB was created by the state legislature in 1998. Guiding principles from the 1997 FMAC report were incorporated into the formation legislation, resulting in both operation and capital policy guidance to the agency. A summary of that guidance is contained in Tables 1 and 2 below.

Table 1 – Statutes and Practice Guiding FMSIB Policy Decisions

Issue Area	RCW	Practice
<ul style="list-style-type: none"> The Governor appoints all Board members from lists provided by freight mobility stakeholder organizations. 	47.06A.030(4)	Stakeholders like AWC, WPPA, and WSAC solicit interest from their membership and submit nominees to the Governor.
<ul style="list-style-type: none"> The board shall designate strategic freight corridors within the state. 	47.06A.020(3)	In concert with WSDOT and MPO's, the Board approves this system every two years.
<ul style="list-style-type: none"> Develop and recommend policies that address operational improvements that primarily benefit and enhance freight movement 	47.06A.020(7)	Board members and staff have testified on behalf of freight-related legislation in Congress and the state Legislature.
<ul style="list-style-type: none"> Advocate for Washington's freight mobility needs, solutions, and funding 		Board members and staff visit legislators every year during "Day on the Hill."
<ul style="list-style-type: none"> Support state actions for allocating federal freight funds (e.g., WAFAC administration and support) 	47.06A.045	FMSIB has convened and supported the Washington Freight Advisory Committee (WAFAC) since 2013.
<ul style="list-style-type: none"> Support legislatively directed freight policy studies 	Various budget bills	Recent examples include the Road-Rail Conflicts and Marine Cargo Studies.
<ul style="list-style-type: none"> Select and guide the Director's activities through the position's job description 		<p>"A strong leader and policy liaison, you will work with [legislators ...]" – (2017 job announcement).</p> <p>"The Director will be an advocate for FMSIB'S policies throughout the state." – (1999 job announcement).</p>

Note: FMSIB's WACs generally mirror the relevant RCWs above. FMSIB's Bylaws are principally operational and do not affect the policy priorities mentioned above

Table 2 – Statutes and Practices Guiding FMSIB Capital Decisions

Issue Area	RCW	Practice
1. Select high quality freight projects based on statutory criteria and a rigorous project application and review process.	47.06A. 010(6) 47.06A.020	
2. Fund only the construction phase of projects.		FMSIB awards construction funding only.
3. Fund projects “strategically.”	47.06A.001	
4. Fund projects proportional to freight benefits in accordance with statutory direction and FMSIB mission.	47.06A.020	
5. Leverage funding with other sources minimizing amount of state funds.	47.06A.020(6) “ ... twenty percent as the minimum [match] ...”	Depending on project type, the twenty-year average partner contribution is between 80% and 90%.
6. Distribute funding across three regions of the state according to statutory direction.	47.06A.050	
7. Limit FMSIB’s funding liability by prohibiting reimbursement for overruns.		All FMSIB grant agreements contain this language
8. Invest early in projects and assist sponsors in completing funding. Some projects took up to 16 years from funding award to completion (the average is over 8 years).	47.06A.030(2)(b) “The Board may ... provide technical assistance ...”	
9. To ensure no project is delayed due to lack of funding, request the maximum amount of budget expenditure authority in the biennial budget that can be justified by active project awards.		Submitted and approved budgets included ALL projects that MIGHT construct in biennium. Average delivery has been around 30%.
10. Defer projects (i.e., remove project funding) that are not “progressing.”	47.06A.050(5)(a)	
11. Cancel projects that have been deferred more than six years (new authority granted to FMSIB in 2016).	47.06A.050(5)(b)	Board approved cancellations in Nov. 2016, 2017, and 2018
12. Maintain “reasonable” fund balances in the dedicated FMIA and FMMA accounts to ensure allocated funds are actively working.		The Board awards all existing funds and some future revenues, reserving \$1-2 m for emergent projects
13. Minimize biennial budget reappropriation requests to the Legislature (New legislative direction).		Given the strategic nature of FMSIB’s investments, this has not been considered historically.

Note: FMSIB’s WACs generally mirror the relevant RCWs above. FMSIB’s Bylaws are principally operational and do not affect the project priorities and funding issues mentioned above

FMSIB Results

Policy – In response to the statutory direction summarized in *Table 1* above, the Board has adopted the following Mission Statement to guide operations:

“The Washington Freight Mobility Strategic Investment Board was created by the Legislature to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.

The board of public and private-sector members:

- Advocates for strategic freight transportation projects that bring economic development and a return to the state;*
- Focuses on timely construction and operation of projects that support jobs;*
- Leverages funding from public and private stakeholders;*
- Crosses modal and jurisdictional lines to create funding partnerships; and*
- Serves as the de facto freight project screening agency for state and federal policymakers”*

In addition to funding critical freight mobility projects throughout Washington, FMSIB delivers on this mission by advocating for freight mobility funding and policy changes at the federal, state and local level. The Board also works every two years with WSDOT and Metropolitan Planning Organizations (MPO’s) to approve the state’s system of strategic freight corridors, which determines project eligibility for both state and federal freight mobility funding.

Additionally, at the request of the state Legislature, FMSIB prepares an annual report of freight trends and project accomplishments and submits it to the Governor, the Legislature, and our Congressional delegation for consideration.

Lastly, FMSIB has been highlighting the importance of freight mobility in more than 20 annual reports (<http://www.fmsib.wa.gov/annual.cfm>).

Capital – In 20 years of operation, FMSIB has delivered nearly 100 freight mobility projects representing a total investment exceeding \$2.1 billion. These projects have enhanced freight mobility in three major project types:

	No.	Total \$	FMSIB \$	FMSIB %
Rail:	6	\$ 144,118,000	\$ 17,500,000	12%
Road/Rail:	32	\$ 855,034,417	\$ 162,798,000	19%
Road:	59	\$ 1,112,203,745	\$ 150,877,654	14%
Total	97	\$ 2,111,356,162	\$ 331,175,654	16%

Over the past several years, the Board has focused on improvements to project delivery and ensuring projects are constructed as soon after funding award as possible. The 20-year

average delivery time for FMSIB funded projects (over the period 1999 to 2018) was nearly nine years from award of funding to completion of construction. The current FMSIB portfolio of 27 projects will be constructed on average in less than six years from award to completion.

FMSIB Budget History

Operating - FMSIB's Operating Budget was historically funded out of the Motor Vehicle Fund. In 2019, ESHB 1160 changed that source of funding to the Freight Mobility Investment Account (FMIA), which further reduced available funds for project construction.

FMSIB has managed its operating budget each biennium with final expenditures averaging 95% of biennial appropriations. The history of those biennial budgets is shown in Figure 3.

Capital - FMSIB's Capital Budget has historically included appropriations from many sources, both state and federal. More recently, the bulk of FMSIB's capital funding has come from two accounts, (established in 2006), i.e., the Freight Mobility investment Account (FMIA) and the Freight Mobility Multimodal Account (FMMA).

FMSIB has managed Capital projects in accordance with "*Table 2 – RCW's Guiding FMSIB Capital Decisions.*" Over the last 10 years, the resulting biennial capital expenditures have averaged 30% of biennial appropriations. However, it is important to note that over the 10-year period from 2007 to 2017, FMSIB's fund balances did not grow. In fact, while one fund remained relatively constant, the other fund actually declined substantially (see more discussion of **Fund Balances** in section following). The history of FMSIB's capital budgets is shown in Figure 4.

Fund Balances – The purpose of this report is to discuss options for FMSIB to reduce the level of its reappropriations. Fundamentally, reappropriations represent two facts:

- Funds are not being spent (in which case, fund balances would be growing over time), and/or
- Funds are not being spent in the budgeted biennium (in which case fund balances may or may not grow over time).

Based on the analysis of State Treasury data on FMSIB's accounts, it appears the latter case may be more prevalent.

Since its inception in 1998, FMSIB projects have been funded by at least six different state and federal funding sources. More recently, the principal funding sources have been two:

- The Freight Mobility Investment Account (FMIA), which is funded through motor fuel taxes, licenses, and fees. This fund is subject to the 18th Amendment restrictions on usage.
- The Freight Mobility Multimodal Account (FMMA), which is funded by a transfer from the Transportation Multimodal Account.

The Fund Balance Charts in Figures 5 and 6 depict cumulative end-of-quarter receipts, disbursements, and fund balances from mid-2006 to the present. Overlaid on the charts are

green arrows depicting the timing and amount of FMSIB project awards. Reviewing the project awards in light of the fund balances, one can see that all available funds (and some future revenues) are dedicated to freight mobility projects.

Since 2006, the FMIA balances have remained relatively constant (under \$10 million), confirming that project expenditures have consistently kept pace with fund revenues. FMMA expenditures have been a little more erratic, with a 2009 fund balance of over \$20 million that dropped to under \$10 million in five short years.

Since 2017, both fund balances have grown slightly, reflecting the influence of the Connecting Washington package doubling FMSIB's revenues (increasing from \$12 m before Connecting Washington to \$29 m after). FMSIB planned for this revenue increase by tripling project awards between 2014 and 2016 (from \$6.9 million to \$20.1 million) and further increasing project awards in 2018 to \$23.5 million.

While most of FMSIB's projects are funded through appropriations into the FMIA and FMMA accounts, the Legislature has also directed FMSIB funding through other state accounts. It is important to note that FMSIB has delivered these legacy projects and fully expended the fund authorized by the Legislature in the following three sources:

1. Motor Vehicle Account (MVA – Federal)
2. Highway Safety Account (HSA – State)
3. Multimodal Private Account (MMA – Private)

Figure 3 – FMSIB Operating Budget Comparisons

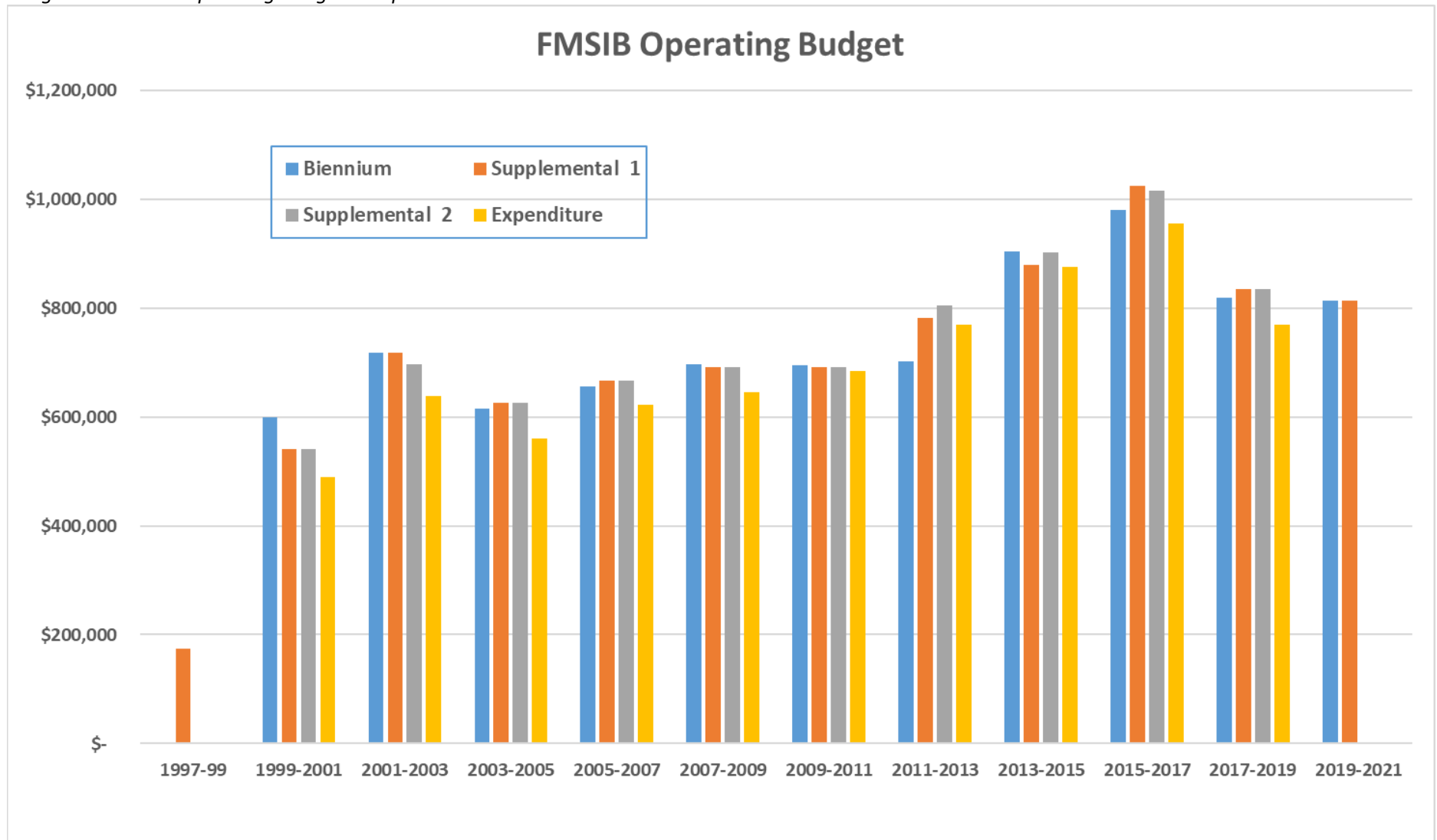


Figure 4 – FMSIB Capital Budget Comparisons

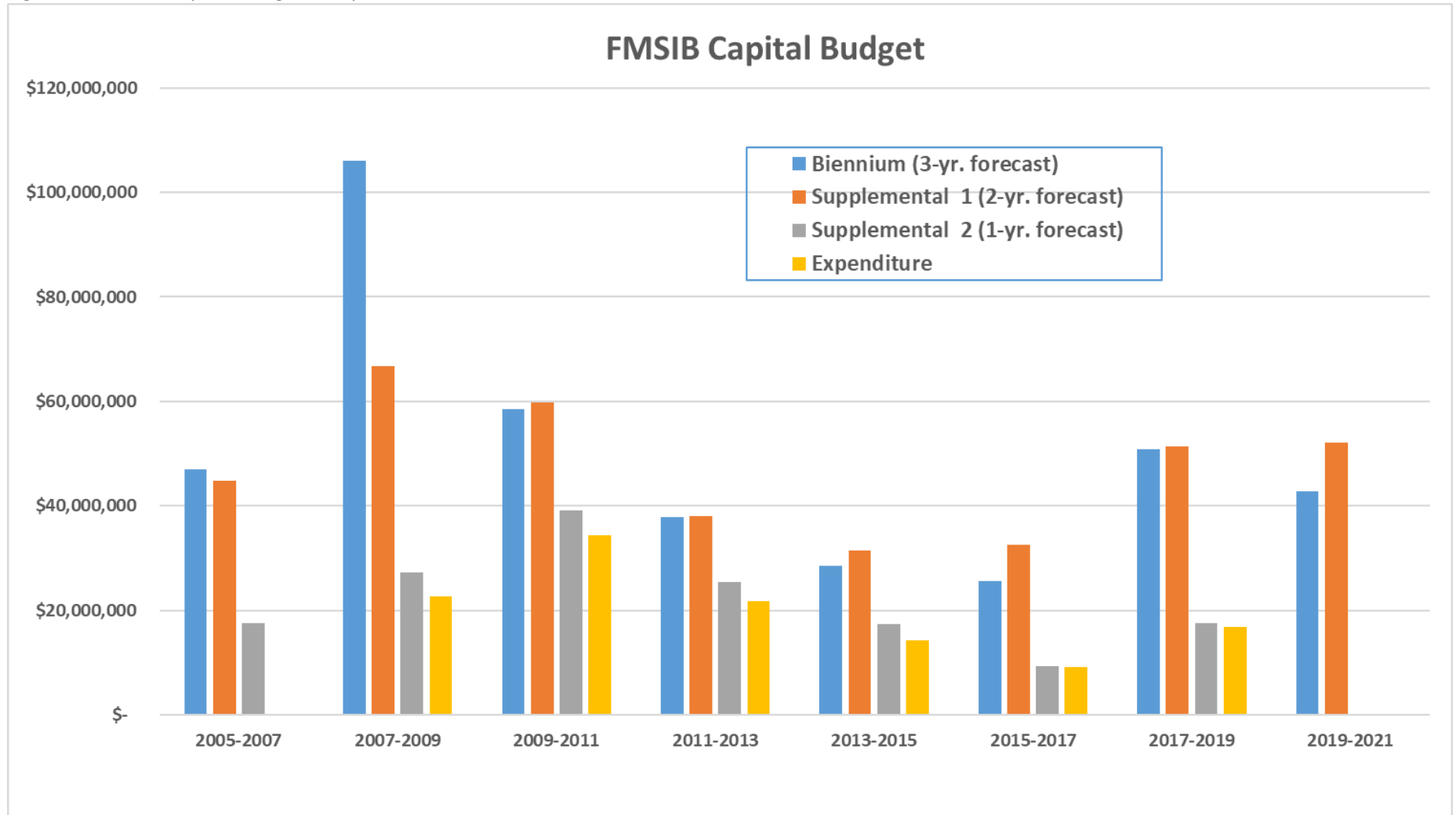


Figure 5 – FMSIB Historical Fund Balance – FMIA

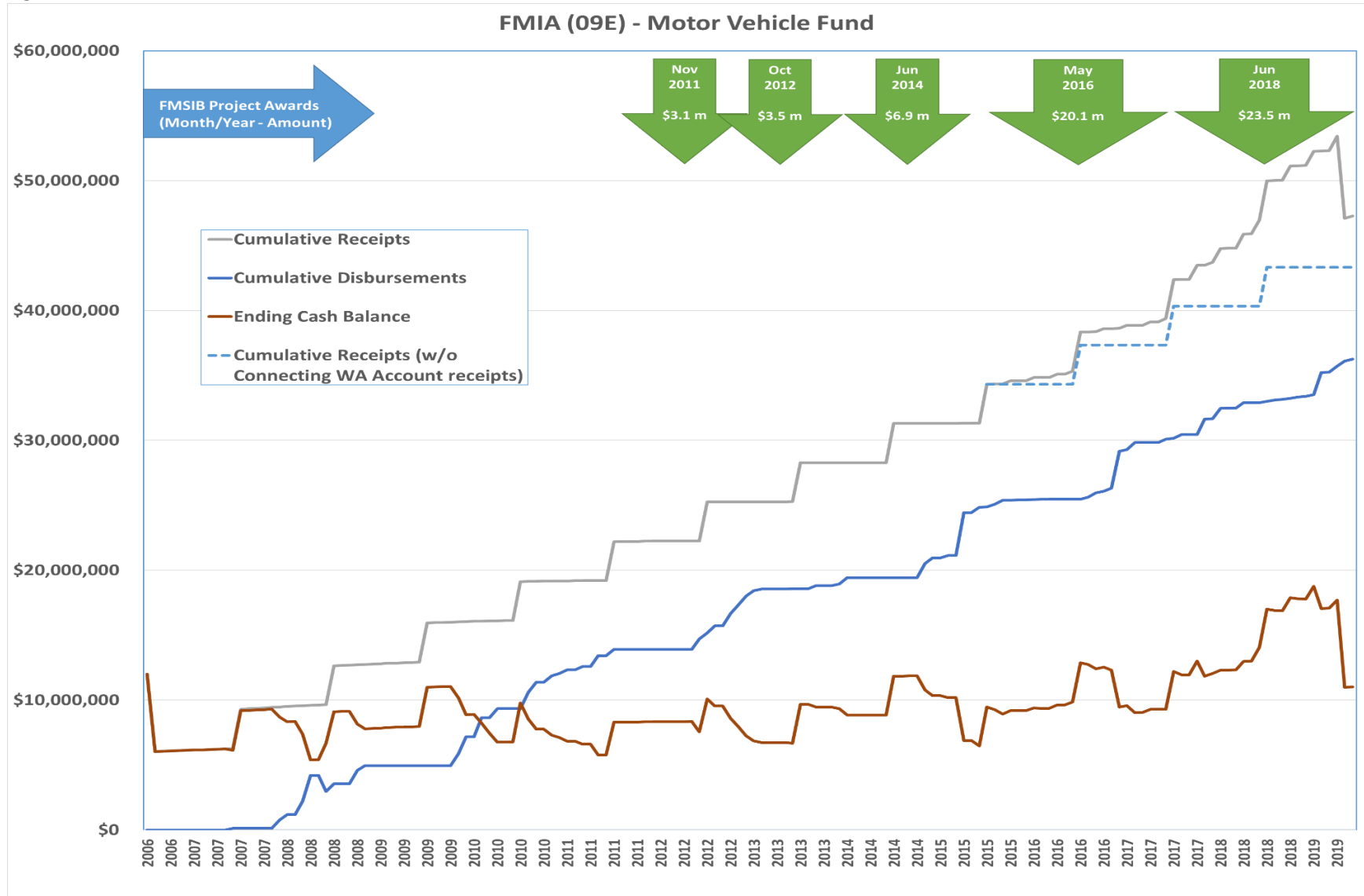
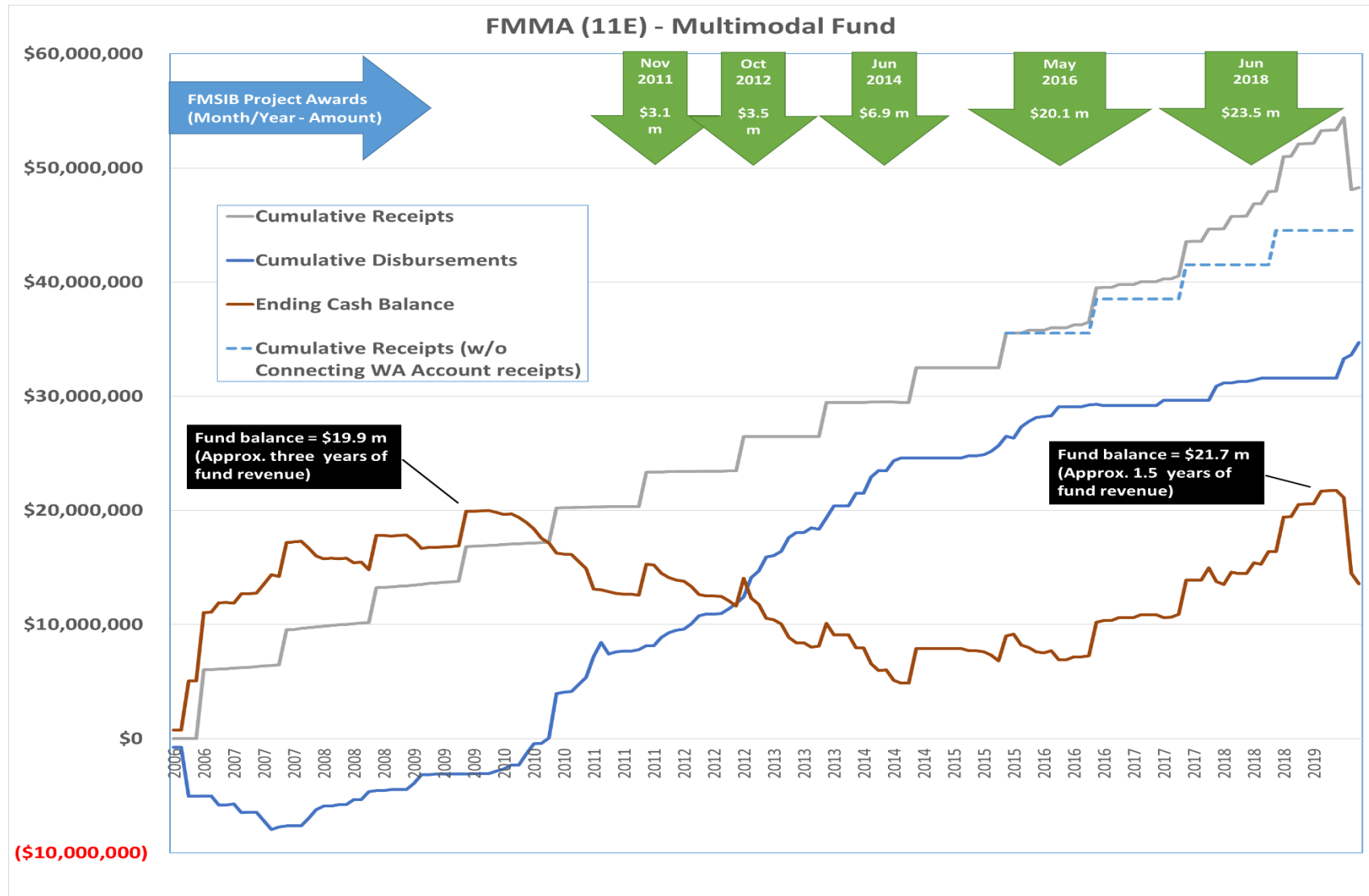


Figure 6 – FMSIB Historical Fund Balance - FMIA



Options for Reducing Reappropriations

In response to the budget proviso contained in SHB 1160, the Board began evaluating its mission and authorizing statutes. The purpose was to –

1. Determine the legal and policy framework within which FMSIB has operated for two decades and determine if changes are warranted, and
2. Determine if the Board could adopt policies that would improve delivery, and
3. Assemble historical data on fund balances and the effect of past budget and project award decisions on those balances.

The Board directed staff to evaluate each of these three areas and present findings to the Board. Once this information was collected and reviewed, the Board began generating ideas for reducing biennial reappropriations. Those ideas are summarized in *Table 7* below. The table also describes the advantages and disadvantages of each option as well as some preliminary thoughts on how such an option might be implemented.

Each option described in *Table 7* requires a trade-off between the desired benefit and some undesirable outcome. In addition, each option requires different implementation actions. As such, the Board proposes to implement a combination of options and plans to evaluate implementation actions against real-world results.

The Board has proactively implemented some of the options. For example, a more aggressive approach to deferring projects has resulted in making funds available for new project awards. In addition, new legislative authority in 2016 permitted the Board to cancel projects that were previously deferred. This has had the effect of reducing the number of deferred projects from 19 in 2019 to only six today.

Since FMSIB is currently precluded from conducting a Call for Projects, several of the options cannot be tested.

Table 7 - “Alternative Proposals” for Reducing FMSIB Reappropriations

Options	Advantages	Disadvantages	Implementation
Implement a more aggressive project deferral policy, maybe multiple levels	<ul style="list-style-type: none"> Frees up funding for projects that might be more ready to construct 	<ul style="list-style-type: none"> Increases uncertainty for project sponsors Requires more frequent Calls for Projects Newly awarded projects may not be ready to construct either 	<ul style="list-style-type: none"> Work with the Board’s Project Selection Committee to define criteria for “more aggressive” Apply criteria annually to the Active Project List
Award more project funds than available in fund balance	<ul style="list-style-type: none"> Increases likelihood of expenditures since more projects are authorized 	<ul style="list-style-type: none"> Increases risk of denying reimbursement to project sponsor 	<ul style="list-style-type: none"> For each Call for Projects, determine level of “excess award” based on current portfolio Revise level of “excess award” based on newly submitted projects
Award higher participation of FMSIB funding in projects	<ul style="list-style-type: none"> May accelerate project delivery May expend more money faster 	<ul style="list-style-type: none"> Need to ensure participation ratio does not exceed identified freight benefits 	<ul style="list-style-type: none"> Revise next Call for Projects as appropriate
Provide delivery and/or expenditure incentives to project sponsors	<ul style="list-style-type: none"> Encourages sponsors to accelerate delivery, assuming they have available funding 	<ul style="list-style-type: none"> Increases uncertainty for project sponsors Increases risk of denying reimbursement to project sponsor 	<ul style="list-style-type: none"> Query project sponsors to determine effective incentives. Develop incentive proposals for Board review
Fund project Preliminary Engineering	<ul style="list-style-type: none"> Expenditure is more immediate and predictable 	<ul style="list-style-type: none"> Doesn’t deliver immediate freight benefit Project may never get built May require repayment if project not completed 	<ul style="list-style-type: none"> Revise next Call for Projects as appropriate

Table 7 (con't.)- "Alternative Proposals" for Reducing FMSIB Reappropriations

Options	Advantages	Disadvantages	Implementation
Create Tier 1 and Tier 2 Awards	<ul style="list-style-type: none"> Allows FMSIB to move money from projects not progressing to projects that might progress faster 	<ul style="list-style-type: none"> Current LEAP list protocols may limit this flexibility Requires legislative change 	<ul style="list-style-type: none"> Determine criteria for Tiers (e.g., First/Last dollars) Determine funding allocation in each Tier Implement in next Call for Projects
Submit biennial budgets that include only those projects with "high likelihood" to expend in the biennium	<ul style="list-style-type: none"> Immediately reduces FMSIB budget request by over half Reduces the likelihood of supplemental reappropriation 	<ul style="list-style-type: none"> Contrary to FMSIB's charter to seek long-term funding solutions to freight mobility problems Doesn't communicate the full freight mobility needs Board may delay reimbursements to sponsors if requests exceed appropriation Board has not defined "high likelihood" 	<ul style="list-style-type: none"> Work with the Board's Project Selection Committee to define criteria for "high likelihood" Amend 19-21 Budget in 2020 session Develop 21-23 Budget accordingly
Conduct annual Calls for Projects	<ul style="list-style-type: none"> Ensures a robust list of freight projects for Board consideration Assists sponsors in matching FMSIB grants 	<ul style="list-style-type: none"> Expends additional FMSIB staff and project sponsor resources 	<ul style="list-style-type: none"> Develop and publish process starting in 2020

Board Conclusion

After conducting an extensive review of FMSIB's authorizing environment and 20-year project delivery history, the Board has concluded that FMSIB has consistently followed the policy guidance contained in state statute and has efficiently and effectively implemented nearly 100 freight mobility projects. These projects have significantly improved freight mobility in dozens of city, county and port freight corridors throughout the state, continuing to enhance FMSIB's impacts on Washington's freight logistics environment.

In submitting this report, the Board requests that the Legislature:

1. Allow FMSIB to conduct its regular 2020 Call for Projects.
2. Reinstate FMSIB's project delivery flexibility by eliminating the new LEAP list requirement on FMSIB projects.
3. Reinstate the \$14,500,000 capital reduction from the 2017-19 Supplemental Budget and the \$813,000 FMSIB operating budget fund source change (from MVF-State to FMIA, further reducing capital funding). (Board direction 9/20/19: "Think about this last one." Will be discussed at Nov. 15 Board meeting.)

FMSIB Legislative Requests (Part of "Day on the Hill" Talking Points)

Nov. 15, 2019

Date	Summary of Talking Points	Summary of Legislative Requests
2012	FMSIB Mission and successes, WA economy, freight trends, need for dedicated freight funding	Pass HB 1256/SB 5239. This Agency Request Legislation would give FMSIB the ability to finalize project lists, release funding more quickly, and allow more efficient project delivery. (This is a 2011 Joint Transportation Committee legislative study recommendation.) Codify the 2012 Additive Transportation Revenues legislation. Request that any new truck weight fees be dedicated to FMSIB for freight mobility projects.
2013	FMSIB Mission and successes, WA economy, freight trends, need for dedicated freight funding	Pass HB 1256/SB 5239. This Agency Request Legislation would give FMSIB the ability to finalize project lists, release funding more quickly, and allow more efficient project delivery. (This is a 2011 Joint Transportation Committee legislative study recommendation.) Codify the 2012 Additive Transportation Revenues legislation. Request that any new truck weight fees be dedicated to FMSIB for freight mobility projects.
2014	FMSIB Mission and successes, WA economy, freight trends, need for dedicated freight funding	Thank legislators for passing HB 1256/SB 5239. This Agency Request Legislation would give FMSIB the ability to finalize project lists, release funding more quickly, and allow more efficient project delivery. (This is a 2011 Joint Transportation Committee legislative study recommendation.) Codify the 2012 Additive Transportation Revenues legislation. Request that any new truck weight fees be dedicated to FMSIB for freight mobility projects.
2015	FMSIB Mission and successes, WA economy, freight trends, need for dedicated freight funding	Thank legislators for the meeting, support the Governor's budget for FMSIB, dedicate any new truck weight fees to freight mobility projects, strategically address at-grade rail crossings.
2016	FMSIB Mission and successes, WA economy, freight trends	Thank legislators for their support of Connecting Washington Act (CWA). Ask for support of FMSIB legislation providing authority to cancel projects. Ask for support to codify the new CWA revenues. Inform of FMSIB interest in supporting new FAST Act freight programs.
2017	FMSIB Mission and successes, WA economy, freight trends	Thank legislators for support of CWA.
2018	FMSIB Mission and successes, announcing FMSIB 2018 Call for Projects, WA economy, Road/Rail Conflicts Study, freight trends	Thank legislators for support of CWA. Request codification of CWA revenues.
2019	FMSIB Mission and successes, 2018 FMSIB Project Awards, WA economy, Road/Rail Conflicts Study, freight trends	Thank legislators for support of CWA. Request codification of CWA revenues.
2020		

Freight Mobility Strategic Investment Board - 2020 Legislator Talking Points

(For Board Member preparations – Not for distribution)

FMSIB – The mission statement has two major themes:

- Support Freight Movement: Building infrastructure and facilitating freight movement that supports growers, manufacturers, retail, wholesale, and other job producers.
- Lessen the impact of freight movement on local communities.

