



**Washington State
Department of Transportation**

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October 31, 2016

David Schumacher, Director
Office of Financial Management
PO Box 43113
Olympia, WA 98504-3113

Senator Curtis King, Chair
Senate Transportation Committee
PO Box 40414
Olympia, WA 98504-0414

Representative Judy Clibborn, Chair
House Transportation Committee
PO Box 40600
Olympia, WA 98504-0600

Re: Prioritized Freight Project List

Dear Director Schumacher, Senator King and Representative Clibborn,

Freight is important to Washington's economic competitiveness; the health of the state's economy depends on an efficient and effective intermodal freight system that extends beyond the network of highways and local roads, mainline and short line railroads, navigable waterways, and airports. The freight system also includes the rail terminals, ports, air cargo facilities, weigh stations, border crossings and other infrastructure involved in the movement of goods and commerce.

On a per capita basis, Washington is the most trade-dependent state in the nation (followed by Texas and Louisiana) with total imports and exports valued at \$137.5 billion and gross business income for freight-dependent industry sectors valued at \$550.5 billion in 2015. Also in 2015, there were 1.36 million Washington jobs in freight-dependent industries (including wholesale, retail, manufacturing, construction, transportation, and agriculture/timber and wood products).

Proviso Requirements

ESHB 2524, Section 218 (4) (b) requires that: "The department, in conjunction with the stakeholder group, must provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must have approval from all impacted stakeholders. The prioritized list must be submitted to the office of

financial management and the transportation committees of the legislature by November 1, 2016.”¹

With guidance from the Washington State Freight Advisory Committee, the Washington State Department of Transportation collaborated with the Washington State Freight Mobility Strategic Investment Board and coordinated with the Metropolitan Planning and Rural Transportation Planning Organizations across the state in developing the solicitation process, recommendations for consideration, and prioritized project list.

Freight Project Solicitation Process

During four meetings between May and October 2016, WSDOT consulted with the Washington State Freight Advisory Committee on the solicitation process, schedule and prioritization criteria for developing a freight project list.

- On May 31, 2016, WSDOT and FMSIB initiated a call for National Highway Freight Program (NHFP) eligible projects with an Aug. 31 submission deadline. Cities, counties, ports, and tribes were encouraged to coordinate with Metropolitan Planning Organizations and Regional Transportation Planning Organizations in submitting freight projects. WSDOT also identified freight priority projects on the state highway system.
- In September 2016, WSDOT and FMSIB reviewed all projects submitted based on completeness of project information and the following eligibility screens:
 - Regional screen consisting of regional plan support or letter of support from MPO/RTPOs;
 - Network screen consisting of eligible project type and eligible component of the National Highway Freight Network;
 - Schedule screen consisting of year scheduled for preliminary engineering, right-of-way, and construction activities; and
 - Funding screen consisting of project cost and funding gap
- On Sept. 27, 2016, a verified project list was provided to WAFAC for review and consideration, with projects ready for funding in the 2017-2019 biennium. WAFAC requested several prioritization criteria to be sorted for further analysis and organization of projects.
- On Oct. 11, 2016, WAFAC reviewed the sorted projects and approved a prioritized freight project list for submission.

¹ <http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/House/2524-S.SL.pdf>

ESHB 2524 Chapter 14, Laws of 2016, Section 218 for the Department of Transportation – Transportation Planning, Data, and Research – Program T – paragraph (4) (b)

Tiered Freight Project List Overview

A total of 168 state and local projects were submitted for NHFP funding consideration, with a total funding request of over \$6.9 billion. These projects were reviewed and screened by WSDOT and FMSIB; 33 projects with \$615 million in funding requests were determined ineligible. WSDOT categorized projects meeting eligibility screening criteria into three tiers based on scheduled year for preliminary engineering, right-of-way, or construction activities:

- Tier 1 is composed of projects that are scheduled July 2016 to June 2018 (101 projects with \$1.89 billion in funding requests)
- Tier 2 is composed of projects that are scheduled July 2018 to June 2020 (21 projects with \$3.90 billion in funding requests)
- Tier 3 is composed of projects that are scheduled July 2020 to June 2035 (13 projects with \$501 million in funding requests)

Note: Tier 2 and Tier 3 submittals are outside the scope of the budget proviso for project funding, but assist with the update of the Freight Mobility Plan also required by ESHB 2524 and the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94).

Washington State Freight Advisory Committee Recommendations

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

- Use 10% of NHFP funding for Tier 1 eligible freight multimodal² projects as permitted under the FAST Act, and the remainder to fund roadway projects.
- Prioritize Tier 1 freight multimodal and roadway projects based on the following criteria:
 - 1) Sort projects based on their project phase: projects ready for construction activities first, projects ready for right-of-way activities second, and projects ready for preliminary engineering activities third.
 - 2) Sort projects within the same phase based on funding match: projects with a partial funding match first, and projects without a funding match second.
 - 3) Sort projects within the same phase and with a partial funding match based on their funding gap, from low to high.
- Include Tier 2, Tier 3, and ineligible projects based on percent of funding request to total project cost, low to high.

² Multimodal projects include freight intermodal and freight rail projects per FAST Act. See FAST Act Section 1116 NHFP Questions and Answers, Eligible Projects Question & Answer 4 for details:
http://www.ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpqa/index.htm.

As a result of these WAFAC recommendations, the prioritized freight project list is provided in the appendix as three parts:

- **Tier 1 Freight Multimodal Projects** (Appendix A): The first freight project list contains multimodal projects eligible for the FY 2017/2019 biennium.
- **Tier 1 Roadway Projects** (Appendix B): The second freight project list contains roadway projects eligible for the FY 2017/2019 biennium. WAFAC recommends funding projects from this list with the remaining NHFP funding.
- **Tier 2, Tier 3 and Ineligible Projects** (Appendix C): The third freight project list includes projects ready for funding beyond the 2017-2019 biennium, and projects ineligible for NHFP funding. WAFAC does not recommend funding projects from this list.

Looking Ahead

WSDOT in coordination with the Washington State Freight Advisory Committee will continue to improve project screening and validation in the future that result in enhanced data to support project prioritization and selection, including during the federal freight mobility plan update in 2017. We look forward to working with you to further analyze how prioritized projects benefit freight across the state.



Roger Millar, PE, AICP
Secretary of Transportation



Dan Gatchet, Chair
WA State Freight Advisory Committee

Appendix A: Tier 1 freight multimodal¹ projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Construction										
7	Improvements to Tradewinds and East Wind Roads required to support the development of the Kalama Methanol Manufacturing and Exporting Facility	Improvement to local roads to include: Road "A" will be a new, 680-foot long road that will provide access to Air Liquide, an existing Port tenant, and to the Port's wastewater treatment plant. The new road will also provide emergency response access to the methanol plant. Road "A" is needed because the existing access road will be taken out of service to accommodate the new methanol plant footprint. Road "B" will be a 3,100-foot long improvement to an existing gravel road that today is not capable of handling general road or bike traffic.	Port of Kalama	West	Multimodal	SWRTPO	1	\$1,200,000	\$700,000	58%
12	Port Community Technology System	Implement an electronic platform that allows for the secure exchange of information between the NWSA and private, as well as public, sector stakeholders to improve the efficiency of the NWSA-related supply chain. This will cover NWSA terminals, trucks, rail and waterways; and their interactions with each other.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$10,000,000	\$3,000,000	30%
15	Terminal 5 Access Improvements	The project includes truck gate, ITS and intersection improvements in the S. Spokane St/East Marginal Way/Hanford corridor to facilitate truck access and minimize traffic impacts.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$5,000,000	\$4,000,000	80%
45	Port of Longview Multi-Cargo Modernization Project (Berth 6/7)	Project will rehabilitate and modernize 1500 lineal feet of Berth 6 & 7 bulk and breakbulk cargo facilities to optimize increased cargo handling omni-dock operations. The terminal improvements include installation of a dual wastewater and storm water collection system, strengthening decking and piling to withstand dual pick, breakbulk heavy loads, upgrading on-dock rail systems, and deepening the berths to take advantage of the recently deepened federal navigation channel.	Port of Longview	West	Multimodal	CWCOG	1	\$31,400,000	\$10,000,000	32%
23	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Dock	The new export dock is designed to accommodate both the existing fleet and future generations of methanol carriers. The dock would generally be 530 feet long and 36 feet wide and would be designed to accommodate vessels ranging in size from 45,000 deadweight tonnage (DWT) to 127,000 DWT, measuring from 600 to 900 feet in length, and 106 to 152 feet in width. The dock would consist of a transition platform, trestle, and turning platform. From the access trestle, the berth face of the dock would extend approximately 530 feet downstream, and would consist of an approximately 100- by 54-foot transition platform, a 370- by 36-foot berth trestle, and a 104- by 112-foot turning platform.	Port of Kalama	West	Multimodal	SWRTPO	1	\$21,500,000	\$10,750,000	50%
25	South Terminal Modernization Project II	Strengthen the remaining 560-feet of the South Terminal, install 700-feet of crane rail to support 2, 100-foot gauge gantry cranes, and construct a double rail siding to support the cargo operations.	Port of Everett	Puget Sound	Multimodal	PSRC	1	\$55,000,000	\$20,000,000	36%

¹ Multimodal projects include freight intermodal and freight rail projects per FAST Act. See FAST Act Section 1116 NHFP Questions and Answers. Eligible Projects Question & Answer 4 for details: http://www.ops.fhwa.dot.gov/freight/pol_pmg_finance/policy/fastacts/1116nhfpqa/index.htm.

Appendix A: Tier 1 freight multimodal projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
59	Port of Longview Industrial Rail Corridor (IRC) Expansion Project	The Project consist of expansion of its existing industrial rail corridor by adding one to two additional through tracks into the Port with up to four sidings to accommodate current and future growth and market demand. The running tracks will be approximately 9,500-ft. and the sidings up to 7,500-ft.	Port of Longview	West	Multimodal	CWCOG	1	\$35,000,000	\$30,000,000	86%
17	Terminal 18 Truck Access Improvements	This project will reconfigure the southern edge of the NWSA's Terminal 18, and adjacent public right-of-way, to relocate the terminal truck entrance's security check and optical character recognition equipment. It will increase the capacity of the security check and eliminate truck queues on public streets.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$5,000,000	\$5,000,000	100%
20	Blair Hylebos Rail Improvements	Track improvements specific to future dry bulk export terminal requirements and connection to arrival/departure track infrastructure and direct mainline infrastructure.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$7,000,000	\$7,000,000	100%
54	Bridgeview Terminal (Berth 1/2) Project	Redevelopment of the Berth 1 and Berth 2 facilities into one leased terminal. Project development will be in coordination with private development. Project may include storage, dock construction, and rail infrastructure improvements.		West	Multimodal	CWCOG	1	\$20,000,000	\$20,000,000	100%
64	North Sea-Tac Cargo Facility Access	Rehabilitation of existing arterials to support new cargo land uses north of Sea-Tac Airport	POS/City of SeaTac	Puget Sound	Multimodal	PSRC	1	\$50,000,000	\$50,000,000	100%
Tier 1 construction total									\$160,450,000	

Appendix A: Tier 1 freight multimodal projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	ROW Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Right of Way										
58	Arrival/Departure Tracks	In order to increase cargo velocity through terminals, it is necessary to arrive and depart longer trains of 8,000' in tact. This project would extend a number of SR-509 rail corridor tracks 1,300' east, construct a new railbridge across Wapato Creek, and relocate utilities. This phase provides two track connections from existing support yard to future Bulk Export facility and connects the easterly end of the existing Pierce County Terminal Intermodal Yard to the SR-509 corridor arrival and departure tracks.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$45,000,000	\$30,000,000	67%
62	North Intermodal Yard Alignment	Align North and South Intermodal Yards	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$50,000,000	\$45,000,000	90%
66	Terminal 5 Improvements	The completed project will upgrade the terminal's dock and power supply to accommodate larger cranes, additional refrigerated container storage and future shorepower, and increase the depth of the berth to accommodate larger ships. The grant requested portion of this project includes truck gate, ITS and intersection improvements in the S. Spokane St/East Marginal Way/Hanford corridor, container movement and power supply improvements to facilitate truck access and minimize traffic impacts.	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$275,000,000	\$100,000,000	36%
38	Barlow Point Terminal Entry Road Development	Develop Barlow Point terminal entrance off of SR432. Project is to provide safe entrance/exit for future private terminal development.	Port of Longview	West	Multimodal	CWCOG	1	\$4,000,000	\$4,000,000	100%
24	Duwamish Rail Corridor Project	Create improved direct rail access from the Port marine terminals T-5 and T-18 to UP and BNSF mainlines	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$16,000,000	\$16,000,000	100%
60	T-5 Rail Improvements	Intermodal Yard and Rail Enhancements	Northwest Seaport Alliance	Puget Sound	Multimodal	PSRC	1	\$40,000,000	\$40,000,000	100%
61	Barlow Point Terminal Railway Entry Development	New rail infrastructure development from the terminus of the BNSF Reynolds Lead into the Barlow Point property; to include two inbound and two outbound tracks. Project is to provide rail backbone to the property for future private terminal development.	Port of Longview	West	Multimodal	CWCOG	1	\$43,000,000	\$43,000,000	100%
Tier 1 ROW Total									\$278,000,000	

Appendix A: Tier 1 freight multimodal projects (funding request at \$712 million)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Preliminary Engineering										
31	Big Pasco Intermodal Rail Reconstruction	Reconstruct 12,300 LF of WWII Port-owned rail actively used for intermodal transloading	Port of Pasco	East	Multimodal	Benton/Franklin MPO	1	\$1,700,000	\$1,300,000	76%
56	South Terminal Modernization Project III	The Port of Everett is exploring a cleanup action plan for the South Terminal Mill A site that restores the health of the Puget Sound, while also modernizing the Port of Everett Seaport to meet 21st Century Infrastructure Needs. The net result would be a minimum of a 1,100 foot berth and -45 MLLW operational depth.	Port of Everett	Puget Sound	Multimodal	PSRC	1	\$135,000,000	\$25,000,000	19%
53	Berth 4 Terminal Redevelopment Project (including rail infrastructure support)	Redevelopment of the Berth 4 facilities into a leased terminal. Project development will be in coordination with private development. Project may include storage, dock construction, and rail infrastructure improvements.								
110	Barlow Point Terminal Development	Port terminal development on 285+ acres. Site is considered a "green field" development; no previous development has occurred. Project would include dock structures, utility backbone, roadways, storm water systems, etc. on the site to support 1 to 3 future private terminal developments.	Port of Longview	West	Multimodal	CWCOG	1	\$20,000,000	\$20,000,000	100%
Tier 1 PE Total									\$273,300,000	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Construction										
1	Appleway Ave. Signalization at Madison St.	This project will design and install new traffic signals at an intersection along a WSDOT designated T2 corridor in Liberty Lake.	City of Liberty Lake	East	Roadway	SRTC	1	\$631,500	\$378,900	60%
2	Appleway Ave. Signalization at Signal Dr.	This project will design and install new traffic signals at an intersection along a WSDOT designated T2 corridor in Liberty Lake.	City of Liberty Lake	East	Roadway	SRTC	1	\$631,500	\$378,900	60%
29	6th Ave S / Industrial Way Intersection Reconstruction	Replace damaged/failing concrete panels and enhance intersection design	City of Seattle	Puget Sound	Roadway	PSRC	1	\$1,000,000	\$800,000	80%
9	Nickerson St Reconstruction	Replace damaged/failing concrete panels for maritime industry access route	City of Seattle	Puget Sound	Roadway	PSRC	1	\$12,500,000	\$1,400,000	11%
11	Pacific Highway E/54th Ave E Intersection Improvements	Construct a 2nd westbound left-lane turn lane, new signal poles, illumination and other intersection improvements.	City of Fife	Puget Sound	Roadway	PSRC	1	\$2,800,000	\$2,000,000	71%
16	Bigelow Gulch Road - Project 4		Spokane County	East	Roadway	SRTC	1	\$9,760,803	\$4,191,493	43%
39	142nd Ave & 24th St	This project resurfaces 142nd Ave E and 24th St E in phases. This corridor connects the north and south sections of the Sumner/Pacific Manufacturing Industrial Center to SR 167.	City of Sumner	Puget Sound	Roadway	City of Sumner	1	\$5,574,000	\$4,707,200	84%
41	Bigelow Gulch Road - Project 5	Widen to 4-lanes with a median and 8' wide shoulders	Spokane County	East	Roadway	SRTC	1	\$12,722,193	\$5,545,193	44%
19	Bigelow Gulch Road - Project 4A	Structure at Bigelow/Forker Intersection	Spokane County	East	Roadway	SRTC	1	\$9,422,751	\$5,871,876	62%
52	S Lander St Grade Separation	Construct a grade separation to replace an at-grade crossing over active BNSF railroad tracks	City of Seattle	Puget Sound	Roadway	PSRC	1	\$140,000,000	\$20,000,000	14%
125	I-90/Floating Bridges - Replace Anchor Cables	Replace anchor cables on the Lacey V Murrow and Homer M Hadley floating bridges.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$5,774,209	\$5,774,209	100%
136	I-90/Yakima River Bridge W of Ellensburg WB/EB - Deck Rehabilitation	The bridge deck on the Yakima River Bridge seven miles west of Ellensburg on westbound I-90 is showing signs of deterioration from normal wear. This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	WSDOT	East	Roadway	WSDOT	1	\$13,187,525	\$13,187,525	100%
137	I-90/468th Ave SE to W Summit Rd WB - Rehab Concrete	The concrete pavement on Westbound I-90 from Snoqualmie Summit to North Bend is rough and deteriorated, causing a poor ride, and shortening the life of the pavement. By replacing severely deteriorated panels and grinding full width this project will extend the pavement life and provide a smoother ride. The purpose of this project is to replace severely deteriorated panels, and grind the concrete surface full width. This project will also restore basic safety features such as signing and striping.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$23,049,488	\$23,049,488	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
115	I-90/Adams Co Line to Spokane Co Line Bridge Repairs	Repairs of bridges along I-90 in Lincoln County will provide structural integrity to the bridges and prevent damage to the membranes. Repairs will include the removal and replacement of concrete headers and joint seals, stem wall compression seals, necessary membranes and drainage curb extensions.	WSDOT	East	Roadway	WSDOT	1	\$383,185	\$383,185	100%
127	I-90/East of Snoqualmie Pass Interchange - Paving	The existing pavement at the Cle Elum, Elk Heights, West Cle Elum, Bullfrog, Thorp, US97, SR 970, and W Easton interchanges on I-90 is deteriorating due to normal wear and tear. This project will pave the ramps and crossroad per recommendations from the materials report. Paving is necessary to extend the life of the roadway, prevent potholes, and continue safe operation of the interchange. The project will also restore delineation.	WSDOT	East	Roadway	WSDOT	1	\$4,188,401	\$4,188,401	100%
120	I-5/SB Cowlitz River Bridge - Repair Bridge	This project will repair the I-5 SB Cowlitz River Bridge structure which includes a damaged vertical truss member in Span 4 and a sway brace as a result of unknown third parties.	WSDOT	West	Roadway	WSDOT	1	\$294,499	\$294,499	100%
121	I-90/3rd Ave Bridge - Special Repair - EB	Remove, prepare and repair failing concrete, expansion joint and pavement seat to preserve the structural integrity of the bridge and extend its service life.	WSDOT	East	Roadway	WSDOT	1	\$573,313	\$573,313	100%
118	I-5/SB Cowlitz River Bridge - Known third party - Repair Bridge	This project will repair the I-5 SB Cowlitz River Bridge structure that has a damaged vertical truss member as a result of a known third party.	WSDOT	West	Roadway	WSDOT	1	\$731,380	\$731,380	100%
123	I-5/SB North Fork Lewis River Bridge - Resurfacing	Bridge Number 5/40W is experiencing significant pavement failures at the joints and in the wheel paths. This project will rehabilitate the existing bridge deck and joints to maintain the integrity of the roadway surface.	WSDOT	West	Roadway	WSDOT	1	\$877,330	\$877,330	100%
128	I-90/EB Winery Rd Bridge - Deck Overlay	The project will overlay the bridge deck of the EB Winery Rd Bridge 90/80S to preserve the structure.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$922,659	\$922,659	100%
141	I-5/1.7 miles S of Todd Road to Kalama River Rd - Deck Repair	This project will remove and replace the HMA deck and replace the deck membrane of bridges 5/105W, 5/107E, 5/107W, 5/112E and 5/112W.	WSDOT	West	Roadway	WSDOT	1	\$1,165,030	\$1,165,030	100%
119	I-90/S Fork Snoqualmie Bridge E of North Bend EB - Deck Rehabilitation	The bridge deck on the S Fork Snoqualmie Bridge on eastbound I-90 east of North Bend is showing signs of deterioration from normal wear. This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,234,745	\$1,234,745	100%
124	I-90/Lacey V Murrow Bridge - Electrical Rehabilitation	Replace the electrical switchgears and five pairs of transformers, separating the neutral and grounding conductors on the Lacey V Murrow Bridge. Reinstall the three submersible fuses. Perform fault current and arc flash hazard analyses on all medium voltage equipment.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,280,178	\$1,280,178	100%
117	I-5/Southbound SR 531 Interchange - Paving	This project will mill on I-5 mainline and inlay with 0.15' HMA, between MP 205.27 to MP 206.67 in the southbound direction.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,289,790	\$1,289,790	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
129	I-405/SB SR 900 to Coal Creek Pkwy SE - Paving	The project will resurface I-405 SB mainline and selected ramps, and rehabilitate the bridge decks of Br 405/23W and 405/25W.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,513,062	\$1,513,062	100%
135	SR 167/Northbound Pierce County Line to 15th St SW - Paving	This project will resurface SR 167 Northbound Mainline and the SR 167 Northbound to Ellingson Rd Off-ramp.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,598,460	\$1,598,460	100%
140	SR 501/I-5 to SW 26th St Ext Vic Including Couplet - Paving	Resurfaces the deteriorating pavement (due to normal wear) with a hot mix asphalt overlay to extend the life of the existing pavement.	WSDOT	West	Roadway	WSDOT	1	\$1,768,540	\$1,768,540	100%
116	I-5/Koontz Road Overpass - Repair Bridge	This project will repair the I-5/Koontz Road undercrossing structure that has two damaged exterior girders when struck by a third party.	WSDOT	West	Roadway	WSDOT	1	\$2,297,499	\$2,297,499	100%
35	SR 285 North Wenatchee Avenue Corridor Improvements: Extend Conduit and Fiber for ITS Communications	Complete the extension of conduit and fiber optics to enable ITS communications along SR 285; work to be timed with upcoming SR 285 pavement preservation.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$2,500,000	\$2,500,000	100%
133	I-5/SR 532 & 300th St NW Interchange Ramps - Paving	This project will mill and fill the ramps at I-5/SR 532 and I-5/30th St NW interchanges with Hot Mix Asphalt (HMA). Required minor safety work will include striping and upgrading the existing guardrail as needed.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$2,649,514	\$2,649,514	100%
131	I-182/SR 240 and George Washington Way Interchange - Paving	The existing pavement at SR 240 on I-182 is deteriorating due to normal wear and tear. This project will pave the road per recommendations from the materials report. Paving will extend the life of the pavement. This project will also restore delineation.	WSDOT	East	Roadway	WSDOT	1	\$2,794,998	\$2,794,998	100%
142	SR 432/Cowlitz River Bridge - Painting	The paint is failing on many members of the steel structure. The project will clean and paint the steel surfaces, to prevent corrosion and preserve the structural integrity of this bridge.	WSDOT	West	Roadway	WSDOT	1	\$2,886,590	\$2,886,590	100%
138	I-5/Martin Way Overcrossing - Special Repair	The strip seal expansion joints on these structures have reached their usable service life and need replacement. This project will replace the strip seal expansion joints to extend the service life of the structures.	WSDOT	West	Roadway	WSDOT	1	\$4,611,840	\$4,611,840	100%
130	I-5/SB S Lucile St to Spring St - Pavement Repair	Provide pavement repair through select panel replacements and diamond grinding concrete pavement surfaces full width. Maintain roadway drainage through grinding and paving the inside and outside shoulders, adjusting catch basins/junctions boxes as needed, as well as paving 2 mainline ramps and 6 SBCD ramps.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$6,897,468	\$6,897,468	100%
132	I-90/North Bend to Thorp Vic - Rehab Concrete	The existing concrete pavement on I-90 between North Bend and Thorp vicinity is deteriorating due to age and wear and tear. This project will rehabilitate select areas of concrete pavement to extend the life of the roadway.	WSDOT	East	Roadway	WSDOT	1	\$13,564,705	\$13,564,705	100%
134	I-5/Stilleguamish River Br to Hill Ditch Br - Concrete Pavement Rehab	The project will rehabilitate the concrete pavement of the NB and SB lanes of I-5, including diamond grinding and panel replacement in lanes 1 & 3, and diamond grinding, panel replacement & reconstruction in lane 2.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$17,561,440	\$17,561,440	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost
139	I-5/Todd Rd Vic to 3/4 Mile N of Ostrander Rd - Paving	This project will resurface the deteriorating pavement with a hot mix asphalt grind and inlay to extend the life of the existing pavement.	WSDOT	West	Roadway	WSDOT	1	\$20,628,000	\$20,628,000	100%
3	Tideflats Area Transportation Study Update	Building on prior planning studies such as the Tideflats Area Transportation Study and the Tideflats Area ITS Architecture Plan, develop a prioritized list of capital investments.	City of Tacoma	Puget Sound	Roadway*	City of Tacoma	1	\$400,000	\$400,000	100%
72	West Marine View Drive (Highway 529) Bulkhead Rebuild	Rebuild aging bulkhead that is supporting the southbound lanes of Highway 529 that accesses Naval Station Everett and the Port of Everett	Port of Everett	Puget Sound	Roadway	PSRC	1	\$1,500,000	\$1,500,000	100%
126	I-90/West of Snoqualmie Pass Interchange - Paving	The existing pavement in this section of I 90 (Exits 34,42,45, & 47) is deteriorating and needs rehabilitation due to structural condition. This project will rehabilitate (or repave) the roadway per recommendations from the materials report to extend the life of the pavement.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$1,670,251	\$1,670,251	100%
Tier 1 construction total									\$185,067,661	

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	ROW Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Right of Way										
75	8th St E/54th Ave E Intersection Improvements	Add westbound left turn lane and reconstruct eastbound approach to a 3-lane roadway.	City of Fife	Puget Sound	Roadway	PSRC	1	\$2,880,000	\$2,000,000	69%
40	SR 432 Corridor Improvements - Phase II	This project will relieve congestion, increase capacity, and improve safety on the SR 432 Corridor at two locations: SR 432 / SR 411 interchange off-ramp and on-ramp; and SR 432 / California Way intersection. This corridor is critical to the economic vitality of the region and the state, providing access to intermodal businesses and the Port of Longview. The SR 432/ SR 411 interchange improvements will increase capacity and safety by constructing a second left turn lane from the westbound SR 432 off-ramp to SR 411/3rd Avenue, and improve efficiency and increase safety for eastbound traffic by realigning the eastbound on-ramp to SR 432. Improvements to the SR 432 / California Way intersection will eliminate closely spaced, offset intersections by realigning California Way to create a single four-legged intersection at SR 432 / Industrial Way / California Way. Eliminating the offset will result in more efficient signal operation and turning movements, reducing travel time and congestion. Realignment of California Way will require right-of-way acquisition of 4 parcels and relocation of three existing businesses. Two existing railroad crossings will be widened to accommodate the new alignment.	City of Longview	West	Roadway	CWCOG: Longview-Kelso-Rainier MPO	1	\$9,500,000	\$5,320,000	56%
42	US 395/Ridgeline Drive Interchange	Construction of a grade separated, full access intersection at US 395 and Ridgeline Drive	The City of Kennewick is lead agency for design, environmental, and ROW acquisition. Washington Department of Transportation will be the lead agency for construction.	East	Roadway	City of Kennewick (Benton Franklin Council of Governments - BFCOG)	1	\$23,750,231	\$6,000,000	25%
43	Industrial Way / Oregon Way Intersection Project	Project is located at the intersection of Industrial Way (State Route (SR) 432) and SR 433, a critical connection of two Highways of Statewide Significance that support significant passenger and freight truck movement. Intersection is currently operating close to Level of Service (LOS) E and is projected to fail (LOS F) in 2040.	Cowlitz County	West	Roadway	CWCOG	1	\$95,000,000	\$7,559,304	8%
44	Bigelow Gulch/Forker Connector - Project 2	Widen to 4-lanes with a median and 8' wide shoulders	Spokane County	East	Roadway	SRTC	1	\$13,161,000	\$7,999,120	61%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	ROW Phase	Total Project Cost	Total Funding Gap	% request of total cost
47	Taylor Way Rehabilitation	Reconstruct roadway to heavy haul standards, remove/upgrade rail crossings, widen SR509/Taylor Way intersection, install fiber/ITS/ signal improvements, new sidewalks, lighting/curb ramps, channelization	City of Tacoma	Puget Sound	Roadway	City of Tacoma	1	\$21,385,540	\$13,473,740	63%
49	SR 410 Traffic Ave/E Main	This project increases freight mobility by reconfiguring two intersections and adding travel lanes and multimodal access across SR 410 to the Sumner/Pacific MIC.	WSDOT	Puget Sound	Roadway	City of Sumner	1	\$26,411,500	\$17,850,000	68%
94	Stewart Road Bridge	Freight mobility is improved by replacing the undersized bridge, adding travel lanes and multimodal access across the White River and railroad crossing. This corridor connects the Lake Tapps area to SR 167 and West Valley Hwy in the north section of the Sumner/Pacific MIC.	City of Sumner	Puget Sound	Roadway	City of Sumner	1	\$25,000,000	\$20,532,192	82%
57	Barker Road/BNSF Grade Separation Project	The Barker Road/BNSF Grade Separation Project replaces an at-grade crossing with an overpass of BNSF's railroad tracks and Trent Avenue (SR 290); incorporates interchange ramps to provide access between Barker Road and SR 290; connects Barker Road to a large residential area to the north; and closes the at-grade crossing of Flora Road at the BNSF railway.	City of Spokane Valley	East	Roadway	SRTC	1	\$36,035,000	\$26,255,000	73%
63	I-5 and 54th Ave E Interchange Improvement Project	Rebuild I-5 Interchange and nearby intersections.	City of Fife	Puget Sound	Roadway	PSRC	1	\$53,000,000	\$50,000,000	94%
105	E Marginal Way Reconstruction and Safety Enhancements	Reconstruct to heavy haul standards, add advanced traffic management systems, and incorporate separated bicycle and pedestrian facilities while maintaining freight efficiency	City of Seattle	Puget Sound	Roadway	PSRC	1	\$60,000,000	\$55,000,000	92%
33	SR 97 8 Miles South of US 2/97 - Passing Lane	Constructs new passing climbing lane for northbound traffic in the vicinity of Ingalls Creek. This passing lane will reduce traffic congestion, collisions sion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$1,870,420	\$1,870,420	100%
36	US 97/Campbell Rd Vicinity - Passing Lane	Widen the road to accommodate the construction of a passing lane. This passing lane will reduce traffic congestion, collisions sion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$2,523,550	\$2,523,550	100%
37	Tideflats Area ITS backbone	ITS improvements consistent with near-term ITS improvements identified in the 2016 Tacoma Tideflats Emergency Response Plan	City of Tacoma	Puget Sound	Roadway*	City of Tacoma	1	\$3,700,000	\$3,700,000	100%
102	I-5/East Fork Lewis River Bridge	Replace Bridge	WSDOT	West	Roadway	MPO-RTC	1	\$50,000,000	\$50,000,000	100%
Tier 1 ROW Total									\$270,083,326	