FMSIB - A small, but effective, 12-member, Public-Private, Multimodal Freight Project Funding Agency

- The Board: Trucking (1), Rail (1), Shipping (1), Ports (2), Counties (2), Cities (2), WSDOT (1), Governor's office (1), Citizen Chair (1).
- A 20-year history of delivering value-added projects with a very small overhead:
 - Ninety-one projects either Completed or Underway totaling \$2.1 billion. FMSIB provided \$318 million.
 - Projects funded based on freight tonnage, strategic corridors, 198-point criteria
 - A two-person staff
- \$12 million per biennium in dedicated funds that has grown to \$29 million since the new transportation package in 2015.
- FMSIB funds efficiently used – every \$1 of FMSIB funding currently leverages over \$6 of other private or public money.
- National leaders in freight — many elements of the federal FAST Act are modeled after FMSIB.

Successful Call for Projects in 2018 – Awarded \$23 million to seven new road, rail, and port access projects:

- | | |
|------------------|--------------------------|
| • City of Fife | • City of Spokane Valley |
| • Port of Kalama | • City of Seattle |
| • Spokane County | • City of Sumner |
| • Chelan County | |

The State Economy - Educating the public on the importance of freight in Washington

- Washington is one of the most trade dependent states in the U.S. We compete in a national and global market.
- Our state competes with government supported ports and infrastructure investments in Canada, Mexico, and an expanded Panama Canal.
- Truck traffic on the region's highways (at least 68% according to PSRC information) is for regional consumption – or being carried to the region's businesses for national markets.

Freight Mobility Strategic Investment Board - 2020 Legislator Talking Points

(For Board Member preparations – Not for distribution)

Freight Trends - Commodity increases, growing congestion on key freight corridors for all modes

- **Trucking:** Funding is needed for at-grade crossing improvements and projects that target gaps or constrictions between major transportation hubs.
- **Rail** - Commodity growth is resulting in more rail traffic. This is good for Washington's economy but can result in significant local transportation delays and impact public safety. (The state needs to help – local governments cannot fully fund and eliminate at-grade crossings that typically cost \$30 million or more.)
- **Ports and water** – Washington's 75 ports and the Columbia River require dependable and predictable infrastructure. For example, the Columbia and Snake River system is the nation's number one wheat export gateway. The Northwest Seaport Alliance (Ports of Seattle and Tacoma) is the second largest west coast intermodal load center.

Legislative Action/What Legislators Can Do:

- **Thank You:** Please thank the legislator for the meeting. Additionally, please thank those that supported the 2015 Transportation Package.
- **Keep FMSIB Independent:** FMSIB has a 20-year history of funding successful road and rail freight mobility projects and should continue that legacy in its status as an independent state agency governed by 12 gubernatorial appointees.
- **Conduct a 2020 Call for Projects:** Contingent on legislative approval, FMSIB should conduct a 2020 Call for Projects. The freight mobility demand is still high and FMSIB has conducted five Calls for Projects over an eight-year period (approximately every two years). Project sponsors are anticipating a 2020 Call for Projects.
- **Remove the LEAP List Requirement:** In the 2019-21 budget, the Legislature directed FMSIB to identify options for reducing reappropriations. Imposing a LEAP list requirement runs contrary to FMSIB being nimble and able to allocate funding to important projects that spend the money faster.

FMSIB and Washington's Congressional Delegation

Nov. 15, 2019

Purpose:

To brief the Board on previous FMSIB Board and staff interactions with Washington's Congressional Delegation and to discuss future options.

Possible Board Actions:

1. Continue the Board discussions on this topic, and/or,
2. Direct staff to investigate a Board visit to Washington, D.C.

Background:

FMSIB has a 14-year history of face-to-face interactions with Washington's Congressional Delegation. This has been accomplished through continuous local coordination, but also through regular visits to congressional offices in Washington, D.C. (see attached table of past D.C. trips). Since 2015, those face-to-face interactions have been focused on staff visits to various district offices.

When trips to D.C. were considered, they were coordinated with other freight organizations (e.g. chambers of commerce, ports, the Pacific NW Waterways Assn., etc.) to focus on projects and issues of mutual interest. The principle purpose of these trips was to communicate Washington State's interest in freight issues and to build relations with congressional members and their staff.

Discussion topics on the Washington, D.C. trips have included:

- FMSIB's role in freight mobility
- Specific freight project successes in Washington
- Key freight project funding needs
- Other freight funding issues (e.g., federal surface transportation act reauthorization)
- Advocating for Freight Advisory Committees (see attached 2012 memo from Senator Cantwell to the USDOT)
- Other federal freight policies (e.g., HMT, Channel dredging, etc.)

FMSIB augments these face-to face conversations through membership in the Coalition of American Gateways and Trade Corridors (CAGTC). This organization provides regular updates on freight funding and policy issues being discussed in congress and executive agencies. FMSIB has been a member of this organization since 2013.

Wash., DC Meeting Dates	Participants
March 8-9, 2005	Chair Dan O'Neal, Executive Director Karen Schmidt, Mark Asmundson, Cliff Benson, Ross Kelley, Don Lemmons, Dick Marzano, and Pati Otley
March 6-8, 2007	Chair Pati Otley, Executive Director Karen Schmidt, Brian Ziegler, Don Lemmons, Dave Gossett, and Andrew Johnson
March 4-5, 2008	Chair Pati Otley, Executive Director Karen Schmidt, Brian Ziegler, Dave Gossett, Cliff Benson, Jim Toomey, Terry Finn, and Steve Holtgeerts
March 2-3, 2010	Chair Pati Otley, Executive Director Karen Schmidt, and Brian Ziegler
March 4-6, 2013	Chair Dan Gatchet, Executive Director Karen Schmidt, Terry Finn, and Larry Paulson
March 19-22, 2014	Chair Dan Gatchet, Executive Director Karen Schmidt, Terry Finn, Larry Paulson, and Ashley Probart



U.S. SENATOR MARIA CANTWELL WASHINGTON

FOR IMMEDIATE RELEASE
MAY 31, 2012

CONTACT: PRESS OFFICE
(202) 224-8277

Cantwell Urges USDOT to Launch Freight Initiative to Ready U.S. for Trade Growth

WA state freight expected to grow by up to 86 percent by 2040

WASHINGTON, D.C. – Today, U.S. Senator Maria Cantwell (D-WA) sent a letter to U.S. Department of Transportation Secretary Ray LaHood urging him to launch a comprehensive freight initiative at the U.S. Department of Transportation (USDOT). The initiative would raise the profile of freight mobility in order to coordinate and improve federal freight policy, planning and investment across all modes. The initiative would also help to eliminate duplication and focus attention on freight projects that have the maximum benefit to the nation's transportation network, economy and the taxpayer.

The efficient movement of freight and goods is especially important to Washington state, which exported more per capita last year than any other state in the nation. In 2010, more than 533 million tons of freight were moved in Washington – a number expected to grow by up to 86 percent by 2040. But congestion threatens this growth – and the jobs and economic opportunities that come with it. Freight congestion and other bottlenecks already cost the nation approximately \$200 billion per year.

“I urge you to move forward on the development of a high-level and coordinated multimodal freight initiative at the U.S. Department of Transportation to improve the management of freight programs, investment, coordination, and planning,” Cantwell wrote in the letter.

“Americans need a smarter and more efficient approach to freight policy that is strategic about our position as a competitor in the worldwide marketplace and the need for an improved nationwide network that supports job growth long into the future.”

The freight initiative would improve coordination and freight planning across all USDOT operating administrations. It would help evaluate and prioritize proposed federal freight planning and investments based on their strategic importance to the nationwide freight network. It would also establish a collaborative advisory partnership with private, non-profit and public sector freight stakeholders to provide input and guidance on federal freight efforts.

“As the Congress and the Administration move towards reauthorization of surface transportation, we have to better recognize the importance of freight investments for national economic growth. USDOT should refocus how it approaches the freight community. The

development of freight policy, funding proposals and project plans, and the oversight of freight investments must all be done on a mode-neutral basis with careful attention to both public and private sector interests,” said Mortimer L. Downey, former Deputy Secretary of USDOT and Chairman of the Coalition for America’s Gateways and Trade Corridors. **“It’s time USDOT establish a permanent freight initiative that can interact with industry, draw on current expertise within DOT agencies, and add the skills and knowledge unique to meeting freight needs. I’m pleased to strongly support Senator Cantwell’s request to USDOT.”**

In her letter to Secretary LaHood, Cantwell also encouraged USDOT to consider the Washington State Freight Mobility Strategic Investment Board as an example of successful freight coordination, prioritization and collaboration among many modes and diverse interests. The board brings together representatives of the trucking, railroad, maritime, and port industries with state and local government stakeholders. The board evaluates and prioritizes proposed freight projects, improves the statewide freight network and, in close collaboration with Washington State Department of Transportation, identifies strategic highway, rail and maritime freight corridors.

“Despite their differences, the many modes and stakeholders on the Freight Mobility Strategic Investment Board work together in Washington to create a better multimodal system that addresses deficiencies in roadway, rail and port goods movement corridors,” said Karen Schmidt, Executive Director of the Washington State Freight Mobility Strategic Investment Board. **“This model works to prioritize strategic freight corridors and find solutions to move goods that are cost effective and, through our leveraging requirement, provides a good use of taxpayer money. Bringing this successful model to the federal level and further improving freight mobility at USDOT is a welcome step forward.”**

Statewide, the impacts from increasing competition and deteriorating infrastructure could be dire. For example, more than 27,000 jobs and \$3.3 billion in economic output at freight-dependent industries could be lost in Washington state if truck congestion within the state increases by just 20 percent, according to a soon-to-be-released study by the Washington State Department of Transportation. Nationwide, it is expected that the volume of freight in the United States will grow by 27 percent between 2010 and 2040.

In early January of this year, Cantwell visited three ports in Washington state – the [Port of Seattle](#), [Port of Pasco](#) and the [Port of Vancouver](#) – to highlight local freight mobility improvement projects that would create jobs and make the movement of goods more efficient in and around the ports. Along the way, Cantwell called for Senate action on the surface transportation bill. The bill, which passed the Senate on March 14th, included many of the freight provisions Cantwell championed. These include the creation of a national freight policy and a new strategic freight plan to help identify and prioritize freight investments. The Senate-passed surface transportation bill is currently being negotiated with the House-passed version in Conference Committee.

Last December, Cantwell helped [secure](#) Commerce Committee approval of these key freight provisions, which draw on Washington state’s innovative freight mobility plan efforts as a model for the nation. Washington state is one of only a handful of states with its own freight mobility plan to guide the prioritization of investments. Cantwell’s freight provisions were originally part of the Cantwell-sponsored FREIGHT (*Focusing Resources, Economic Investment, and Guidance to Help Transportation*) Act, which she [introduced](#) in February 2011 with Senator Patty Murray (D-WA) and Frank Lautenberg (D-NJ).

Cantwell has long championed the role ports play in fueling job and economic growth in Washington state. [In August 2010](#), Cantwell met with Washington state port and transportation officials to discuss the importance of investing in a multimodal freight network to ensure the capacity exists to move goods and products more efficiently. In April 2010, Cantwell [called](#) for the development of a national freight mobility plan to back President Obama's goal to double exports in the next five years.

The full text of the letter sent today follows:

May 31, 2012

*The Honorable Ray LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590*

Dear Secretary LaHood:

Today I'm writing about an issue of mutual interest – the efficient movement of freight and goods across our country. As you know, nationwide across all modes, freight is projected to grow by up to 27 percent from 2010 to 2040. And in my home state of Washington – gateway to the American Midwest and a critical route for U.S. exports – freight is expected to grow by up to 86 percent over the same period. But our nation's potential freight growth is hampered by bottlenecks: congestion already costs about \$200 billion a year – a number that could grow unless we take action.

Considering this projected growth and the associated job and economic costs due to existing inefficiencies, America must have a clear strategy to improve freight mobility and the movement of goods from farm and factory to market. To do so, I strongly encourage you to establish a high-level and coordinated multimodal freight initiative at the U.S. Department of Transportation using your existing administrative authority. If established, this initiative office should report directly to you, include a special assistant designated with specific responsibility for freight movement, and endeavor to improve federal freight policy, planning, and investment across all modes.

Strengthening the federal role in freight mobility can deliver system-wide benefits that will help our recovering economy better accommodate growing imports and exports. In fact, the idea of creating one operating office to lead the coordination of intermodal freight was recommended by the U.S. Government Accountability Office (GAO) in June 2007, and further underscored by its February 28, 2012 report on Opportunities to Reduce Duplication, Overlap and Fragmentation, Achieve Savings, and Enhance Revenue. A freight initiative should aim to increase the Department's ability to prioritize and expedite projects without increasing staff numbers and expense, while still maintaining a strong commitment to environmental protections.

I would suggest that this high-level and coordinated multimodal freight initiative be comprised of freight elements from all the U.S. Department of Transportation administrations and be specifically charged, under existing authorities, with:

- 1) Improving coordination and multimodal freight planning across all modes and U.S. Department of Transportation operating administrations.*
- 2) Assisting in the evaluation, cost-benefit analysis, and prioritization of proposed federal freight investments and loan programs and their strategic importance to our interconnected national freight network of highways, railways, waterways, seaports, and airports, including*

leading the development of the national freight strategic plan included in Moving Ahead for Progress in the 21st Century.

- 3) Facilitating coordinated freight corridor planning between state, local and port entities and private sector stakeholders.*
- 4) Identifying the unique process issues that arise in completing freight projects due to their public-private nature and creating an action plan to improve efficiencies.*
- 5) Establishing a defined, meaningful and collaborative advisory partnership with private, non-profit, and public sector freight stakeholders in highway, rail, maritime, port, and aviation sectors.*

A high-level freight initiative could eliminate duplication and ensure America's federal freight priorities are coordinated across all modes, helping the nation to prioritize and focus our investments on projects that have the maximum benefit to the economy and taxpayer. This initiative could also help alleviate the problem resulting from the fact that many freight projects are multimodal and sometimes require redundant approvals for a single project. The proposed freight initiative could assume a coordinating role among various offices, reducing costly repetitious work while upholding our obligation to the environment.

Our freight network has many critical partners in both the public and private sectors. As vested interests in a well-functioning system, these partners are in the best position to assist in the search for ways to create efficiencies and leverage federal resources in the freight corridor planning process. In light of this, one goal of the high-level freight initiative should be to create a defined advisory partnership to bring all freight sectors to the table to gain from their diverse experience, connectivity needs, and economic roles. Many freight projects are completed through public-private partnerships so it is important that private sector organizations are able to collaborate to share information and counsel.

A high-level freight office has the support of industry stakeholders such as the American Association of State Highway and Transportation Officials. The American Association of Port Authorities has stated that the creation of a freight office "represents an opportunity for a great deal of consolidation and process streamlining among the various agencies that work together to move freight." The Coalition for America's Gateways and Trade Corridors writes that "providing for an office dedicated to the nation's multimodal goods movement is a vital and long overdue step forward." Further, the Freight Stakeholders Coalition's surface transportation reauthorization platform calls for establishing a new multimodal freight office, an industry advisory group, and for increasing the emphasis on multimodal and corridor freight planning. The Coalition represents a diverse set of shippers, public transportation entities, and private freight transportation providers nationwide.

Additionally, bringing more focus to the federal role in freight will help the United States address the competitive challenge our ports and other freight stakeholders are facing from Mexico and Canada. Canada's decision to elevate the importance of freight mobility is part of the reason behind the emergence of Canadian ports as serious competition for U.S.-bound cargo.

I strongly encourage you to look to the Pacific Northwest as one example of successful freight coordination, prioritization, and collaboration. In Washington state, our Freight Mobility Strategic Investment Board (FMSIB) has brought together representatives of the trucking, railroad, maritime, and port industries with state and local government stakeholders to forge an innovative and equal partnership to promote freight mobility – a partnership that recognizes the need to improve our

freight network as a whole, and not just focus on any single mode. It is my hope that any administrative initiative to improve our freight network recognizes that our many modes of transportation must work together to speed goods to market in cooperation with the public, private, and non-profit sectors.

Part of the reason that freight priorities have been successfully addressed in Washington state is the collaboration between FMSIB and the Washington State Department of Transportation in identifying the strategic highway, rail, and maritime freight corridors. Active engagement with stakeholders has helped this collaboration plan improvements to the network and identify bottlenecks needing attention and improvements to benefit the movement of goods.

I urge you to move forward on the development of a high-level and coordinated multimodal freight initiative at the U.S. Department of Transportation to improve the management of freight programs, investment, coordination, and planning. This initiative should tear down bureaucratic barriers and inefficiencies to better coordinate policy and strategic investments across all modes, recognize the meaningful and collaborative input of private, nonprofit, and public-sector freight stakeholders, and support the National Export Initiative. Americans need a smarter and more efficient approach to freight policy that is strategic about our position as a competitor in the worldwide marketplace and the need for an improved nationwide network that supports job growth long into the future.

Sincerely,

*Maria Cantwell
United States Senator*

###



TO: The Freight Mobility Strategic Investment Board Members

FROM: Wenjuan Zhao, WSDOT Multimodal Freight System Planning Engineer

CC: Ron Pate, WSDOT Rail, Freight, and Ports Division Director

DATE: November 5, 2019

SUBJECT: 2019 Update of Strategic Freight Corridors for FMSIB Adoption

“Strategic Freight Corridors” are transportation corridors of great economic importance within an integrated freight system that meets the minimum tonnage threshold specified by RCW 47.06A.010. To support FMSIB designation of Strategic Freight Corridors and transportation planning process, Washington State Department of Transportation (WSDOT) updates the Freight and Goods Transportation System (FGTS) classifications every two years.

The following tabular and graphic information for 2019 is being provided for FMSIB’s use in updating the designated strategic freight corridor list:

- Graphic Information:
 1. Statewide Map of 2019 FMSIB Strategic Truck Freight Corridors
 2. Puget Sound Area Map of 2019 FMSIB Strategic Truck Freight Corridors
 3. Statewide Map of Changes to FMSIB Strategic Truck Freight Corridors for State Routes Since 2017
 4. Puget Sound Area Map of Changes to FMSIB Strategic Truck Freight Corridors for State Routes Since 2017
 5. Statewide map of 2019 Strategic Rail Freight Corridors
 6. Statewide map of 2019 Strategic Waterway Freight Corridors
- Tabular Information:
 1. 2019 FMSIB Strategic Freight Truck Corridors for State Routes
 2. Changes to FMSIB Strategic Truck Freight Corridors for State Routes, 2017 to 2019
 3. 2019 FMSIB Strategic Truck Freight Corridors for County Roads
 4. Changes to FMSIB Strategic Truck Freight Corridors for County Roads, 2017 to 2019
 5. 2019 FMSIB Strategic Truck Freight Corridors for City Streets
 6. Changes to FMSIB Strategic Truck Freight Corridors for City Streets, 2017 to 2019
 7. 2019 FMSIB Strategic Rail Freight Corridors
 8. 2019 FMSIB Strategic Waterway Freight Corridors

About the FGTS Classification System

The Washington State Freight and Goods Transportation System is a classification system for roadways, railways, and waterways based on freight tonnage, WSDOT maintains the statewide database and manages the update process.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5, as follows:

T-1	more than 10 million tons per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	at least 20,000 tons in 60 days

Roadway segments that carry four million or more gross tons of freight annually (T-1 and T-2) are designated as Washington's Strategic Truck Freight Corridors. Tonnage values are derived from truck traffic count data, when available, which is converted into average weights by truck type. At some locations, where actual count data is not available, truck traffic is estimated by the jurisdiction. The FGTS classification system currently covers state routes, county roads and city streets.

The FGTS classifies the freight rail system using five freight tonnage classifications, R1 through R5, as follows:

R-1	more than 5 million tons per year
R-2	1 million to 5 million tons per year
R-3	500,000 to 1 million tons per year
R-4	100, 000 to 500,000 tons per year
R-5	less than 100, 000 tons per year

Freight railroads carrying freight volumes greater than five million tons annually are designated as Washington's Strategic Rail Freight Corridors.

The FGTS classifies freight waterways using five freight tonnage classifications, W-1 through W-5, as follows:

W-1	more than 25 million tons per year
W-2	10 million to 25 million tons per year
W-3	5 million to 10 million tons per year
W-4	2.5 million to 5 million tons per year
W-5	0.9 million to 2.5 million tons per year

Freight Waterways carrying freight volumes greater than 2.5 million tons annually are designated as Washington's Strategic Waterway Freight Corridors.

The 2019 FGTS Update

The FGTS 2019 Update will provide updated information for T-1 through T-5 classifications of state routes, county roads and city streets, R-1 through R-5 classifications of freight railroads, and W-1 through W-5 classifications of freight waterways. The full update is still underway and the final report will be available in January 2020. Enhanced data products including GIS map application will become available in February 2020 on WSDOT website:

<http://www.wsdot.wa.gov/Freight/FGTS/>

2019 update of Freight and Goods Transportation System

Freight Mobility Strategic Investment Board Meeting

WENJUAN ZHAO

Multimodal Freight Systems Planning Engineer

November 15, 2019

Outline

- Overview
- Update objectives
- Update process and status
- Results of 2019 Strategic Freight Corridor Designation
- Next steps

Overview of Freight and Goods Transportation System

Why does WSDOT update the FGTS system?

- Meet state legislative requirements
 - FMSIB is required to update the list of designated strategic freight corridors not less than every two years (RCW 47.06A.020(3))
 - WSDOT is required to designate a Freight and Goods Transportation System (RCW 47.05.021 (4))
- Provide a comprehensive freight dataset to support statewide and regional transportation planning process
- Inform freight investment decisions



Overview of Freight and Goods Transportation System

What is FGTS?

A classification system of multimodal freight corridors in Washington State based on freight tonnage carried

Components of FGTS System

Truck Freight Corridors	T-1: more than 10 million tons	} Strategic Freight Corridors
	T-2: 4 to 10 million tons	
	T-3: 300,000 to 4 million tons	
	T-4: 100,000 to 300,000 tons	
	T-5: at least 20,000 tons in 60 days	
Rail Freight Corridors	R-1: more than 5 million tons	} Strategic Freight Corridors
	R-2: 1 million to 5 million tons	
	R-3: 500,000 to 1 million tons	
	R-4: 100,000 to 500,000 tons	
	R-5: less than 100,000 tons	
Waterway Freight Corridors	W-1: more than 25 million tons	} Strategic Freight Corridors
	W-2: 10 to 25 million tons	
	W-3: 5 to 10 million tons	
	W-4: 2.5 million to 5 million tons	
	W-5: 0.9 to 2.5 million tons	

2019 FGTS update objectives

Expand FGTS Framework

- Communication: streamline the communication process with local and regional partners on freight data collection and submittal
- System Coverage: integrate first/last mile connector elements into 2019 Update
- Data Accuracy: update 2017 system designation with most current data and information and fill data gaps

Improve Data Accessibility

- Data Visualization: develop online GIS map application for users
- Data Accessibility: provide other data products through WSDOT website

2019 FGTS update process: data collection

- **State Highways**

- Truck volume data collected by WSDOT from traffic counters

- **City and County Roads**

- *Communication streamlining*: coordinated with regional and metropolitan planning organizations, and County Road Administration Board to request and collect data from local partners
- *Technical assistance*: provided guidance and technical assistance through more intuitive data forms and instructions, webinar and online map tool

- **Railroads**

- Rail volume data collected from operators

- **Waterways**

- Waterway tonnage data assembled from federal source US Army Corps of Engineers

2019 FGTS update process: data visualization and reconciliation

Data compilation

- compile data from various entities to generate the comprehensive freight corridor list

Corridor mapping

- map all the corridor locations in GIS to visualize the entire freight network in WA

Data validation

- validate for data accuracy, network connectivity, and classification consistency

Data reconciliation

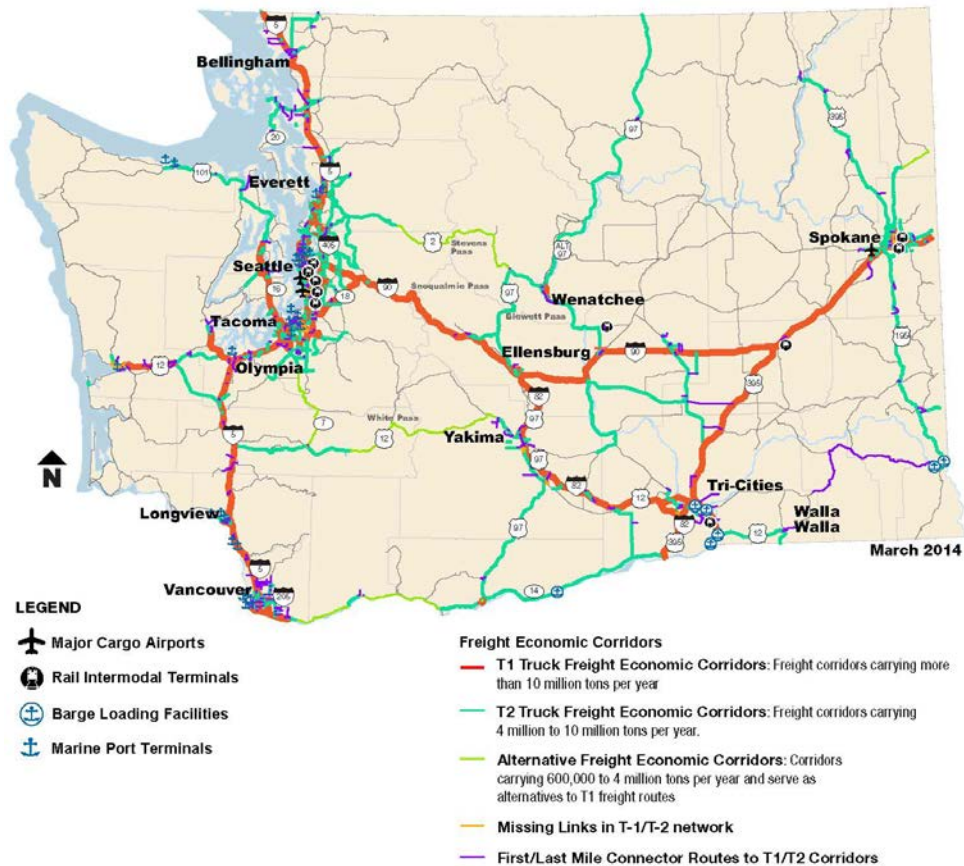
- make necessary adjustments to correct/reconcile corridor classification

2019 FGTS Update status

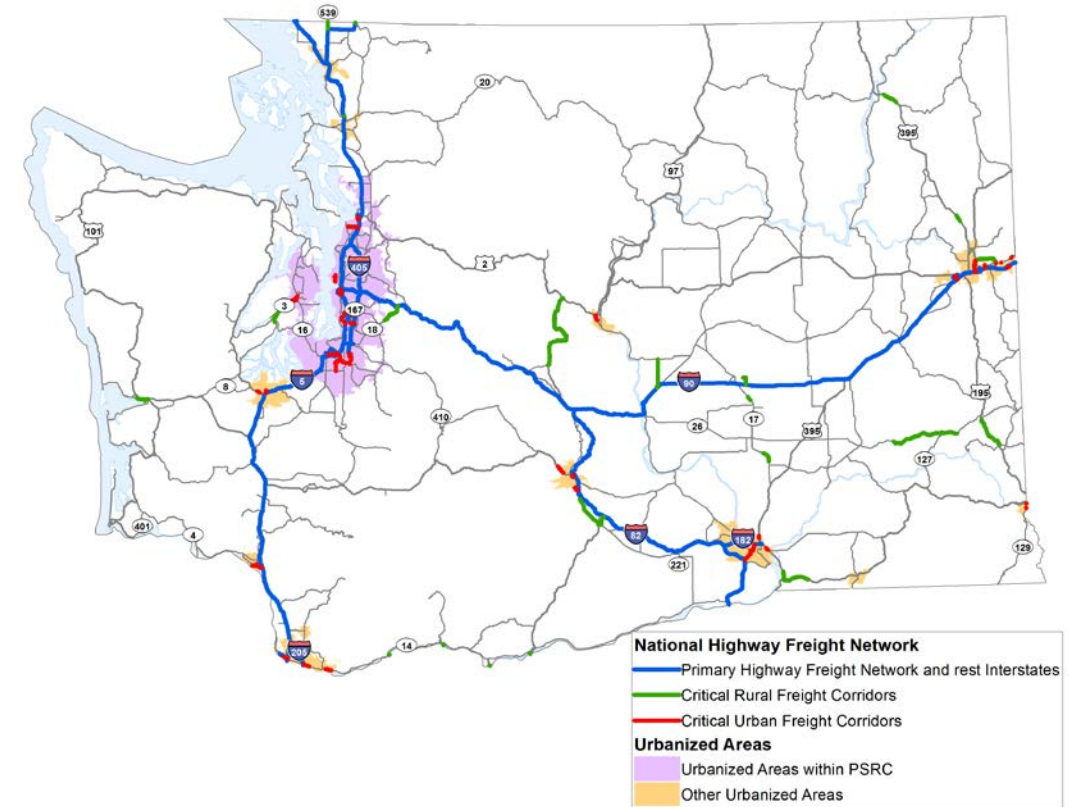
- Received consolidated regional data submittal from nine MPOs across the state
- 2019 Update of Strategic Freight Corridors completed and ready for FMSIB designation and adoption
- Other elements of FGTS update are still underway
 - Lower classifications of freight corridor update
 - Online map application development
 - Final report publication

2019 Update status – new elements

Freight Economic Corridor Update (including first/last mile connectors)



Integrate the National Highway Freight Network into state network designation



Summary of 2019 strategic truck freight corridors

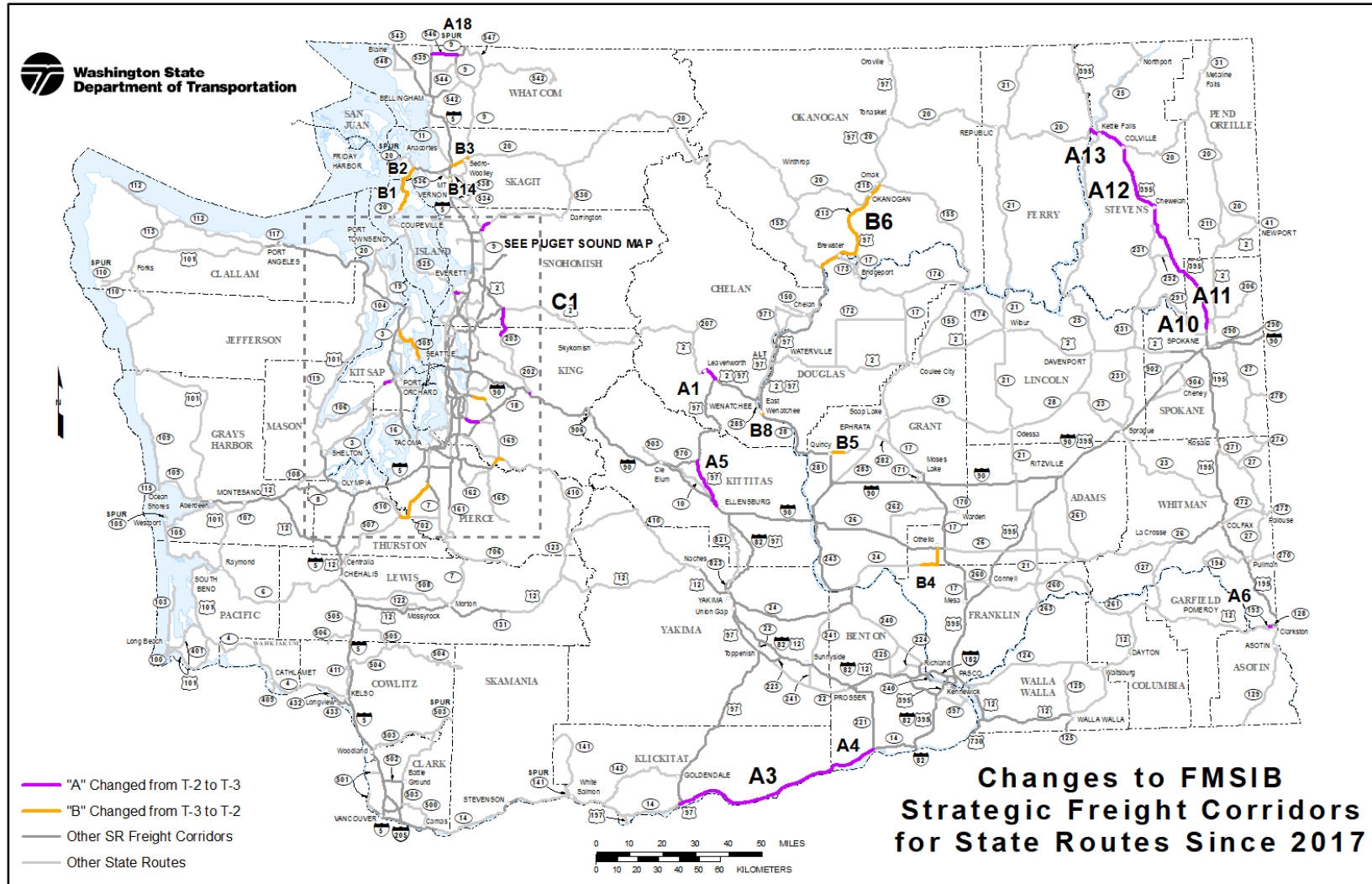
In 2019, a total of 2,872 miles are designated as either T-1 or T-2

2019 Network Mileage	State Routes	City Streets	County Roads	Total
T-1	1,078	81	11	1,170
T-2	1,195	335	172	1,700
Total	2,273	416	183	2,872
% share	79%	15%	6%	100%

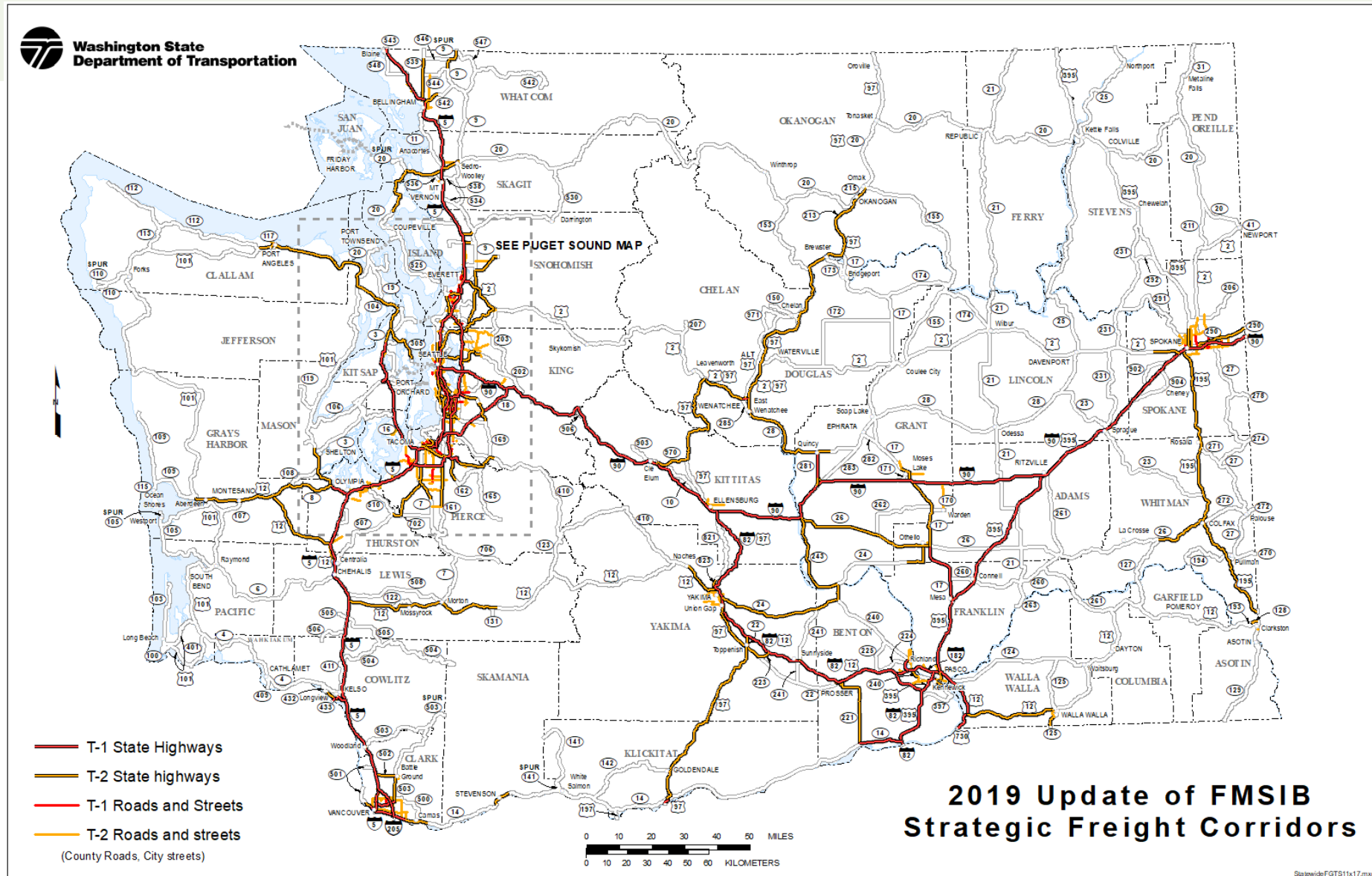
Compared to 2017, there is a net loss of 74 miles in T-1 and T-2 network

Mileage Comparison	State Routes	City Streets	County Roads	Total
2017 miles of T-1 & T-2	2,359	395	192	2,946
2019 miles of T-1 & T-2	2,273	416	183	2,872
Change in miles	-86	21	-9	-74

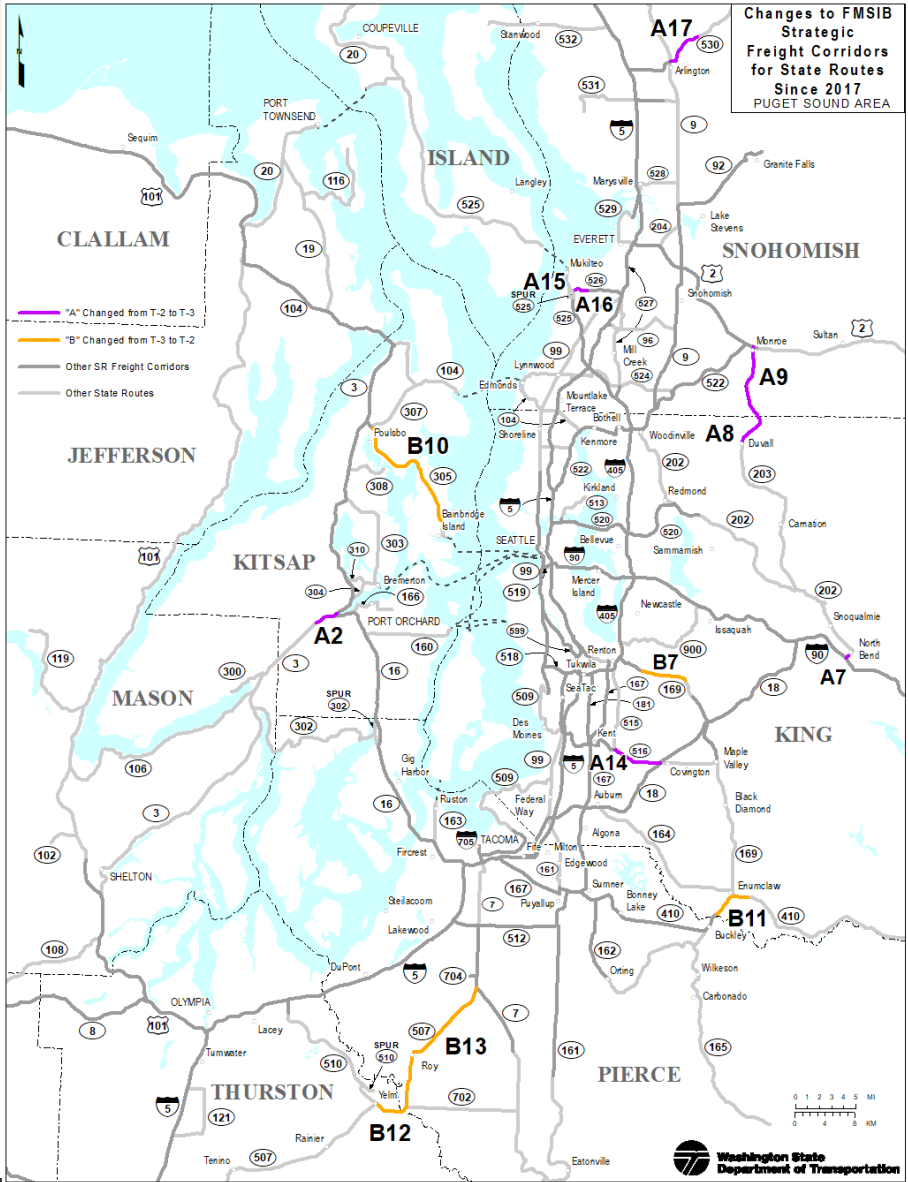
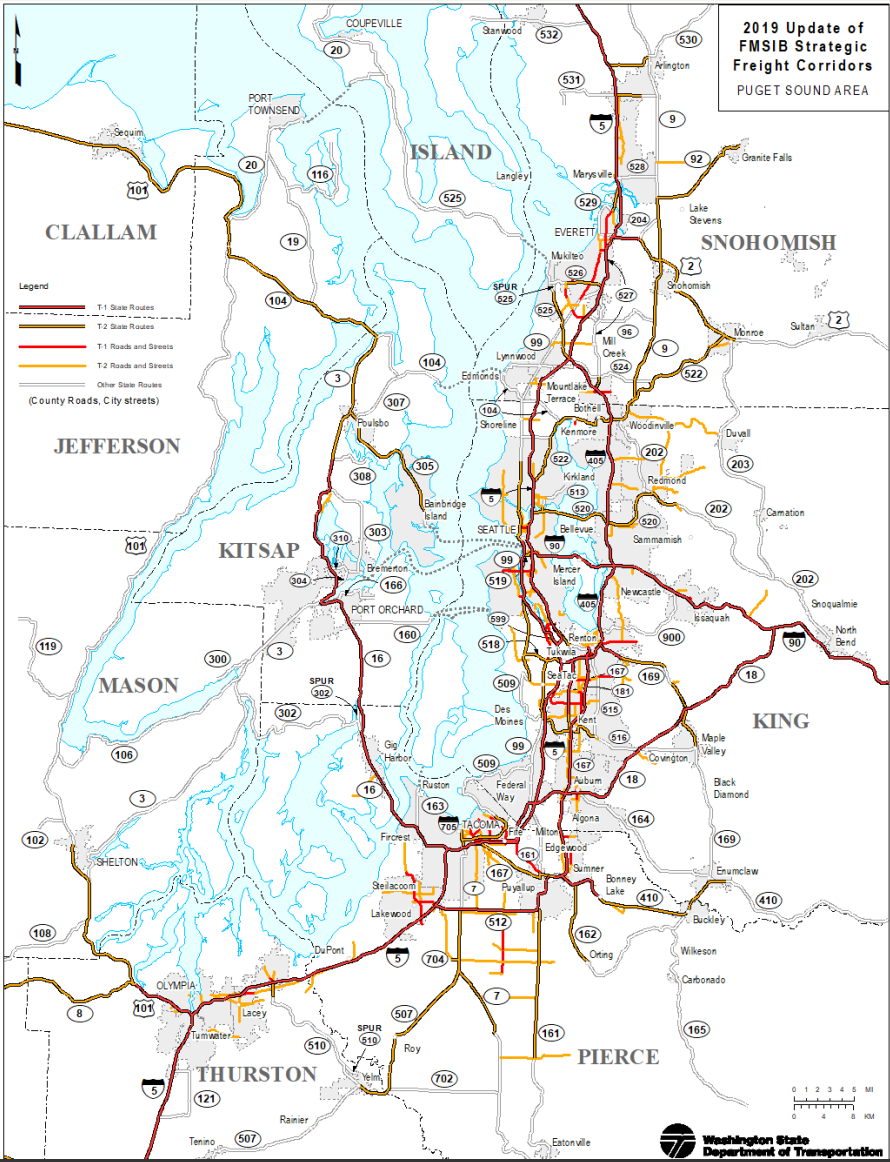
Changes to strategic truck freight corridors for state routes since 2017



Statewide map of 2019 Strategic Truck Freight Corridors



Puget Sound area map and changes for state routes

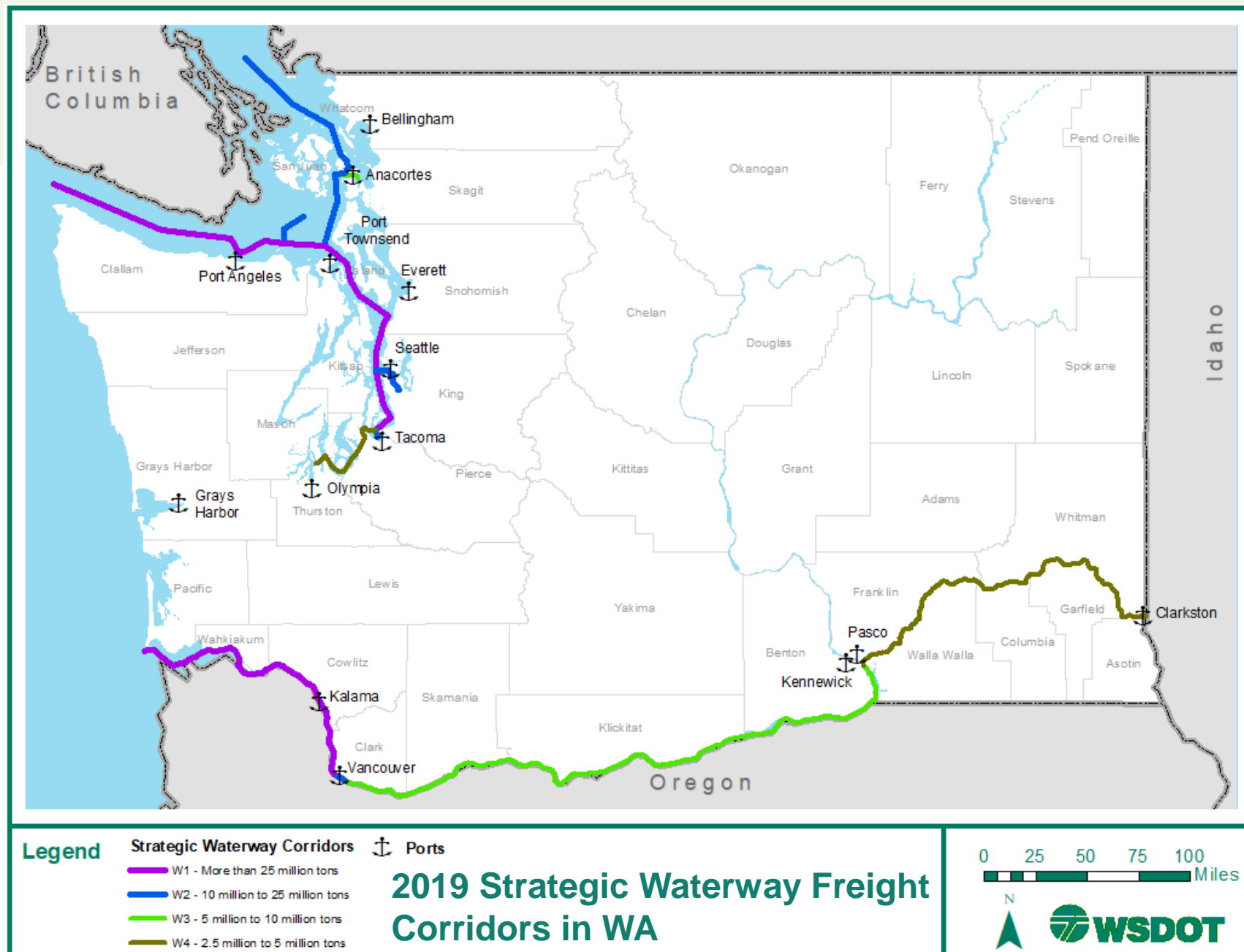




Strategic Rail Freight Corridors Added in 2019

Puget Sound and Pacific Railroad

Centralia to Elma



**Strategic Waterway
Freight Corridors Added
in 2019**

Puget Sound South
between Tacoma and
Olympia

Next steps

- Full update is still underway and expected to complete by January 2020
- Enhanced data products including online GIS map application will become available around February 2020
- Next FGTS update will occur in 2021

Contact



For more information,
please contact:

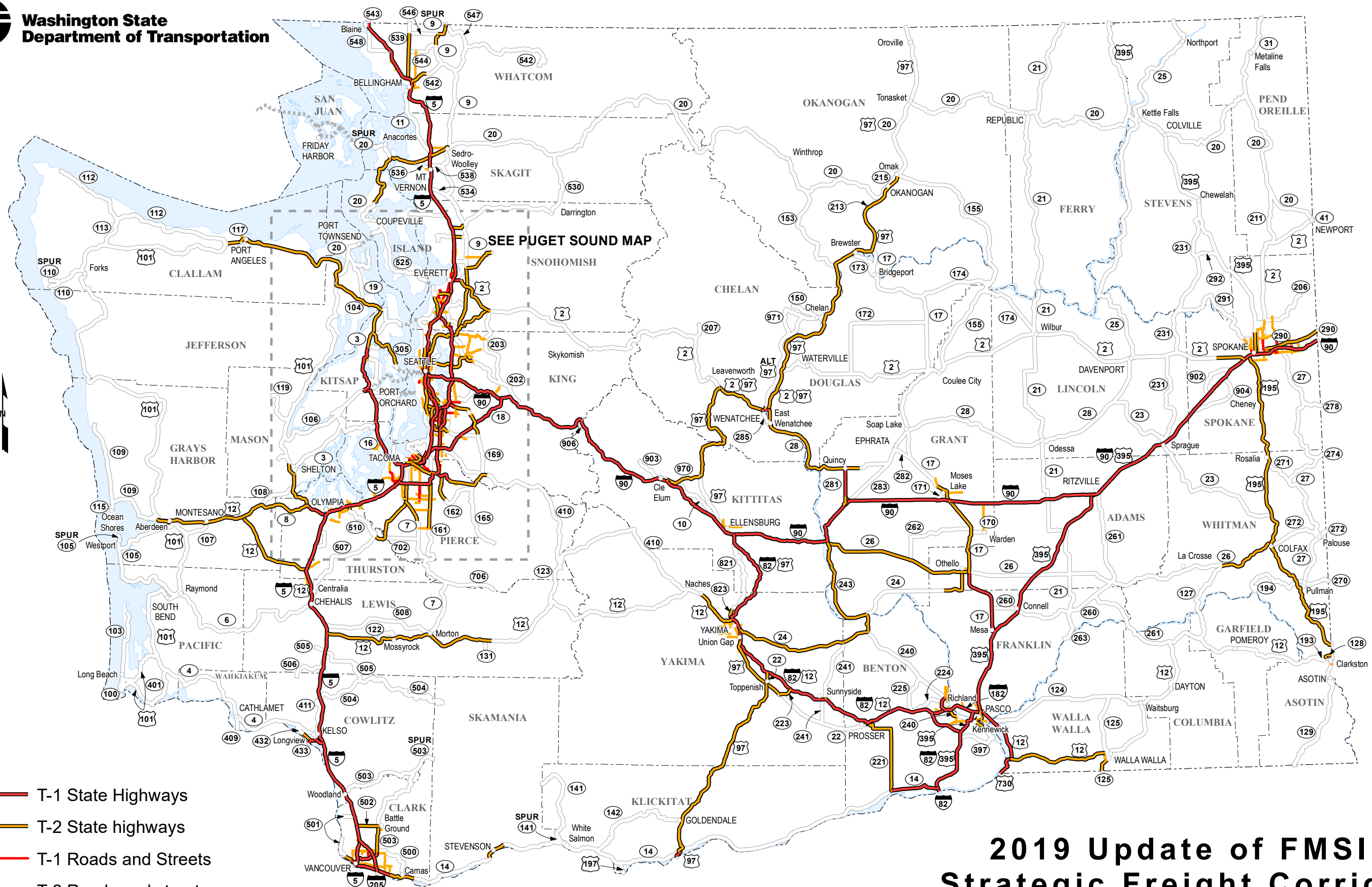
Wenjuan Zhao

Rail, Freight, and Ports Division

zhaow@wsdot.wa.gov

Documents will be available at the
WSDOT freight site:

www.wsdot.wa.gov/freight

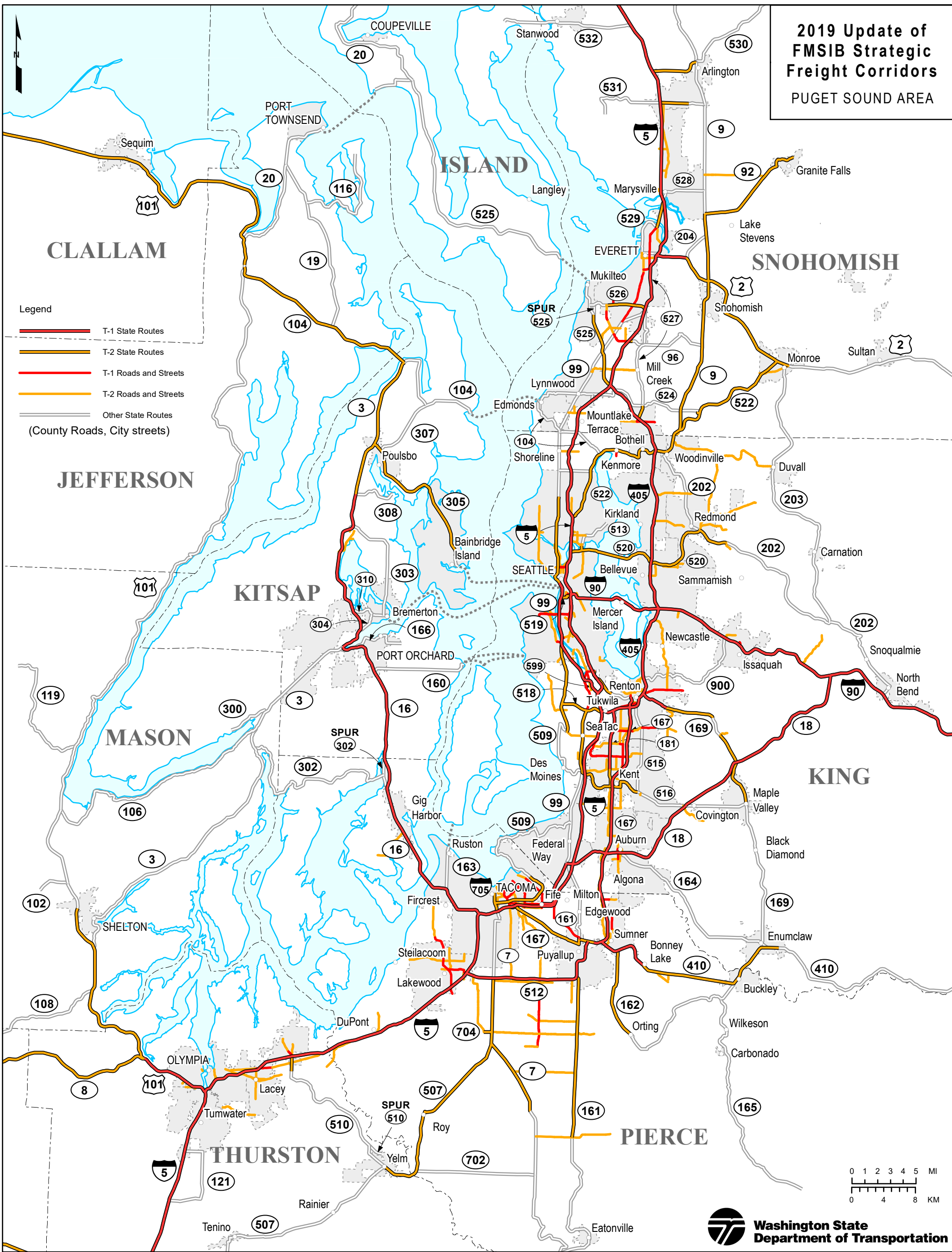


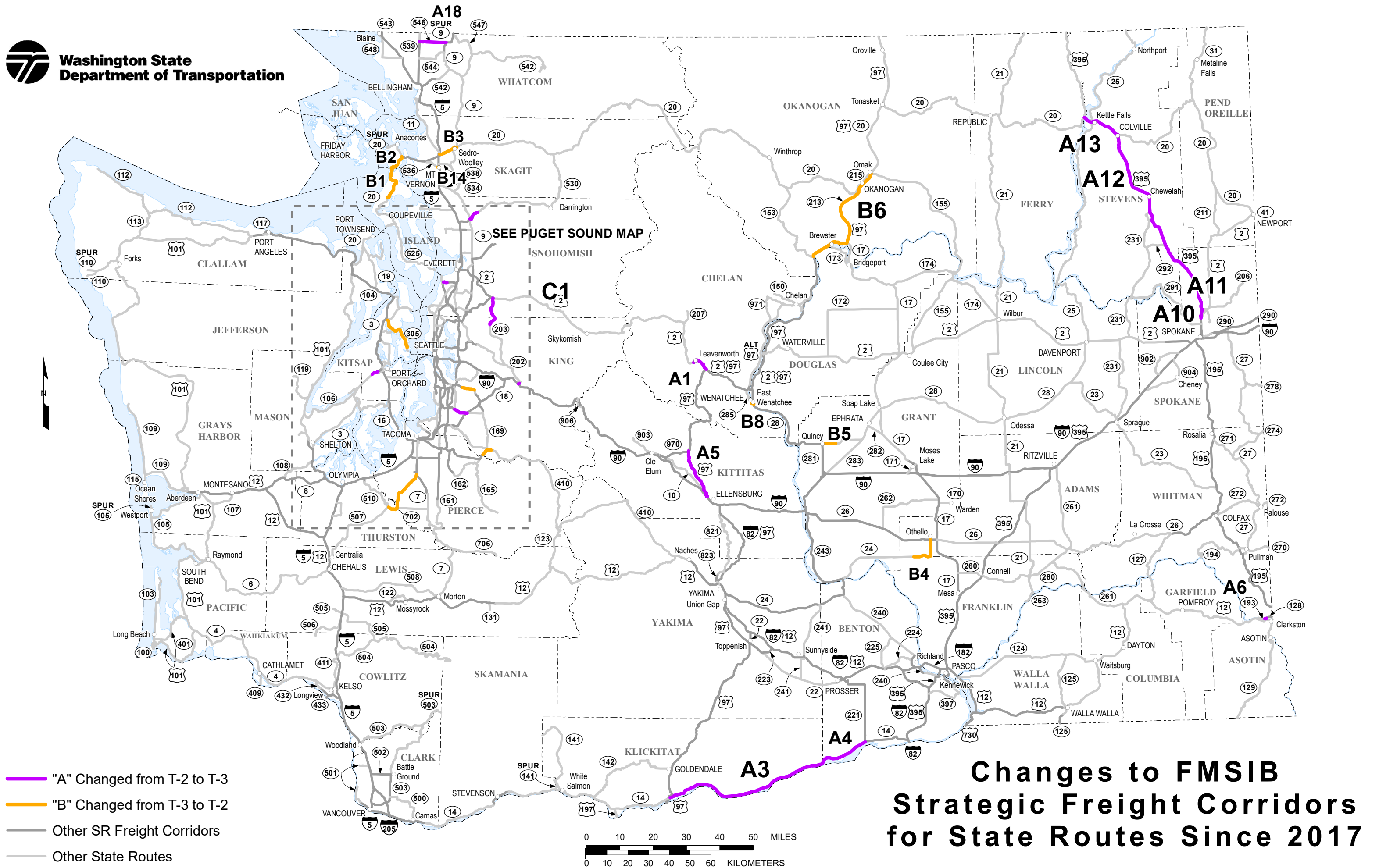
2019 Update of FMSIB Strategic Freight Corridors

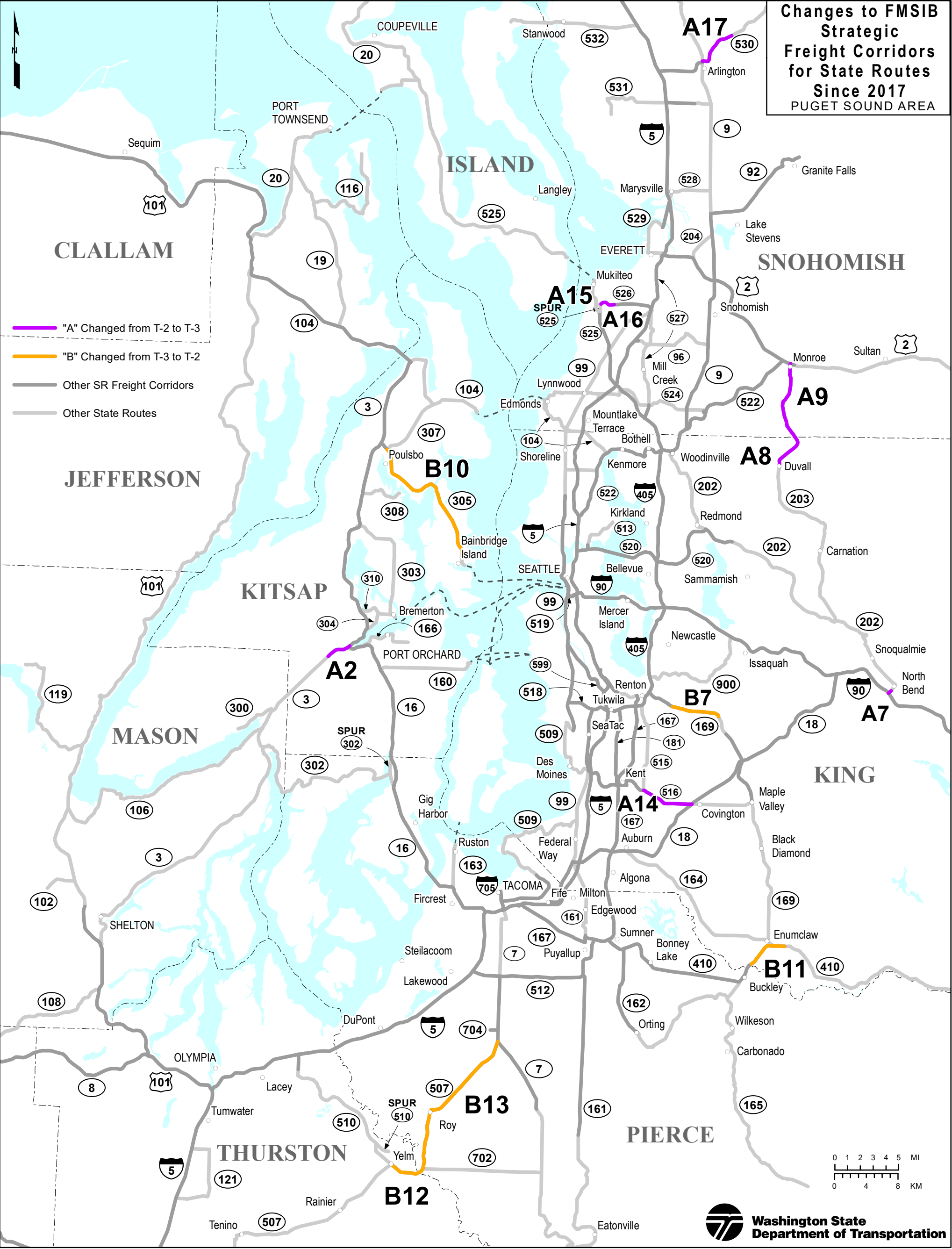
2019 Update of
FMSIB Strategic
Freight Corridors
PUGET SOUND AREA