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Preliminary Engineering										
74	US 101/West Olympia Access Project	1) A new westbound off-ramp from US 101 to Kaiser Road and an eastbound on-ramp from Kaiser Road to US 101 . 2) A new westbound off-ramp from US 101 to Yauger Way via an at-grade connection through the existing interchange at US 101 and Black Lake Boulevard. 3) Auxiliary lanes (one in each direction) on US 101 between Black Lake Boulevard and the new Kaiser Road ramps to facilitate weaving and merge/diverge movements safely. 4) Local street improvements that complement the new ramps.	City of Olympia in partnership with the Washington State Department of Transportation (WSDOT)	West	Roadway	City of Olympia	1	\$3,989,675	\$1,863,550	47%
88	Spotted Road Realignment and Interchange Project	Spotted Rd experiences traffic operations that have lead to fatalities, collisions, line-of-sight issues, and safety concerns. Spotted Rd (major collector rd) will be realigned to be outside the Runway Protection Zone (RPZ) and will include addin an interchange to separate Airport passengers traveling on Airport Drive Inbound and Freight operations associated with the Airport and surrounding industrial community traveling on Spotted Rd. TOTAL OF 1.81 MILES.	Spokane Airports	East	Roadway	SRTC	1	\$13,000,000	\$8,000,000	62%
89	Portland Avenue	Upgrade Pavement, rehabilitate bridge deck, install signal at SR-509 ramp terminal	City of Tacoma	Puget Sound	Roadway	City of Tacoma	1	\$8,200,000	\$8,100,000	99%
92	Interstate 82/SR 97 Freight Express Route	Widen two-lane rural roadway to state highway quality 40 foot width (12' lanes and 8' shoulders) with alignment improvements and grade separation over the BNSF Main Line Rail Corridor South East of Toppenish, WA. Route will promote commercial and residential redevelopment in eastern Toppenish while removing freight traffic conflicts from schools, museums, fire stations, parks, and Toppenish's "Mural Trail" System. Construction for the county bridge at the Yakima River is being completed in 2016 and improvements to the City of Toppenish owned "L" Street Improvements were completed in 2013.	City of Toppenish and Yakima County	East	Roadway	Yakima Valley Conference of Governments (YVCOG)	1	\$21,796,000	\$11,056,000	51%
50	Union Gap Regional Beltway Connector	The proposed project will construct a regionally significant freight bypass, in collaboration with Washington State Department of Transportation, from the South Union Gap/I-82 interchange to the Longfibre/Ahtanum intersection. This will greatly reduce freight and other traffic from the City of Union Gap downtown core by reconstructing the I-82 interchange, and constructing a new railroad overpass over the BNSF railroad and approximately 1 mile of new roadway. TRANS-Action, the local public/private transportation	City of Union Gap	East	Roadway	Yakima Valley Conference of Governments (YVCOG)	1	\$56,200,000	\$18,150,000	32%
144	I-90/Cle Elum River Bridge WB/EB Bridge Painting	The existing steel surfaces on the westbound I-90 Cle Elum River bridge are in need of cleaning and painting. This project will clean and paint the existing steel surface to preserve the structural integrity of the bridge	WSDOT	East	Roadway	WSDOT	1	\$6,608,203	\$6,608,203	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
148	I-90/OleElum vicinity - Replace Concrete Panels	The existing concrete pavement on I-90 between Bullfrog Road and Oaks Avenue, Elk Heights Rd and Yakima River Bridge, and Oaks ave to Elk Heights EB is deteriorating due to wear and tear. This project will replace select concrete panels to extend the life of the roadway.	WSDOT	East	Roadway	WSDOT	1	\$3,044,275	\$3,044,275	100%
81	Argonne Road Concrete Pavement, I-90 to Montgomery	Reconstruction of Argonne Road to include a deep roadbase & new PCC pavement.	City of Spokane Valley	East	Roadway	SRTC	1	\$3,723,000	\$3,723,000	100%
96	I-205, 28 th St. to SR-500 Auxiliary Lanes	Add Northbound and Southbound lanes	WSDOT	West	Roadway	MPO-RTC	1	\$23,000,000	\$23,000,000	100%
99	I-205, Padden Interchange with 72 nd Av. Slip Ramp	Reconstruct Interchange with northbound slip ramp to 72nd Av.	WSDOT	West	Roadway	MPO-RTC	1	\$30,000,000	\$30,000,000	100%
100	I-205, SR-500 to Padden Parkway	Add Northbound and Southbound lanes	WSDOT	West	Roadway	MPO-RTC	1	\$30,000,000	\$30,000,000	100%
101	SR-14, I-205 to 164 th Av. Add Lanes	Add lanes and modify ramps	WSDOT	West	Roadway*	MPO-RTC	1	\$38,000,000	\$38,000,000	100%
106	SR-14, 15 th /27 th /32 nd Street Interchange Project	Add lanes and construct Interchanges	WSDOT	West	Roadway	MPO-RTC	1	\$80,000,000	\$80,000,000	100%
107	I-5/SR 500 Build Direct Connection	Construct connection from SR-500 to I-5 north of interchange	WSDOT	West	Roadway	MPO-RTC	1	\$140,000,000	\$140,000,000	100%
112	Hood River Bridge Replacement	Replace bridge over Columbia River	Port of Hood River	East	Roadway*	RTPO-RTC	1	\$250,000,000	\$250,000,000	100%
28	US 97/2 Miles N of Upper Tronson Rd - Passing Lane	Restripe the existing three lane section with a SB passing lane to a three lane section with a NB passing lane. This passing lane will reduce traffic congestion, collisions sion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$349,100	\$349,100	100%
149	SR 539/Bay-Lyn Dr to SR 546 - Paving	The project will mill & fill SR539 from MP 10.40 to MP 12.57. Required safety work will be performed as needed.	WSDOT	West	Roadway	WSDOT	1	\$2,519,612	\$2,519,612	100%
150	I-90/46th Ave SE to W Summit Rd WB - Replace Concrete Panels	The existing concrete pavement on westbound I-90 between North Bend and Snoqualmie Pass summit is deteriorating due to wear and tear. This project will replace select concrete panels to extend the life of the pavement.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$3,240,923	\$3,240,923	100%
146	I-5/Northbound SR 104 Vicinity to 212th St SW Vicinity - Paving	Resurface this section of I-5 northbound mainline by milling the existing surface and inlaying with 0.15 ft. of Hot Mix Asphalt (HMA). Includes approximately 8 on and off ramps within the project limits.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$3,914,200	\$3,914,200	100%
147	I-90/Moses Lake West WB Lanes - Paving	Highway is due for resurfacing by least life cycle cost method. Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	WSDOT	East	Roadway	WSDOT	1	\$4,896,988	\$4,896,988	100%

Appendix B: Tier 1 roadway projects (funding request at \$1.18 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
90	E Marginal Way / S Hanford Street Intersection Improvements	Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, and evaluate the need for railroad crossing gates. The project also includes rebuilding the intersection and its approaches to Heavy Haul route requirements	City of Seattle	Puget Sound	Roadway	PSRC	1	\$8,600,000	\$8,600,000	100%
143	I-90/George East - Paving	Highway is due for resurfacing by least life cycle cost method. Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	WSDOT	East	Roadway	WSDOT	1	\$10,996,643	\$10,996,643	100%
145	US 395/Pioneer Memorial Bridge - Bridge Painting	The existing steel surfaces on the US 395 Pioneer Memorial Bridge between Kennewick and Pasco are in need of cleaning and painting. This project will clean and paint the existing steel surface to preserve the structural integrity of the bridge.	WSDOT	East	Roadway	WSDOT	1	\$38,845,697	\$38,845,697	100%
67	East Aberdeen Mobility Project (formerly-Wishkah Mall Access)	Grade separation, access control, pedestrian safety improvements	City of Aberdeen WSDOT	West	Roadway	SWRTPO	1	\$500,000	\$500,000	100%
Tier 1 PE Total									\$725,408,191	

Roadway*: project is partially located on NHHN.

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
Tier 2 and 3 (Construction, ROW, and PE)													
79	Ballard Bridge Seismic Improvements	Ensure seismic resiliency for existing structure on regionally significant freight route facility	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$8,800,000	\$3,500,000	40%	
97	S. 212th Street BNSF Railroad Grade Separation	Provides a critical, grade-separated link through the commercial/industrial/central area of Kent. Links the valley warehouse/industrial center to SR 167 and I-5.	City of Kent	Puget Sound	Roadway	MPO/RTPO	NA	NA	NA	\$40,000,000	\$24,000,000	60%	
152	SR 167/SR 410 to SR 18 - Congestion Management	This section of SR 167 experiences severe congestion and operational problems due to high traffic volumes. By re-striping the existing roadway to create a NB HOV lane, installing lane control signing, CCTV cameras, data stations, ramp meters, variable message sign and illumination, this project will reduce congestion and improve motorist safety.	WSDOT	Puget Sound	Roadway*	WSDOT	NA	NA	2	\$13,015,000	\$8,000,000	61%	
27	Lower Spokane St Freight-Only Lanes Pilot	Pilot project to design, implement, and evaluate freight-only lanes on the corridor	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$450,000	\$300,000	67%	
55	POT Road Interchange Modification - Phase III	New 34th Avenue E bridge over I-5, reconstruct northbound I-5 exit and entrance ramp connectors with POT Road, 20th St E Improvements, and two new signal installations (Phase 3).	City of Fife	Puget Sound	Roadway	PSRC	NA	NA	2	\$27,500,000	\$21,000,000	76%	
68	Bridge and 2nd Street Intersection	Road widening and realignment of the 5-point intersection; adding lanes to reduce congestion	City of Clarkston, Asotin County,	East	Roadway	Lewis Clark Valley MPO	2	3	3	\$916,000	\$732,800	80%	
73	Southway Bridge	Design and Reconstruction of the Southway Bridge; mill through asphalt pavement, membrane, and reconstruct delaminated localized areas of the deck surface, followed by a Polymer Concrete (PCC) overlay	City of Clarkston, City of Lewiston, Nez Perce County	East	Roadway	Lewis Clark Valley MPO	2	NA	3	\$2,113,350	\$1,690,680	80%	
78	Freya Street in The Yard	Construct full-depth pavement reconstruction of this poor-condition strip-paved roadway to service the industrial park known as "The Yard"	City of Spokane	East	Roadway	SRTC	2	2	3	\$3,250,000	\$2,800,000	86%	
32	S Hanford Railroad Crossing Rehabilitation	Reinforce active rail crossings with concrete grade crossing systems	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$2,000,000	\$1,800,000	90%	
113	Ballard Bridge Replacement	Replace structure to increase capacity and improve access	City of Seattle	Puget Sound	Roadway	PSRC	2	3	3	\$520,000,000	\$518,000,000	100%	
82	1 st Street and 6th Avenue Reconstruction	This project would reconstruct 1 st Street and 6th Avenue. The work would include CSBC, HMA, curb, gutter and sidewalk and rehabilitating the trolley tracks that run down the center of a portion of 6th Avenue.	City of Yakima	East	Roadway	MPO	2	2	3	\$4,000,000	\$4,000,000	100%	
83	W Emerson St Freight Safety Improvements	Redesign and construct interchange improvements to reduce modal conflicts	City of Seattle	Puget Sound	Roadway	PSRC	2	3	3	\$4,800,000	\$4,800,000	100%	
30	SR 519 / Edgar Martinez Dr S Freight Operations Improvements	Reconstruct intersections for optimized freight operations	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$900,000	\$900,000	100%	
76	4th Ave S ITS Implementation	Provide adaptive traffic signalization for optimized freight operations	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$2,500,000	\$2,500,000	100%	
84	S Atlantic St / SR 519 / Edgar Martinez Dr S Corridor ITS Implementation	Provide adaptive signal control for optimized freight operations following Alaskan Way Viaduct Replacement project	City of Seattle	Puget Sound	Roadway	PSRC	2	NA	2	\$5,000,000	\$5,000,000	100%	
91	Terminal 91 Uplands Access	Rehabilitation of existing avenues to support industrial land uses in the T-91 Uplands	POS/City of Seattle	Puget Sound	Roadway	PSRC	2	NA	3	\$10,000,000	\$10,000,000	100%	
87	Argonne Rd & I-90 IC Bridge Widening	New SB Argonne Road Bridge, widening to 3 lanes, a 10' breakdown lane, and a new minimum 6' wide sidewalk.	City of Spokane Valley	East	Roadway	SRTC	3	3	3	\$8,000,000	\$8,000,000	100%	

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
93	Sullivan Road Bridge	Replace existing BNSF and Trent Road (SR-290) bridges along Sullivan Road. Widen	City of Spokane Valley	East	Roadway	SRTC	3	3	3	\$20,350,000	\$20,350,000	100%	
95	W Galer St Interchange Ramp	Construct additional ramp to improve access over BNSF mainline tracks and storage yard	City of Seattle	Puget Sound	Roadway	PSRC	3	3	3	\$23,000,000	\$23,000,000	100%	
80	S Atlantic St Reconstruction	Replace damaged/failing concrete panels	City of Seattle	Puget Sound	Roadway	PSRC	3	NA	3	\$3,700,000	\$3,700,000	100%	
111	South Access	New construction of a 2-lane lld access arterial connecting the planned S Airport Link roadway to the planned extension of SR509 to I-5.	POS	Puget Sound	Roadway	PSRC	3	NA	3	\$247,203,000	\$247,203,000	100%	
114	I-5 Bridge Over Columbia River	Replace I-5 Bridge over the Columbia River and associated interchanges.	WSDOT/ODOT	West	Roadway	MPO-RTC	NA	2	3	\$3,300,000,000	\$3,300,000,000	100%	
158	I-5/13th Street to Mellen Street - ATIS	Travel delays due to congestion or incidents causes the traveling public wasted time and fuel. This project will install communication lines, traffic cameras, and variable message signs along the interstate. The ATIS monitors traffic congestion and incidents, and communicates highway conditions to the public. ATIS enables drivers to check route conditions before and during travel.	WSDOT	West	Roadway	WSDOT	NA	NA	2	\$1,710,000	\$1,710,000	100%	
157	I-5/Marysville Vicinity - Ramp Meters	I-5 experiences congestion due to the uncontrolled flow onto the highway from the interchange on-ramps at 4th St. and 88th St. This project will install ramp meter systems on the I-5 northbound and southbound on-ramps from 4th St. and 88th St. in the Marysville vicinity. The new meters will ease the congestion experienced by the travelling public.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	2	\$1,790,000	\$1,790,000	100%	
156	I-5/SB Corson Ave to Mercer St - Mobility Improvements	Southbound I-5 experiences severe congestion between Corson Ave and Mercer St. Providing dynamic operation of the SB I-5 Mercer St. to Corson Ave. HOV Lane. Installing electronic signing to display the HOV lane status, adding ramp metering to southbound I-5 from Yale St. and southbound I-5 collector-distributor lane ramp metering will improve mobility along the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	2	\$5,200,000	\$5,200,000	100%	
151	I-5/NB Seneca St to Olive Way - Mobility Improvements	NB I-5 between Seneca St & Olive Way experiences severe congestion. Providing an additional NB lane between Seneca St and the Olive Way off ramp will improve mobility along the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	2	\$6,500,000	\$6,500,000	100%	
153	I-5/I-90 Truck Parking	Identify and implement expanded truck parking needs in the Central Puget Sound and Vancouver vicinities by leveraging state funds with private contributions.	WSDOT	NA	Roadway	WSDOT	NA	NA	2	\$3,000,000	\$3,000,000	100%	
168	I-5/NB I-90 to SR 520 - Active Traffic Management	NB I-5 between I-90 & SR 520 experiences severe congestion. Installing metering on the Cherry St to NB I-5 ramp and the NB I-5 collector-distributor ramp, and extending the Active Traffic Management System on NB I-5 to SR 520 will improve mobility along the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	3	\$13,600,000	\$13,600,000	100%	
166	I-5/WB SR 512 to NB I-5 On Ramp - Mobility	A high volume of westbound SR 512 morning traffic to northbound I-5 disrupts traffic flow on I-5 and causes large traffic back-ups on SR 512 between Steele Street Interchange and I-5 for both Truck and GP traffic. Widening the on ramp to two lanes and constructing an auxiliary lane on SR 512 from E Steele St may reduce traffic congestion and increase traffic mobility.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	3	\$17,500,000	\$17,500,000	100%	