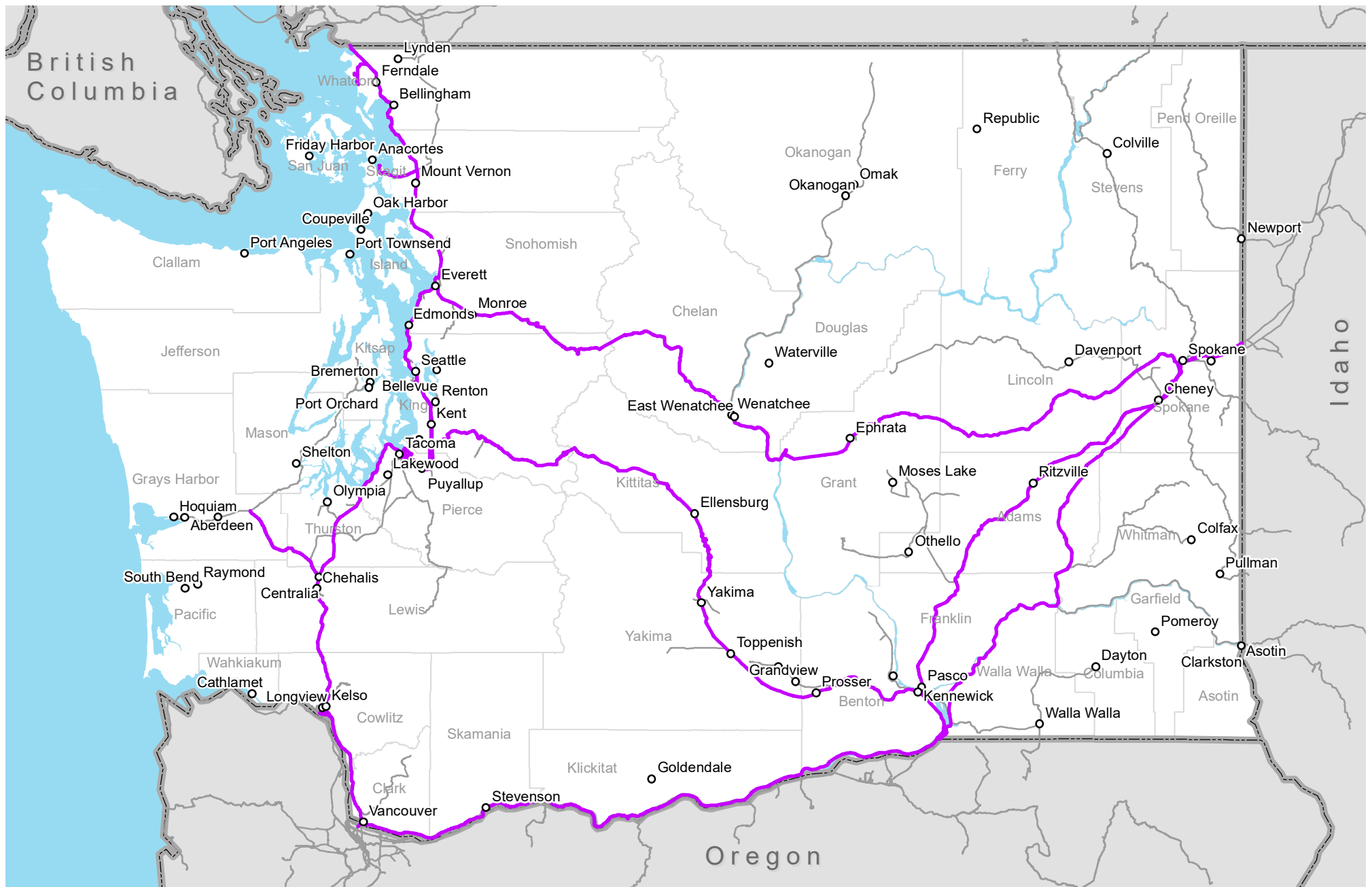
Legend

- T-1 State Routes
- T-2 State Routes
- T-1 Roads and Streets
- T-2 Roads and Streets
- Other State Routes
(County Roads, City streets)





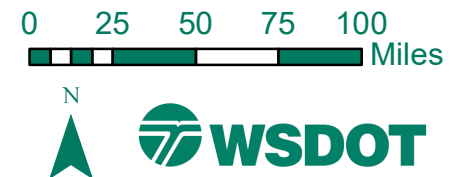


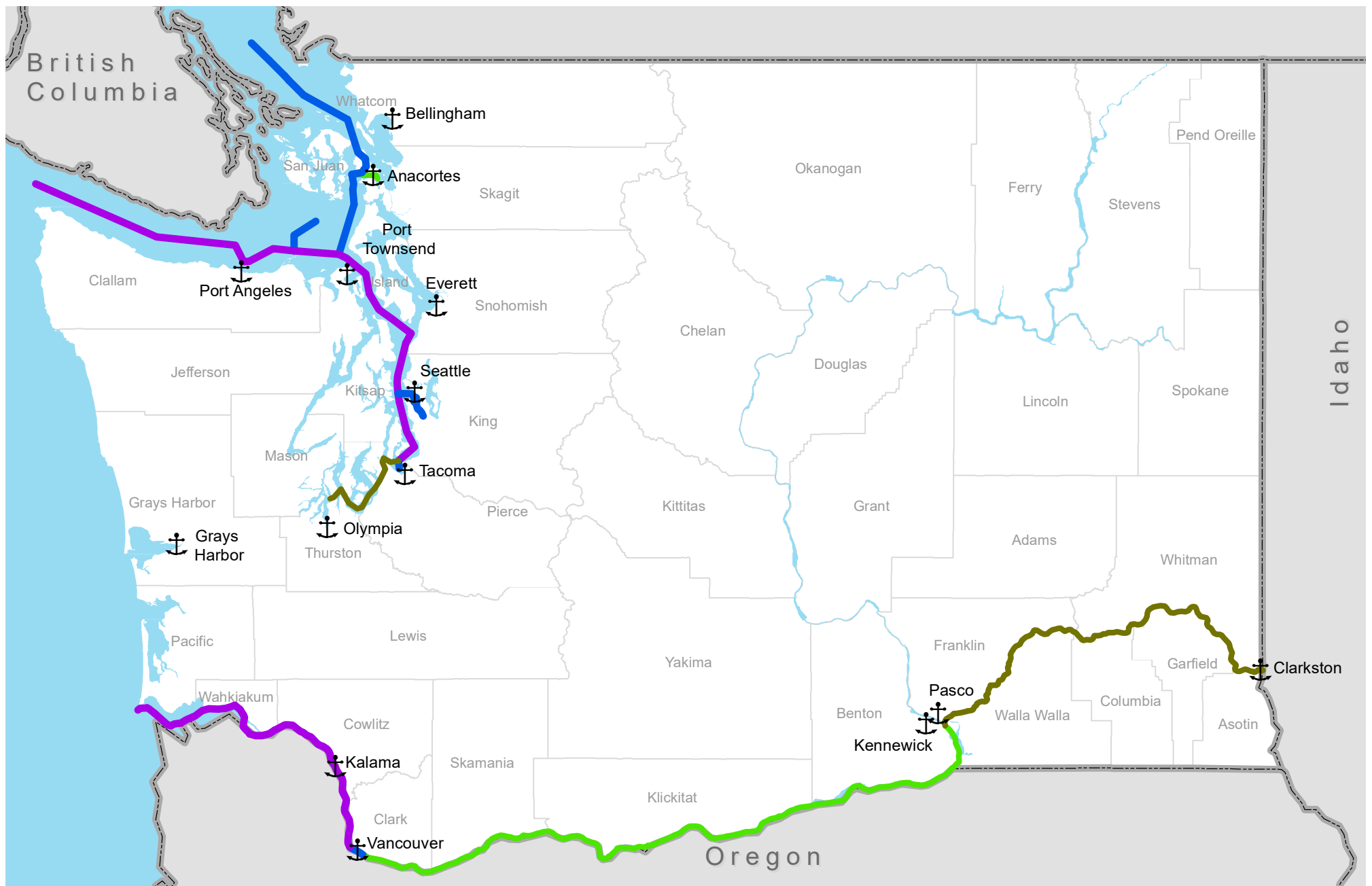


Legend

Strategic Rail Freight Corridors — Other Rail Lines
 — R1 - Greater than 5 million tons





2019 Strategic Rail Freight Corridors in Washington State





Legend

Strategic Waterway Freight Corridors Ports

-  W1 - More than 25 million tons
-  W2 - 10 million to 25 million tons
-  W3 - 5 million to 10 million tons
-  W4 - 2.5 million to 5 million tons

2019 Strategic Waterway Freight Corridors in Washington State

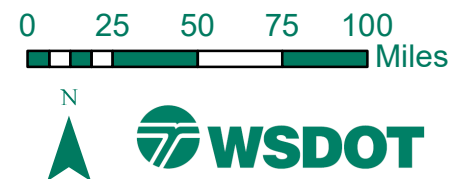


Table 1: 2019 FMSIB Strategic Truck Freight Corridors for State Routes

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
002	I-5 (Everett) to SR 204	0	2.45	2.45	T-1	17,500,000	5,800	8.4%	Snohomish
002	SR 204 to SR 522	2.45	14.27	11.77	T-2	6,180,000	1,700	6.6%	Snohomish
002	SR 522 to Old Owen Rd	14.27	15.22	0.95	T-2	7,740,000	2,200	6.6%	Snohomish
002	US 97 to SR 285 (Wenatchee)/physical gap	104.5	118.9	14.4	T-2	7,270,000	1,600	8.0%	Chelan
002	SR 285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-1	9,770,000	2,300	9.7%	Chelan
002	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-1	9,770,000	2,300	9.7%	Douglas
002	SR 28 to SR 97 (Orondo)	127.86	139.85	11.89	T-2	6,300,000	1,300	15.6%	Douglas
002	Fairchild Air Force Base to I-90/coincident	275.33	283.22	7.89	T-2	4,630,000	1,300	4.7%	Spokane
002	I-90 to US 395 (includes Browne and Division Couplets)	286.87	292.86	6.03	T-2	4,285,520	1,280	3.0%	Spokane
002COBROW	Browne Street Couplet (included in mainline)	287.45	288.08	0.63	T-2	4,285,520	1,280	3.0%	Spokane
002CODIVISN	Division Street Couplet (included in mainline)	289.19	290.72	1.53	T-2	4,285,520	1,280	3.0%	Spokane
003	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	13,930,000	3,600	6.2%	Kitsap
003	SR 308 to SR 104	48.48	60.02	11.38	T-2	9,860,000	2,500	8.6%	Kitsap
005	Oregon State Line to SR 205	0	8.24	8.24	T-1	34,330,000	6,500	7.1%	Clark
005	I-205 to SR 501	8.24	14.17	5.93	T-1	91,410,000	16,000	14.7%	Clark
005	SR 501 to Clark/Cowlitz Co. line	14.17	19.98	5.81	T-1	71,030,000	12,000	14.7%	Clark
005	Clark/Cowlitz Co. line to Cowlitz/Clark Co. line	19.98	20.29	0.31	T-1	71,030,000	12,000	14.7%	Cowlitz
005	Cowlitz/Clark Co. line to Clark/Cowlitz Co. line	20.29	20.78	0.49	T-1	71,030,000	12,000	14.7%	Clark
005	Clark/Cowlitz Co. line to SR 503	20.78	21.08	0.3	T-1	71,030,000	12,000	14.7%	Cowlitz
005	SR 503 to Cowlitz/Lewis Co. line	21.08	57.13	36.12	T-1	60,790,000	10,000	18.2%	Cowlitz
005	Cowlitz/Lewis Co. line to SR 12	57.13	68.41	11.28	T-1	60,790,000	10,000	18.2%	Lewis
005	SR 12 to SR 507	68.41	82.08	13.67	T-1	70,840,000	12,000	19.0%	Lewis
005	SR 507 to Lewis/Thurston Co. line	82.08	85.51	3.43	T-1	65,370,000	11,000	13.4%	Lewis
005	Lewis/Thurston Co. line to SR 510	85.51	112.43	26.92	T-1	65,370,000	11,000	13.4%	Thurston
005	SR 510 to Thurston/Pierce Co. line	112.43	114.93	2.5	T-1	74,560,000	14,000	10.2%	Thurston
005	Thurston/Pierce Co. line to Pacific Ave (SR 705)	114.93	133.7	18.76	T-1	74,560,000	14,000	10.2%	Pierce
005	Pacific Ave (SR 705) to Pierce/King Co. line	133.7	139.5	5.8	T-1	77,540,000	16,000	7.6%	Pierce
005	King/Pierce Co. line to SR 599 (includes HOV)	139.5	155.94	16.44	T-1	77,540,000	16,000	7.6%	King
005	SR 599 to I-90	155.94	163.96	8.02	T-1	81,030,000	16,000	7.6%	King
005	I-90 to SR 520 (includes Express Lanes)	163.96	167.72	3.76	T-1	54,130,000	11,000	5.7%	King
005	SR 520 to SR 523 (includes Express Lanes)	167.72	174.58	6.86	T-1	44,880,000	10,000	4.8%	King
005	SR 523 to King/Snohomish Co. line	174.58	177.76	3.18	T-1	44,850,000	9,500	6.1%	King
005	King/Snohomish Co. line to SR 531	177.76	206.08	28.31	T-1	44,850,000	9,500	6.1%	Snohomish
005	SR 531 to Snohomish/Skagit Co. line	206.08	217.66	11.58	T-1	35,230,000	6,900	9.4%	Snohomish
005	Snohomish/Skagit Co. line to SR 20	217.66	230.14	12.49	T-1	35,230,000	6,900	9.4%	Skagit
005	SR 20 to Skagit/Whatcom Co. line	230.14	242.63	12.49	T-1	17,450,000	3,300	6.7%	Skagit
005	Skagit/Whatcom Co. line to 36th St	242.63	252.5	9.87	T-1	17,450,000	3,300	6.7%	Whatcom
005	36th St to SR 548	252.5	265.98	13.48	T-1	20,380,000	3,900	6.9%	Whatcom
005	SR 548 to SR 543	265.98	275.15	9.17	T-1	14,210,000	2,600	9.3%	Whatcom
007	Weiler Rd to SR 507	41.18	47.38	6.2	T-2	4,790,000	1,500	7.5%	Pierce
007	SR 507 to SR 512	47.38	52.58	5.2	T-2	6,270,000	1,900	5.6%	Pierce
008	US 12 to Grays Harbor/Thurston Co. Line	0	10.54	10.54	T-2	6,990,000	1,500	8.4%	Grays Harbor
008	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	6,990,000	1,500	8.4%	Thurston
009	SR 522 to SR 92	0	17.49	17.49	T-2	5,790,000	1,900	7.2%	Snohomish
009	South Pass Rd to SR 546	90.31	93.61	3.3	T-2	6,050,000	1,000	21.3%	Whatcom
009	SR 546 to Canadian Border	93.61	98.17	4.18	T-2	6,407,560	1,020	17.3%	Whatcom
009SPSUMAS	Sumas Spur	98	98.24	0.24	T-2	6,407,560	1,020	17.3%	Whatcom
012	US 101 to SR 8 (Elma)/physical gap (includes Aberdeen Couplet)	0	20.99	20.99	T-2	6,962,200	1,620	7.4%	Grays Harbor
012	SR 8 to Grays Harbor/Thurston Co. line	21.3	38.84	17.54	T-2	5,250,000	1,100	18.1%	Grays Harbor

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen- tage	County
012	Grays Harbor/Thurston Co. line to Elderberry St (Old Hwy 99)	38.84	46.37	7.53	T-2	6,320,000	1,400	11.4%	Thurston
012	Elderberry St (Old Hwy 99) to I-5/coincident	46.37	46.62	0.25	T-2	9,270,000	2,100	9.4%	Thurston
012	I-5 (Napavine) to Gharet Rd	66.54	116.87	50.34	T-2	5,740,000	1,100	20.3%	Lewis
012	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	7,130,000	1,600	10.8%	Yakima
012	16th Ave to I-82/coincident	202.04	202.75	0.71	T-1	15,140,000	3,500	11.9%	Yakima
012	I-182 to Franklin/Walla Walla Co. line	291.67	294.7	3.07	T-1	15,760,000	2,700	17.9%	Franklin
012	Franklin/Walla Walla Co. line to US 730	294.7	307.41	12.71	T-1	15,760,000	2,700	17.9%	Walla Walla
012	US 730 to SR 125 Spur	307.41	335.33	27.92	T-2	6,020,000	1,200	14.3%	Walla Walla
012COABERD									Grays
N	Aberdeen Couplet (included in mainline)	0.33	0.68	0.35	T-2	6,962,200	1,620	7.4%	Harbor
014	I-5 (Vancouver) to SE 192nd Ave	0	10.09	10.1	T-1	11,450,000	2,600	4.7%	Clark
014	SE 192nd Ave to SR 500	10.09	14.1	4.01	T-2	9,330,000	2,100	5.8%	Clark
014	SR 500 to 32nd St (Washougal)	14.1	17.05	2.95	T-2	8,900,000	2,000	8.4%	Clark
	Bridge of the Gods Rd to Wind River Rd/Stevenson	41.55	47.47	5.92	T-2	5,010,000	1,100	13.6%	Skamania
014	SR 221 to I-82 (Plymouth)	167.25	180.77	13.52	T-1	10,850,000	1,600	45.1%	Benton
016	Tacoma to SR 163	0	3.95	4.1	T-1	18,590,000	4,900	5.2%	Pierce
016	SR 163 to Pierce/Kitsap Co. line (includes alternate route)	3.95	18.1	11.92	T-1	12,413,290	3,220	5.3%	Pierce
016	Pierce/Kitsap Co. line to Gorst	18.1	29.19	11.14	T-1	12,330,000	3,200	5.3%	Kitsap
016AR	Alt Rt., SR 16 EB to SR 16 EB, Tollbooth (included in mainline)	9.16	9.84	0.68	T-1	12,413,290	3,220	5.3%	Pierce
017	SR 395 to Franklin/Adams Co. line	7.43	21.8	14.31	T-1	10,450,000	1,600	28.5%	Franklin
017	Franklin/Adams Co. line to SR 26	21.8	27.96	6.16	T-1	10,450,000	1,600	28.5%	Adams
017	SR 26 to Adams/Grant Co. line	27.96	35.6	7.64	T-2	8,070,000	1,300	18.2%	Adams
017	Adams/Grant Co. line to I-90	35.6	50.77	15.17	T-2	7,590,000	1,300	15.4%	Grant
017	I-90 to Patton Blvd.	50.77	56.56	5.77	T-2	6,160,000	1,300	8.1%	Grant
018	SR 99 to SR 164 (Auburn)	2.2	4.47	5	T-1	34,970,000	7,100	8.8%	King
018	SR 164 to SR 516	4.47	11.39	6.92	T-1	29,750,000	5,800	10.0%	King
018	SR 516 to I-90	11.39	27.91	16.49	T-1	24,630,000	4,500	14.2%	King
020	Swantown Rd to Island/Skagit Co. line	30.85	41.9	11.04	T-2	4,110,000	1,000	5.4%	Island
020	Island/Skagit Co. line to SR 20 Spur	41.9	47.89	5.96	T-2	4,110,000	1,000	5.4%	Skagit
020	SR 20 Spur to SR 536	47.89	55.09	7.2	T-2	6,860,000	2,000	5.9%	Skagit
020	SR 536 to S Burlington Blvd. & Avon Ave	55.09	60.27	5.18	T-2	8,270,000	2,100	7.8%	Skagit
020	S Burlington Blvd. & Avon Ave to SR 9	60.27	66.08	5.81	T-2	4,230,000	1,200	7.4%	Skagit
022	I-82 to US 97	0.7	4	3.31	T-2	3,710,000	720	7.6%	Yakima
022	SR 97 to SR 223	4	8.6	4.61	T-2	5,000,000	850	14.0%	Yakima
022	SR 221 to I-82	35.74	36.52	0.78	T-2	8,500,000	1,300	23.3%	Benton
024	I-82 to Riverside Rd / University Pkwy	0	1.28	1.28	T-2	9,290,000	1,600	7.8%	Yakima
024	Riverside Rd / University Pkwy to SR 241	1.28	30.45	29.12	T-2	5,900,000	790	19.0%	Yakima
024	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	9,880,000	1,200	34.7%	Yakima
024	Yakima/Benton Co. line to SR 240	30.76	38.71	7.72	T-2	9,880,000	1,200	34.7%	Benton
024	SR 240 to Benton/Grant Co. line	38.71	43.79	5.08	T-2	6,630,000	1,000	20.3%	Benton
024	Benton/Grant Co. line to SR 243	43.79	44.13	0.34	T-2	6,630,000	1,000	20.3%	Grant
024	Mt Vista Rd to SR 26	69.33	79.64	10.13	T-2	4,210,000	700	15.7%	Adams
026	I-90 to Grant/Adams Co. Line	0	31.17	31.17	T-2	6,360,000	930	25.1%	Grant
026	Grant/Adams Co. line to SR 17	31.17	42.58	11.41	T-2	6,360,000	930	25.1%	Adams
026	SR 127 to US 195	116.92	133.53	16.61	T-2	6,110,000	880	30.1%	Whitman
028	US 2 to 15th St	0	2.78	2.78	T-2	8,990,000	1,900	10.4%	Douglas
028	15th St to SR 285 (includes Wenatchee Couplet northern section)	2.78	4.05	1.27	T-2	9,703,700	2,020	10.4%	Douglas
028	SR 285 to SR 28 Wenatchee Spur (includes Wenatchee Couplet southern section and Wenatchee Spur)	4.05	0.87	0.89	T-2	6,487,640	1,330	7.4%	Douglas
028	SR 28 SPWENTCH (SPUR) to Douglas/Grant Co. line	0.87	22.03	21.16	T-2	7,640,000	1,400	13.9%	Douglas
028	Douglas/Grant Co. line to 7th Ave SW	22.03	29.26	7.23	T-2	7,640,000	1,400	13.9%	Grant
028	7th Ave SW to SR 281	29.26	29.77	0.51	T-2	8,380,000	1,400	9.7%	Grant
028	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	4,680,000	1,000	11.8%	Grant
028COWENTC	Wenatchee Couplet (included in southern mainline)	4.25	4.35	0.1	T-2	6,487,640	1,330	7.4%	Douglas

Table 1: 2019 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
028COWENTC H	Wenatchee Couplet (included in northern mainline)	4.35	4.58	0.23	T-2	9,703,700	2,020	10.4%	Douglas
028SPWENTC H	Wenatchee Spur (included in southern mainline)	4.25	5.01	0.76	T-2	6,487,640	1,330	7.4%	Douglas
082	I-90 to Kittitas/Yakima Co. line	0	19.88	19.88	T-1	24,990,000	4,100	16.8%	Kittitas
082	Kittitas/Yakima Co. line to SR 22	19.88	50.63	30.72	T-1	24,990,000	4,100	16.8%	Yakima
082	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	21,690,000	3,600	14.9%	Yakima
082	Yakima/Benton Co. line to I-182	75.37	102.87	27.5	T-1	20,160,000	3,300	14.9%	Benton
082	I-182 to US 395	102.87	113.75	10.88	T-1	16,710,000	2,800	19.9%	Benton
082	US 395 to Oregon State Line	113.75	132.6	18.85	T-1	24,710,000	4,100	19.9%	Benton
090	4th to I-5 (Seattle)	1.94	2.58	0.64	T-2	4,820,000	1,200	3.5%	King
090	I-5 (Seattle) to SR 18	2.58	25.65	23.08	T-1	23,660,000	5,100	4.8%	King
090	SR 18 to SR 202, North Bend	25.65	31	5.35	T-1	46,270,000	7,600	15.7%	King
090	SR 202 to King/Kittitas Co. line	31	52.61	21.88	T-1	41,370,000	6,300	19.3%	King
090	King/Kittitas Co. line to I-82	52.61	110.11	57.44	T-1	41,370,000	6,300	19.3%	Kittitas
090	I-82 to Kittitas/Grant Co. line	110.11	137.57	27.46	T-1	23,750,000	3,700	22.8%	Kittitas
090	Kittitas/Grant Co. line to SR 17	137.57	179.81	42.24	T-1	23,750,000	3,700	22.8%	Grant
090	SR 17 to Grant/Adams Co. line	179.81	191.89	12.08	T-1	14,980,000	2,500	21.0%	Grant
090	Grant/Adams Co. line to SR 395	191.89	221.55	29.09	T-1	14,980,000	2,500	21.0%	Adams
090	SR 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	28,550,000	4,700	23.9%	Adams
090	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	28,550,000	4,700	23.9%	Lincoln
090	Lincoln/Spokane Co. line to SR 904	255.29	271.03	15.74	T-1	28,550,000	4,700	23.9%	Spokane
090	SR 904 to US 2	271.03	278.4	7.37	T-1	40,560,000	6,700	16.5%	Spokane
090	US 2 to Idaho State line	278.4	299.82	21.4	T-1	31,110,000	6,700	7.4%	Spokane
092	SR 9 to Granite Falls	0	9.16	9.16	T-2	4,090,000	1,200	10.1%	Snohomish
096	I-5 (Mill Creek) to 3rd Ave SE	0	0.3	0.3	T-2	4,330,000	1,800	3.6%	Snohomish
097	Oregon State line to SR 14	0	2.31	2.55	T-1	10,980,000	1,800	35.7%	Klickitat
097	SR 14 to Klickitat/Yakima Co. line (includes Maryhill Couplet)	2.31	33.52	30.67	T-2	9,848,400	1,500	33.8%	Klickitat
097	Klickitat/Yakima Co. line to W 1st Ave	33.52	61.98	28.37	T-2	9,830,000	1,500	33.8%	Yakima
097	W 1st Ave to I-82/coincident	61.98	76.36	14.34	T-2	8,250,000	1,500	9.0%	Yakima
097	SR 970 to Kittitas/Chelan Co. line	149.69	163.98	14.29	T-2	7,400,000	1,300	21.2%	Kittitas
097	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.98	184.95	20.97	T-2	7,400,000	1,300	21.2%	Chelan
097	US 2 (Orondo) to Douglas/Chelan Co. line	213	234.87	21.87	T-2	4,410,000	940	17.6%	Douglas
097	Douglas/Chelan Co. line to SR 150	234.87	235.1	0.23	T-2	4,410,000	940	17.6%	Chelan
097	SR 150 to Chelan/Okanogan Co. line	235.1	246.97	11.87	T-2	4,290,000	730	17.1%	Chelan
097	Chelan/Okanogan Co. line to SR 153	246.97	253.38	6.41	T-2	4,290,000	730	17.1%	Okanogan
097	SR 153 to SR 155	253.38	291.24	37.85	T-2	4,300,000	800	17.3%	Okanogan
097AR	Alt. Rt., US 2 to Ohme Garden Rd /Warehouse Rd	199.83	200.47	0.64	T-2	5,410,000	1,200	11.6%	Chelan
097COMARYH L	Maryhill Couplet (included in mainline)	2.59	2.68	0.09	T-2	9,848,400	1,500	33.8%	Klickitat
099	I-5 (Fife) to 70th Ave E	0	1.18	1.18	T-1	18,770,000	3,800	15.8%	Pierce
099	70th Ave E to Pierce/King Co. line	1.18	6.15	1.32	T-1	10,170,000	2,300	9.9%	Pierce
099	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-1	10,170,000	2,300	9.9%	King
099	SR 516 to SR 518/physical gap	15.49	20.43	4.94	T-2	3,870,000	1,600	5.4%	King
099	Physical gap/SR 599 to E Marginal Way	22.97	26.42	3.45	T-1	23,250,000	4,800	13.8%	King
099	E Marginal Way to Elliot Ave (includes Alaskan Way Viaduct Couplet)	26.55	31.72	5.21	T-1	13,481,420	3,741	5.8%	King
099	Elliot Ave to N 105th St/ N Northgate Way	31.72	38.47	6.75	T-2	3,980,000	1,600	3.3%	King
099COVIADCT	Alaskan Way Viaduct Couplet (included in mainline)	31.72	32.86	1.14	T-1	13,481,420	3,741	5.8%	King
101	SR 105 (Aberdeen) to Aberdeen Couplet (includes Aberdeen and Heron Couplets)	83.17	87.49	4.42	T-2	5,476,470	1,400	6.2%	Grays Harbor
101	SR 112 to SR 117	242.61	246.07	3.46	T-2	5,430,000	1,300	12.1%	Clallam
101	1st St /Lincoln St to Golf Course Rd (includes Port Angeles Couplet)	248.06	249.65	1.59	T-2	4,876,855	1,499	4.6%	Clallam
101	Golf Course Rd to Clallam/Jefferson Co. line	249.65	274.65	24.7	T-2	5,220,000	1,300	7.4%	Clallam
101	Clallam/Jefferson Co. line to SR 104	274.65	284.95	10.3	T-2	5,220,000	1,300	7.4%	Jefferson
101	Wallace Blvd. to SR 3	345.65	349.16	3.51	T-2	5,790,000	1,300	7.2%	Mason
101	SR 3 to Mason/Thurston Co. line	349.16	356.92	6.99	T-2	9,040,000	2,100	7.6%	Mason

Table 1: 2019 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.4	4.48	T-2	9,040,000	2,100	7.6%	Thurston
101	SR 8 to I-5	361.52	367.41	5.89	T-1	11,940,000	3,000	5.5%	Thurston
101COABERD N	Aberdeen Couplet, SR 101 (Hoquiam) to 5th St /Simpson Ave (included in mainline)	87.49	87.6	0.11	T-2	5,476,470	1,400	6.2%	Grays Harbor
101COABERD N	Aberdeen Couplet, 5th St /Simpson Ave to SR 101 (included in mainline)	87.6	91.66	4.06	T-2	5,476,470	1,400	6.2%	Grays Harbor
101COHERON	Heron Street Couplet (included in mainline)	83.75	83.88	0.13	T-2	5,476,470	1,400	6.2%	Grays Harbor
101COPRTAN G	Port Angeles Couplet (included in mainline)	249.65	251.32	1.67	T-2	4,876,855	1,499	4.6%	Clallam
104	US 101 to SR 19	0.2	8.87	8.67	T-2	4,770,000	970	11.4%	Jefferson
104	SR 19 to Jefferson/Kitsap Co. line	8.87	14.67	5.8	T-2	6,990,000	1,500	8.7%	Jefferson
104	Jefferson/Kitsap Co. line to SR 3	14.67	15.54	0.87	T-2	6,990,000	1,500	8.7%	Kitsap
117	US 101 to Port Docks	0	1.4	1.4	T-2	4,520,000	1,100	20.1%	Clallam
125	Oregon State Line to Myra Rd	0	3.42	3.42	T-2	3,960,000	820	5.1%	Walla Walla
125SP125SP	Heritage Rd to US 12	6.73	6.82	0.09	T-2	1,380,000	400	7.8%	Walla Walla
128	US 12 to Asotin/Whitman Co. line	0	0.39	0.39	T-2	5,490,000	1,200	23.5%	Asotin
128	Asotin/Whitman Co. line to Idaho State Line	0.39	2.24	1.85	T-2	5,490,000	1,200	23.5%	Whitman
161	Kapowsin Highway to 224th St E	13.15	18.19	5.04	T-2	4,190,000	1,100	8.7%	Pierce
161	224th St E to SR 512/coincident	18.19	25.83	7.64	T-2	5,740,000	1,700	4.5%	Pierce
161	SR 167 to Valley Ave	29.87	30.02	0.15	T-1	11,210,000	2,700	8.6%	Pierce
162	SR 410(Summer) to Calistoga St W	0	9.54	7.16	T-2	6,660,000	1,600	7.6%	Pierce
167	I-5 (Tacoma) to SR 512	0	6.44	7.68	T-2	8,070,000	2,000	6.5%	Pierce
167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	47,500,000	10,000	9.6%	Pierce
167	Pierce/King Co. line to SR 516	11.17	19.6	8.47	T-1	47,500,000	10,000	9.6%	King
167	SR 516 to I-405	19.6	25.84	6.24	T-1	44,330,000	9,500	8.3%	King
167	I-405 to SR 900	25.84	27.18	1.34	T-1	18,150,000	4,400	6.2%	King
169	SR 516 to Cedar Grove Rd	11.44	17.68	6.24	T-2	5,100,000	1,400	5.8%	King
169	196th Ave SE to 140th Way SE	19.22	22.99	3.77	T-2	4,060,000	1,200	4.2%	King
169	140th Way SE to Renton	22.99	25.23	2.24	T-1	11,260,000	2,500	5.8%	King
181	SR 516 (Kent) to S 228th St	5.32	6.7	1.38	T-2	8,978,000	2,470	8.7%	King
181	S 228th St to Longacres Way	6.7	11.18	4.48	T-1	10,066,000	2,750	9.1%	King
181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-1	9,870,000	3,000	8.8%	King
182	I-82 to SR 240/Thayer Dr	0	3.83	3.83	T-1	25,840,000	4,500	17.3%	Benton
182	SR 240/Thayer Dr to Benton/Franklin Co. line	3.83	6.04	2.21	T-1	15,670,000	3,400	6.2%	Benton
182	Benton/Franklin Co. line to US 395/SR 397	6.04	14.37	8.33	T-1	15,670,000	3,400	6.2%	Franklin
182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	10,510,000	2,100	8.9%	Franklin
195	Idaho State line to SR 23	0	47.99	46.13	T-2	4,070,000	790	13.0%	Whitman
195	SR 23 to SR 271	47.99	62.94	14.95	T-2	3,940,000	730	15.9%	Whitman
195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	5,440,000	1,100	14.9%	Whitman
195	Whitman/Spokane Co. line to Cheney-Spokane Rd	66.22	93.88	26.9	T-2	5,440,000	1,100	14.9%	Spokane
195	Cheney-Spokane Rd to I-90	93.88	95.99	2.11	T-2	7,520,000	1,800	9.7%	Spokane
202	SR 522 to NE 175th St	0	0.31	0.31	T-2	4,270,000	1,400	3.9%	King
202	SR 520 to Sahalee Way	7.75	10.27	2.5	T-2	3,640,000	1,300	3.3%	King
205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	26,650,000	5,700	6.5%	Clark
221	SR 14 /Patterson to SR 22	0	26.07	25.95	T-2	7,150,000	1,100	41.3%	Benton
223	SR 22 to SR 82 (Granger)	0	3.81	3.8	T-2	4,380,000	740	12.0%	Yakima
240	Jadwin Ave/Stevens Dr to I-182/coincident	30.63	34.87	4.24	T-1	11,720,000	2,500	7.1%	Benton
240	I-182 to Columbia Center Blvd.	36.05	38.91	2.83	T-2	5,000,000	1,800	3.1%	Benton
241	I-82 to Yakima Valley Hwy	7.61	7.96	0.35	T-2	6,340,000	1,200	8.2%	Yakima
243	SR 24 (Vernita) to SR 26	0	28.26	28.23	T-2	5,210,000	820	20.2%	Grant
281	I-90 to SR 281 Spur	0	2.65	2.65	T-2	7,300,000	1,200	24.4%	Grant
281	SR 281 Spur to SR 28 (Quincy)	2.65	10.55	7.9	T-1	11,770,000	2,000	0.0%	Grant
281SPBURKE	Burke Spur	2.65	4.34	1.69	T-2	3,490,000	600	19.8%	Grant
285	SR 28 to Douglas/Chelan Co. line	0	0.28	0.28	T-2	6,170,000	1,600	4.0%	Douglas
285	Douglas/Chelan Co. line to Mission St	0.28	0.61	0.33	T-2	6,170,000	1,600	4.0%	Chelan
290	I-90 to Trent Ave /Hamilton St	0.07	0.74	0.67	T-2	5,020,000	1,600	6.7%	Spokane

Table 1: 2019 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
290	Havana St to Idaho State line	3.22	18.38	15.16	T-2	6,700,000	1,800	9.8%	Spokane
305	High School Rd to SR 307	0.98	12.82	11.84	T-2	4,560,000	1,200	5.3%	Kitsap
305	SR 307 to SR 3	12.82	13.52	0.7	T-2	5,300,000	1,800	4.8%	Kitsap
395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	16,750,000	3,400	10.2%	Benton
395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	16,750,000	3,400	10.2%	Franklin
395	I-182 to SR 17	22.72	45.33	22.61	T-1	24,570,000	4,100	22.7%	Franklin
395	SR 17 to Franklin/Adams Co. line	45.33	61.24	15.71	T-1	14,830,000	2,300	25.7%	Franklin
395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	14,830,000	2,300	25.7%	Adams
397	Haney Rd to Benton/Franklin Co. line	13.89	18.32	4.43	T-2	3,810,000	970	8.1%	Benton
397	Benton/Franklin Co. line to Oregon Ave	18.32	19.87	1.55	T-2	3,810,000	970	8.1%	Franklin
397	Oregon Ave to I-182 End Route	19.87	22.31	2.44	T-2	5,830,000	1,300	13.5%	Franklin
405	I-5 (Tukwila) to SR 522	0	22.53	22.52	T-1	40,620,000	9,800	5.9%	King
405	SR 522 to King/Snohomish Co. line	22.53	25.02	2.48	T-1	25,150,000	6,300	4.9%	King
405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.3	T-1	25,150,000	6,300	4.9%	Snohomish
410	SR 167 to Sumner Buckley Highway/181st St	8.84	13.37	4.53	T-1	13,450,000	3,500	6.3%	Pierce
410	Sumner Buckley Hwy to Pierce/King Co. line	13.37	22.02	8.65	T-2	4,480,000	1,300	5.0%	Pierce
410	Pierce/King Co. line to 244th Ave SE (Enumclaw)	22.02	22.46	0.44	T-2	4,480,000	1,300	5.0%	King
410	244th Ave SE (Enumclaw) to 284th Ave SE	22.46	25.64	3.18	T-2	4,290,000	1,100	9.6%	King
432	38th Ave to SR 433	3.3	6.1	2.8	T-2	5,000,000	1,200	11.4%	Cowlitz
432	SR 433 to physical gap	6.1	7.62	1.52	T-1	21,580,000	4,300	17.8%	Cowlitz
432	physical gap to I-5	7.64	10.33	2.69	T-1	4,540,000	1,400	4.3%	Cowlitz
433	Oregon State line to SR 432	0	0.94	0.94	T-1	11,910,000	2,600	11.4%	Cowlitz
500	I-5 (Vancouver) to NE 4th Plain Rd	0	5.96	5.96	T-1	10,160,000	2,500	4.6%	Clark
500	NE 4th Plain Rd to SR 503	5.96	6.98	1.02	T-2	6,530,000	1,600	4.6%	Clark
501	I-5 (Vancouver) to Fourth Plain Blvd (includes Vancouver Couplet)	0	2.24	1.94	T-1	10,537,113	2,082	16.1%	Clark
501	Fourth Plain Blvd to Old Lower River Rd	2.24	4.1	1.86	T-2	4,450,000	970	20.8%	Clark
501COVANCVR	Vancouver Couplet (included in mainline)	0.61	1.16	0.55	T-1	10,537,113	2,082	16.1%	Clark
502	I-5 to SR 503 (Battleground)	0	6.12	6.12	T-2	6,820,000	1,900	10.9%	Clark
503	SR 500 to SR 502	1.02	8.09	6.85	T-2	5,550,000	1,900	6.3%	Clark
507	SR 510 to Thurston/Pierce Co. line	28.24	30.67	2.43	T-2	4,040,000	1,100	7.5%	Thurston
507	Thurston/Pierce Co. line to SR 7	30.67	43.57	12.89	T-2	4,040,000	1,100	7.5%	Pierce
509	I-705 to Norpoint Way	0	5.7	5.7	T-2	8,280,000	2,000	7.0%	Pierce
509	Des Moines Way S/S 188th St to SR 99	24.35	29.92	7.07	T-2	4,450,000	1,500	3.2%	King
510	I-5 (Lacey) to Steilacoom Rd SE	0.01	3.31	1.18	T-2	6,500,000	1,700	5.8%	Thurston
512	I-5 (Lakewood) To SR 167 (Puyallup)	0	12.06	12.06	T-1	30,300,000	6,500	7.5%	Pierce
513	SR 520 to NE Pacific St	0	0.34	0.34	T-2	3,620,000	1,700	2.8%	King
516	SR 99 to SR 167	1.79	4.64	3.12	T-2	4,510,000	1,300	4.7%	King
516	SR 167 to SR 515	4.64	7.35	2.71	T-2	4,694,000	1,580	5.9%	King
518	SR 509 to SR 99	0	2.49	2.1	T-2	4,440,000	1,400	2.3%	King
518	SR 99 to I-5	2.49	3.81	1.32	T-2	7,410,000	2,400	2.3%	King
519	I-90 to 1st Ave S	0	0.38	0.38	T-2	9,340,000	2,200	7.1%	King
520	I-5 (Seattle) to SR 202	0	12.83	12.82	T-2	8,100,000	2,500	3.1%	King
522	I-5 (Seattle) to Northgate Way	0	2.52	2.52	T-2	5,650,000	1,900	5.7%	King
522	Northgate Way to I-405 (Bothell)	2.52	11.1	8.53	T-2	4,010,000	1,600	3.9%	King
522	I-405 (Bothell) to SR 202	11.1	12.06	0.96	T-2	4,000,000	1,700	3.5%	King
522	SR 202 (Woodinville) to King/Snohomish Co. line	12.06	13.45	1.4	T-2	9,720,000	3,100	5.5%	King
522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-2	9,720,000	3,100	5.5%	Snohomish
522	SR 9 to US 2	14.09	24.68	10.59	T-2	7,000,000	2,000	6.8%	Snohomish
524	Yew Way to SR 522	14.31	14.56	0.25	T-2	5,630,000	1,700	12.8%	Snohomish
525	I-5 (Lynnwood) to SR 525 Spur	0	5.6	5.77	T-2	6,530,000	2,100	4.1%	Snohomish
526	Airport Rd to Evergreen Way	1.52	3.73	2.21	T-2	4,950,000	2,100	3.3%	Snohomish
526	Evergreen Way to I-5	3.73	4.52	0.79	T-2	4,520,000	1,900	3.3%	Snohomish
527	I-405 to SR 524	2.63	3.73	1.1	T-2	4,320,000	1,700	3.6%	Snohomish
529	Broadway Ave to I-5 (Marysville)	3.74	5.83	2.09	T-2	7,840,000	2,000	5.8%	Snohomish
530	I-5 (Arlington) to SR 9/coincident	16.95	20.79	3.84	T-2	6,140,000	1,500	7.6%	Snohomish
531	I-5 (Smokey Point) to 67th Ave NE	6.38	8.59	2.21	T-2	5,930,000	1,700	7.2%	Snohomish
536	Wall St to 1st St	4.49	4.92	0.43	T-2	4,120,000	1,100	5.5%	Skagit

Table 1: 2019 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Description	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percen- tage	County
539	I-5 (Bellingham) to SR 546	0	12.54	12.54	T-2	3,760,000	880	4.4%	Whatcom
542	I-5 (Bellingham) to Everson Goshen Rd	0	4.8	4.8	T-2	4,710,000	1,100	6.2%	Whatcom
543	I-5 (Bellingham) to Canadian Border	0	1.09	1.09	T-1	17,610,000	2,800	26.1%	Whatcom
599	I-5 (Tukwila) to SR 99	0	1.75	1.75	T-1	23,520,000	4,900	10.5%	King
704	Spanaway Loop Rd to SR 7	5.29	5.92	0.63	T-2	5,610,000	1,300	5.7%	Pierce
705	I-5 (Tacoma) to Schuster Parkway	0	1.5	1.5	T-2	4,830,000	1,800	3.8%	Pierce
730	Oregon State Line to US 12 (Walla Walla)	0	6.08	6.08	T-1	10,590,000	1,600	49.0%	Walla Walla
730SPWALUL A	Walla Walla Spur	5.82	6.12	0.3	T-2	1,970,000	320	26.1%	Walla Walla
823	I-82 to First St	0.04	1.06	1.02	T-2	6,670,000	1,500	4.6%	Yakima
823	First St to N Wenas Rd	1.06	2.82	1.7	T-2	5,210,000	900	6.2%	Yakima
900	I-5 (Tukwila) to 68th Ave S	5.93	8.27	2.34	T-2	5,550,000	1,600	5.1%	King
970	I-90 to SR 903	0	0.36	0.36	T-2	3,650,000	650	17.9%	Kittitas
970	SR 903 to US 97	0.36	10.31	9.95	T-2	4,130,000	800	14.2%	Kittitas

Table 2: Changes to FMSIB Strategic Truck Freight Corridors for State Routes, 2017 to 2019

Summary of State Route T-1 and T-2 Miles Changes, 2017 to 2019

	2017 miles	2019 miles	Change
T-1	1,056.8	1,078.4	21.6
T-2	1,302.3	1,195.1	-107.2
Total	2359.1	2273.5	-85.6

T-2 to T-3 State Route Classification Changes, 2017 to 2019 (Removed Strategic Corridor)

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Location Description	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
A1	002	99.05	104.50	5.45	T-3	Icicle Rd (Leavenworth) to US 97	3,310,000	920	7%	Chelan	T-2 to T-3
A2	003	32.60	34.67	2.07	T-3	Sunnyslope Rd to SR 16 (Gorst)	3,340,000	1,100	5%	Kitsap	T-2 to T-3
A3	014	101.44	152.24	50.80	T-3	US 97 to Klickitat/Benton Co. line Klickitat/Benton Co. line to SR 221	3,770,000	600	45%	Klickitat	T-2 to T-3
A4	014	152.24	167.25	15.01	T-3	221	3,770,000	600	45%	Benton	T-2 to T-3
A5	097	133.90	149.69	15.92	T-3	I-90 to SR 970	3,050,000	580	20%	Kittitas	T-2 to T-3
A6	193	0.51	1.07	0.56	T-3	SR 128 to Port of Wilma	3,020,000	590	43%	Whitman	T-2 to T-3
A7	202	30.32	30.60	0.28	T-3	South Fork Ave to I-90	3,030,000	820	5%	King	T-2 to T-3
A8	203	14.99	17.99	3.01	T-3	Woodinville-Duvall Rd to King/Snohomish Line	3,790,000	1,000	9%	King	T-2 to T-3
A9	203	17.99	24.17	6.19	T-3	King/Snohomish Line to US 2	3,790,000	1,000	9%	Snohomish	T-2 to T-3
A10	395	164.50	167.40	2.90	T-3	US 2 to Physical Gap	1,750,000	520	2%	Spokane	T-2 to T-3
A11	395	167.44	183.69	16.27	T-3	Physical Gap to Spokane/Stevens Co. line Spokane/Stevens Co. line to Stevens/Ferry Co. line	3,530,000	830	9%	Spokane	T-2 to T-3
A12	395	183.69	241.61	57.90	T-3	Stevens/Ferry Co. line to SR 20	3,530,000	830	9%	Stevens	T-2 to T-3
A13	395	241.61	241.89	0.28	T-3	Stevens/Ferry Co. line to SR 20	3,530,000	830	9%	Ferry	T-2 to T-3
A14	516	7.35	11.47	4.12	T-3	SR 515 to SR 18	2,835,000	1,190	4%	King	T-2 to T-3
A15	526	0.40	0.79	0.39	T-3	SR 525 Spur to Boeing Entrance	2,550,000	1,100	3%	Snohomish	T-2 to T-3
A16	526	0.79	1.52	0.73	T-3	Boeing Entrance to Airport Rd	2,810,000	1,200	3%	Snohomish	T-2 to T-3
A17	530	20.79	24.54	3.55	T-3	SR 9 to Arnot Rd	3,600,000	820	9%	Snohomish	T-2 to T-3
A18	546	0.00	8.02	8.02	T-3	SR 539 to SR 9	3,080,000	620	9%	Whatcom	T-2 to T-3
Total Miles				193.5							

T-3 to T-2 State Route Classification Changes, 2017 to 2019 (Added Strategic Corridors)

Change Reference	State Route SR	Begin SR Milepost	End SR Milepost	Length (miles)	2019 FGTS Class	Location Description	Annual Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
B1	020	30.85	41.9	11.04	T-2	Swantown Rd to Island/Skagit Co. line	4,110,000	1,000	5%	Island	T-3 to T-2
B2	020	41.9	47.89	5.96	T-2	Island/Skagit Co. line to SR 20 Spur	4,110,000	1,000	5%	Skagit	T-3 to T-2
B3	020	60.27	66.08	5.81	T-2	S Burlington Blvd. & Avon Ave to SR 9	4,230,000	1,200	7%	Skagit	T-3 to T-2
B4	024	69.33	79.64	10.13	T-2	Mt Vista Rd to SR 26	4,210,000	700	16%	Adams	T-3 to T-2
B5	028	29.77	33.79	4.02	T-2	SR 281 to Adams Rd	4,680,000	1,000	12%	Grant	T-3 to T-2
B6	097	253.38	291.24	37.85	T-2	SR 153 to SR 155	4,300,000	800	17%	Okanogan	T-3 to T-2
B7	169	19.22	22.99	3.77	T-2	196th Ave SE to 140th Way SE	4,060,000	1,200	4%	King	T-3 to T-2
B8	285	0	0.28	0.28	T-2	SR 28 to Douglas/Chelan Co. line	6,170,000	1,600	4%	Douglas	T-3 to T-2
B9	285	0.28	0.61	0.33	T-2	Douglas/Chelan Co. line to Mission St	6,170,000	1,600	4%	Chelan	T-3 to T-2
B10	305	0.98	12.82	11.84	T-2	High School Rd to SR 307	4,560,000	1,200	5%	Kitsap	T-3 to T-2
B11	410	22.46	25.64	3.18	T-2	244th Ave SE (Enumclaw) to 284th Ave SE	4,290,000	1,100	10%	King	T-3 to T-2
B12	507	28.24	30.67	2.43	T-2	SR 510 to Thurston/Pierce Co. line	4,040,000	1,100	7%	Thurston	T-3 to T-2
B13	507	30.67	43.57	12.89	T-2	Thurston/Pierce Co. line to SR 7	4,040,000	1,100	7%	Pierce	T-3 to T-2
B14	536	4.49	4.92	0.43	T-2	Wall St to 1st St	4,120,000	1,100	5%	Skagit	T-3 to T-2
Total Miles				110.0							

Table 3: 2019 FMSIB Strategic Truck Freight Corridors for County Roads

County	Road Number	Road Name	Begin Location	End Location	Begin MP	End MP	Length	2019 FGTS	Average Daily Truck Volume
Asotin	5700	Fleshman Way	at WA/ID State Line (Bridge)	21 ft SE of end SR129 Underpass	0.00	0.15	0.15	T-2	
Clark	14510	NE 99th St	at NE Hazel Dell Ave	at NE 99th St	1.87	2.48	0.61	T-2	974
Clark	22468	NE 55th Ave	at NE 78th St	at NE Padden Parkway	0.00	0.09	0.09	T-2	
Clark	22469	NE Padden Parkway	0.14 mi West of NE Padden Parkway	at NE 78th St	0.14	0.85	0.71	T-2	4,652
Clark	22470	NE Padden Parkway	106 ft East of I-205 NB On Ramp & I-205 NB Off Ramp	at SR 503	0.54	2.41	1.87	T-2	2,325
Clark	23650	NE Covington Rd	106 ft North of NE 109th Ave	at NE 100th Ave	0.06	0.78	0.72	T-2	820
Clark	41120	NE 139th St	at NE 139th St	at I5 South Bound Ramp	0.00	0.27	0.27	T-2	1,631
Clark	41120	NE 139th St	at I5 N/B On Ramp	at NE 139th St	0.43	0.50	0.07	T-2	1,626
Clark	41151	NE 139th St	at NE Tenney Rd North	at NE Tenney Rd South	0.19	0.31	0.12	T-2	1,328
Clark	43110	NE 20th Ave	211 ft North of NE Highway 99	at NE 134th St	0.04	0.13	0.09	T-2	2,047
Clark	91110	NE Highway 99	at NE 63rd St	at NE 68th St	3.16	3.42	0.26	T-2	
Clark	91110	NE Highway 99	at NE 68th St	at NE 78th St	3.42	3.92	0.50	T-2	1,293
Clark	91110	NE Highway 99	at NE 99th St	at NE 117th St	4.97	5.89	0.92	T-2	
Clark	91110	NE 134th St	at NE 134th St	at NE 134th St	6.82	6.98	0.16	T-2	
Clark	91250	NE St Johns Rd	at NE 68th St	at NE 78th St	0.00	0.72	0.72	T-2	2,058
Clark	91300	NW 78th St	at NW Lakeshore Ave	264 ft East of NW Fruit Valley Rd	2.70	2.78	0.08	T-2	307
Clark	91300	NW 78th St	264 ft East of NW Fruit Valley Rd	at NW Anderson Ave	2.78	3.41	0.63	T-2	1,474
Clark	91300	NE 78th St	at NW Anderson Ave	158 ft East of NW 5th Ave	3.41	3.53	0.12	T-2	1,677
Clark	91300	NW 78th St	158 ft East of NW 5th Ave	at NW 1st Ave	3.53	3.76	0.23	T-2	1,677
Clark	91300	NE 78th St	at NW 1st Ave	at NE Padden Parkway	3.76	6.27	2.51	T-2	2,139
Clark	92600	NE Fourth Plain Blvd	at NE 102nd Ave	370 ft SW of NE 105th Ave	1.98	2.09	0.11	T-2	2,461
Clark	94200	NE Tenney Rd	at NE 10th Ave	at NE 12th Ave	2.81	2.89	0.08	T-2	1,334
Clark	94200	NE 134th St	at NE 12th Ave	at NE 134th St	2.89	3.03	0.14	T-2	1,334
Grant	45170	Patton Blvd	at SR 17	at Craig St East	0.00	1.60	1.60	T-2	264
Grant	45170	Patton Blvd	at Randolph Rd	at Andrews St	1.87	2.29	0.42	T-2	104
Grant	92035	U SE	at 7 SE	at 2 SE	5.57	10.76	5.19	T-2	367
Grant	92035	U SE (South)	at 2 SE	at Wasteway	10.76	10.99	0.23	T-2	344
Grant	92035	U SE	at Wasteway	at 1 SE	10.99	11.54	0.55	T-2	344
Grant	92035	U SE (North)	at 1 SE	at South end of Br #212	11.54	11.56	0.02	T-2	344
Grant	92035	U SE	at South end of Br #212	at South Frontage Rd	11.56	12.59	1.03	T-2	382
Grant	94000	3 NE	at N NE	at O NE	3.88	5.03	1.15	T-2	628
King	33520	Covington Wy SE	at 164 PI SE	at Name Change	0.00	0.08	0.08	T-2	1,273
King	33520	Covington Wy SE / SE Covington Sawyer Rd	at Name Change	at 173 PI SE	0.08	0.27	0.19	T-2	1,273
King	33520	SE Covington Sawyer Rd	at 173 PI SE	at 188 Ave SE	0.27	1.38	1.11	T-2	1,178
King	67300	NE Union Hill Rd	at 196 Ave NE	at 208 Ave NE	0.00	0.96	0.96	T-2	994
King	82730	SE 82 St	at SE High Pt Wy	at Surface Change	0.00	0.03	0.03	T-2	
King	82730	SE 82 St	at Surface Change	at On/Off Ramp	0.03	0.17	0.14	T-2	1,896
King	90113	Des Moines Wy S	at Des Moines Memorial Dr S	at 14 Ave S	0.00	0.21	0.21	T-2	1,860
King	90113	14 Ave S	at 14 Ave S	at Cl SEattle	0.21	0.31	0.10	T-2	1,860
King	90113	14 Ave S	at Dallas Ave S	at C/L Tukwila	0.67	0.82	0.15	T-2	
King	91568	SE Petrovitsky Rd	at 134 Ave SE	at 151 Ave SE	1.69	2.79	1.09	T-2	1,612
King	91577	140 Ave SE	at SE 192 St	at SE Fairwood Blvd	8.29	10.10	1.82	T-2	1,499
King	91577	140 Way SE	at SE Fairwood Blvd	at C/L Renton	10.10	10.48	0.38	T-2	1,536
King	91581	Covington Wy SE	at 164 PI SE	at C/L Covington	0.00	0.11	0.11	T-2	1,853
King	92500	West Valley Hwy	at S 277 St	at C/L Auburn	0.00	0.45	0.45	T-2	2,085

County	Road Number	Road Name	Begin Location	End Location	Begin MP	End MP	Length	2019 FGTS	Average Daily Truck Volume
King	92510	Orillia Rd S	at S 204 St	at C/L Kent	1.31	1.76	0.45	T-1	
King	92609	W Valley Hwy-Detroit Blvd	at 58 PI S	at C/L Auburn-end W1/2 Co Rd	8.72	9.43	0.71	T-2	
King	92633	S 272 St	at I-5 N.B. Off/On Ramp	at Lk Fenwick Rd S	0.69	1.75	1.06	T-2	1,254
King	92633	S 272 Way	at Lk Fenwick Rd S	at 55 Ave S	1.75	2.22	0.47	T-2	2,388
King	92633	S 277 St	at 55 Ave S	at 59 Ave S (Pvt Rd)	2.22	2.42	0.20	T-2	3,225
King	92633	S 272 St	at 59 Ave S (Pvt Rd)	at West Valley Hwy	2.42	2.91	0.49	T-2	3,225
King	92633	S 277 St	at West Valley Hwy	at SR 167-N.B.Ramp-C/L Auburn	2.91	3.19	0.28	T-2	4,042
King	92643	Central Ave S	at C/L Auburn	at C/L Kent (Beg Bridge #3216) / end Kc Main Rd	6.93	7.39	0.46	T-2	3,105
King	92647	Des Moines Memorial Dr S	at S 96 St	at Des Moines Wy S	5.69	5.79	0.10	T-2	1,860
King	96800	NE Novelty Hill Rd	at C/L Redmond	at 238 PI NE	0.26	3.64	3.38	T-2	1,885
King	96803	NE Union Hill Rd	at 196 Ave NE	at C/L Redmond	1.45	1.60	0.15	T-2	
King	96809	Avondale Rd NE	at NE 116 St	at Avondale Rd NE	2.64	6.35	3.71	T-2	2,215
King	96818	NE Woodinville-Duvall Rd	at C/L Woodinville	at end Bridge #1056B	3.01	5.77	2.76	T-2	2,306
King	96818	Woodinville-Duvall Rd	at end Bridge #1056B	at 212 Ave NE	5.77	5.87	0.10	T-2	2,160
King	96818	NE Woodinville-Duvall Rd	at 212 Ave NE	at Saybrook Dr NE	5.87	6.40	0.53	T-2	1,405
King	96818	NE Woodinville Duvall Rd	at Saybrook Dr NE	at NE 175 St	6.40	6.73	0.32	T-2	1,688
King	96818	Woodinville-Duvall Rd	at NE 175 St	at end Kc Maint Rd-City Duvall	6.73	10.13	3.41	T-2	1,564
King	96830	NE 124 St	at C/L Kirkland	at C/L Redmond	2.60	3.62	1.01	T-2	2,321
King	96830	NE 124 St	at C/L Redmond	at NE 124 St/NE 124 Way	3.88	3.98	0.10	T-2	1,473
King	96830	NE 124 Way	at NE 124 St/NE 124 Way	at 172 Ave NE	3.98	4.65	0.67	T-2	1,740
King	98579	Cedar Grove Rd	at SR 169 Renton-Maple Val Rd	at Lk Francis Rd	0.00	0.66	0.66	T-2	
King	98905	Sahalee Way NE	at Begin Kc Main Rd	at Redmond Fall City Rd	7.24	7.90	0.66	T-2	
King	98906	SE High Pt Wy	at SE 82 St	at SE 87 PI	0.00	0.36	0.36	T-2	
King	98906	Preston Fall City Rd SE	at SE 87 PI	at Upper Preston Rd SE	0.36	0.50	0.14	T-2	
King	98906	Preston-Fall City Rd SE	at Upper Preston Rd SE	at 328 Way SE	0.50	3.34	2.84	T-2	
Kitsap	13429	NEwberry Hill Rd (NW)	at Provost Rd NW	at SR 3 Sb On Ramp	2.80	2.83	0.04	T-2	2,019
Kitsap	13429	NEwberry Hill Rd (NW)	at SR 3 Nb On/Off Ramps	at Silverdale Way NW	3.09	3.27	0.18	T-2	1,283
Kitsap	19515	Silverdale Way NW	at NEwberry Hill Rd (NW)	32 ft SW of Myhre Rd (NW)	0.00	1.75	1.75	T-2	1,281
Kitsap	57740	Bucklin Hill Rd (NW)	at Silverdale Way NW	53 ft East of Blaine Ave NW	0.25	0.56	0.31	T-2	1,944
Kitsap	57769	Kitsap Mall Blvd NW	at Randall Way (NW)	at Hwy 3 On/Off Ramp	0.44	0.55	0.11	T-2	2,348
Kittitas	93041	University Way	at Ellensburg City Limits	5 ft East of Ellensburg City Limits	1.47	1.94	0.47	T-2	1,438
Kittitas	93526	Reecer Creek Rd	at University Way	at Old Highway Ten	0.00	0.10	0.10	T-2	
Kittitas	93526	Reecer Creek Rd	275 ft Before Dry Creek Rd	53 ft North of Bowers Rd	0.26	1.26	1.00	T-2	
Kittitas	94001	Vantage	385 ft West of Willett Rd	at No. 6 Rd	2.03	2.53	0.50	T-2	1,407
Kittitas	94001	Vantage Hwy	at No. 6 Rd	at Naneum Rd	2.53	4.08	1.55	T-2	945
Lewis	91000	Harrison Ave	at Centralia City Limits	at Thurston/Lewis County Line	0.76	2.73	1.98	T-2	1,431
Pierce	10210	Steilacoom-Dupont Rd SW	at City Limits: Dupont	at Wharf Rd (Jblm)	0.21	1.62	1.41	T-2	1,204
Pierce	47500	192 St E	at 038 Ave E	at Canyon Rd E	0.00	0.98	0.98	T-2	899
Pierce	58570	094 Ave E	at 136 St E	at 043 Ave SW	1.02	2.29	1.27	T-2	
Pierce	76100	Sunrise Blvd E	at 122 Ave E	at Meridian E (SR 161)	2.10	3.48	1.38	T-2	