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
165	I-5/NB Express Lanes Northgate Vic. - Merge Revision	The merge onto NB I-5 from the NB I-5 Express Lanes creates congestion on both mainline I-5 and the Express Lanes. Constructing a new ramp for general purpose traffic from the Express Lanes to NB I-5 just north of NE 92nd St and eliminating the general purpose exit at its current location at NE 103rd St will improve the mobility of the corridor.	WSDOT	Puget Sound	Roadway	WSDOT	NA	NA	3	\$22,600,000	\$22,600,000	100%	
163	I-205/SR 500 to Padden Parkway - Add Lanes	Traffic congestion during peak periods create stop and go conditions on a regular basis, hindering motorists as well as the movement of freight and goods through the corridor. This project will improve mobility by widening the interstate to three lanes in each direction between SR 500 and Padden Parkway.	WSDOT	West	Roadway	WSDOT	NA	NA	3	\$25,000,000	\$25,000,000	100%	
162	SR 167/8th St E to 15th St SW - Northbound HOT Lanes	SR 167 between 8th St E and 15th St SW experiences severe congestion during peak traffic periods. Constructing a new High Occupancy Toll lane in the northbound direction will improve the efficiency of the corridor by providing single occupancy vehicles the option of choosing to use the HOT lane.	WSDOT	Puget Sound	Roadway*	WSDOT	NA	NA	3	\$33,000,000	\$33,000,000	100%	
164	I-90/Greenacres Rd to Harvard - Additional Lanes	Reconstruction adding lanes and capacity.	WSDOT	East	Roadway	WSDOT	NA	NA	3	\$39,000,000	\$39,000,000	100%	
98	Maintenance Priority - Complete Seismic Upgrades to Area Bridges	Seismic Upgrade	WSDOT	West	Roadway*	SWRTPO	NA	NA	NA	\$24,000,000	\$24,000,000	100%	

Tier 2 and 3 Total

\$4,404,176,480

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
Ineligible projects (see Reason for Exclusion for detail)													
122	US 12/SR 128 Vicinity to Snake River Bridge - Paving	The existing pavement in this section of US 12 is deteriorating due to normal wear and tear. This project will grind and resurface the existing roadway to extend the life of the pavement. This project will also restore delineation.	WSDOT	East		WSDOT	1	NA	1	\$1,051,154	\$1,051,154	100%	Project type or location does not meet eligibility requirements
4	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Fire Loop	Construction of Fire Loop to support fire suppression at the facility	Port of Kalama	West		SWRTP	NA	NA	1	\$500,000	\$500,000	100%	Project type or location does not meet eligibility requirements
5	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Storm Water Enhancements	Storm water system enhancements to support industrial facilities adjacent to the KMMEF facility	Port of Kalama	West		SWRTP	NA	NA	1	\$500,000	\$500,000	100%	Project type or location does not meet eligibility requirements
6	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Security Infrastructure	Construction of Security Infrastructure to secure the facility	Port of Kalama	West		SWRTP	NA	NA	1	\$526,000	\$526,000	100%	Project type or location does not meet eligibility requirements
8	Dredge Spoils Disposal Sites	Property purchase	Port of Kalama	West		SWRTP	NA	NA	1	\$1,000,000	\$1,000,000	100%	Project type or location does not meet eligibility requirements
10	Spencer Creek Business Park- Pre loading Site	Pre-loading required for building construction	Port of Kalama	West		SWRTP	NA	NA	1	\$1,400,000	\$1,400,000	100%	Project type or location does not meet eligibility requirements
13	Property Purchases	Waterfront Industrial Property (Central Port)	Port of Kalama	West		SWRTP	NA	NA	1	\$3,000,000	\$3,000,000	100%	Project type or location does not meet eligibility requirements
14	Deep Water Terminal Berth Dredging	Dredge deep water berth to maintain access for grain terminal export	Port of Kalama	West		SWRTP	NA	NA	1	\$3,750,000	\$3,750,000	100%	Project type or location does not meet eligibility requirements
18	Spencer Creek Business Park- Enhance Surface Streets	Surface Street Enhancements	Port of Kalama	West		SWRTP	NA	NA	1	\$5,000,000	\$5,000,000	100%	Project type or location does not meet eligibility requirements
21	Kalama River Industrial Park - Building Construction	Light Industrial building construction	Port of Kalama	West		SWRTP	NA	NA	1	\$8,000,000	\$8,000,000	100%	Project type or location does not meet eligibility requirements
22	Kalama Methanol Manufacturing and Exporting Facility (KMMEF) - Well	Construction of Well to provide water for the facility	Port of Kalama	West		SWRTP	NA	NA	1	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
46	Spencer Creek Business Park - Road and Utility Improvements to the Business Park	Utilities and Roads	Port of Kalama	West		SWRTP	NA	NA	1	\$12,000,000	\$12,000,000	100%	Project type or location does not meet eligibility requirements
26	Spencer Creek Business Park - Installation of floating Light Industrial Dock, in support larger freight movement	Installation of floating light industrial dock, in support larger freight movement	Port of Kalama	West		SWRTP	NA	NA	1	\$20,000,000	\$20,000,000	100%	Project type or location does not meet eligibility requirements
48	Connell Rail Interchange	Rail congestion and safety issues are caused by the current facilities, which are outdated, inefficient, and undersized. This project will improve multi-modal safety and freight mobility, resulting in greater regional economic development. The current interchange serves as a pinch-point for rail transportation, and causes vehicle traffic delays in the downtown. The project site provides access to a three county region, predominantly agriculture and industry. The improvements aim to improve safety, reduce rail congestion, and promote industrial and economic growth in the three county region. The preliminary study occurred and was funded by local matches, a CERB grant, and Connecting Washington. BNSF will perform the engineering and design.	City of Connell	East		Benton-Franklin Council of Governments	1	NA	2	\$23,940,302	\$13,940,302	58%	Project type or location does not meet eligibility requirements

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
86	Bigelow Gulch Road - Project 6	Realigned 5-lane urban arterial with curb and sidewalk	Spokane County	East		SRTC	NA	2	2	\$8,739,502	\$6,970,502	80%	Project type or location does not meet eligibility requirements
34	EMVD/ SR 529 Interchange Improvements	Correct the height restriction with East Marine View Drive	City of Everett	Puget Sound		PSRC	1	2	2	\$2,246,000	\$1,980,000	88%	Project type or location does not meet eligibility requirements
85	E Marginal Ave S / 8th Ave S / S Myrtle St Intersection Improvements	Improve intersection geometry, revise signalization, upgrade drainage, rehabilitate pavement at railroad tracks, and install streetscaping	City of Seattle	Puget Sound		PSRC	2	NA	2	\$5,600,000	\$5,100,000	91%	Project type or location does not meet eligibility requirements
51	Pines Road (SR 27)/BNSF Grade Separation Project	The Pines Road/BNSF Grade Separation Project replaces an at-grade crossing with an underpass of BNSF's railroad tracks; lowers the intersection and adds lanes at the nearby Pines Road/Trent Avenue (SR 290); and closes the at-grade crossing of University Road at the BNSF railway.	City of Spokane Valley	East		SRTC	1	1	2	\$19,765,000	\$18,248,555	92%	Project type or location does not meet eligibility requirements
77	166th Ave E & SR 410	This project improves freight mobility by adding a signal at the west bound SR 410 ramps and widening 166th Ave north to 64th St.	WSDOT	Puget Sound		City of Summer	1	1	2	\$2,600,000	\$2,600,000	100%	Project type or location does not meet eligibility requirements
65	Dredge Material Management Plan	The scope of this project is to complete a management plan of sufficient detail to ensure unimpeded maintenance of the 43-foot Columbia River federal navigation channel for the next 20 years. Other federal and non-federal dredging within the related geographic area will be considered to the extent that placement from these sources affects placement capacity for the 43-foot channel. The Sponsor Ports in Washington on the Columbia River (Port of Longview, Port of Kalama, Port of Woodland, and Port of Vancouver) are responsible for aiding the USACE in this process, conducting a joint SEPA/NEPA evaluation, as well as securing dredge material placement sites (easements and property) within the 20-year Plan's timeframe.	USACE/Washington State Sponsor Ports; and Oregon Sponsor Port, Port of Portland,	West		CWCOG & SWRTPO	NA	2	2	\$50,000,000	\$50,000,000	100%	Project type or location does not meet eligibility requirements
159	US 12 White Pass corridor hardening plan	Develop a preservation and improvement plan for White Pass to determine a plan to reduce the risk of losing the corridor as a key freight route due to weather conditions and improve the long term viability and sustainability of the corridor for freight.	WSDOT	East		WSDOT	NA	NA	2	\$200,000	\$200,000	100%	Project type or location does not meet eligibility requirements
160	Freight Connected Vehicle Technology - statewide	Establish a grant program to leverage state funds for the implementation of freight CV technology projects.	WSDOT	NA		WSDOT	NA	NA	2	\$2,000,000	\$2,000,000	100%	Project type or location does not meet eligibility requirements
155	Statewide Bridge Hit Prevention	Identify and implement a technology based approach for establishing an active or passive advance warning system at selected bridges throughout the state.	WSDOT	NA		WSDOT	NA	NA	2	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
154	Statewide ITS enhancements	Funding to implement operational ITS improvements at priority locations statewide to facilitate the movement of freight.	WSDOT	NA		WSDOT	NA	NA	2	\$15,000,000	\$15,000,000	100%	Project type or location does not meet eligibility requirements
69	Edmonds Multimodal Grade Separation	Provide grade separated access to the Edmonds Waterfront. The purpose of the project is to provide safe, reliable and efficient access for vehicle traffic (including freight), transit, emergency vehicles, pedestrians, and bicyclists between downtown Edmonds and the waterfront, including regional transportation links. The project will provide grade separated loading and unloading of the ferry, 24-hour access for emergency vehicles and full time access for pedestrians and other non-motorized users.	City of Edmonds	Puget Sound		Puget Sound Regional Council	2	3	3	\$1,000,000	\$850,000	85%	Project type or location does not meet eligibility requirements

Appendix C: Tier 2 and 3 and ineligible projects (funding request at \$5.0 billion)

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
71	Duwamish Local Freight Access Improvements	Reconstruct roadway with drainage, curb, sidewalks and landscaping. Coincides with Seattle Public Utilities drainage substation project	City of Seattle	Puget Sound		PSRC	1	1	3	\$1,300,000	\$1,300,000	100%	Project type or location does not meet eligibility requirements
70	Oak Street Overpass Modification	Access / Egress to Overpass	Port of Kalama	West		SWRTPO	2	2	3	\$1,000,000	\$1,000,000	100%	Project type or location does not meet eligibility requirements
103	1st Ave S Viaduct Replacement	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	City of Seattle	Puget Sound		PSRC	2	NA	3	\$55,000,000	\$55,000,000	100%	Project type or location does not meet eligibility requirements
104	4th Ave S Viaduct Replacement	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	City of Seattle	Puget Sound		PSRC	2	NA	3	\$55,000,000	\$55,000,000	100%	Project type or location does not meet eligibility requirements
108	SODO Rail Corridor Grade Separation	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts	City of Seattle	Puget Sound		PSRC	3	3	3	\$145,000,000	\$145,000,000	100%	Project type or location does not meet eligibility requirements
161	US 101/Port Industrial Road - Alternate Route	The proposal is intersection control improvements at 4 locations along the Port Industrial Rd (2 intersections with signals and channelization and 2 intersections with left turn channelization). The Port Industrial Rd is an alternate route to using US 101 mainline and US 101 Aberdeen couplet between W Heron St and Myrtle St.	WSDOT	West		WSDOT	NA	NA	3	\$4,000,000	\$4,000,000	100%	Project type or location does not meet eligibility requirements
167	SR 18/I-5 to SR 169 - ITS Improvements	Improve travel times along the SR 18 corridor between I-5 and SR 169 by expanding the NWR Active Traffic Management system. Improvements include adding new CCTV units, Highway Advisory Radio signs, Variable Message Signs with sign bridges, ramp meters, and a Roadway Weather Information Station. The result will be improved detection of congestion and incidents, communication with motorists, and mobility on SR 18.	WSDOT	Puget Sound		WSDOT	NA	NA	3	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
109	Puyallup Bridge Rehabilitation (F+16C, F+16D, F+16E)	Bridge Replacement. Note the Puyallup River Bridge is made of 6 segments. This project includes segments F+16C, D, E and F+16.	City of Tacoma	Puget Sound		City of Tacoma	2	2	3	\$150,000,000	\$150,000,000	100%	Project not supported by regional plan
Ineligible total											\$614,916,513		

Roadway*: project is partially located on NHHN.

2. Preserving Washington's multimodal freight system is our greatest need.

The existing multimodal freight system helped create the state's economic success. The State Truck, Rail and Waterway Freight Economic Corridors must be in good condition to ensure that shipments arrive safely, reliably and efficiently. The Freight Plan details the multimodal maintenance and preservation problems on the State Freight Economic Corridors.

There are poor pavement and bridge conditions on the State Truck Freight Economic Corridors.

- Over 3,700 highway lane miles are due or past due for preservation projects, but WSDOT will only be able to repave about 1,100 in 2013-15.
- There are nearly 3,800 state-owned bridges; without new revenue 71 steel bridges could become structurally deficient due to lack of painting in the next ten years. Local agencies reported that 25 of the 166 local bridges on the State Truck Freight Economic Corridors are in poor condition.
- Washington does not maintain a core all-weather county road system within the State Truck Freight Corridors. To protect these routes from further deterioration, counties will close them to heavier trucks up to two months in the spring freeze and thaw-season.

Short-line railroads are struggling to meet basic preservation needs.

- Some short-line railroads continue to struggle to overcome decades of deferred maintenance along their right of way.
- Deferral of freight rail maintenance can lead to equipment and track deterioration that requires substantial investment to repair.
- Short-line railroad operators named bridge repairs as one of their highest priorities.

Lack of preservation and maintenance of the Columbia-Snake River waterway.

- Recent intense and frequent storms have accelerated degradation of the jetties at the mouth of the Columbia River.
- High, sustained river flows make it difficult to maintain the federally-authorized navigational channel depth.

Reduced maintenance and deferred freight system preservation is expensive for farmers, manufacturers, and retail firms such as grocery stores and restaurants.