Table 3: 2019 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Begin Location	End Location	Begin MP	End MP	Length	2019 FGTS	Average Daily Truck Volume
Pierce	91050	Nisqually Rd SW	at Thurston Co Line - Nisqually River	at I-5: N-B Ramp	0.00	2.14	2.14	T-2	1,646
Pierce	92633	Wollochet Dr NW	at Hunt St NW	at 040 St NW	1.19	3.32	2.13	T-2	
Pierce	92635	040 St NW	at Wollochet Dr NW	at 070 Ave NW	0.00	0.72	0.72	T-2	
Pierce	94600	224 St E	at Mountain Hwy E (SR 007)	at Meridian E (SR 161)	0.00	4.89	4.89	T-2	1,302
Pierce	94700	176 St S	at Pacific Ave S (SR 007)	at A St S	0.00	0.12	0.12	T-2	1,918
Pierce	94700	176 St E	at A St S	at Meridian E (SR 161)	0.12	6.76	6.64	T-2	1,918
Pierce	94900	160 St E	at Canyon Rd E	at Meridian E (SR 161)	0.00	3.03	3.03	T-2	
Pierce	95030	Spanaway Loop Rd S	at Spanaway Loop Rd S	at 116 St S	0.67	4.41	3.74	T-2	
Pierce	95030	116 St S	at 116 St S	at Steele St S	4.41	4.78	0.37	T-2	3,084
Pierce	95030	Steele St S	at Steele St S	at SR 512: E-B Ramp	4.78	5.23	0.45	T-2	
Pierce	95040	Spanaway Loop Rd S	at Spanaway Loop Rd S	at 176 St S	0.00	0.19	0.19	T-2	
Pierce	95040	Cross-Base Hwy (SR 704)	at 176 St S	at Pacific Ave S (SR 007)	0.19	0.82	0.63	T-2	
Pierce	95330	Waller Rd E	at Pioneer Way E	at 048 St E	0.00	1.03	1.03	T-2	
Pierce	95400	Brookdale Rd E	at Brookdale Rd E	at Canyon Rd E	3.32	4.32	1.00	T-2	854
Pierce	95550	Pioneer Way E	at City Limits: Tacoma @ Browning St	at Pioneer Way E	0.52	3.23	2.71	T-2	
Pierce	95550	Canyon Rd E	at Pioneer Way E	at SR 512: W-B Ramp	3.23	6.46	3.23	T-2	1,433
Pierce	95550	Canyon Rd E	at SR 512: E-B Ramp	at 192 St E	6.56	11.79	5.23	T-1	
Pierce	95700	112 St E	at Woodland Ave E	at A St S	2.04	6.56	4.52	T-2	1,008
Pierce	95700	112 St S	at A St S	at Pacific Ave S (SR 007)	6.56	6.69	0.13	T-2	
Pierce	96350	Portland Ave E	at 112 St E	at SR 512: E-B Ramp	0.00	0.23	0.23	T-2	
Pierce	96350	Portland Ave E	at SR 512: W-B Ramp	at 790' (S) 072 St E / Tacoma Split Jur Rd	0.32	2.44	2.12	T-2	
Pierce	96350	Portland Ave E (C-L Tacoma)	at 790' (S) 072 St E / Tacoma Split Jur Rd	at 072 St E	2.44	2.59	0.15	T-2	
Pierce	96770	Valley Ave E	at Freeman Rd E	at City Limits: Puyallup	2.06	2.51	0.45	T-1	
Pierce	97300	304 St E	at Mountain Hwy E (SR 7)	at Meridian E (SR 161)	0.00	2.84	2.84	T-2	
Pierce	97300	Kapowsin Hwy E	at Meridian E (SR 161)	at Orting Kapowsin Hwy E	2.84	5.95	3.11	T-2	
Pierce	97610	South Prairie Rd E	at City Limits: Bonney Lake	at 214 Ave E	0.32	1.24	0.92	T-2	
Pierce	98350	West Valley Hwy E	at 016 St E	at Jovita Blvd E	2.81	3.33	0.52	T-2	
Pierce	98600	008 St E	at West Valley Hwy E	at SR 167: S-B Ramp	0.00	0.02	0.02	T-2	
Skagit	63000	Cook Road	264 ft West of I-5 Northbound Ramps	at Sedro Woolley City Limits	1.75	5.62	3.87	T-2	1,136
Skagit	80090	Pioneer Highway	at Fir Island Road	at Wsdot / I-5 Limited Access	3.07	3.09	0.02	T-2	919
Snohomish	14010	4th Ave W	at 128th St SW	at Mariner Park 'N Ride (Ct) (Signal)	0.00	0.11	0.11	T-2	
Snohomish	20050	Snohomish-Woodinville Rd	at Snohomish-King Co Line	at SR 522 Eb On/Off Ramps	0.00	0.53	0.53	T-2	
Snohomish	90561	164th St SW	at 36th Ave W	at Co To Wsdot Jurisdiction Chg	0.00	0.99	0.99	T-2	
Snohomish	90561	164th St SW	at Wsdot To Co Jurisdiction Chg	at 164th St SW	1.32	1.42	0.10	T-2	
Snohomish	90562	164th St SW	at 164th St SW	at 164th St SW - Name Chg	0.00	0.86	0.86	T-2	
Snohomish	90562	164th St SE	at 164th St SW - Name Chg	at Mill Creek City Limits	0.86	1.28	0.42	T-2	
Snohomish	91559	4th Ave W	at 128th St SW	at 112th St SW	0.00	1.01	1.01	T-2	
Snohomish	91615	Airport Rd	at Everett City Limits	at Everett City Limits	0.51	1.10	0.59	T-1	2,319
Snohomish	91616	Airport Rd	at SR 99	at E Gibson Rd	0.00	0.65	0.65	T-1	
Snohomish	91616	128th St SW	at E Gibson Rd	at 128th St SW	0.65	1.19	0.54	T-1	
Snohomish	91617	128th St SW	at 128th St SW	at I-5 Sb On/Off Ramps	0.00	0.16	0.16	T-1	

Table 3: 2019 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Begin Location	End Location	Begin MP	End MP	Length	2019 FGTS	Average Daily Truck Volume
Snohomish	91627	Beverly Park Rd	at SR 525 (Mukilteo)	at Airport Rd (Everett)	0.00	1.34	1.34	T-2	
Snohomish	96829	Marine Dr NE	at Frontage Rd	at 27th Ave NE	0.09	0.58	0.49	T-2	1,479
Snohomish	96857	84th St NE	at SR 9	at 163rd Ave NE	0.00	4.58	4.58	T-2	1,171
Spokane	49	Aero Rd	at I-90 Eastbound Ramps	at Westbow Rd	0.00	0.18	0.18	T-2	
Spokane	91	Argonne Rd	at Bridge #4504 Over Spokane River & Millwood City Li	0.11 mi After Bigelow Gulch Rd	0.00	2.56	2.56	T-1	
Spokane	91	Argonne Rd	0.11 mi After Bigelow Gulch Rd	at Stoneman Rd	2.56	5.04	2.48	T-2	
Spokane	263	Bigelow Gulch Rd	at Havana St	at Argonne Rd	0.00	3.37	3.37	T-2	
Spokane	263	Bigelow Gulch Rd	at Argonne Rd	at Forker Rd	3.37	6.63	3.26	T-2	917
Spokane	481	Bruce Rd	at Stoneman Rd	at Day-Mt Spokane Rd	0.00	3.27	3.27	T-2	
Spokane	1349	Forker Rd	at Evergreen Rd	at Bigelow Gulch Rd	0.00	1.53	1.53	T-2	
Spokane	1376	Freya St	at Francis Ave	211 ft After Lincoln Rd	0.00	1.02	1.02	T-2	
Spokane	1574	Grove Rd	53 ft After 40th Ave	at Geiger Blvd	3.96	4.36	0.40	T-2	
Spokane	1764	Hawthorne Rd	at Nevada St	at Parksmith Dr	0.00	1.25	1.25	T-2	1,189
Spokane	1938	Hawthorne Rd	at Parksmith Dr	at Market St	0.00	0.31	0.31	T-2	
Spokane	3114	Market St	at Francis Ave	at Parksmith Dr	0.00	3.14	3.14	T-2	
Spokane	3114	Market St	at Parksmith Dr	at SR-206 (Mt Spokane Park Dr)	3.14	5.16	2.02	T-2	
Spokane	3811	Parksmith Dr	at Hawthorne Rd	at Market St	0.00	0.70	0.70	T-2	
Thurston	13190	Martin Way E	at Carpenter Rd SE	at Lacey City Limits	3.48	4.79	1.31	T-2	2,101
Thurston	13190	Martin Way E	at City Limits	at Nisqually Cut-Off SE	6.08	7.29	1.21	T-2	1,447
Thurston	13755	Old Pacific Hwy SE	at Durgin Rd SE	at Pierce County Line & Nisqually River	2.57	3.36	0.79	T-2	1,162
Thurston	13765	Old Hwy 99 SW	at Lewis County Line	at SR 12	0.00	2.68	2.68	T-2	1,751
Thurston	13765	Old Hwy 99 SW	at Ivan St SW	at Tilley Rd S	3.14	7.01	3.87	T-2	1,298
Thurston	13850	Pacific Ave SE	at Lacey City Limits	at Steilacoom Rd SE	3.53	4.38	0.86	T-2	1,272
Thurston	15725	Yelm Hwy SE	at City Limits	at Boulevard Rd SE	1.87	2.46	0.60	T-2	1,780
Thurston	15725	Yelm Hwy SE	at Boulevard Rd SE	at end Roundabout-Beg Isl	2.46	2.48	0.02	T-2	1,657
Thurston	15725	Yelm Hwy SE	at end Roundabout-Beg Isl	at Pedestrian Overpass & Lacey City Limits	2.48	4.10	1.62	T-2	2,010
Thurston	16175	196th Ave SW	at Sargent Rd SW	at Elderberry St SW	8.67	9.05	0.38	T-2	1,132
Whatcom	55110	Hannegan Rd	at City Limits	at SR 544	1.71	8.07	6.36	T-2	
Yakima	40500	Terrace Heights Dr.	at Br.#213(Beginning of Br.) & Yakima C/L	at Keys Rd	0.36	0.84	0.48	T-2	2,072
Yakima	50380	Lateral A Rd	317 ft South of Hwy 97	at Ragan Rd	0.06	0.75	0.69	T-2	1,118
Yakima	50380	Lateral A Rd	at Ragan Rd	at Lundberg Rd	0.75	1.25	0.50	T-2	1,310

Table 4: Changes to FMSIB Strategic Truck Freight Corridors for County Roads, 2017 to 2019

County Road T-1 and T-2 Classification Changes, 2017-2019

County	2017 FGTS Miles			2019 FGTS Miles			Change in Miles		
	T-1	T-2	Total	T-1	T-2	Total	T-1	T-2	Total
Asotin	0.00	0.15	0.15	0.00	0.15	0.15	0.00	0.00	0.00
Clark	0.22	10.44	10.66	0.00	11.01	11.01	-0.22	0.57	0.35
Grant	0.00	10.19	10.19	0.00	10.19	10.19	0.00	0.00	0.00
King	0.45	32.76	33.21	0.45	31.40	31.85	0.00	-1.36	-1.36
Kitsap	0.00	2.39	2.39	0.00	2.39	2.39	0.00	0.00	0.00
Kittitas	0.00	3.78	3.78	0.00	3.62	3.62	0.00	-0.16	-0.16
Lewis	0.00	1.98	1.98	0.00	1.98	1.98	0.00	0.00	0.00
Pierce	5.68	52.62	58.30	5.68	52.62	58.30	0.00	0.00	0.00
Skagit	0.00	3.89	3.89	0.00	3.89	3.89	0.00	0.00	0.00
Snohomish	4.31	8.19	12.50	1.94	10.43	12.37	-2.37	2.24	-0.13
Spokane	5.70	27.83	33.53	2.56	22.93	25.49	-3.14	-4.90	-8.04
Thurston	0.00	11.23	11.23	0.00	13.34	13.34	0.00	2.11	2.11
Walla Walla	0.00	2.15	2.15	0.00	0.00	0.00	0.00	-2.15	-2.15
Whatcom	0.00	6.41	6.41	0.00	6.36	6.36	0.00	-0.05	-0.05
Yakima	0.00	2.21	2.21	0.00	1.67	1.67	0.00	-0.54	-0.54
Total	16.4	176.2	192.6	10.6	172.0	182.6	-5.7	-4.2	-10.0

T-2 County Road Segments Added in 2019 (New Strategic Corridors)

County	Road Number	Road Name	Begin Location	End Location	Begin MP	End MP	Length	2017 FGTS	2019 FGTS	Average Daily Truck Volume	Explanation
Clark	41120	NE 139th St	at NE 139th St	at I5 South Bound Ramp	0.00	0.27	0.27	NonT	T-2	1,631	Non Truck route to T-2
Clark	41120	NE 139th St	at I5 N/B On Ramp at NE Tenney Rd North	at NE 139th St at NE Tenney Rd South	0.43	0.50	0.07	NonT	T-2	1,626	Non Truck route to T-2
Clark	41151	NE 139th St	at NE 139th St North	at NE 139th St South	0.19	0.31	0.12	NonT	T-2	1,328	Non Truck route to T-2
Clark	91300	NW 78th St	at NW Lakeshore Ave	264 ft East of NW Fruit Valley Rd	2.70	2.78	0.08	T-3	T-2	307	T-3 to T-2 for route continuity
Clark	91300	NW 78th St	264 ft East of NW Fruit Valley Rd	at NW 9th Ave	2.78	3.31	0.53	T-3	T-2	1,474	T-3 to T-2
Thurston	15725	Yelm Hwy SE	at City Limits	at Boulevard Rd SE	1.87	2.46	0.60	T-3	T-2	1,780	T-3 to T-2
Thurston	15725	Yelm Hwy SE	at Boulevard Rd SE	at End Roundabout-Beg Isl	2.46	2.48	0.02	T-3	T-2	1,657	T-3 to T-2 for route continuity
Thurston	15725	Yelm Hwy SE	at End Roundabout-Beg Isl	at Pedestrian Overpass & Lacey City Limits	2.48	4.10	1.62	T-3	T-2	2,010	T-3 to T-2
Yakima	50380	Lateral A Rd	317 ft South of Hwy 97	at Ragan Rd	0.06	0.75	0.69	T-3	T-2	1,118	T-3 to T-2 for route continuity
Yakima	50380	Lateral A Rd	at Ragan Rd	at Lundberg Rd	0.75	1.25	0.50	T-3	T-2	1,310	T-3 to T-2
							4.50				

T-1 and T-2 County Road Segments Removed in 2019

County	Road Number	Road Name	Begin Location	End Location	Begin MP	End MP	Length	2017 FGTS	2019 FGTS	Average Daily Truck Volume	Explanation
Snohomish	90560	164th St SW	at Lynnwood City Limits	at 36th Ave W	0.57	0.70	0.13	T-2	T-3		T-2 to T-3
Walla Walla	99990	Heritage Rd	at City Limit Boundary	74 ft South of SR12 East Bound	0.41	2.30	1.89	T-2	T-3	165	T-2 to T-3
Whatcom	55110	Hannegan Rd	at SR 544	264 ft North of SR 544	8.07	8.12	0.05	T-2	T-3		T-2 to T-3
Yakima	40500	Terrace Heights Dr	at Keys Rd	at 33rd St N	0.84	1.35	0.51	T-2	T-3		T-2 to T-3
Yakima	40500	Terrace Heights Dr	at 33rd St N	at 41st St S	1.35	1.87	0.52	T-2	T-3	671	T-2 to T-3
Yakima	61120	Yakima Valley Highway	at end Sunnyside C/L	at Alexander Rd E	30.29	30.99	0.70	T-2	T-3		T-2 to T-3
King	92603	Military Rd S	106 ft SW of S 381 Way	at S Peasley Canyon Rd	0.17	3.02	2.85	T-2	T-3	1,214	T-2 to T-3 for route continuity
King	98912	SE Duthie Hill Rd	at C/L Sammamish	at C/L Sammamish	3.86	4.23	0.37	T-2	T-3	825	T-2 to T-3 for route continuity
Spokane	1128	Elk-Chattooy Rd	at North Glen Dr	475 ft After North Glen Dr	0.00	0.09	0.09	T-2	T-3		T-2 to T-3 for route continuity
Spokane	1323	Farwell Rd	at Hastings Rd	at Market St	0.00	1.63	1.63	T-2	T-3		T-2 to T-3 for route continuity
Spokane	1746	Hastings Rd	at Mill Rd	at Farwell Rd	0.00	1.69	1.69	T-2	T-3		T-2 to T-3 for route continuity
Spokane	1762	Hawthorne Rd	at Us-395 (Division St)	at Us-2 (Newport Hy)	0.82	1.30	0.48	T-2	T-3		T-2 to T-3 for route continuity
Spokane	3036	Mill Rd	at Waikiki Rd	at Hastings Rd	0.00	0.54	0.54	T-2	T-3		T-2 to T-3 for route continuity
Spokane	3067	Monroe St	at SR-291 (Francis Ave)	at Wall St	0.00	0.81	0.81	T-2	T-3		T-2 to T-3 for route continuity
Spokane	3386	Nevada St	at Hawthorne Rd	at Us-2 (Newport Hy)	0.00	0.30	0.30	T-2	T-3		T-2 to T-3 for route continuity
Spokane	4133	Regal Rd	at 57th Ave	at Spokane City Limits (53rd Ave)	0.50	0.75	0.25	T-2	T-3		T-2 to T-3 for route continuity

Spokane	5203 Waikiki Rd	at Wall St	at Mill Rd	0.00	1.06	1.06	T-2	T-3	T-2 to T-3 for route continuity
Spokane	5205 Wall St	at Wall St Y	at Whitworth Dr	0.68	2.21	1.53	T-2	T-3	T-2 to T-3 for route continuity
						15.40			

Table 5: 2019 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
Adams	Othello	Cunningham Rd/E Main St	N 14th Ave	SR 17	T-2		
Benton	Kennewick	W Columbia Dr	SR 240	N Washington St	T-1	3,168	11,330,708
Benton	Kennewick	E Columbia Dr	N Washington St	SR 397	T-1	3,168	11,330,708
Benton	Kennewick	North Columbia Center Blvd	West Clearwater Ave	Richland C/L	T-2	3,139	7,551,733
Benton	Kennewick	West Clearwater Ave	Badger Rd	US 395	T-2	2,128	4,386,343
Benton	Richland	George Washington Way	SR240	Horn Rapids Rd	T-2	2,128	4,386,343
Benton	Richland	North Columbia Center Blvd	Kennewick C/L	SR 240	T-2	1,031	1,896,167
Benton	Richland	Jadwine Ave	Catskill St	SR 240/ Stevens Dr	T-2	1,638	4,626,182
Benton	Richland	Stevens Dr	Jadwine Ave/ SR240	Horn Rapids Rd	T-2	1,638	4,626,182
Benton	West Richland	Keene Rd	Bombing Range Rd	Kennedy Rd	T-2	2,420	4,716,667
Clallam	Port Angeles	Eighth St	Race St	C St	T-2		
Clallam	Port Angeles	First St	Marine Dr	US 101 (Lincoln St)	T-2		
Clallam	Port Angeles	Front St	US 101 (Lincoln St)	Marine Dr	T-2		
Clallam	Port Angeles	Marine Dr	1st/Front St	Hill St	T-2		
Clallam	Port Angeles	Race St	US 101 (Front St)	Eighth St	T-2		
Clark	Battle Ground	East/West Main St	SR 503	Grace Ave	T-2		
Clark	Battle Ground	Southeast Eaton Blvd	South Parkway Ave	Southeast Grace Ave	T-2		
Clark	Battle Ground	Southwest Eaton Blvd	SR 503	South Parkway Ave	T-2		
Clark	Vancouver	East Fourth Plain Blvd	Main St	I-5	T-2		
Clark	Vancouver	East Mill Plain Blvd	I-205	I-5	T-2	2,151	8,092,705
Clark	Vancouver	Fruit Valley Rd	West Fourth Plain Blvd	North C/L	T-2		
Clark	Vancouver	NE Chkalov Dr	Southeast Mill Plain Blvd	North C/L	T-2		
Clark	Vancouver	Northeast 162nd Ave	Northeast 164th St	SR 500/NE Fourth Plain Rd	T-2		
Clark	Vancouver	Northeast 164th Ave	Northeast 1st St	Northeast 162nd Ave	T-2		
Clark	Vancouver	Northeast Andresen Rd	Northeast Fourth Plain Blvd	Northeast Padden Pkwy	T-2	2,726	10,263,000
Clark	Vancouver	Northeast Padden Pkwy	West C/L	I-205	T-2		
Clark	Vancouver	Northeast Fourth Plain Rd	C/L East of 102nd Ave	SR 500/NE 162nd Ave	T-2		
Clark	Vancouver	Northeast Fourth Plain Rd	Northeast Andresen Rd	Northeast 102nd Ave	T-2		
Clark	Vancouver	Northeast St James Rd	Northeast Minnehaha St	NE St Johns Rd	T-1		
Clark	Vancouver	Northeast St Johns Blvd	Northeast Minnehaha St	North C/L	T-1		
Clark	Vancouver	Southeast 164th Ave	SR 14	Southeast 1st Ave	T-2		
Clark	Vancouver	Southeast 192nd Ave	SR 14	Southeast 1st St	T-2	1,884	6,689,500
Clark	Vancouver	Southeast Columbia Shores Blvd	Southeast Columbia Way	SR 14	T-2		
Clark	Vancouver	Southeast Columbia Way	Southeast Marine Park Way	West 5th St	T-2		
Clark	Vancouver	Southeast First St	East C/L	Southeast 164th Ave	T-2		
Clark	Vancouver	E Mill Plain Blvd	I-205	SE Chkalov Dr	T-2		
Clark	Vancouver	Southeast Mill Plain Blvd	SE Chkalov Dr	Southeast 164th Ave	T-2	2,182	10,336,000
Clark	Vancouver	West Fourth Plain Blvd	SR 501	Main St	T-2		
Clark	Vancouver	NE Padden Parkway	W C/L	I-205	T-2		
Cowlitz	Kelso	Allen St	SR 411 (1st Ave)	SR 4 (N 4th Ave)	T-2		
Cowlitz	Kelso	Talley Way	SR 432	Colorado St	T-2		
Cowlitz	Longview	Fibre Way	SR 432 (Industrial Way)	City Limits	T-2		
Franklin	Pasco	Ainsworth Ave And Dock St	SR 397	Sacajawea Park Rd	T-2	2,341	5,991,708
Franklin	Pasco	Broadmoor Blvd	I-182	Harris Rd	T-2	2,583	5,481,333
Franklin	Pasco	North 4th Ave	I-182/US 12/US 395	North C/L	T-2	1,767	5,289,208
Franklin	Pasco	Road 68 North	I-182/US 12	North C/L	T-2	2,945	7,351,139
Grant	Moses Lake	Stratford Rd	Alder St	SR 17	T-2		
Grant	Moses Lake	Wheeler Rd	SR 17	Rd N-NE	T-2		
Grant	Warden	County Rd	SR 170	Weir Way	T-2		
Grant	Warden	Rd U SE	Weir Way	Rd 7.5 SE (North C/L)	T-2		
King	Algona	West Valley Hwy	South C/L	North C/L	T-2		
King	Auburn	15th St Northeast	A St Northeast	D St Northeast	T-2	1,491	4,399,357
King	Auburn	15th St Northwest	West Valley Hwy N	A St Northeast	T-2	1,749	6,452,214
King	Auburn	15th St Southwest	Industry Dr Southwest	C St Southwest	T-2	1,359	5,070,500
King	Auburn	15th St Southwest	West Valley Hwy South	SR 167	T-2	1,892	7,676,750
King	Auburn	A St Southeast	29th St Southeast	41st St Southeast	T-2	1,663	3,801,107
King	Auburn	A St Southeast	6th St Southeast	17th St Southeast	T-2	2,009	4,725,000

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
King	Auburn	A St Southeast	Auburn Ave	6th St Southeast	T-2	1,753	4,154,250
King	Auburn	Auburn Way South	SR 18	East Main St	T-2	1,301	3,901,607
King	Auburn	C St Northwest	6th St Northwest	Main St	T-2	1,035	4,130,571
King	Auburn	C St Southwest	15th St Southwest	Main St	T-1	9,982	18,680,286
King	Auburn	C St Southwest	Ellingson Rd Southwest (C/L)	15th St Southwest	T-2	1,087	4,355,214
King	Auburn	Ellingson Rd Southwest	C St Southwest	A St Southeast	T-1		
King	Auburn	R St Southeast/Kersey Way	Oravetz Rd Southeast	41st St Southeast (Private)/37th Way Southeast	T-2	1,448	5,360,821
King	Auburn	South 277th St	D St Northwest	Auburn Way North	T-2	2,094	6,030,714
King	Auburn	South 277th St	West C/L	Frontage Rd NW	T-2		
King	Auburn	South 277th St	Frontage Rd Northwest	D St Northwest	T-2	2,775	9,044,714
King	Auburn	West Valley Hwy	Peasley Canyon Rd	West Main St	T-2	1,191	4,047,571
King	Auburn	West Valley Hwy North	15th St Northwest	North C/L	T-2	1,702	5,902,393
King	Auburn	West Valley Hwy South	South C/L	Peasley Canyon Rd	T-2	2,341	7,576,821
King	Bellevue	120th Ave Northeast	NE 8th St	Northup Way	T-2		
King	Bellevue	Bellevue-Redmond Rd	Northeast 8th St	120th Ave Northeast	T-2		
King	Bellevue	Coal Creek Pkwy Southeast	I-405	Factoria Blvd SE	T-2	1,840	4,872,500
King	Bellevue	Coal Creek Pkwy Southeast	Factoria Blvd SE	South C/L	T-2	1,649	6,218,750
King	Bellevue	Northeast 20th St	Northup Way	148th Ave Northeast	T-2		
King	Bellevue	Northeast 8th St	120th Ave NE	112th Ave Southeast	T-2	1,813	6,067,750
King	Burien	SW 156th St/S 156th St	Ambaum Blvd Southwest	Des Moines Memorial Dr	T-2		
King	Burien	16th Ave Southwest	Southwest 116th St	Southwest 112th St	T-2		
King	Burien	Ambaum Blvd Southwest	128th St Southwest	156th St Southwest	T-2		
King	Burien	Ambaum Blvd Southwest	North C/L	SW 116th St	T-2		
King	Burien	SW Ambaum Blvd	SW 156th St west of 6th Ave SE	SW 156th St at 3rd Ave SW	T-2		
King	Covington	Covington Way Southeast	South C/L (near SE wax park)	SR 516	T-2		
King	Des Moines	24th Ave South	South 216th St	South 208th St	T-2		
King	Des Moines	South 216th St	SR 99	24th Ave S	T-2		
King	Issaquah	17th Ave Northwest/Northwest Sammamish Rd	East Lake Sammamish Pkwy	SR 900	T-2		
King	Issaquah	East Lake Sammamish Pkwy	I-90	SE Issaquah-Fall City Rd	T-1		
King	Kenmore	68th Ave Northeast	Northeast 170th St	SR 522	T-1		
King	Kent	64th Ave South	South 226th St	South 216th St	T-2	1,456	5,271,750
King	Kent	68th Ave South/ West Valley Highway	West Willis St/SR 516	South 277th St	T-2	1,498	5,049,000
King	Kent	76th Ave South	South 228th St	South 212th St	T-2	1,206	4,748,000
King	Kent	80th Ave South	Southwest 43rd St	South 196th St	T-2	1,035	4,398,750
King	Kent	84th Ave South/ Central Ave North	SR 167	James St	T-2	2,116	5,699,250
King	Kent	84th Ave South/ Central Ave S	South 240th St/ James St	East Smith St	T-2	1,659	5,467,000
King	Kent	84th Ave South/ East Valley Highway	South 196th St	Southwest 43rd St	T-2	2,139	8,398,250
King	Kent	84th Ave South/ East Valley Highway	South 212th St	South 196th St	T-1	4,212	16,641,000
King	Kent	84th Ave South/ East Valley Highway	South 212th St	SR-167	T-1		
King	Kent	Central Ave S	South C/L	Southeast 259th St	T-2	1,823	4,796,500
King	Kent	Central Ave S	SR 516	Southeast 259th St	T-2	1,841	4,864,250
King	Kent	Military Rd South	SR 516	South 228th St/ Veterans Dr	T-2	2,328	9,672,750
King	Kent	Russell Rd South/ South 196th St/South 200th St	62nd Ave South	Orillia Rd South	T-2	2,087	7,692,250
King	Kent	South 196th St	68th Ave South/ West Valley highway	62nd Ave South	T-2	2,121	7,890,500
King	Kent	South 196th St	80th Ave South	East Valley Highway	T-2	2,429	9,433,250
King	Kent	South 196th St	68th Ave South/ West Valley highway	80th Ave South	T-1	2,861	10,969,250
King	Kent	South 212th St	42nd Ave South	Green River Bridge	T-1	2,223	8,582,750
King	Kent	South 212th St	Green River Bridge	SR 181 (68th Ave S)	T-1	3,020	11,103,750
King	Kent	South 212th St	76th Ave South	SR 181 (68th Ave S)	T-1	3,459	12,832,000
King	Kent	South 212th St	76th Ave South	84th Ave South/East Valley Highway	T-1	3,729	13,994,500