- When poorly-maintained short-line railroads are restricted to 10 mph, and the barges plying the Columbia-Snake River system cannot be fully loaded because the channel depth is not maintained, farmers pay more to move every bushel of wheat grown in Washington.
- Heavier trucks are not allowed to use local and state bridges that are in poor condition. Instead, they must take long detours that add to the cost of products manufactured in Washington State.
- When highway and road pavement is in poor condition, goods are damaged in transit and safety is at risk. Traffic delays result in increased costs of food and other consumer goods.

Increasingly crowded areas near freight rail sites and ports is creating competition for space and access routes.

- In urban areas there is a need to preserve critical freight-intensive land uses both at marine and air cargo ports, as well as in the state's major warehouse districts supplying food and other goods to cities.

CHAPTER 3: STATE FREIGHT INSTITUTIONS, STATUTORY CONSTRAINTS & ROLES

Freight in Washington: Roles & Responsibilities

Many public and private sector organizations must both fulfill their roles and cooperate with each other to meet the state's performance goals for freight systems. These organizations include state agencies, local jurisdictions, and private sector participants. Following is a description of the state, tribal, and regional freight players; this section contains a short summary of the limitations on what state revenue can be collected and how it can be expended to maintain and improve freight systems. State law defines transportation facilities of statewide significance, which includes a subset of the state-owned highway transportation system, interstate, freight railroad system, Columbia-Snake navigable river system, marine port facilities, and services related to marine activities affecting international and national trade, including key freight transportation corridors serving these marine port facilities.¹⁹

Washington State's transportation budget pays for operating and the capital costs of maintaining, preserving, and improving the highway and ferry systems and enforcement on the state highway system. Revenues available for transportation purposes include state funds (including taxes and fees), bonds, federal funds, and local funds. A portion of the budget goes to local governments. State agencies supported by the state transportation budget include WSDOT, the Freight Mobility Strategic Investment Board (FMSIB), the Washington State Patrol (WSP), the County Road Administration Board (CRAB), the Transportation Commission, and the Transportation Improvement Board (TIB). Exhibit 3.1 summarizes the main roles and responsibilities of Washington's freight-related institutions.

¹⁹ RCW 47.06.140

Exhibit 3.1 Summary of Freight Roles and Responsibilities by Agency/Jurisdiction

Agency/ Jurisdiction	Freight in Washington: Roles and Responsibilities			
	Infrastructure Owner/Operator	Grant Programs	Policy/ Regulatory	Enforcement
WSDOT	X	X	X	
FMSIB ²⁰		X	X	
TIB		X		
WSP			X	X
WA State Trans. Commission			X	
UTC ²¹		X	X	X
CRAB		X		
Counties/Cities	X	X	X	X
Ports	X		X	X
Tribes	X	X	X	X
MPO/RTPO		X	X	

State Agencies

Washington State Department of Transportation (WSDOT)

Governance Structure and Responsibilities

WSDOT is a cabinet level state agency and the Secretary of Transportation is appointed directly by the Governor of Washington. WSDOT's core mission is to keep people and business moving by operating and improving the state's transportation systems (RCW 47.01). WSDOT's newly adopted strategic plan goals include effectively managing strategic investments, optimizing modal integration, promoting environmental stewardship, strengthening community engagement, and improving smart technology; for more information on these goals, see chapter 10. WSDOT is responsible for maintaining, preserving and improving the statewide, multimodal transportation system which includes:

Highways and Bridges	Rail: Freight & Passenger Program
18,600 state highway lane miles and 2,000 lane miles of ramps and special use lanes	Partner in Amtrak Cascades state passenger rail program
310 lane miles of a planned 320-mile HOV	Operator of Washington State Grain Train and

²⁰ Many agencies have freight transportation responsibilities, which they balance with other priorities. The FMSIB is solely focused on funding freight projects.

²¹ Washington Utilities and Transportation Commission

freeway system 3,700+ bridges and structures	Produce Rail Car Program Owner of the Palouse River and Coulee City (PCC) railroad system in Eastern Washington - 297 miles of short-line rail Freight Rail Grant & Loan Program
Ferries	Aviation
22 ferry vessels, 20 terminals, 450 daily departures	16 WSDOT-managed airports (nine state-owned, three operated by special use permit, three leased, one operated through a right of entry)
Transit	
Commuter and vanpool grant programs	

Within WSDOT, the Freight Systems Division is responsible for:

- Developing the Washington State Freight Mobility Plan and building regional participation and support for the Plan by working together with freight system partners.
- Providing counsel to WSDOT executives, the Governor's office, and the Legislature on freight policies and programs.
- Managing the state's freight rail capital programs and operations.
- Pursuing implementation of recommendations in the Freight Mobility Plan.
- Developing cross-functional solutions to meet freight carriers', shippers', and goods receivers' performance goals.

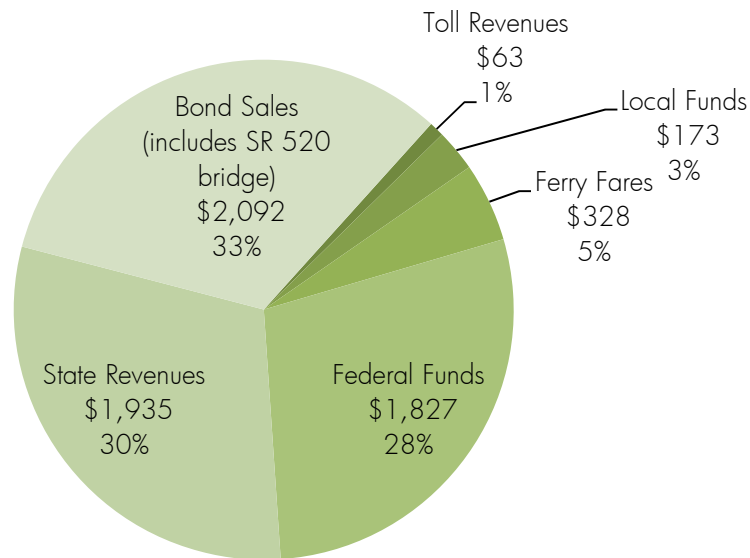
Funding Mechanism

WSDOT receives state funds (including taxes and fees), bonds, federal funds, and local funds. WSDOT's portion of the state transportation budget pays for operating expenses and capital costs, including maintaining, preserving, and improving the highway system, operating ferries, as well as debt service.

More than 80 percent of state transportation revenue is from the motor vehicle fuel tax and licenses, permits, fees and abstracts, all of which have set rates. While these revenue sources respond to changes in population, use of fuel, vehicle ownership, or other factors, they do not change with inflation. The state receives a little more than 80 percent of the total transportation revenues collected; the other 20 percent of the transportation tax revenues are distributed directly to cities, counties, and other agencies for roadway programs that are not part of the state highway system. WSDOT's total operating and capital budget for the 2013-2015 biennium is \$6.418 billion.

2013-2015 Biennium Budget	
Operating	Capital
\$1,477 million	\$4,941 million

Exhibit 3.2 WSDOT 2013-2015 Budget: Funding Sources (Dollars in Millions)



Source: WSDOT Budget Office, 2013.

Washington State has passed two gasoline tax increases over the past decade, the 5 cent Nickel Package in 2003 and the 9.5 cent Transportation Partnership Package in 2005. The total gasoline tax rate has been 37.5 cents per gallon since July 1, 2008.²²

Freight Loan and Grant Programs

WSDOT administers the Freight Rail Investment Bank and Freight Rail Assistance Programs (ESHB 2878, Chapter 121, Laws of 2008), both of which support rail freight in the state. The Bank is a public sector loan program intended for small projects or parts of larger projects where state funds would enable project completion. The Governor and Legislature has provided \$8.58 million for this program during the 2013-2015 biennium. The Grant program is open to public and private sector applicants. This program is directed toward larger projects where the rail location or the project is of strategic importance to the local community and the state. The Legislature has allocated \$4 million for freight rail assistance projects during the 2013–2015 biennium and there are no restrictions on the size of awards.

Freight Mobility Strategic Investment Board (FMSIB)

Governance Structure and Responsibilities

FMSIB was created by the Legislature in 1998 (RCW 47.06A.030) to identify and recommend investments that improve freight movement and mitigate barriers on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade. FMSIB is governed by a 12-member board that is appointed by the Governor. FMSIB's executive director reports to the board.

²² See Exhibit 11.3 in Chapter 11.

WSDOT and FMSIB have agreed that FMSIB is responsible for creating the Washington State Freight Advisory Committee as directed by Section 1117 in MAP-21; this section recommends that the Advisory Committee include representatives from a cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, WSDOT, Tribes, and local governments. FMSIB staffs the Advisory Committee as a standing committee, and as not all of these categories are represented by FMSIB's board, additional members have been added. The role of the Advisory Committee is to advise WSDOT on the content of this State Freight Mobility Plan that WSDOT is responsible for developing.²³

Funding Mechanism

Funding for FMSIB is included in the State's transportation budget. The capital funding supports the Freight Mobility Strategic Investment Program, a competitive grant program.

2013-2015 Biennium Budget	
Operating	Capital
\$904,000	\$28.6 million

Grant Program

FMSIB issues a call for projects every two years to maintain a six-year list of active projects. These freight corridor projects are cross-jurisdictional and often serve cities, counties, port districts, and freight carriers, including railroads and trucking companies. FMSIB's grant program can also help fund WSDOT projects.

Transportation Improvement Board (TIB)

Governance Structure and Responsibilities

The Legislature created the TIB in 1988 (RCW 47.26.121), to foster state investment in quality local transportation projects. TIB provides both grant funding and technical assistance to local governments. TIB is a 21-member board composed of six city members, six county members (CRAB member is ex officio), two WSDOT officials, two transit representatives, a private sector representative, a member representing the ports, a Governor's appointee, a member representing non-motorized transportation, and a member representing special needs transportation. Board members are appointed by the Secretary of Transportation, with the exception of the CRAB representative and the Governor's appointee.

Funding Mechanism

Funding for TIB is included in the State's transportation budget and comes from the revenue generated by three cents of the statewide gas tax, directed to cities and counties for transportation projects.

2013-2015 Biennium Budget	
Operating	Capital
\$3.8 million	\$187.8 million

²³ For complete information on the roles and responsibility of State Freight Advisory committees, see MAP-21 Section 1117.

Grant Programs

TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people and goods. Each grant program has its own set of criteria used to rate project applications. TIB administers the following programs:

Program	2013 Funding
Urban Arterial Program	\$84 million
Small City Arterial Program	\$10 million
Urban Sidewalk Program	\$5 million
Small City Sidewalk Program	\$3 million
Arterial Preservation Program	\$7 million
Small City Preservation Program	\$2.5 million

Washington State Patrol (WSP)

Governance Structure

The Washington State Patrol is a cabinet-level state agency whose core mission is public safety on the highway system. The WSP Chief is appointed by the Governor. The WSP enforces state law on highways and investigates accidents. The Commercial Vehicle Division of the WSP is responsible for enforcement of truck safety regulations in the state. WSDOT works closely with the WSP on truck and passenger safety programs and policies.

Funding Mechanism

The WSP is funded from the state transportation and general fund budgets.

2013-2015 Biennium Budget	
Operating	Capital
\$405.4 million	\$1.9 million

Washington State Transportation Commission

Governance Structure and Responsibilities

The Washington State Transportation Commission is made up of seven members appointed by the Governor for six-year terms. The Secretary of Transportation and a representative from the Governor's Office are ex-officio members. The Commission provides a public forum for transportation policy development, reviews and assesses how the transportation system is working, and develops the 20-year Washington State Transportation Plan. The Commission also acts as the state tolling authority, responsible for adopting all state highway and bridge tolls and setting fares for Washington State Ferries.

Funding

Funding for the Commission is included in the State's transportation budget. The Commission does not fund transportation projects or programs.

CHAPTER 5: THE CONDITION & PERFORMANCE OF THE STATE'S FREIGHT TRANSPORTATION SYSTEM

State of Washington's Assets

Washington's economy depends on a strong freight transportation system and the efficient movement of goods, both of which rely on many of the state's transportation assets – roads, rail, waterways, and intermodal facilities. So how are we doing? This section discusses the conditions of these assets and outlines the performance measures that will be used to prioritize investment in freight assets.

State Highways & Bridges

State of Repair: Highways

WSDOT is responsible for more than 18,600 lane miles of state highways and 2,000 lane miles of ramps and special use lanes. WSDOT has succeeded in maintaining 90.5 percent of pavement in Fair or better condition despite reduced paving budgets over the last decade. However, with the recent economic downturn there has been a loss of momentum to improve roadways. Current maintenance, preservation, and operations funding will not take care of the estimated 10-year \$3.1 billion unmet need. Risks to the system include:

- Declining roadway conditions. In 15 years pavement could deteriorate to less than 60 percent of total pavements in Good/Fair condition.
- Preservation will have to be limited to the highest-priority needs on the most heavily-traveled corridors.
- Maintenance service levels will be reduced, meaning critical roadway maintenance may have to be deferred into the future allowing smaller problems to become more extensive and more expensive.
- Truck travel reliability and safety may deteriorate due to road closures from flooding and slides and reduced incident response coverage.

WSDOT measures three main factors: cracking, rutting, and roughness to classify pavements into the following five categories: Very Good, Good, Fair, Poor, and Very Poor. Cracking occurs when pavements are noticeably broken-up due to use by heavy vehicles or freeze/thaw weather conditions. Cracks can occur in different patterns (alligator, longitudinal, transverse) both parallel and perpendicular to the roadway surface. Rutting is defined as a depression in the road surface and commonly occurs due to wear within the wheel path after repeated use.

Roughness is defined as a measure of the ride quality and smoothness of the roadway surface. The map below illustrates the specific places on state highway Truck Freight Economic Corridors where pavements are in a poor “state of good repair”, meaning that the pavement condition has been rated Poor or Very Poor in the 2012 pavement survey⁴⁰. Exhibit 5.1 illustrates pavement condition on key truck routes in Washington. A larger map can be viewed in Appendix A.

Exhibit 5.1 Poor and Very Poor Pavement on T-1 and T-2 Truck Freight Economic Corridors



Pavement in Good condition is smooth with few defects while Poor condition pavement is characterized by cracking, patching, rutting, and roughness. Pavement segments are prioritized for rehabilitation based on data collect from WSDOT’s condition survey. Freight mobility on the state’s truck freight network is dependent on the condition of Washington’s Truck Freight Economic Corridors. Pavement deterioration will result in:

- More damage to trucks and goods
- Poor truck access to damaged routes

This will directly lead to higher consumer costs for goods and a poor environment for business in Washington State.

⁴⁰ WSDOT collects pavement condition data on at least one lane (normally the outside lane) for every mainline state route. For routes that are divided or have more than three lanes, data for one lane is collected in each direction (if more than three lanes, data for the second most outside lane is collected).

October 17, 2016

TO: Governor Jay Inslee

FROM: Charles Knutson, Executive Policy Advisor
Jay Balasbas, Senior Budget Assistant

SUBJECT: Distribution of Federal Transportation Funds

In December 2015, Congress and the President enacted the Fixing America's Surface Transportation (FAST) Act, a five-year authorization of federal highway funding. Washington is expected to receive approximately \$3.6 billion in apportioned funds over the life of the act. This represents an average increase of about \$64 million per year in federal highway funds compared to the last major federal highway funding authorization, MAP-21.

Washington has a unique approach to splitting federal funds between state and local government. There is a requirement to sub-allocate about half of the Surface Transportation Block Grant Program funding to local entities based on population and there is metropolitan planning money for local organizations. Beyond that, generally speaking, there is no requirement for the state to sub-allocate the rest of the Federal Highway Administration formula funds it receives each year. With our state's history of collaboration and open discussion, we go above and beyond and provide more money to local governments than required by federal law.