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
King	Kent	South 212th St	SR-167 Northbound Ramps	84th Ave South/East Valley Highway	T-1	3,335	12,681,250
King	Kent	South 212th Way	SR-167 Northbound Ramps	96th Ave S	T-2	1,611	4,344,250
King	Kent	South 228th St	Russell Rd	64th Ave South	T-2	1,862	7,263,500
King	Kent	South 228th St	64th Ave South	68th Ave South/ West Valley Highway	T-2	2,007	8,794,750
King	Kent	South 228th St/ 83rd Ave South/S 224th St	SR 181 (68th Ave S)	84th Ave South/East Valley Highway	T-2	2,042	8,389,750
King	Kent	South 272nd St	West Side On/Off Ramp for I-5 SB	City Limits	T-2	1,776	5,219,250
King	Kent	Southeast 208th St	100th Ave Southeast	SR 515/108th Ave Southeast	T-2	1,818	4,487,750
King	Kent	Southeast 208th St	96th Ave South	100th Ave South	T-2	2,105	5,253,750
King	Kent	Veteran's Dr	Military Rd S	Riverview Blvd South	T-2	1,895	8,097,500
King	Kent	Veteran's Dr	Riverview Blvd South	Russell Rd South	T-2	1,776	7,711,750
King	Kent	West James St	4th Ave North	Central Ave North	T-2	1,457	5,266,000
King	Kirkland	Northeast 124th St	I-405	C/L Near Willows Rd Northeast	T-2		
King	Kirkland	Northeast 85th St	132nd Ave Northeast	6th St	T-2		
King	Kirkland	Northeast 85th St	I-405	132nd Ave Northeast	T-2		
King	Newcastle	Coal Creek Pkwy Southeast	North C/L	Newcastle Way	T-2	4,695	8,999,060
King	Newcastle	Coal Creek Pkwy Southeast	South C/L	Newcastle Way	T-2	4,438	8,508,571
King	Pacific	West Valley Highway	Pierce County Line	North C/L	T-2		
King	Redmond	148th Ave Northeast	South C/L	SR 520 EB Onramp	T-2	2,367	8,851,000
King	Redmond	Avondale Rd	Northeast Union Hill Rd	North C/L	T-2	2,359	6,526,250
King	Redmond	Northeast 24th St	148th Ave NE (C/L)	Bellevue-Redmond Rd (C/L)	T-2		
King	Redmond	Northeast Union Hill Rd	Avondale Rd	East C/L	T-2	2,275	6,617,500
King	Redmond	Redmond Way	132nd Ave NE	West Lake Sammamish Pkwy NE	T-2	2,069	5,599,500
King	Renton	140th Way Southeast	South C/L	SR 169	T-2		
King	Renton	Airport Way	Rainier Ave S	Logan Ave N	T-2		
King	Renton	Carr Rd	Talbot Rd S	SR 515 (Benson Dr S)	T-2		
King	Renton	Duvall Ave Northeast	Northeast 4th St	Newcastle C/L	T-2		
King	Renton	East Valley Rd	Southwest 43rd St	Southwest 16th St	T-2		
King	Renton	Factory PI North	North 4th St	North 3rd St	T-2		
King	Renton	Houser Way North	Houser Way S	Bronson Way N	T-2		
King	Renton	Logan Ave North	Airport Way	Park Ave N	T-2		
King	Renton	North 3rd St	Logan Ave N	Sunset Blvd N	T-2		
King	Renton	North 4th St	Logan Ave N	Factory PI N	T-2		
King	Renton	Southport Dr N	Park Ave N	I-405	T-2		
King	Renton	Northeast 3rd St	Sunset Blvd N	Jefferson Ave Northeast	T-1		
King	Renton	Northeast 44th St	I-405	Lake Washington Blvd	T-2		
King	Renton	SE 128th St	Jefferson Ave Northeast	East C/L	T-1		
King	Renton	Oakesdale Ave Southwest	Southwest 43rd St	Southwest Grady Way	T-2		
King	Renton	Park Ave North	North 6th St	Logan Ave N	T-2		
King	Renton	Rainier Ave South	Airport Way	SR 900 South 2nd St	T-2		
King	Renton	Rainier Ave N	North C/L	Airport Way	T-2		
King	Renton	Renton Ave Ext	Rainier Ave N	Renton Ave S	T-2		
King	Renton	Renton Ave South	Renton Ave Ext	South 130th St (C/L)	T-2		
King	Renton	Smithers Ave South	South 7th St	South Grady Way	T-2		
King	Renton	South 7th St	SR 167	Talbot Rd S	T-2		
King	Renton	Southeast 176th St	SR 515	116th Ave Southeast	T-1		
King	Renton	Southeast Petrovitsky Rd	116th Ave Southeast	134th Ave Se (C/L)	T-1		
King	Renton	Southwest 41st St	Oakesdale Ave Southwest	East Valley Rd	T-2		
King	Renton	SW 43rd St/S 43rd St	Tukwila C/L	Talbot Rd S	T-1		
King	Renton	SW Grady Way/S Grady Way	Tukwila C/L	Talbot Rd S	T-1		
King	Renton	Maple Valley Hwy	I-405	Sunset Blvd N/ Bronson Way N	T-1		
King	SeaTac	Des Moines Memorial Dr South	South 188th St	SR 509 Burien Freeway	T-2		
King	SeaTac	International Blvd	SR 518	South 152nd St	T-1		
King	SeaTac	South 188th St	I-5	Des Moines Memorial Dr S	T-2		

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
King	SeaTac	South 188th St	Orillia Rd South (Tukwila C/L)	I-5	T-1		
King	Seattle	23rd Ave E/Turner Way E	E Madison St	24th Ave E/E Helen St	T-2		
King	Seattle	14th Ave South	C/L at Dallas Ave S	S Cloverdale St	T-2		
King	Seattle	15th Ave Northeast	Northeast 50th St	Northeast 45th St	T-2		
King	Seattle	15th Ave Northeast	Northeast Pacific St	Northeast 45th St	T-2		
King	Seattle	15th Ave Northwest	Northwest 50th St	Northwest 87th St	T-2		
King	Seattle	15th Ave Northwest (Ballard Br)	West Emerson St	Northwest 50th St	T-2		
King	Seattle	15th Ave West	West Galer St	West Emerson St	T-2		
King	Seattle	16th Ave South	East Marginal Way South	Tukwila C/L	T-2	644	3,693,025
King	Seattle	16th Ave Southwest	Klickitat Ave Bridge	13th Ave Southwest	T-2		
King	Seattle	S Cloverdale St	Olson Pl Southwest	SR 509	T-2	715	4,656,325
King	Seattle	24th Ave East	Turner Way E	East Montlake Pl E	T-2	1,064	6,714,175
King	Seattle	4th Ave South	South Royal Brougham Way	Seattle Blvd South	T-2	1,292	8,651,575
King	Seattle	5th Ave Northeast	Northeast 80th St	Northeast 103rd St	T-2		
King	Seattle	Airport NB Way South	Beginning couplet near South Royal Brougham	Ending couplet near South Atlantic St	T-1		
King	Seattle	Airport SB Way South	Beginning couplet near South Royal Brougham	Ending couplet near South Atlantic St	T-1		
King	Seattle	Airport Way South	Ending couplet near South Atlantic St	S Industrial Way	T-1		
King	Seattle	Airport Way South	6th Ave South	Airport Way NB/SB	T-1		
King	Seattle	Airport Way South	Corson Ave South	13th Ave South	T-2		
King	Seattle	Alaskan Way S	East Marginal Way S	S Atlantic St	T-1		
King	Seattle	S Atlantic St	Alaskan Way S	1st Ave S	T-2		
King	Seattle	Corson Ave South	East Marginal Way South	Airport Way South	T-2	750	4,542,475
King	Seattle	East Marginal Way South	Duwamish Ave South	South Hanford St	T-2		
King	Seattle	East Marginal Way South	South Hanford St	Alaskan Way S	T-1		
King	Seattle	East Madison St	12th Ave	23rd Ave E	T-2	793	5,469,725
King	Seattle	East Marginal Way South	SR 99	Michigan Ave	T-1	3,086	20,316,875
King	Seattle	East Montlake Pl East	24th Ave East	SR 520	T-2		
King	Seattle	Elliott Ave West	West Galer St	Western Ave West	T-2	597	3,756,125
King	Seattle	Fairview Ave N	Denny Way	Eastlake Ave East	T-2	631	4,301,650
King	Seattle	4th Ave N	Westlake Ave N	Fremont Ave N (bridge)	T-2		
King	Seattle	4th Ave N/ Fremont Ave North	Westlake Ave North	North 35th St	T-2		
King	Seattle	Highland Park Way Southwest	West Marginal Way Southwest	SR 99	T-1		
King	Seattle	Klickitat Ave Bridge	Klickitat Ave Southwest	Southwest Lander St	T-2		
King	Seattle	Klickitat Ave Southwest	Klickitat Ave Bridge	SW Spokane S	T-2		
King	Seattle	Mercer St	5th Ave N	Dexter Ave North	T-2	1,333	9,279,500
King	Seattle	Mercer St	Dexter Ave North	Fairview Ave North	T-1	3,627	26,817,525
King	Seattle	Northeast 45th St	I-5	SR 513 (Montlake Blvd NE)	T-2	1,130	7,762,900
King	Seattle	Northeast 50th St	I-5	11th Ave Northeast	T-2		
King	Seattle	Northeast Pacific Pl	Northeast Pacific St	SR 513 (Montlake Blvd NE)	T-2		
King	Seattle	Northeast Pacific St	Northeast Northlake Way	SR 513 (Montlake Blvd NE)	T-2		
King	Seattle	Northwest Leary Way	NB 15th Ave Northwest	Leary Way Northwest	T-2		
King	Seattle	Olson Pl Southwest	Southwest Roxbury St	Myers Way South	T-2		
King	Seattle	Rainier Ave South	South Henderson St	57th Ave S/Waters Ave S	T-2	890	6,039,975
King	Seattle	Rainier Ave South	M L King Jr Way South	South Dearborn St	T-2	682	4,520,225
King	Seattle	Seattle Blvd South	4th Ave South	6th Ave South	T-2		
King	Seattle	South Albro Place	13th Ave South	Swift Ave South	T-2		
King	Seattle	South Columbian Way	I-5	15th Ave South	T-2	836	5,790,125
King	Seattle	South Industrial Way	4th Ave South	Airport Way South	T-2		
King	Seattle	South Michigan St	East Marginal Way South	South Bailey St	T-2	811	4,667,875
King	Seattle	South Royal Brougham Way	4th Ave South	Airport Way South	T-1		
King	Seattle	Southwest Spokane St	South Spokane St	Klickitat Ave Southwest	T-2	530	3,043,575
King	Seattle	Southwest Spokane Pl	South Spokane St	Klickitat Ave Southwest	T-2		
King	Seattle	West Marginal Way Southwest	26th Ave Southwest	Highland Park Way Southwest	T-2	726	4,389,100
King	Seattle	West Seattle Fwy	South Columbian Way	35th Ave Southwest	T-1		

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
King	Seattle	Western Ave	West Denny Way	Broad St	T-2		
King	Seattle	Western Ave West	Elliott Ave West	West Denny Way	T-2		
King	Seattle	Westlake Ave North	Denny Way	Nickerson St	T-2		
King	Shoreline	North 175th St	I-5	Aurora Ave N	T-2		
King	Shoreline	Northeast 175th St	15th Ave Northeast	I-5	T-2		
King	Tukwila	16th Ave South	Seattle City Limits	South Park Bridge	T-2		
King	Tukwila	Boeing Access Rd	Tukwila International Blvd	SR 900 (Martin Luther King Jr Way South)	T-1		
King	Tukwila	East Marginal Way	Boeing Access	North C/L	T-2		
King	Tukwila	East Marginal Way	Interurban Ave	Boeing Access	T-1		
King	Tukwila	East Marginal Way	Interurban Ave	40th Ave South	T-2		
King	Tukwila	Orillia Rd South	South C/L	South 188th St	T-1		
King	Tukwila	South 180th St	West Valley Hwy	East C/L	T-2		
King	Tukwila	South 200th St	Orillia Rd South	East C/L	T-2	2,087	7,692,250
King	Tukwila	Tukwila International Blvd	S 152nd St (S C/L)	Boeing Access	T-1		
King	Woodinville	Northeast 195th St	SR 522	Woodinville-Snohomish Rd	T-2		
King	Woodinville	Northeast North Woodinville Way	Woodinville-Snohomish Rd	Woodinville-Duvall Rd	T-2		
King	Woodinville	NE Woodinville-Duvall Rd	Northeast North Woodinville Way	East C/L	T-2		
Kittitas	Ellensburg	Canyon Rd	South C/L	Umptanum Rd	T-2		
Kittitas	Ellensburg	Canyon Rd	Umptanum Rd	Mountain View Ave	T-2		
Kittitas	Ellensburg	Main St	Mountain View Ave	Manitoba Ave	T-2		
Kittitas	Ellensburg	University Way/Vantage Hwy	US 97 (near I-90)	East C/L	T-2		
Pierce	Bonney Lake	214th Ave	SR 410	South C/L	T-2		
Pierce	Bonney Lake	South Prairie Rd	SR 410	C/L	T-2		
Pierce	DuPont	DuPont-Steilacoom Hwy	South C/L	East C/L	T-2		
Pierce	Fife	20th St	Milwaukee Way	54th Ave	T-2		
Pierce	Fife	54th Ave E/Taylor Way	SR 99 (Pacific Hwy)	Tacoma C/L	T-1		
Pierce	Fife	54th Ave	I-5	20th St	T-1		
Pierce	Fife	70th Ave	SR 99	Valley Ave	T-1		
Pierce	Fife	Alexander Ave	Tacoma C/L	Pacific Highway	T-2		
Pierce	Fife	Pacific Highway	Milwaukee Way	Port Of Tacoma Rd	T-2		
Pierce	Fife	Pacific Highway	Port Of Tacoma Rd	54th Ave	T-1		
Pierce	Fife	Port Of Tacoma Rd	Fife C/L (South of 12th)	20th St	T-1		
Pierce	Fife	Valley Ave	70th Ave	Freeman Rd	T-1		
Pierce	Gig Harbor	Wollochet Dr Northwest	SR 16	Hunt St Northwest	T-2		
Pierce	Lakewood	100th St Southwest	59th Av Southwest	Bridgeport Way	T-2		
Pierce	Lakewood	100th St Southwest	Bridgeport Way	Lakewood Dr Southwest	T-1		
Pierce	Lakewood	100th St Southwest	Gravelly Lk Dr Southwest	59th Ave Southwest	T-2		
Pierce	Lakewood	100th St Southwest	Lakewood Dr Southwest	South Tacoma Way	T-1		
Pierce	Lakewood	Bridgeport Wy Southwest	Bridgeport Wy W	McCord Dr South / Lakewood South C/L	T-1		
Pierce	Lakewood	Bridgeport Wy West	North C/L	Bridgeport Wy Southwest	T-1		
Pierce	Lakewood	Lakewood Dr SW/Lakewood Dr W	Bridgeport Way SW	74th St W	T-2		
Pierce	Lakewood	South Tacoma Way	112 St S	Steilacoom Blvd SW	T-2		
Pierce	Lakewood	Steilacoom Blvd Southwest	Farwest Dr S	South Tacoma Way	T-2		
Pierce	Pacific	Stewart Rd	SR 167	Butte Ave SE (E C/L)	T-1		
Pierce	Pacific	Stewart Rd (8th St)	West Valley Hwy E (E C/L)	SR 167	T-1		
Pierce	Pacific	West Valley Hwy	Jovita Blvd (South C/L)	King County Line	T-2		
Pierce	Puyallup	9th St Southwest	South C/L	SR 512	T-2		
Pierce	Puyallup	Valley Ave Northwest	West C/L	SR 161	T-1		
Pierce	Sumner	142nd Ave	Tacoma Ave	24th St East	T-1		
Pierce	Sumner	24th St East	West Valley Hwy	East Rd End	T-1	3,891	19,254,833
Pierce	Sumner	Fryar Ave	Puyallup St East	Main St	T-2		
Pierce	Sumner	Stewart Rd (8 St East)	Butte Ave Southeast (138th Ave East)	Auburn C/L	T-2	2,299	6,048,875
Pierce	Sumner	Traffic Ave	SR 410	Main St	T-2		
Pierce	Sumner	West Valley Hwy	Sumner Heights Dr	16th St East/Nyberg Rd (Sumner North C/L)	T-2	1,980	7,872,750
Pierce	Tacoma	Alexander Ave	SR 509	Fife C/L	T-2		

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
Pierce	Tacoma	East 15th St	St Paul Ave	East D St	T-2		
Pierce	Tacoma	E D St	E 15th St	Puyallup Ave	T-2		
Pierce	Tacoma	East E St	East Lower 11th St	East 11th Pl	T-2		
Pierce	Tacoma	East F St	East 11th St	Route End (North of 3rd St)	T-2		
Pierce	Tacoma	East Port of Tacoma Rd	East 11th St	SR 509	T-1		
Pierce	Tacoma	East Port of Tacoma Rd	SR 509	Tacoma/Fife C/L	T-1		
Pierce	Tacoma	East Portland Ave	East 11th St	I-5	T-1		
Pierce	Tacoma	East Portland Ave	I-5	Tacoma C/L	T-2		
Pierce	Tacoma	East Taylor Way	East 11th St	East Lincoln Ave	T-2		
Pierce	Tacoma	East Taylor Way	East Lincoln Ave	Tacoma C/L	T-1	3,333	12,867,938
Pierce	Tacoma	Eells St	Portland Ave	Milwaukee Ave	T-1		
Pierce	Tacoma	Bridgeport Way W	South C/L	South 19th St	T-2		
Pierce	Tacoma	Lincoln Ave	Portland Ave	Port Of Tacoma Rd	T-1		
Pierce	Tacoma	Lincoln Ave Loop	Milwaukee Way	Lincoln Ave	T-2		
Pierce	Tacoma	Milwaukee Way	Lincoln Ave Loop	SR 509	T-2		
Pierce	Tacoma	Milwaukee Way	SR 509	Eells St	T-2		
Pierce	Tacoma	North Frontage Rd	Milwaukee Way	Port of Tacoma Rd	T-2		
Pierce	Tacoma	Pioneer Way	SR 167	City Limits	T-2		
Pierce	Tacoma	Saint Paul Ave	E Portland Ave	East 11th St	T-2		
Pierce	Tacoma	South Frontage Rd	Milwaukee Way	Port of Tacoma Rd	T-2		
Pierce	University Place	Bridgeport Way West	North C/L 200 feet south of S 19th St	Chambers Lane	T-2		
Pierce	University Place	Bridgeport Way West	Chambers Lane	Leach Creek Bridge (S C/L)	T-2		
Pierce	University Place	Lakewood Dr W	64th St W (S C/L)	Hannah Pierce Rd W (N C/L)	T-2		
Skagit	Sedro-Woolley	Cook Rd	City Limits	SR 20	T-2	1,134	3,945,120
Snohomish	Arlington	Smokey Point Blvd	South C/L	SR 531	T-2		
Snohomish	Bothell	228th St Southeast	Bothell-Everett Hwy	35th Ave SE (East C/L)	T-2	3,134	12,167,000
Snohomish	Bothell	228th St Southeast	West C/L	Bothell-Everett Hwy	T-2	2,201	7,034,250
Snohomish	Bothell	Bothell/Everett Hwy	228th St Southeast	I-405	T-2	3,498	12,535,250
Snohomish	Edmonds	220th St SW	SR 99	Interurban Trail (C/L)	T-2		
Snohomish	Everett	Seaway Blvd	John Fluke Blvd	75th St Southwest	T-2	2,768	10,101,500
Snohomish	Everett	Seaway Blvd	SR 526	75th St Southwest	T-2	3,896	17,843,000
Snohomish	Everett	41st St	Colby	I-5	T-1	3,918	15,815,250
Snohomish	Everett	41st St	Rucker	Colby	T-1	3,935	16,008,750
Snohomish	Everett	Airport Rd	SR 526	South C/L	T-1	6,147	19,788,500
Snohomish	Everett	Broadway/North Broadway	41st	SR 529	T-1	2,670	12,803,750
Snohomish	Everett	East Marine View	I-5	North Broadway	T-2	2,282	8,959,750
Snohomish	Everett	Evergreen Way	SR 99	43rd	T-1	3,674	17,729,500
Snohomish	Everett	Pacific Ave	Norton Ave	SR 529 (Maple St)	T-2	1,784	5,715,750
Snohomish	Everett	Rucker Ave	43rd St	Pacific Ave	T-2	2,239	9,323,250
Snohomish	Everett	West Marine Dr	Pacific Ave	SR 529	T-2	1,643	4,572,750
Snohomish	Lynnwood	168th St Southwest	SR 99	44th Ave West	T-2		
Snohomish	Lynnwood	44th Ave/164th St Southwest	168th St Southwest	Spruce Way (C/L)	T-2		
Snohomish	Marysville	116th St. Northeast	I-5	State Ave	T-2	1,971	6,734,250
Snohomish	Marysville	88th St NE	I-5	State Ave	T-2	2,472	7,926,000
Snohomish	Marysville	Smokey Point Blvd	136th St Northeast	North C/L	T-2	1,594	5,137,000
Snohomish	Marysville	State Ave (Old 99)	80th St	136th St	T-2	1,492	5,706,000
Snohomish	Mill Creek	164th St Southeast	West C/L	SR 527	T-2		
Snohomish	Monroe	W Main St and E Main St. SR 203 (Lewis Ave)	C/L	US 2	T-2	3,003	6,667,750
Snohomish	Mountlake Terrace	220th St Southwest	Interurban Trail (C/L)	52nd Ave W	T-2		
Snohomish	Mountlake Terrace	66th Ave W	220th St Southwest	214th St Southwest	T-2		
Spokane	Liberty Lake	Appleway Ave	West C/L	East Country Vista Dr & I- 90 Ramps	T-2		
Spokane	Liberty Lake	Appleway Ave (Liberty Lk)	North Liberty Lake Rd	Molter Rd	T-2		
Spokane	Millwood	Argonne Rd	Euclid Ave	Millwood North C/L	T-1		
Spokane	Millwood	Argonne Rd	SR 290	Euclid Ave	T-1		
Spokane	Spokane	29th Ave	High Dr	Havana St (City Limits)	T-2	1,584	4,260,750

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
Spokane	Spokane	Alberta St	Northwest Blvd	Driscoll Blvd	T-2	1,571	3,751,750
Spokane	Spokane	Alki Ave	Freya St	Alki Way	T-2	1,970	6,146,250
Spokane	Spokane	Alki Way	Alki Ave	Broadway	T-2	1,970	6,146,250
Spokane	Spokane	Ash St	Northwest Blvd	Francis Ave/SR 291	T-2	1,611	4,516,750
Spokane	Spokane	Ash St/Maple St Connector	Northwest Blvd	Maple St Bridge	T-2	3,651	10,750,500
Spokane	Spokane	Broadway	Alki Way	Havana St	T-2	1,970	6,146,250
Spokane	Spokane	Cochran St	Northwest Blvd	Driscoll Blvd	T-2	600	1,723,750
Spokane	Spokane	Driscoll Blvd	Alberta St	Assembly Ave	T-2	2,195	4,046,250
Spokane	Spokane	Driscoll Blvd	Cochran St	Alberta St	T-2		
Spokane	Spokane	Fort George Wright Dr/T J Meenach Dr	Government Way	Northwest Blvd	T-2	1,690	4,232,500
Spokane	Spokane	Francis Ave	US 2/395 Division St	Market St	T-2	2,059	6,768,250
Spokane	Spokane	Francis St	Market St	Havana St	T-2	2,457	7,067,250
Spokane	Spokane	Freya St/Freya Way/Green St	3rd Ave	Mission Ave	T-1	3,875	16,040,000
Spokane	Spokane	Freya St	Hartson Ave	3rd Ave	T-2	566	1,260,500
Spokane	Spokane	Greene St	Mission Ave	Illinois Ave	T-1	4,174	17,833,250
Spokane	Spokane	Hamilton (Wolverton Ct)	North Foothill Dr	North Nevada St	T-2	1,735	5,476,250
Spokane	Spokane	Hamilton St	SR 290/Trent Ave	E North Foothills Dr	T-2	2,170	6,928,750
Spokane	Spokane	Hartson Ave	Thor St	Freya St	T-2	118	305,250
Spokane	Spokane	Haven Pl	Market St	Haven St	T-1	2,009	7,862,000
Spokane	Spokane	Haven St	Haven Pl	Wellesley Ave	T-1	2,009	7,862,000
Spokane	Spokane	Haven St	Wellesley Ave	Market Pl	T-1	1,623	6,287,750
Spokane	Spokane	Maple St	Freeway Ave South	Maple St Bridge	T-2	902	3,307,250
Spokane	Spokane	Maple St	Maple St Bridge	Northwest Blvd	T-2	902	3,307,250
Spokane	Spokane	Maple St	Northwest Blvd	West Francis Ave/SR 291	T-2	1,246	3,861,750
Spokane	Spokane	Maple St Bridge	Sprague Ave	Dean St	T-2	2,264	8,482,000
Spokane	Spokane	Market Pl	Haven St	Market St	T-1	1,663	6,444,000
Spokane	Spokane	Market St	Haven Pl	Market Pl	T-1	1,663	6,444,000
Spokane	Spokane	Market St	Illinois Ave	Haven Pl	T-1	4,935	18,611,250
Spokane	Spokane	Market St	Market Pl	East Francis Ave	T-1	3,460	13,157,500
Spokane	Spokane	North Nevada St	North Wolverton Ct	East Hawthorn	T-2	2,923	9,177,750
Spokane	Spokane	Northwest Blvd	Ash St	Indiana Ave	T-2	1,590	4,442,500
Spokane	Spokane	Northwest Blvd	Assembly St	Ash St	T-2	2,115	4,216,250
Spokane	Spokane	Ray Pl	Thor St	Ray St	T-2	2,766	7,071,750
Spokane	Spokane	Ray St	Ray Pl	29th Ave	T-2	2,766	7,071,750
Spokane	Spokane	Sprague Ave	Browne St	Havana St	T-2	1,970	4,860,000
Spokane	Spokane	Thor Pl	Sprague Ave	Thor St	T-1	2,238	7,051,500
Spokane	Spokane	Thor St	3rd Ave	Ray Pl	T-2	1,472	4,232,250
Spokane	Spokane	Thor St	Thor Pl	3rd Ave	T-1	2,238	7,051,500
Spokane	Spokane	Walnut St	Maple St Bridge	Freeway Ave South	T-2		
Spokane	Spokane Valley	1st Ave	I-90 Exit 285 Off Ramp	Thierman Rd	T-2		
Spokane	Spokane Valley	Appleway Ave	Barker Rd	East C/L	T-2		
Spokane	Spokane Valley	Appleway Ave	Corbin Rd & Sprague Ave	Barker Rd	T-2		
Spokane	Spokane Valley	Appleway Ave	Dishman-Mica Rd	University Rd	T-2		
Spokane	Spokane Valley	Appleway Ave	Sprague Ave & Dollar Rd	Thierman Rd	T-2		
Spokane	Spokane Valley	Appleway Ave	Thierman Rd	Vista Rd	T-2	1,643	5,502,750
Spokane	Spokane Valley	Appleway Ave	Vista Rd	Dishman-Mica Rd	T-1		
Spokane	Spokane Valley	Argonne Rd	Appleway Ave	Mission Ave	T-2		
Spokane	Spokane Valley	Argonne Rd	Mission Ave	Mullan Rd & Indiana Ave	T-1	4,455	18,207,500
Spokane	Spokane Valley	Argonne Rd	Mullan Rd & Indiana Ave	SR 290 - Trent Ave	T-1		
Spokane	Spokane Valley	Barker Rd	I-90	Euclid Ave	T-2		
Spokane	Spokane Valley	Barker Rd	Sprague Ave	I-90	T-2	1,728	4,864,000
Spokane	Spokane Valley	Broadway Ave	Havana St (West C/L)	Thierman Rd	T-2		
Spokane	Spokane Valley	Broadway Ave	I-90	Heacox Ave	T-2		
Spokane	Spokane Valley	Broadway Ave	Thierman Rd	I-90	T-1	2,646	10,734,250
Spokane	Spokane Valley	Dishman-Mica Rd	Appleway Ave	4th Ave	T-2		
Spokane	Spokane Valley	Dishman-Mica Rd	Sprague Ave	Appleway Ave	T-2		
Spokane	Spokane Valley	Evergreen Rd	Broadway Ave	I-90	T-2		
Spokane	Spokane Valley	Fancher Rd	3rd Ave	Sprague Ave	T-2		
Spokane	Spokane Valley	Fancher Rd	Broadway Ave	SR 290 - Trent Ave	T-2	2,556	9,003,000
Spokane	Spokane Valley	Fancher Rd	Sprague Ave	Broadway Ave	T-2		

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
Spokane	Spokane Valley	Montgomery Ave	Argonne Rd	University Rd	T-2	1,926	6,786,750
Spokane	Spokane Valley	Mullan Rd	Dishman-Mica Rd	Mission Ave	T-2		
Spokane	Spokane Valley	Mullan Rd	Mission Ave	Argonne Rd	T-1		
Spokane	Spokane Valley	Sprague Ave	Appleway Ave & Dollar Rd	Thierman Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Bowdish Rd	SR 27 - Pines Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Conklin Rd	Flora Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Dishman-Mica Rd	University Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Evergreen Rd	Sullivan Rd	T-2	1,847	7,089,750
Spokane	Spokane Valley	Sprague Ave	Flora Rd	Corbin Rd and Appleway Ave	T-2		
Spokane	Spokane Valley	Sprague Ave	Havana St	I-90	T-2		
Spokane	Spokane Valley	Sprague Ave	I-90	Appleway Ave & Dollar Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	SR 27 - Pines Rd	Evergreen Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Sullivan Rd	Conklin Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Thierman Rd	Vista Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	University Rd	Bowdish Rd	T-2		
Spokane	Spokane Valley	Sprague Ave	Vista Rd	Argonne Rd/Dishman-Mica Rd	T-1		
Spokane	Spokane Valley	Sullivan Rd	4th Ave	Sprague Ave	T-2		
Spokane	Spokane Valley	Sullivan Rd	8th Ave	4th Ave	T-2		
Spokane	Spokane Valley	Sullivan Rd	Broadway Ave	Euclid Ave	T-1	4,496	17,278,000
Spokane	Spokane Valley	Sullivan Rd	Euclid Ave	SR 290 - Trent Ave	T-2		
Spokane	Spokane Valley	Sullivan Rd	Sprague Ave	Broadway Ave	T-2		
Thurston	Lacey	College St Southeast	I-5	Pacific Ave Southeast	T-2	2,001	7,962,750
Thurston	Lacey	College St Southeast	Martin Way East	I-5	T-2	2,152	9,696,000
Thurston	Lacey	College St Southeast	Pacific Ave Southeast	Mullen Rd SE	T-2		
Thurston	Lacey	Hogum Bay Rd Northeast	Marvin Rd Northeast	31st Ave Northeast	T-2	1,210	5,235,000
Thurston	Lacey	Lacey Blvd Southeast	Golf Club Rd Southeast	Ruddell Rd Southeast	T-2	1,314	5,793,250
Thurston	Lacey	Lacey Blvd Southeast	Ruddell Rd Southeast	Pacific Ave Southeast	T-2	950	3,447,500
Thurston	Lacey	Martin Way E	College St Southeast	I-5	T-1	3,267	16,292,667
Thurston	Lacey	Martin Way E	I-5	Carpenter Rd Southeast	T-1	2,267	10,068,250
Thurston	Lacey	Martin Way E	Near Galaxy Dr Northeast (C/L)	SR 510 Marvin Rd	T-2	1,045	4,074,417
Thurston	Lacey	Martin Way E	SR 510 (Marvin Rd)	C/L near Meridian Rd NE	T-2		
Thurston	Lacey	Marvin Rd Northeast	Britton Pkwy Northeast	Hawks Prairie Rd Northeast	T-2	3,668	9,249,250
Thurston	Lacey	Marvin Rd Northeast	I-5	Britton Pkwy Northeast	T-1	4,556	22,461,333
Thurston	Lacey	Pacific Ave Southeast	Carpenter Rd Southeast	Lacey East C/L	T-2	1,271	4,242,167
Thurston	Lacey	Pacific Ave Southeast	East Lacey Boulevard Southeast	Carpenter Rd Southeast	T-2	1,894	7,435,333
Thurston	Lacey	Pacific Ave Southeast	West Lacey Boulevard Southeast	East Lacey Boulevard Southeast	T-2	576	2,058,667
Thurston	Lacey	Pacific Ave Southeast	West Lacey C/L	West Lacey Boulevard Southeast	T-2	1,422	5,034,083
Thurston	Lacey	Yelm Highway Southeast	C W Trail	College St Southeast	T-2	1,723	6,529,417
Thurston	Olympia	Black Lake Blvd	21st Ave	US 101	T-2	1,852	5,244,750
Thurston	Olympia	Crosby Blvd SW	Tumwater C/L	US 101	T-2		
Thurston	Olympia	Martin Way	Phoenix St	College St	T-2	1,473	4,240,250
Thurston	Olympia	Mottman Rd	West C/L	East C/L	T-2	1,534	5,393,250
Thurston	Olympia	Olympic Way	4th Ave	Harrison Ave	T-2	1,803	5,366,500
Thurston	Olympia	Pacific Ave	Wilson St	East C/L	T-2	1,737	4,458,500
Thurston	Olympia	Sleater-Kinney Rd	I-5/City Limits	Martin Way	T-2	2,181	6,453,000
Thurston	Tumwater	Crosby Blvd	Mottman Rd	Olympia city limits	T-2	396	1,683,000
Thurston	Tumwater	Mottman Rd	City Limits	Crosby Blvd	T-2	636	2,703,000
Thurston	Tumwater	Mottman Rd	R W Johnson Rd	Mottman Ct SW (C/L)	T-2		
Walla Walla	Walla Walla	Myra Rd	SR 125 Spur	SR 125	T-2	1,802	6,404,750
Whatcom	Bellingham	Ellis St	North Forest St	North State St	T-2	545	2,186,832
Whatcom	Bellingham	Hannegan Rd	North C/L	SR 542	T-2	1,584	4,634,880
Whatcom	Bellingham	Iowa St	James	I-5	T-2	1,206	4,675,732
Whatcom	Bellingham	Lakeway Dr	Ellis St	Lincoln St	T-2	1,376	5,324,107
Whatcom	Bellingham	Lakeway Dr	Lincoln St	Yew St	T-2	1,476	4,975,655