In support of our tradition and at your direction, we convened an advisory group of legislators, local government entities and various users of the transportation system to review current distributions of federal highway formula funds to the state and local governments under the FAST Act. The existing distribution to the state and local governments was last discussed in 2012 by the MAP-21 Steering Committee.

The 2016 FAST Advisory Group membership included:

Member	Organization
Representative Judy Clibborn	House Transportation Committee
Representative Ed Orcutt	House Transportation Committee
Senator Curtis King	Senate Transportation Committee
Senator Marko Liias	Senate Transportation Committee
Councilmember Derek Young, Pierce County	Washington State Association of Counties
Mayor John Marchione, Redmond	Metropolitan Planning Organizations
Mayor James Restucci, Sunnyside	Regional Transportation Planning Organizations
Councilmember Paul Roberts, Everett	Association of Washington Cities
Ricky Gabriel, Colville Tribe	Tribal Transportation Planning Organizations
Roger Millar	Washington State Department of Transportation
Ashley Probart	Freight Mobility Strategic Investment Board
James Thompson	Washington Public Ports Association
Justin Leighton	Washington State Transit Association

The advisory group met three times in June and July. Prior to discussing specific allocations of federal funds, the group developed a set of guiding principles for its deliberations. The guiding principles listed below are intended to support the six existing statutory goals of the state transportation system (economic vitality, preservation, safety, mobility, environment and stewardship).

- Protect Washington's share of overall federal funding.
- Ensure the state share of federal funds supports the Connecting Washington Investment Package.
- Leverage federal funds with state, local and private funding sources to maximize the safety, preservation and improvement of the transportation system, including maintaining current levels of investment.
- Provide resources for a multimodal transportation system that improves connectivity for users.

Based on the robust conversations among advisory group members and proposals from local entities, we recommend the following new distributions of funding for the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBGP):

- WSDOT's distribution from NHPP and the STBGP "Any Area of the State" category are held at Federal Fiscal Year (FFY) 2015 levels.
- The incremental increase in NHPP funds from FFY 2017 to FFY 2020 (average \$19.4 million per year, \$77.5 million over 4-years) will be used to create an asset management-based competitive grant program for projects on the National Highway System (NHS).
- A portion of the incremental increase in STBGP flexible funds, up to \$15 million per year (up to \$60 million over 4-years) will be added to the Local Bridge program. Local entities will decide if any of the new program amounts should be set-aside for short-span bridges and/or fish passage barrier correction, including priority of those investments.
- The remaining annual growth in STBGP is attributed to the Local portion of the "Any area of the state" distribution.

In addition to the NHPP and STBGP program, we recommend the funding provided by the new National Highway Freight Program (an average of \$21 million per year over the next 4 years) be allocated to the state with project prioritization recommendations made by the WSDOT facilitated Freight Advisory Committee, which includes broad representation of local entities and freight stakeholders.

We are not recommending any changes to the current distribution for these federal programs:

- Highway Safety Improvement Program

- Congestion Mitigation and Air Quality
- Metropolitan Planning
- Statewide Planning and Research

Finally, we recommend maintaining the agreements made in 2012 by the MAP-21 Steering Committee regarding use of a portion of the state's discretionary funding under the Transportation Alternatives Program and the Highway Safety Improvement Program for the Safe Routes to Schools Program.

These recommendations provide for an increasing share of federal funds that will primarily benefit local entities over the duration of the FAST Act. The table below compares the current state-local distributions of the federal highway formula programs to our recommendations. The table on the following page shows the dollar uses based on our recommendations.

	FFY 2015 (MAP-21)		FFY 2020 (FAST Act)	
Program	State	Local	State	Local
National Highway Performance Program (NHPP)	94%	6%	87%	13%
Surface Transportation Block Grant Program (STBGP)	25%	75%	21%	79%
Local Bridge Program	0%	100%	0%	100%
Population Distribution	0%	100%	0%	100%
Any area of the state	67%	33%	86%	14%
Transportation Alternatives	0%	100%	0%	100%
Recreational Trails	100%	0%	100%	0%
Highway Safety Improvement Program (HSIP)				
Highway Safety Component of HSIP	30%	70%	30%	70%
Rail Crossing Safety Component of HSIP	100%	0%	100%	0%
Congestion Mitigation and Air Quality (CMAQ)	0%	100%	0%	100%
Metropolitan Planning (MPO)	0%	100%	0%	100%
Statewide Planning and Research (SPR)	100%	0%	100%	0%
National Highway Freight Program (NHFP)	-	-	100%	0%
Overall	66%	34%	61%	39%

We also recommend OFM convene WSDOT and representatives of local entities to develop draft criteria for the NHS competitive grant program by December 15, 2016. OFM will ensure that the recommended criteria provides for fair consideration of all projects, regardless of sponsoring entity and that NHS assets in the worst condition receive priority consideration.

Please contact us if you have any questions.

CAPITAL IMPROVEMENT & PRESERVATION PROGRAM

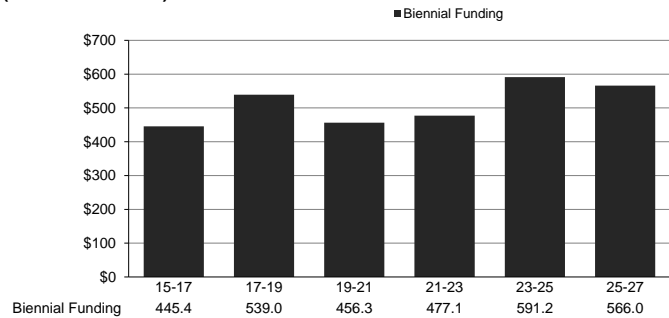
Pavement Preservation (P1) Program

The objective of this program is to preserve pavements at the lowest life cycle cost, in compliance with RCW 47.05. If a rehabilitation project is done too early, pavement life is wasted. If done too late, pavement failures occur, requiring additional costly repairs.

Pavement Preservation Overview

WSDOT categorizes pavements based on three primary surface types: chip seal, asphalt and concrete. The pavement type selected varies based on its ability to cost-effectively meet performance under anticipated traffic volumes, the number of trucks, underlying foundation materials, and regional climate conditions.

**Pavement Preservation
10 Year Plan for Biennial Funding
(Dollars in millions)**



The table at right shows the average life and cost of these pavement types. A simple annual cost can be calculated by dividing the cost by the life. The annual costs can then be compared for a cost-

effectiveness analysis. Low- to mid-volume roads are often most cost-effectively managed with chip seal, while mid- to high-volume roads lend themselves to asphalt. Concrete is most cost-effective in high-volume and special cases, such as mountain passes or urban corridors

<i>Pavement Type</i>	<i>Average Life (Time Between Treatments Needed)</i>	<i>Average Primary Treatment Cost per Lane-Mile</i>	<i>Simple Annual Cost per Lane-Mile</i>
Chip Seal	7	\$45,000	\$6,429
Asphalt	15	\$225,000	\$15,000
Concrete	50	\$2,500,000	\$50,000

A reasonable estimate of annual average pavement preservation need can be calculated using the average life, the number of lane-miles by primary surface type of the state highway system, and average treatment cost. There are currently 6,084 lane miles of chip seal, 10,145 lane miles of asphalt, and 2,450 lane miles of concrete. Approximately 370 lane miles of the concrete are concrete bridge decks, which are managed under the Structures (P2) Preservation Program. Using the above table and multiplying the simple annual cost per lane-mile by the total lane miles of each surface type, the average annual need is estimated at approximately \$295 million.

The annual average need estimate can be reduced by accounting for the effects of cost-effective strategies being implemented by WSDOT. First, it can be reasonably estimated that the maintenance applied under the Strategic Preservation initiative extends the life of chip seal and asphalt roads by two years, at a cost of \$2,500 to \$5,000 per lane mile. Second, WSDOT's chip seal conversion program is expected to convert at least 1,500 more lane-miles. Third, using triage to extend the life of concrete extends its service life by 15 years. Finally, using crack, seal and overlay (CSOL) instead of concrete reconstruction is expected for approximately 260 lane miles over the next 10 years. Taking all of these into account the annual average need is \$244 million per year, a savings of \$51 million per year. See the section Integrated Approach to Pavement Preservation for a broad overview of each of these strategies.

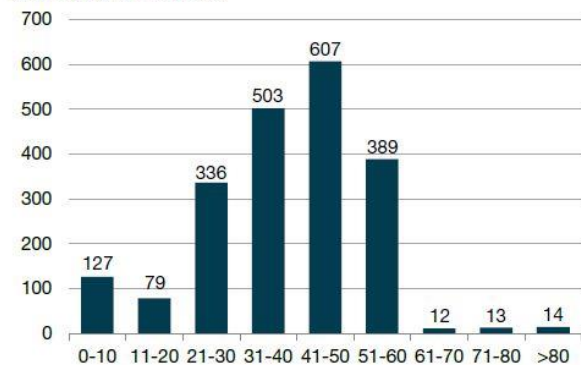
<i>Treatment Type</i>	<i>Average Life</i>	<i>Average Cost</i>	<i>Applicable Lane Miles</i>	<i>Annual Average Need (in Millions)</i>
Chip Seal with Maintenance	9	\$4,750	7,580	\$40
Asphalt with Maintenance	17	\$230,000	8,570	\$116
Concrete with Triage	65	\$2,900,000	1,820	\$81
Triage then CSOL	65	\$1,810,000	260	\$7
Total				\$244

Concrete Pavements Are at Critical Age Levels

Actual timing of pavement preservation for an individual section is not based on averages, but on annual monitoring and individual project decisions based on the age and condition of the pavement. This maximizes the cost-effectiveness of WSDOT's pavement preservation program. Over the last decade, WSDOT has capitalized on this and delivered acceptable performance without funding pavement preservation near the baseline level.

WSDOT has taken advantage of the performance of the concrete network. Over the last 20 years, concrete preservation funding has been substantially lower than the average need would indicate. This has not created a surplus of poor condition concrete because significant portions of the concrete network are just now approaching critical age levels. Until recently, the concrete system has not been old enough to require annual average pavement preservation levels. This is no longer the case. Using an age of 70 as the critical life for concrete pavements, WSDOT needs to reconstruct 40 lane-miles per year for the next 30 years to manage this aging infrastructure.

Fifty percent of concrete pavement over 40 years old
2015; Concrete lane miles of state-owned pavement in Washington grouped by age (in years)



Data source: WSDOT Pavement Office.

Note: Data in graph does not include concrete bridge decks.

Integrated Approach to Pavement Preservation

WSDOT takes an integrated approach to pavement preservation by emphasizing the coordination between maintenance and capital preservation, with the following goals in mind: Extend roadway surfacing service life, maintain serviceable roadway surface, minimize reactive preservation needs, and integrate and support Capital Preservation Projects.

Pavement treatments can be divided into three categories: maintenance, rehabilitation and reconstruction. Maintenance treatments are inexpensive but only last a short period of time. Pavement rehabilitation (which includes resurfacing asphalt and chip seal pavements) is more expensive, but last for a longer amount of time. The most expensive treatment is reconstruction. To evaluate all of these treatments on a cost-effective basis, WSDOT considers both the expense of construction and the number of years of service it provides when determining the annual cost.



There are four primary cost-effective strategies WSDOT implements including:




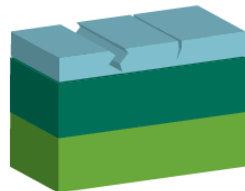

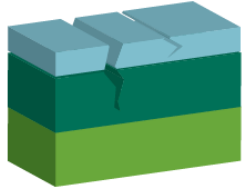

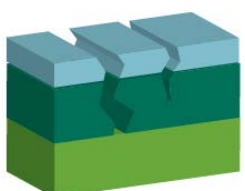
1. Convert asphalt surfaces to chip seal. The life cycle annual cost for a chip seal surfaced pavement is approximately one-third the cost of an asphalt surface.
2. Implement practical design as our performance-based approach that looks for lower cost solutions in order to meet specific performance criteria. For example, instead of paving roadways "shoulder to shoulder", only the general through traffic lanes in need are resurfaced. This often means that shoulders, turn lanes, medians and outside lanes are only resurfaced as needed.
3. Implement a strategic pavement maintenance approach that emphasizes performing

maintenance treatments at the appropriate time (before rehabilitation is needed) to extend pavement life and results in lower annual cost. In August 2014, WSDOT implemented a policy that no pavement rehabilitation should take place without first using strategic maintenance to extend pavement life.

4. Prioritize cost effective projects. WSDOT's prioritization process avoids reconstruction, emphasizes lower annual cost, and takes into consideration traffic volume.

Current Conditions

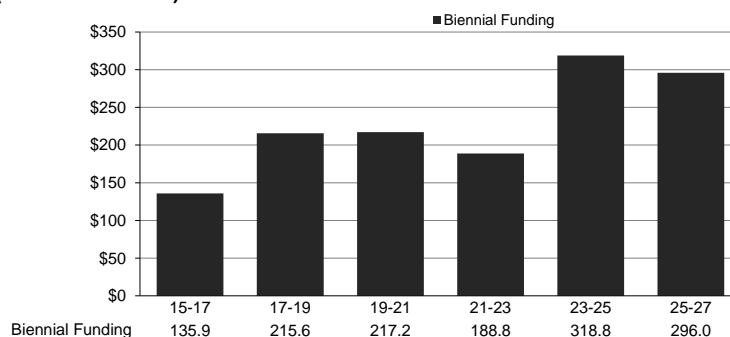
Because of the cost-effective strategies and management of WSDOT's pavement preservation program, the percentage of pavements in acceptable (fair or better condition) has remained relatively steady for the last ten years and met performance goals of 90% fair or better. Because of the critical age of the concrete network and decreased likelihood of implementing similar cost-effective strategies as were developed over the last ten years, the ability of WSDOT to meet expected performance goals for pavement preservation is unlikely if funded at levels less than the annual need.

What Drivers See	What is Happening		2013	2014
<p>Good/Very Good</p> 		<p>This pavement is in good condition with minimal deterioration</p> <p><i>Motorists experience a smooth road with minimal cracks, ruts or potholes</i></p>	76.6%	75.1%
<p>Fair</p> 		<p>The most cost effective time to resurface or repair a road is when the surface shows wear, yet before the underlying structure is damaged. This means the agency is managing by Lowest Life Cycle Cost.</p> <p><i>Preventive preservation repairs are a good strategy to maximize the road's service life</i></p>	16.7%	18.3%
<p>Poor</p> 		<p>Waiting until a road is in poor condition costs more, because damage to the underlying structure requires more expensive pavement restoration (1.5 to 2 times the LLCC).</p> <p><i>Poor and very poor roads cause more wear on vehicles and higher fuel use</i></p>	5.0%	4.7%
<p>Very Poor</p> 		<p>Delaying rehabilitation further can lead to deep pavement failure which requires more expensive reconstruction (3 to 4 times the LLCC).</p> <p><i>This road requires reactive repairs to hold it together until reconstruction, not a good long-term cost saving strategy</i></p>	1.7%	1.9%

Bridge Preservation Program (P2)

The bridge preservation program addresses the overall preservation of bridges and structures on the state highway system. Sub-categories of work include a variety of rehabilitation and risk reduction items such as: 3rd party damage repair, special element repair (expansion joints, Floating Bridge Anchor Cable replacement, etc.), movable bridge repair, concrete bridge deck repair and overlay, steel bridge painting, scour mitigation, seismic strengthening, total bridge replacement and rehabilitation and miscellaneous structures (Bridges < 20ft in length /Tunnels / Sign Bridges / High Mast Luminaires).

**Structures Preservation
10 Year Plan for Biennial Funding
(Dollars in millions)**



Condition Ratings of State Structures

WSDOT is measuring the bridge conditions by deck area in alignment with the Moving Ahead for Progress in the 21st Century (MAP-21) and results Washington. Both of these programs have set a goal of having no more than 10 percent of bridges (measured by deck area) in poor condition, which was met in 2015 and 2016. As of June 2016, 91.2 percent of the state-owned bridges (by deck area) were in fair or better condition and 8.8 percent were in poor condition. The number of bridges in each category is: Good - 1,678, Fair - 1,462, Poor - 154. Measuring the bridge conditions by deck area is a more comprehensive measure than counting the number of bridges. WSDOT Ferry Terminals structures that carry vehicular traffic are also included in the overall condition ratings.

Bridge structural condition rating				
<i>Condition ratings by fiscal year (based on the deck area of bridges)</i>				
	Description	2011	2015	2016
Good	A range from no problems to some minor deterioration of structural elements.	31.1%	36.3%	37%
Fair	All primary structural elements are sound but may have deficiencies such as minor section loss, deterioration, cracking, spalling, or scour.	59.7%	54.4%	54.4%
Poor	Advanced deficiencies such as section loss, deterioration, cracking, spalling, scour, or seriously affected primary structural components. Bridges rated in poor condition may have truck weight restrictions.	9.2%	7.9%	8.8%
Source: WSDOT Bridge and Structures Office				

System Inventory and Inspection

WSDOT has a comprehensive bridge inspection program that complies with the Federal Highway Administration (FHWA) requirements. The majority of State Owned bridges (over 20 feet in length and carry vehicular traffic) are inspected on a 2 year cycle. There are some specific bridges that are inspected annually due to a declining condition.

Inspectors follow standards established in the FHWA "Recording and Coding Guide for the Structural Inventory and Appraisal of the Nation's Bridges", to determine the rating for the main elements of the

bridge. The ratings of the three main bridge element categories (Deck, Superstructure and Substructure) are used to determine the overall condition of the bridge.

The overall bridge inventory is summarized in the table.

WSDOT Inventory of Bridges and Structures
Inventory of state and local bridges as of June 2016

	Number
Vehicular bridges longer than 20 feet	3,114
Structures less than 20 feet long	418
Culverts longer than 20 feet	125
Pedestrian structures	81
Ferry terminal structures	69
Tunnels and lids	47
Border bridges maintained by border state	6
Border bridges maintained Washington	5
Railroad bridges now owned by WSDOT	5
Total WSDOT bridge structures	3,870

Bridge Preservation Strategies:

The bridge preservation program uses specific strategies to preserve the state's bridges and miscellaneous structures and maximize their remaining service life. Funds are allocated for these strategies based on priorities recommended by WSDOT's Bridge and Structure's office.

3rd Party Bridge damage repair

Bridges on state highways are frequently damaged by truck impacts. The damage can result in bridge span collapse (I-5 Skagit River Bridge in 2012) or closure of a bridge (I-5 Chamber Way Bridge, SR410 White River Bridge and I-5 Koontz Road over I-5) or lane restrictions. One of the most common issues is the damage of prestress concrete girders damaged by over-height truck impacts. These repairs are normally addressed with ER federal funding if the repair costs meet the ER funding threshold. One of these bridges (I-5 Koontz Rd Overcrossing) has been closed since the initial damage due to the severity of the damage.

Border Bridges

Washington shares the responsibility for preserving, maintaining and operating nine bridges with Oregon and one bridge with Idaho. Both states make the future preservation of these bridges a top priority in their bridge programs. The upcoming projects include the completion of painting the US101 Columbia River bridge in Astoria, replacing a movable bridge Trunion on the I-5 Columbia River bridge near Vancouver and Portland and the replacement of the lightweight concrete deck on the steel truss spans of the I-82 Columbia River bridge near Umatilla.

Bridge Scour Mitigation

Bridge foundations experience "Scour" when high volumes of water remove soil from bridge foundations. Scour is the leading cause of bridge failures in Washington State and nationwide. WSDOT evaluates bridge over water for risk of future scour. The three next highest scour priorities include the US101 Chehalis R bridge, SR529 Union Slough bridge and the US2 South Fork Skykomish R bridge.

Bridge Repair

Specific bridge elements requiring repair that are beyond what WSDOT Region Maintenance can address (due to complexity and funding) are prioritized for replacement or repair in this category. Examples include deteriorated concrete columns, anchor cables on floating bridges, timber and steel

deck replacements and large steel expansion joints.

Movable Bridge Repair

There are sixteen movable bridges on the State system that allow marine traffic to pass under a bridge on the waterway. Three of these movable bridges are also border bridges.

Steel Bridge Painting

Steel bridge elements need periodic painting to protect against corrosion in order to maintain their structural integrity. Currently, there are 99 bridges identified as past-due or due for painting with an estimated cost of \$394 million.

Concrete Bridge Deck Preservation

The majority of WSDOT managed bridges have reinforced concrete bridge decks. Corrosive substances used for winter de-icing can deteriorate the steel reinforcing bars in the deck resulting in spalls and deterioration in the concrete. Decks with over 2% of the deck area previously patched by maintenance or currently delaminated are prioritized to be repaired and overlaid. Currently, there are 86 concrete bridge decks that are past due or due for rehabilitation with an estimated cost of \$124.9 million.

Bridge Replacement or Rehabilitation

WSDOT is currently focusing on bridges classified as structurally deficient. Functionally obsolete bridges have a lower priority. There are 153 bridges on the inventory which are classed as structurally deficient.

Bridge Seismic Strengthening

Washington State is in a Region that is vulnerable to Earthquakes. Bridges prior to the mid to late 1980's were not designed to current seismic standards and need seismic retrofits.

Miscellaneous Structures

The smallest category in the bridge preservation program, this group includes sign support structures, tunnels, and bridges under 20 feet long.

Other Highway Facilities (P3) Preservation Program

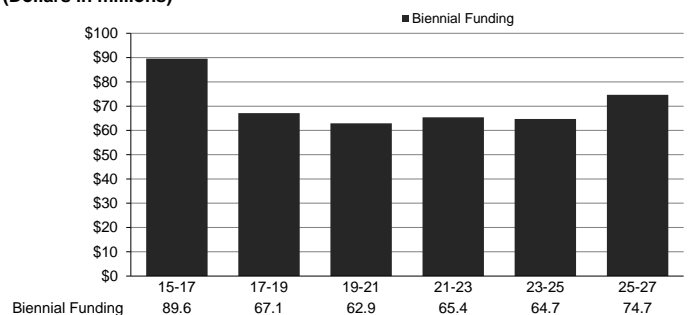
This sub-program addresses five different categories:

1. Safety Rest Areas Preservation

WSDOT owns 47 safety rest area facilities within the State Highway System that provide opportunities for highway users to stop, rest, and rejuvenate in an effort to reduce fatigue-related traffic collisions. This program replaces or rehabilitates facility assets in the following priority groups: water systems, sewer systems, buildings and structures, parking facilities, and grounds.



Other Facilities Preservation
10 Year Plan for Biennial Funding
(Dollars in millions)



2. Major Drainage System Rehabilitation

Major drainage rehabilitation includes the replacement or refurbishment of storm water drainage systems including catch basins, culverts, detention/retention basins, and ditches.

3. Highway Slopes and Embankments

WSDOT has identified over 3,100 unstable slopes that have the potential to adversely affect highway travel. An Unstable Slope Management System is used to track and rate unstable slopes and then to identify potential projects. Projects are prioritized using a simple benefit-cost analysis that considers traffic delay and site maintenance cost versus remediation cost. Sites with a benefit-to-cost ratio greater than one are eligible for this program.

4. Major Electrical System Rehabilitation

Major electrical systems are critical for lighting roadways and tunnels, powering traffic control devices, cameras and traveler information systems, collecting data, and powering movable bridges. WSDOT's condition inventory is used to track equipment age, time spent maintaining the system, and the cost of system maintenance. Projects are established in this category when maintaining an old system becomes inefficient.

5. Weigh Stations Replacement and Preservation

Weigh stations protect roadway pavements and bridges by identifying and removing overweight trucks from the system. They also promote the safe travel of commercial vehicles on state highways.

Washington State currently has 52 permanent-scale weigh stations. Sixteen are located on interstate highways. This program provides all sites, facilities, and utilities to accommodate the Washington State Patrol's permanent scales, portable scales, and weigh-in-motion scales. It purchases right-of-way, constructs on and off ramps, installs signs and lighting systems, and erects scale houses.

National Highway Freight Program - Stage 1 Validation

Due by June 20, 2017 to pahsm@wsdot.wa.gov

PROJECT SCOPE

Note: Use Project Number from the 2016 Freight Project List and provide updated project information, if applicable

Project Number:				
Project Name:				
Location:	Begin Termini:		End Termini:	
	Start Latitude:		End Latitude:	
	Start Longitude:		End Longitude:	
Brief Description:				

PROJECT BUDGET

Note: Estimated costs for Tier 1 projects

	NHFP Requested \$	Secured \$	Unsecured \$	Total \$
PE:	NA			\$0
RW:	NA			\$0
CN:				\$0
Total:	\$0	\$0	\$0	\$0

PROJECT SCHEDULE

Note: Planned milestone dates by month and year

STIP Inclusion:	
Design Start:	
NEPA Approval:	
Right-of-Way Certified:	
Construction Authorization:	
Advertisement:	
Contract Awarded:	
Open to Public:	

CONTACT INFORMATION

Note: Provide updated contact information, if applicable

Project Owner:	
Contact Name:	
Contact Email Address:	
Contact Phone Number:	

PROJECT FREIGHT BENEFITS

National Highway Freight Program supports the following seven goals, including: (23 USC §167)

- 1) investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion and
- 2) improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- 3) improving the state of good repair of the National Highway Freight Network (NHFN);
- 4) using innovation and advanced technology to improve safety, efficiency, and reliability of the NHFN;
- 5) improving the efficiency and productivity of the NHFN;
- 6) improving state flexibility to support multi-State corridor planning and address highway freight connectivity; and
- 7) reducing the environmental impacts of freight movement on the NHFN.

To demonstrate how your project improves the efficient movement of freight on a statewide, regional and local level - please respond to the following:

A. Summarize the statewide freight benefits of your project using the goals listed above.

Statewide benefits:

B. Summarize the regional freight benefits of your project using the goals listed above.

Regional benefits:

C. Summarize the local freight benefits of your project using the goals listed above.

Local benefits:

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Fixing America's Surface Transportation Act or "FAST Act"

NATIONAL HIGHWAY FREIGHT PROGRAM

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$1.150 B	\$1.100 B	\$1.200 B	\$1.350 B	\$1.500 B
Estimated funding*	\$1.140 B	\$1.091 B	\$1.190 B	\$1.339 B	\$1.487 B

*Represents net amount available after a portion of the authorized amount is set aside for Metropolitan Planning.

Program purpose

The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

Statutory citation

FAST Act § 1116; 23 U.S.C. 167

Funding features

Type of budget authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of funds

As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. A specified national amount for the NHFP is deducted from the States' base apportionments proportional to each State's share of total FY 2015 highway apportionments. (See "Apportionment" fact sheet for a description of this calculation)

Set-asides

A proportionate share of each State's NHFP funds is set aside for the State's Metropolitan Planning program. This occurs prior to apportionment, and the set-aside funds are combined with the State's regular Metropolitan Planning program funds. (See "Apportionment" fact sheet for a description of this calculation)

2% of a State's NHFP funding is set aside for State Planning & Research (SPR). [23 U.S.C. 505]

Transferability to Other Federal-aid Apportioned Programs

A State may transfer to the National Highway Performance Program, Surface Transportation Block Grant Program, Transportation Alternatives, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program up to 50% of NHFP funds made available each fiscal year. NHFP funds set-aside for Metropolitan Planning are not transferable to other apportioned programs. [23 USC 126]

Federal share

In accordance with 23 U.S.C. 120. Note that the FAST Act repealed section 1116 of MAP-21, which had offered an increased Federal share for certain projects that demonstrably improved freight movement. [FAST Act §1116(c)]

Eligible activities

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan (required in FY 2018 and beyond). [23 U.S.C. 167 (i)(5)(A)] In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. [23 U.S.C. 167 (i)(5)(B)] Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.

- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility. [23 U.S.C. 167(i)(5)(C)]
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23. [23 U.S.C. 167(i)(6)]

Program features

National Highway Freight Network

The FAST Act requires the establishment of a National Highway Freight Network, which will consist of the following components:

- The Primary Highway Freight System (PHFS);
- Critical Rural Freight Corridors;
- Critical Urban Freight Corridors; and
- Those portions of the Interstate System that are not part of the PHFS. [23 U.S.C. 167(c)]

The FAST Act designates the PHFS and requires FHWA to redesignate it every five years. It also provides for designation of Critical Rural Freight Corridors and Critical Urban Freight Corridors. [23 U.S.C. 167(d)-(f)]

Use of NHFP funds

The Federal Highway Administrator will determine the percentage of the national total of PHFS mileage that is located within each individual State.

- A State in which this percentage is greater than or equal to 2% of the national total may use its NHFP funds for projects on the PHFS, Critical Rural Freight Corridors and Critical Urban Freight Corridors.
- A State in which this percentage is less than 2% of the national total may use its NHFP funds on any component of the NHFN. [23 U.S.C. 167(i)(2)-(3)]

State Freight Plan

Beginning on December 4, 2017 (two years after enactment of the FAST Act) a State may not obligate NHFP funds unless it has developed a freight plan that is consistent with 49 U.S.C. 70202—though the multimodal component of that plan need not be complete by that time. [23 U.S.C. 167(i)(4)]

Performance

If FHWA determines that a State has not met (or made significant progress toward meeting) its 23 U.S.C 150 performance targets related to freight movement by the date that is 2 years after the performance targets are established, the State must submit to FHWA a report that describes the actions it will take to meet these targets. [23 U.S.C. 167(j)]

Other requirements

Programming and expenditure of NHFP funds must be consistent with the requirements of 23 U.S.C. 134 and 135 (metropolitan and nonmetropolitan and statewide transportation planning). [23 U.S.C. 167(i)(7)]

A freight project carried out under the NHFP shall be treated as if the project were on a Federal-aid highway. [23 U.S.C. 167(l)]

February 2016

Page last modified on February 8, 2017

Washington State Freight Advisory Committee Meeting
National Highway Freight Program Funding Allocation
June 20, 2017

Background

The 2017-19 transportation budget appropriated \$43.8 million in federal National Highway Freight Program (NHFP) formula funds to WSDOT. The department was directed to validate the projects on the October 2016 WAFAC-recommended list and to allocate funding to validated projects from that list. As directed by the Legislature, WSDOT is moving forward to validate the projects on the WAFAC/WSDOT list. The department will collect qualitative project information to get an understanding of freight benefit perspectives and will work with the WAFAC toward the development of a quantitative method as part of the 2017 Freight Mobility Plan update.

Having worked through the WSDOT/FMSIB-facilitated project solicitation process with guidance from the WAFAC and other stakeholders in 2016, it has become clear there are many different opinions on the WAFAC-recommended list. Prioritization of the local, regional and state projects submitted to OFM and the Legislature is a key topic of debate, including how Washington State can maximize freight system benefits from limited federal National Highway Freight Program formula funds.

Attached to this document you will find some helpful information to facilitate our discussion. We've included materials on the department's perspective on the importance of balancing the need to fund new projects with the need to also fund projects to preserve the National Highway Freight Network to ensure freight mobility needs can be met. As an example, the WAFAC and other stakeholders worked closely with WSDOT on the 2014 Freight Mobility Plan. That plan established five key findings, one of which states "preserving Washington's multimodal freight system is our greatest need."