Table 5: 2019 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2019 FGTS Class	Daily Truck Volume	Annual Truck Tonnage
Whatcom	Bellingham	Lakeway Dr	Yew St	East C/L	T-2	1,699	5,199,920
Whatcom	Bellingham	Meridian St	Squalicum Way	I-5	T-2	1,612	6,107,650
Whatcom	Bellingham	North Forest St	East Chestnut St	Ellis St	T-2	1,397	4,109,760
Whatcom	Bellingham	North State St	Wharf St	Ellis St	T-2	1,567	5,057,748
Whatcom	Bellingham	North State St	Ellis St	Iowa St	T-2	1,567	5,057,748
Whatcom	Bellingham	West Bakerview Rd	NB I-5 Ramp	Meridian St	T-2		
Whatcom	Bellingham	Woburn St	East Sunset Dr/SR 542	Lakeway Dr	T-2		
Whatcom	Ferndale	Main St	3rd Ave	Hovander Rd	T-2	2,289	6,264,003
Whatcom	Ferndale	Main St	Hovander Rd	I-5	T-2	2,966	9,306,756
Whatcom	Ferndale	Main St	I-5	Barrett Rd	T-2	1,968	7,103,860
Whatcom	Ferndale	Slater Rd	I-5	West C/L	T-2	2,258	6,648,005
Whatcom	Lynden	Birch Bay Lynden Rd	West C/L	SR 539	T-2	1,939	5,727,280
Yakima	Grandview	Wine Country Rd	North C/L	I-82	T-2		
Yakima	Sunnyside	Yakima Valley Hwy	SR 241	City Limits	T-2		
Yakima	Union Gap	W Ahtanum Rd	S 3rd Ave	Yakima C/L near S 16th Ave	T-2		
Yakima	Union Gap	Main St	North C/L	Valley Mall Blvd	T-2		
Yakima	Union Gap	Main St	Valley Mall Blvd	Ahtanum Rd	T-2		
Yakima	Union Gap	North Rudkin Rd	Valley Mall Blvd	Mcnair Ave	T-1		
Yakima	Union Gap	Valley Mall Blvd	Main St	I-82	T-1		
Yakima	Yakima	Ahtanum Rd	Union Gap C/L	City Limits With County	T-2		
Yakima	Yakima	East Nob Hill Blvd	South 1st St	I-82	T-2		
Yakima	Yakima	East Yakima Ave	I-82	East C/L	T-2		
Yakima	Yakima	Fruitvale Blvd	North 40th Ave	North 5th Ave	T-2		
Yakima	Yakima	North 16th Ave	River Rd	West Yakima Ave	T-2		
Yakima	Yakima	North 16th Ave	US 12	River Rd	T-2		
Yakima	Yakima	North 40th Ave	Fruitvale Blvd	Summitview Ave	T-2		
Yakima	Yakima	River Rd	Fruitvale Blvd	North 16th Ave	T-2		
Yakima	Yakima	South 1st St	East Yakima Ave	South C/L	T-2		
Yakima	Yakima	Summitview Ave	North 63rd Ave	North 40th Ave	T-2		
Yakima	Yakima	West Washington Ave	South 64th Ave	South 16th Ave	T-2		

Table 6: Changes to FMSIB Strategic Truck Freight Corridors for City Streets, 2017-2019

T-1 and T-2 City Street Segments Added in 2019 (Added Strategic Corridors)

County	City	Route Name	Start Location	End Location	2017 FGTS Class	2019 FGTS Class	2019 Average Daily Truck Volume	2019 Tonnage	Status	Final Review comment
Benton	Kennewick	West Clearwater Ave	Badger Rd	US 395	T-3	T-2	2,128	4,386,343	T-3 to T-2	
Benton	Richland	George Washington Way	SR240	Horn Rapids Rd		T-2	2,128	4,386,343	New Freight Route	
Benton	Richland	Jadwine Ave	Catskill St	SR 240/ Stevens Dr	T-3	T-2	1,638	4,626,182	T-3 to T-2	
Benton	Richland	Stevens Dr	Jadwine Ave/ SR240	Horn Rapids Rd	T-3	T-2	1,638	4,626,182	T-3 to T-2	
Benton	West Richland	Keene Rd	Bombing Range Rd	Kennedy Rd	T-4	T-2	2,420	4,716,667	T-4 to T-2	
Clark	Vancouver	East Mill Plain Blvd	I-205	I-5	T-3	T-2	2,151	8,092,705	T-3 to T-2	
Clark	Vancouver	Southeast Mill Plain Blvd	SE Chkalov Dr	Southeast 164th Ave		T-2	2,182	10,336,000	New Freight Route	
Clark	Vancouver	Northeast Padden Pkwy	West C/L	I-205		T-2			New Freight Route	Added - annexation
Clark	Vancouver	Southeast 192nd Ave	SR 14	Southeast 1st St	T-3	T-2	1,884	6,689,500	T-3 to T-2	
Clark	Vancouver	E Mill Plain Blvd	I-205	SE Chkalov Dr	T-3	T-2			T-3 to T-2	Route continuity
Clark	Vancouver	NE Padden Parkway	W C/L	I-205		T-2			New Freight Route	Added - annexation
Franklin	Pasco	Ainsworth Ave And Dock St	SR 397	Sacajawea Park Rd	T-3	T-2	2,341	5,991,708	T-3 to T-2	
Franklin	Pasco	Broadmoor Blvd	I-182	Harris Rd	T-3	T-2	2,583	5,481,333	T-3 to T-2	
King	Auburn	A St Southeast	6th St Southeast	17th St Southeast	T-3	T-2	2,009	4,725,000	T-3 to T-2	
King	Auburn	West Valley Hwy	Peasley Canyon Rd	West Main St	T-3	T-2	1,191	4,047,571	T-3 to T-2	
King	Covington	Covington Way Southeast	South C/L (near SE Wax Rd)	SR 516	T-3	T-2			T-3 to T-2	Route continuity
King	Kent	64th Ave South	South 226th St	South 216th St		T-2	1,456	5,271,750	New Freight Route	
King	Kent	68th Ave South/ West Valley Highway	West Willis St/SR 516	South 277th St		T-2	1,498	5,049,000	New Freight Route	
King	Kent	76th Ave South	South 228th St	South 212th St		T-2	1,206	4,748,000	New Freight Route	
King	Kent	80th Ave South	Southwest 43rd St	South 196th St		T-2	1,035	4,398,750	New Freight Route	
King	Kent	84th Ave South/ Central Ave S	South 240th St/ James St	East Smith St		T-2	1,659	5,467,000	New Freight Route	
King	Kent	84th Ave South/ East Valley Highway	South 196th St	Southwest 43rd St		T-2	2,139	8,398,250	New Freight Route	
King	Kent	84th Ave South/ East Valley Highway	South 212th St	South 196th St		T-1	4,212	16,641,000	New Freight Route	
King	Kent	84th Ave South/ East Valley Highway	South 212th St	SR-167		T-1			New Freight Route	Route continuity
King	Kent	Russell Rd South/ South 196th St/South 200th St	62nd Ave South	Orillia Rd South		T-2	2,087	7,692,250	New Freight Route	Route continuity
King	Kent	South 196th St	68th Ave South/ West Valley highway	62nd Ave South		T-2	2,121	7,890,500	New Freight Route	
King	Kent	South 196th St	80th Ave South	East Valley Highway		T-2	2,429	9,433,250	New Freight Route	

County	City	Route Name	Start Location	End Location	2017 FGTS Class	2019 FGTS Class	2019 Average Daily Truck Volume	2019 Tonnage	Status	Final Review comment
King	Kent	South 196th St	68th Ave South/ West Valley highway	80th Ave South		T-1	2,861	10,969,250	New Freight Route	
King	Kent	South 228th St	Russell Rd	64th Ave South		T-2	1,862	7,263,500	New Freight Route	
King	Kent	South 228th St	64th Ave South	68th Ave South/ West Valley Highway		T-2	2,007	8,794,750	New Freight Route	
King	Kent	South 228th St/ 83rd Ave South/S 224th St	SR 181 (68th Ave S)	84th Ave South/East Valley Highway		T-2	2,042	8,389,750	New Freight Route	
King	Kent	Southeast 208th St	96th Ave South	100th Ave South		T-2	2,105	5,253,750	New Freight Route	
King	Kent	Veteran's Dr	Riverview Blvd South	Russell Rd South		T-2	1,776	7,711,750	New Freight Route	
King	Kent	West James St	4th Ave North	Central Ave North		T-2	1,457	5,266,000	New Freight Route	
King	Renton	Factory PI North	North 4th St	North 3rd St	T-3	T-2			T-3 to T-2	Route continuity
King	Seattle	14th Ave South	C/L at Dallas Ave S	S Cloverdale St	T-3	T-2			T-3 to T-2	Route continuity
King	Seattle	23rd Ave E/Turner Way E	E Madison St	24th Ave E/E Helen St	T-3	T-2			T-3 to T-2	Route continuity
King	Seattle	24th Ave East	Turner Way E	East Montlake PI E	T-3	T-2	1,064	6,714,175	T-3 to T-2	Route continuity
King	Seattle	4th Ave South	South Royal Brougham Way	Seattle Blvd South	T-3	T-2	1,292	8,651,575	T-3 to T-2	
King	Seattle	East Madison St	12th Ave	23rd Ave E	T-3	T-2	793	5,469,725	T-3 to T-2	
King	Seattle	East Montlake PI East	24th Ave East	SR 520	T-3	T-2			T-3 to T-2	Route continuity
King	Seattle	Fairview Ave N	Denny Way	Eastlake Ave East	T-3	T-2	631	4,301,650	T-3 to T-2	
King	Seattle	Mercer St	5th Ave N	Dexter Ave North	T-3	T-2	1,333	9,279,500	T-3 to T-2	
King	Seattle	Mercer St	Dexter Ave North	Fairview Ave North	T-3	T-1	3,627	26,817,525	T-3 to T-1	
King	Seattle	Northeast 45th St	I-5	SR 513 (Montlake Blvd NE)	T-3	T-2	1,130	7,762,900	T-3 to T-2	
King	Seattle	Rainier Ave South	South Henderson St	57th Ave S/Waters Ave S	T-3	T-2	890	6,039,975	T-3 to T-2	
King	Seattle	South Columbian Way	I-5	15th Ave South	T-3	T-2	836	5,790,125	T-3 to T-2	
King	Seattle	South Michigan St	East Marginal Way South	South Bailey St	T-3	T-2	811	4,667,875	T-3 to T-2	
King	Tukwila	South 200th St	Orillia Rd South	East C/L	T-3	T-2	2,087	7,692,250	T-3 to T-2	Route continuity
Pierce	Lakewood	Lakewood Dr SW/Lakewood Dr W	Bridgeport Way SW	74th St W		T-2	1,231	4,766,171	New Freight Route	
Pierce	Tacoma	E D St	E 15th St	Puyallup Ave	T-3	T-2			T-3 to T-2	Route continuity
Pierce	Tacoma	Bridgeport Way W	South C/L	South 19th St		T-2			New Freight Route	Route continuity
Snohomish	Bothell	228th St Southeast	Bothell-Everett Hwy	35th Ave SE (East C/L)	T-3	T-2	3,134	12,167,000	T-3 to T-2	Route continuity
Snohomish	Bothell	228th St Southeast	West C/L	Bothell-Everett Hwy	T-3	T-2	2,201	7,034,250	T-3 to T-2	Route continuity

Table 6: Changes to FMSIB Strategic Freight Corridors for City Streets, 2017-2019

County	City	Route Name	Start Location	End Location	2017 FGTS Class	2019 FGTS Class	2019 Average Daily Truck Volume	2019 Tonnage	Status	Final Review comment
Snohomish	Marysville	116th St. Northeast	I-5	State Ave	T-3	T-2	1,971	6,734,250	T-3 to T-2	
Snohomish	Marysville	88th St NE	I-5	State Ave	T-3	T-2	2,472	7,926,000	T-3 to T-2	
Snohomish	Marysville	Smokey Point Blvd	136th St Northeast	North C/L	T-3	T-2	1,594	5,137,000	T-3 to T-2	
Snohomish	Marysville	State Ave (Old 99)	80th St	136th St	T-3	T-2	1,492	5,706,000	T-3 to T-2	
Spokane	Spokane	29th Ave	High Dr	Havana St (City Limits)	T-3	T-2	1,584	4,260,750	T-3 to T-2	
Spokane	Spokane	Hamilton (Wolverton Ct)	North Foothill Dr	North Nevada St	T-3	T-2	1,735	5,476,250	T-3 to T-2	
Spokane	Spokane	North Nevada St	North Wolverton Ct	East Hawthorn	T-3	T-2	2,923	9,177,750	T-3 to T-2	
Spokane	Spokane Valley	Barker Rd	Sprague Ave	I-90	T-3	T-2	1,728	4,864,000	T-3 to T-2	
Spokane	Spokane Valley	Montgomery Ave	Argonne Rd	University Rd	T-3	T-2	1,926	6,786,750	T-3 to T-2	
Thurston	Lacey	Marvin Rd Northeast	Britton Pkwy Northeast	Hawks Prairie Rd Northeast	T-3	T-2	3,668	9,249,250	T-3 to T-2	
Thurston	Olympia	Martin Way	Phoenix St	College St	T-3	T-2	1,473	4,240,250	T-3 to T-2	
Whatcom	Bellingham	Ellis St	North Forest St	North State St	T-3	T-2	545	2,186,832	T-3 to T-2	Couplet with North State St and combined tonnage meets T-2 threshold.
Whatcom	Bellingham	Lakeway Dr	Ellis St	Lincoln St	T-3	T-2	1,376	5,324,107	T-3 to T-2	
Whatcom	Bellingham	Lakeway Dr	Lincoln St	Yew St	T-3	T-2	1,476	4,975,655	T-3 to T-2	
Whatcom	Bellingham	Lakeway Dr	Yew St	East C/L	T-3	T-2	1,699	5,199,920	T-3 to T-2	
Whatcom	Bellingham	North Forest St	East Chestnut St	Ellis St	T-3	T-2	1,397	4,109,760	T-3 to T-2	
Whatcom	Bellingham	North State St	Wharf St	Ellis St	T-3	T-2	1,567	5,057,748	T-3 to T-2	
Whatcom	Bellingham	North State St	Ellis St	Iowa St	T-3	T-2	1,567	5,057,748	T-3 to T-2	
Whatcom	Ferndale	Slater Rd	I-5	West C/L	T-3	T-2	2,258	6,648,005	T-3 to T-2	Route continuity

T-1 and T-2 City Street Segments Removed in 2019 (Removed Strategic Corridors)

County	City	Route Name	Start Location	End Location	2017 FGTS Class	2019 FGTS Class	2019 Average Daily Truck Traffic	2019 Tonnage	Status	Final Review Comment
Franklin	Pasco	West Lewis St	US 395	North 20th Ave	T-2	T-3	1,218	2,805,083	T-2 to T-3	
King	Auburn	15th St Northeast	D St Northeast	Auburn Way North	T-2	T-3	1,507	3,760,036	T-2 to T-3	
King	Auburn	15th St Southwest	SR 167	O St Southwest	T-2	T-3	875	2,977,107	T-2 to T-3	
King	Auburn	41st St Southeast	A St Southeast	D St Southeast	T-2	T-3	430	2,445,071	T-2 to T-3	
King	Auburn	8th St Northeast	Harvey Rd	R St Northeast	T-2	T-3	1,032	2,791,929	T-2 to T-3	
King	Auburn	Harvey Rd	Auburn Way N	I St Northeast	T-2	T-3	1,012	2,683,107	T-2 to T-3	Route continuity
King	Auburn	South 277th St	Auburn Way N	East C/L	T-2	T-3	1,442	3,485,893	T-2 to T-3	Route continuity
King	Bellevue	148th Ave Southeast & Northeast	I-90	SR 520	T-2	T-3	764	2,698,750	T-2 to T-3	
King	Bellevue	150th Ave Southeast	City Limits	I-90	T-2	T-3	721	2,034,250	T-2 to T-3	

County	City	Route Name	Start Location	End Location	2017 FGTS Class	2019 FGTS Class	2019 Average Daily Truck Volume	2019 Tonnage	Status	Final Review comment
King	Bellevue	Northup Way	116th Ave Northeast	Northeast 20th St	T-2	T-3	239	765,500	T-2 to T-3	
King	Bellevue	Southeast 8th St	112th Ave Southeast	Lake Hills Conn	T-2	T-3	798	2,228,000	T-2 to T-3	
King	Kent	132nd Ave Southeast	Southeast 234th St	Southeast 208th St	T-2	T-3	714	1,848,250	T-2 to T-3	
King	Kent	132nd Ave Southeast	Southeast 240th St	Southeast 234th St	T-2	T-3	782	1,728,500	T-2 to T-3	
King	Kent	132nd Ave Southeast	Southeast 248th St	Southeast 240th St	T-2	T-3	952	2,489,750	T-2 to T-3	
King	Kent	132nd Ave Southeast	Southeast 256th St	Southeast 248th St	T-2	T-3	1,021	2,659,250	T-2 to T-3	
King	Kent	132nd Ave Southeast	Southeast Kent-Kangley Rd/SR 516	Southeast 256th St	T-2	T-3	889	2,119,500	T-2 to T-3	
King	Kent	South 272nd St	26th Ave South	West Side On/Off Ramp for I-5 SB	T-2	T-3	1,284	3,902,000	T-2 to T-3	
King	Kent	South 272nd St	SR 99/ Pacific Highway South	26th Ave South	T-2	T-3	1,241	3,323,000	T-2 to T-3	
King	Kent	South 277th St /Southeast 277th St	East of L St (C/L)	108th Ave Southeast	T-2	T-3	1,671	3,964,250	T-2 to T-3	
King	Kent	SE LakeYoungs Way	132nd Ave Southeast	Northeast C/L	T-2	T-3	644	1,624,500	T-2 to T-3	
King	Kent	Southeast 208th St	116th Ave Southeast	132nd Ave Southeast	T-2	T-3	999	2,280,750	T-2 to T-3	
King	Kent	Southeast 208th St	SR 515/108th Ave Southeast	116th Ave Southeast	T-2	T-3	1,393	3,344,000	T-2 to T-3	
King	Redmond	148th Ave Northeast	Northeast 29th Pl	Redmond Way	T-2	T-3	1,023	2,841,000	T-2 to T-3	
King	Redmond	West Lake Sammamish Pkwy	Bel-Red Rd	Leary Way	T-2	T-3	767	1,960,500	T-2 to T-3	
King	Seattle	14th Ave South	S Cloverdale St	S Director St (C/L)	T-2	T-3	392	2,396,275	T-2 to T-3	Route continuity
King	Seattle	4th Ave South	East Marginal Way South	South Royal Brougham	T-2	T-3	392	2,137,600	T-2 to T-3	
King	Seattle	Airport Way South	S Industrial Way	Corsen Ave S	T-1	T-3	391	2,507,475	T-1 to T-3	
King	Seattle	Delridge Way Southwest	Southwest Spokane St	Southwest Alaska St	T-2	T-3	287	1,856,375	T-2 to T-3	
King	Seattle	East Marginal Way South	Michigan Ave	Tukwila C/L	T-2	T-3	601	2,887,400	T-2 to T-3	
King	Seattle	Elliott Ave	Broad St	West Denny Way	T-1	T-3	341	2,050,750	T-1 to T-3	
King	Seattle	Elliott Ave W	Western Ave West	West Denny Way	T-2	T-3			T-2 to T-3	Route continuity
King	Seattle	North 46th St	SR 99	North Market St	T-2	T-3	545	3,478,225	T-2 to T-3	
King	Seattle	North 85th St	I-5	1st Ave Northwest	T-2	T-3	448	2,954,625	T-2 to T-3	
King	Seattle	Northwest 85th St	24th Ave Northwest	15th Ave Northwest	T-2	T-3	480	3,148,225	T-2 to T-3	
King	Seattle	Rainier Ave South	M L King Jr Way South	South Othello St	T-2	T-3	306	1,912,450	T-2 to T-3	
King	Seattle	South Atlantic St	Alaska Way South	1st Ave South	T-2	T-3	102	530,025	T-2 to T-3	
King	Seattle	South Lander St	1st Ave South	Airport Way South	T-2	T-3	393	2,344,175	T-2 to T-3	
King	Seattle	South Spokane St	Southwest Spokane St	Airport Way South	T-2	T-3	305	1,655,825	T-2 to T-3	
King	Seattle	West Nickerson St	15th Ave West	Queen Anne Ave North	T-2	T-3	248	1,577,200	T-2 to T-3	
King	Shoreline	10th Ave Northeast	Northeast 185th St	Northeast Perkins	T-2	T-3			T-2 to T-3	
King	Shoreline	North 155th St	Westminster	Aurora Ave N	T-2	T-3			T-2 to T-3	
King	Shoreline	N 185th St/NE 185th St	SR 99 (Aurora Ave N)	10th Ave Northeast	T-2	T-3			T-2 to T-3	
King	Shoreline	North 200th St	SR 99 (Aurora Ave N)	Meridian Ave N	T-2	T-3			T-2 to T-3	
King	Shoreline	Northeast Perkins Way	10th Ave Northeast	15th Ave Northeast	T-2	T-3			T-2 to T-3	
King	Shoreline	NW 195th St/NW 196th St	15th Ave NW/NW Richmond Beach Rd	24th Ave Northwest	T-2	T-3			T-2 to T-3	
King	Shoreline	NW Richmond Beach Rd/N Richmond Beach Rd/N 185th St	15th Ave NW	SR 99 (Aurora Ave N)	T-2	T-3			T-2 to T-3	
King	Shoreline	Westminster Way North	North 155th St	SR 99 (Aurora Ave N)	T-2	T-3			T-2 to T-3	
King	Shoreline	Westminster Way North	Greenwood Ave N	North 155th St	T-2	T-3			T-2 to T-3	
Kitsap	Poulsbo	Viking Way Northwest	South C/L	Finn Hill Rd	T-2	T-3			T-2 to T-3	Route continuity

Table 6: Changes to FMSIB Strategic Freight Corridors for City Streets, 2017-2019

County	City	Route Name	Start Location	End Location	2017 FGTS Class	2019 FGTS Class	2019 Average Daily Truck		2019 Tonnage	Status	Final Review comment
							Volume				
Pierce	Tacoma	Lakewood Dr W	70th St W (C/L)	South C/L	T-2	T-3	391	1,661,920	T-2 to T-3		
Pierce	Tacoma	West Orchard St	Lakewood Dr West	Cirque Dr W	T-2	T-3	391	1,661,920	T-2 to T-3		
Pierce	Sumner	East Valley Hwy East	North C/L	Puyallup St East	T-2	T-3			T-2 to T-3		
Spokane	Spokane	2nd Ave	Altamont St	Havana St (City Limits)	T-2	T-3	306	793,000	T-2 to T-3		Route continuity
Spokane	Spokane	3rd Ave	Altamont St	Havana St	T-2	T-3	281	801,750	T-2 to T-3		Route continuity
Spokane	Spokane	Indian Trail Rd	Francis Ave	North C/L	T-2	T-3	2,118	5,031,500	T-2 to T-3		Route continuity
Thurston	Lacey	College St Southeast	Mullen Rd SE	Yelm Hwy Southeast	T-2	T-3	692	2,494,583	T-2 to T-3		
Thurston	Lacey	Willamette Dr Northeast	Hogum Bay Rd Northeast	Commerce Place Northeast	T-2	T-3	925	3,746,917	T-2 to T-3		
Thurston	Lacey	Willamette Dr Northeast	Marvin Rd Northeast	Hogum Bay Rd Northeast	T-2	T-3	955	3,437,083	T-2 to T-3		
Thurston	Olympia	Plum St SE	Henderson Blvd	Union Ave	T-2	T-3	2,361	6,681,750	T-2 to T-3		Route continuity
Thurston	Olympia	Henderson Blvd	I-5	Plum St SE	T-2	T-3			T-2 to T-3		Route continuity
Thurston	Olympia	Plum St	Henderson Blvd	State Ave	T-2	T-3	1,324	3,887,000	T-2 to T-3		
Walla Walla	Walla Walla	Heritage Rd	West C/L	Myra Rd	T-2	T-3			T-2 to T-3		Route continuity
Walla Walla	Walla Walla	Pine St	SR 125	2nd Ave N	T-2	T-3	1,237	3,651,000	T-2 to T-3		
Walla Walla	Walla Walla	Plaza Way	Prospect Ave	Highland Rd (C/L)	T-2	T-3	2,023	7,142,750	T-2 to T-3		Route continuity
Walla Walla	Walla Walla	Plaza Way	SR 125	C/L near Hedline Rd	T-2	T-3	2,023	7,142,750	T-2 to T-3		Route continuity

Table 6: Changes to FMSIB Strategic Freight Corridors for City Streets, 2017-2019

Table 7: 2019 FMSIB Strategic Rail Freight Corridors

Railroad Operator	Rail line name	Rail Segment	Classification
BNSF Railway	BNSF Railway	Idaho State Line to Sunset Jct.	R-1
BNSF Railway	BNSF Railway	Sunset Jct. to Olds Jct.	R-1
BNSF Railway	BNSF Railway	Olds Jct. to Scenic	R-1
BNSF Railway	BNSF Railway	Scenic to Snohomish Jct.	R-1
BNSF Railway	BNSF Railway	Snohomish Jct. to Everett	R-1
BNSF Railway	BNSF Railway	Spokane to Connell	R-1
BNSF Railway	BNSF Railway	Connell to Pasco	R-1
BNSF Railway	BNSF Railway	Cheney to Latah Jct	R-1
BNSF Railway	BNSF Railway	Pasco to Roosevelt	R-1
BNSF Railway	BNSF Railway	Roosevelt to Wishram	R-1
BNSF Railway	BNSF Railway	Wishram to Washougal	R-1
BNSF Railway	BNSF Railway	Washougal to Oregon State Line	R-1
BNSF Railway	BNSF Railway	Pasco to Gibbon	R-1
BNSF Railway	BNSF Railway	Gibbon to Yakima	R-1
BNSF Railway	BNSF Railway	Yakima to Ellensburg	R-1
BNSF Railway	BNSF Railway	Ellensburg to Palmer Jct	R-1
BNSF Railway	BNSF Railway	Palmer Jct. to Auburn	R-1
BNSF Railway	BNSF Railway	Seattle to Everett	R-1
BNSF Railway	BNSF Railway	Everett to Delta Jct.	R-1
BNSF Railway	BNSF Railway	Delta Jct. to Kruse Jct.	R-1
BNSF Railway	BNSF Railway	Kruse Jct. to Intalco	R-1
BNSF Railway	BNSF Railway	Intalco to Canadian Border	R-1
BNSF Railway	BNSF Railway	Seattle to Auburn	R-1
BNSF Railway	BNSF Railway	Auburn to Meeker	R-1
BNSF Railway	BNSF Railway	Meeker to Tacoma	R-1
BNSF Railway	BNSF Railway	Tacoma to Nisqually	R-1
BNSF Railway	BNSF Railway	Nisqually to Centralia	R-1
BNSF Railway	BNSF Railway	Centralia to Kalama	R-1
BNSF Railway	BNSF Railway	Kalama to Vancouver, WA	R-1
BNSF Railway	BNSF Railway	Wishram to Oregon State Line	R-1
BNSF Railway	BNSF Railway	Burlington to Anacortes	R-1
BNSF Railway	BNSF Railway	Intalco to Cherry Point	R-1
Longview Switching Company	Longview Switching Company	Longview Switching Company	R-1
Genesee and Wyoming	Puget Sound and Pacific Railroad	Centralia to Elma	R-1
Tacoma Rail	Tacoma Rail Tidelands Division	Tidelands Division	R-1
Union Pacific Railroad	Union Pacific Railroad	Oregon State Line to Cheney	R-1
Union Pacific Railroad	Union Pacific Railroad	Seattle to Tacoma	R-1
Union Pacific Railroad	Union Pacific Railroad	Spokane to Idaho State Line	R-1

Table 8: 2019 FMSIB Strategic Waterway Freight Corridors

Waterway Segment	Annual Tonnage (in thousands tons)	Classification
Puget Sound Spine between Juan De Fuca and Seattle	47,856	W-1
Puget Sound Spine between Seattle and Tacoma	25,576	W-1
Puget Sound South between Tacoma and Olympia	2,663	W-4
Strait of Juan De Fuca	70,942	W-1
Rosario and Georgia Strait	22,289	W-2
Columbia River from Mouth to Vancouver	52,528	W-1
Columbia River between Vancouver and the Dalles Dam	8,363	W-3
Columbia River above Dalles Dam to McNary Lock and Dam	6,642	W-3
Columbia River above McNary Lock and Dam to Kennewick	5,039	W-3
Snake River from Kennewick to Clarkston	3,514	W-4

Cost of Living Adjustments (COLA) for FMSIB Staff

Sept. 20, 2019

Background: The state Legislature approved FMSIB's 2019-21 operating and capital budgets earlier this spring. All state employee also received salary and benefit adjustments, but those adjustments are made in the General Fund budget.

Issue: By an interesting quirk of rules, Gena Workman's COLA is automatic and she has received her salary increase since July 1:

- **COLA** Salary increase for general service, WMS, EMS and exempt positions:
 - 3% effective July 1, 2019
 - 3% effective July 1, 2020
- **Monthly Medical Premiums** did not increase this biennium.
- **PERS 2** contribution rates increased from 7.41 to 7.90 percent, a 6.6 percent increase in the deduction amount.

Action: No Board action is required for Gena's COLA. However, if the Board chooses to provide Brian's COLA, a Board action is required (Motion and Approval). The Motion could take several forms:

1. Approve 2019 COLA only, starting Oct. 1 (the first pay cycle after Board action).
2. Approve 2019 COLA only, retroactive to July 1, 2019.
3. Approve 2019 and 2020 COLAs, effective Oct. 1 (the first pay cycle after Board action)
4. Approve 2019 and 2020 COLAs, retroactive to July 1, 2017 (The Board chose this option in Sept. 2017)



STATE OF WASHINGTON

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695 • FAX (360) 586-9700

*Dan Gatchet,
Chair*

September 19, 2017

*Brian Ziegler,
Director*

Board Members

Leonard Barnes

John Creighton

Matthew Ewers

Erik Hansen

Johan Hellman

Pat Hulcey

Roger Millar

Arthur Swannack

Tom Trulove

Bob Watters

Ryanne Bonaudi
Human Resource Consultant
WSDOT - Office of Human Resources & Safety
P.O. Box 47310, Olympia, Washington 98504

Dear Ryanne Bonaudi:

At the Board meeting on September 15, 2017, the Freight Mobility Strategic Investment Board approved all COLA increases approved by the Legislature for 2017 through 2019 for Director Brian Ziegler.

The effective date of this first COLA increase of 2 percent is retroactive to July 1, 2017. Subsequent 2 percent increases will occur on July 1, 2018 and on January 1, 2019. Please process the necessary paperwork to provide this benefit to Brian Ziegler.

Thank you for your assistance.

Cordially,

Dan Gatchet
Chair

cc: Eileen Leingang
Sally See

Web Site
www.fmsib.wa.gov