The following resources have been attached for your review prior to the meeting. Relevant sections have been highlighted in yellow for ease of reference.

- Sections of the 2014 Washington State Freight Mobility Plan.
- 2016 memo to Governor Inslee regarding the distribution of federal transportation funds.
- Sections from the 2017-2019 WSDOT Capital Improvement and Preservation Program.
- Document for validation of projects, including freight benefits.
- FHWA fact sheet on the National Highway Freight Program.

WSDOT Proposed Plan for NHFP Funding Allocation

At the June 2, 2017 FMSIB Board meeting and with permission from the chair, the Secretary of Transportation presented a funding allocation option to board members, many of whom are also members of the WAFAC. He requested a meeting of the WAFAC in order to gather feedback and input. Key points made by the Secretary to be further discussed at a meeting on June 20, 2017 were:

- There is \$43.8 million of federal National Highway Freight Program formula money appropriated to WSDOT for investment over the next two years.

- It is important to spend some of that money this construction season. Legislators and project sponsors want action on the ground.
- It is important to make progress implementing the list of projects developed by WAFAC and WSDOT last year.
- It is important to invest in projects to preserve the freight highway network to continue to meet freight performance expectations and support anticipated traffic volumes, the number of trucks, etc.
- WSDOT plans to award half of the money in fiscal year 2018 to allow projects ready now to move forward quickly (approximately \$21.9 million).
- To move quickly to obligate that money WSDOT's proposed plan is:
 - Ten percent of the funding would be dedicated to intermodal projects on the WAFAC/WSDOT list, approximately \$2.19 million. Under the National Highway Freight Program, up to ten percent of the funds may be used for freight intermodal and freight rail projects in each fiscal year.
 - Half of the remaining 90 percent would be spent on projects from the WAFAC/WSDOT list to preserve the National Highway Freight Network, approximately \$9.855 million.
 - The other half of the remaining 90 percent would be spent on other roadway projects from the WAFAC/WSDOT list, approximately \$9.855 million.

National Highway Freight Program - Stage 1 Validation

Due by June 20, 2017 to pahsm@wsdot.wa.gov

PROJECT SCOPE

Note: Use Project Number from the 2016 Freight Project List and provide updated project information, if applicable

Project Number:

Project Name:

Location:

Begin Termini:	<input type="text"/>
Start Latitude:	<input type="text"/>
Start Longitude:	<input type="text"/>

End Termini:	<input type="text"/>
End Latitude:	<input type="text"/>
End Longitude:	<input type="text"/>

Brief Description:

PROJECT BUDGET

Note: Estimated costs for Tier 1 projects

	NHFP Requested \$	Secured \$	Unsecured \$	Total \$
PE:	NA	<input type="text"/>	<input type="text"/>	\$0
RW:	NA	<input type="text"/>	<input type="text"/>	\$0
CN:	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$0
Total:	\$0	\$0	\$0	\$0

PROJECT SCHEDULE

Note: Planned milestone dates by month and year

STIP Inclusion:	<input type="text"/>
Design Start:	<input type="text"/>
NEPA Approval:	<input type="text"/>
Right-of-Way Certified:	<input type="text"/>
Construction Authorization:	<input type="text"/>
Advertisement:	<input type="text"/>
Contract Awarded:	<input type="text"/>
Open to Public:	<input type="text"/>

CONTACT INFORMATION

Note: Provide updated contact information, if applicable

Project Owner:	<input type="text"/>
Contact Name:	<input type="text"/>
Contact Email Address:	<input type="text"/>
Contact Phone Number:	<input type="text"/>

PROJECT FREIGHT BENEFITS

National Highway Freight Program supports the following seven goals, including: (23 USC §167)

- 1) investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion and
- 2) improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- 3) improving the state of good repair of the National Highway Freight Network (NHFN);
- 4) using innovation and advanced technology to improve safety, efficiency, and reliability of the NHFN;
- 5) improving the efficiency and productivity of the NHFN;
- 6) improving state flexibility to support multi-State corridor planning and address highway freight connectivity; and
- 7) reducing the environmental impacts of freight movement on the NHFN.

To demonstrate how your project improves the efficient movement of freight on a statewide, regional and local level - please respond to the following:

A. Summarize the statewide freight benefits of your project using the goals listed above.

Statewide benefits:

B. Summarize the regional freight benefits of your project using the goals listed above.

Regional benefits:

C. Summarize the local freight benefits of your project using the goals listed above.

Local benefits:

Washington Freight Advisory Committee (WAFAC)

June 20, 2017

Federal Freight Formula Funding – Past, Present, Future

Background: The “Fix America’s Surface Transportation Act,” or FAST Act, is the most recent federal authorization to provide Highway Trust Funding to the States. It is a five-year act covering Federal Fiscal Years (FFY) 2016-2020. New in this version of the act is formula funding through the new National Highway Freight Program which provides \$107.9 m for Washington State over the five years of the FAST Act. The first Federal Fiscal Year allocation for Washington was \$19.7 m.

Past: Washington allocations for Freight Formula Funding for FFYs 2016 and 2017 were appropriated by the Legislature to the WSDOT capital programs and applied to preservation projects (WSDOT staff is confirming which projects received the funding).

Subsequent Freight Formula Funding allocations for FFYs 2018 and 2019 are expected to total \$43.8 m. Per a proviso in the 2016 State Supplemental Transportation Budget, in the Fall of 2016, WSDOT and WAFAC solicited project proposals, reviewed them against the federal eligibility criteria, and then prioritized the projects based on project readiness, local match amounts, and cost of projects. Freight benefits were not directly assessed, however, the vast majority of the selected projects (Approx. \$36 m) were scored and funded by FMSIB. The WAFAC-recommended list was submitted to the Legislature and OFM on October 31, 2016. In the 2017-19 State Transportation Budget the legislature directed WSDOT to “validate” the projects and that WSDOT work with WAFAC to submit an “updated” list in the 2019-2021 biennial budget as part of the 2017 Freight Mobility Plan update (see attached proviso language). The Freight Mobility Plan update will also develop a process for validation of a project’s freight benefits.

Present: WSDOT staff have communicated with project sponsors regarding the validation question, the focus of which will be on scope, schedule, budget, and match availability. Additionally, WSDOT’s validation process seeks a qualitative assessment by the project sponsor of the freight benefits of the project. The purpose of this assessment is to document freight benefits of the current WAFAC recommended list.

Project sponsors are beginning to contact WSDOT about the WAFAC’s recommended list and about receiving the funding some believe is implied by that list. WSDOT has communicated to all Tier 1 construction and multimodal project sponsors that they have until June 20th to provide the information necessary for the Department to meet the Legislature’s requirement that they validate the projects on the list. Only Tier 1 projects on the prioritized freight list that are validated by the Department may receive National Highway Freight Program funds. WSDOT wants to have a conversation about the critical needs of preservation, which was recognized as the greatest need in the 2014 Freight Mobility Plan, that the WAFAC participated in.

Per the budget proviso in the 2017-19 State Transportation Budget, the WAFAC will be asked to provide advice to WSDOT “to improve project screening and validation to support project prioritization and selection” as part of the 2017 update to the Freight Mobility Plan. The Legislature will make decisions

about how they want to allocate any future National Highway Freight Program funds in the 2019-21 State Transportation Budget. Future funding allocations may therefore change.

Future: A variety of freight formula funding allocation approaches are possible. Current federal law requires the funding to be spent on the National Highway Freight Network, but also allows up to ten percent to be spent on freight intermodal or freight rail projects. (The Legislature directed WSDOT to follow the WAFAC's recommendation to do this to the "greatest extent practicable"). More discussion on how the State should allocate these funds in the future will take place at the July 21, 2017 WAFAC meeting.

Proviso in WSDOT Budget Appropriating Federal Freight Formula Funding to Capital Projects
(Engrossed Senate Bill 5096, Sec. 311. FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL
PROGRAMS—CAPITAL)

(5) \$43,800,000 of the motor vehicle account—federal appropriation is provided solely for national highway freight network projects identified on the project list submitted in accordance with section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The department shall validate the projects on the list. Only tier one projects on the prioritized freight project list that are validated by the department may receive funding under this subsection. The department shall continue to work with the Washington state freight advisory committee to improve project screening and validation to support project prioritization and selection, including during the freight mobility plan update in 2017. The department may compete for funding under this program and shall provide an updated prioritized freight project list when submitting its 2019-2021 budget request. To the greatest extent practicable, the department shall follow the Washington state freight advisory committee recommendation to allocate ten percent of the funds in this subsection to multimodal projects as permitted under the fixing America's surface transportation (FAST) act.



Overview

The 2017-19 Transportation Budget appropriates \$43.8 million in Federal National Highway Freight Program (NHFP) funds. The Washington State Department of Transportation (WSDOT) is directed to validate Tier 1 Roadway and Multimodal Construction projects from the project list submitted in accordance with section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. Per the Transportation Budget proviso, only projects validated by the Department will be eligible to receive funding. Further, the proviso directs the Department to submit an “updated prioritized freight project list when submitting its 2019-21 budget request.” The federal funding available in the 2017-19 biennium directly relates to the federal fiscal year (FFY) 2018 and FFY 2019 NHFP funds.

WSDOT will collaborate with the Washington State Freight Advisory Committee (WAFAC) to validate the projects, including their freight benefits. Both the Department and WAFAC staff intend for this to be a documentation of freight benefits and not a re-prioritization of the current WAFAC recommended list. The Department will utilize a two-stage approach for this validation. This will allow the Department to move quickly in Stage 1 to award the FFY 2018 NHFP funds to projects that are ready for construction this season. WSDOT will then use Stage 2 to improve the validation process as part of the required 2017 update of the federally-compliant Freight Mobility Plan. WSDOT will continue to work with the WAFAC as the freight project validation process advances.

Project Validation

Stage 1 – Validation for Tier 1 Roadway and Multimodal Projects in Construction Phase

As a project owner identified on the Tier 1 Roadway and Multimodal Construction lists, we are requesting updated information from you on the attached excel spreadsheet regarding the project(s): scope, budget, schedule, and a description of the project’s state, regional and local freight benefits.

Anticipated Stage 1 Schedule: Stage 1 project selections are anticipated in July 2017. The schedule will be as follows:

- June 6th – Notify all Tier 1 construction project owners that updated project information is needed.
- June 20th – All Tier 1 project submittals due to WSDOT.
- July 10th – WSDOT and WAFAC complete review and recommend projects for funding.

Stage 2 –Remaining Tier 1 and All of Tier 2 Projects

WSDOT will contact owners of remaining Tier 1 projects not funded through Stage 1 (including those in Preliminary Engineering and Right-of-Way phase) and all Tier 2 projects for updated information including identifying the project's benefits to the National Highway Freight Network. In consultation with the WAFAC, Stage 2 projects will be prioritized based on criteria as part of the 2017 Freight Mobility Plan update. We expect to share details on the Stage 2 schedule within the next two months.

Estimated Funding Availability:

Stage 1 selections are limited to the FFY 2018 NHFP funds estimated at \$20 million. Stage 2 funding availability is limited to the FFY 2019 NHFP funds estimated at \$23 million.

Required Action

The **attached spreadsheet must be completed and returned by e-mail** (paper or other storage media will not be accepted) to Matthew Pahs at pahsm@wsdot.wa.gov. All updated spreadsheets must be received by COB **June 20, 2017**.

Contacts

[Ron Pate](#) at 360.705.6903 or [Jason Beloso](#) at 206.464.1259

Washington State Freight Advisory Committee (WAFAC)

Meeting Minutes

June 20, 2017

MEETING ATTENDEES:

FMSIB: Dan Gatchet, FMSIB/WAFAC Chair; Brian Ziegler, FMSIB Director

WSDOT: Secretary Roger Millar/FMSIB Member; Ron Pate, Director of Rail, Freight & Ports; Jason Beloso, Rail, Freight & Ports; Allison Camden, Director of Government Relations; Rich Struna, Director of Capital Administration; Stephanie Tax, Local Programs; Wenjuan Zhao, Rail, Freight & Ports.

Ports: Leonard Barnes, Port of Grays Harbor/FMSIB Member; John Creighton, Port of Seattle/FMSIB Member; Eric ffitich, Port of Seattle; Jim Hagar, Port of Vancouver; Bob Loken, MARAD

Freight Related Associations: Sheri Call, CEO WTA; Chris Herman, WPPA; Sean Eagan, Seaport Alliance; Ranie Haas, WA Tree Fruit Association;

RTPO/MPO: Charlie Howard, PSRC; Sean Ardussi, PSRC

Cities: Lyset Cadena, City of Seattle; Jane Wall, AWC

Federal Agencies: Sharleen Bakeman, FHWA, Washington Division

Safety Partners: Captain Mike Dahl, WSP

WELCOME:

Chair Dan Gatchet opened the meeting with welcoming comments and reminded the Committee that the purpose of today's special meeting of the WAFAC was to hear Secretary Millar's proposal regarding the Federal Freight Formula Funding appropriation and that no Committee action is expected.

FEDERAL FREIGHT FORMULA FUNDING BACKGROUND:

FMSIB Director Brian Ziegler provided background on the Federal Freight Formula Funding. This is the third year of a five-year act in which roughly \$20 million per year is available. The first two years, FFY 2016 and FFY 2017, the Legislature put the money into WSDOT's Preservation (P) Program and for FFY 2018 and FFY 2019 they have put it in the Local Programs (Z) Program. In October of 2016, WAFAC submitted a prioritized project list to the Legislature.

SECRETARY MILLAR PRESENTED WSDOT's PROPOSAL for NHFP FUNDING ALLOCATION (\$43.8M Available this biennium):

Secretary Millar presented his concept as addressed in the attached briefing packet prepared by WSDOT. This proposal is as follows:

- Ten percent of the funding would be dedicated to intermodal projects on the WAFAC/WSDOT list, approximately \$2.19 million. Under the National Highway Freight Program, up to 10 percent of the funds may be used for freight intermodal and freight rail projects in each fiscal year.
- Half of the remaining 90 percent would be spent on projects from the WAFAC/WSDOT list to preserve the National Highway Freight Network, approximately \$9.855 million.
- The other half of the remaining 90 percent would be spent on other roadway projects from the WAFAC/WSDOT list, approximately \$9.855 million.

The 2017 Freight Plan update will include a prioritized list of freight projects. This Plan must be approved by FHWA in December 2017. The WSDOT team will be providing a refinement to the WAFAC list, which will be in the Freight Plan update. As required by the FAST Act, the project list must be fiscally constrained. Today's list is unconstrained and was prioritized by project readiness and match availability, not freight benefits. Secretary Millar reaffirmed that WSDOT will be making project selections with the advice of WAFAC. Washington jumped at the chance to create WAFAC, as advisory to WSDOT. Current project list is less than optimal and doesn't address (validate) freight benefits. The 2017 Freight Plan update will improve on that but the Department feels the Legislature wants to move the money faster as there are projects on the Tier 1 list that appear ready for construction now. At the June 2nd meeting, some FMISB members said they would like to like to get the money spent quickly too, what do other's think?

The Secretary is proposing to allocate 10 percent for intermodal projects (the maximum allowed by the federal act), as the WAFAC has recommended. It would be great to spend more but that's the legal limit. Further he proposes 90 percent to spend on highway projects, balancing the need to invest in projects that preserve and projects that augment, or add to the network. He quoted the FAST Act section that created the National Highway Freight Program, which says; "It is the policy of the United States to improve the condition and performance of the National Highway Freight Network established under this section to ensure that the Network provides the foundation for the United States to compete in the global economy and achieve the goals described in subsection (b).". He stated Congress and FHWA have put in place new performance measures and we will be measured on condition and performance. The Freight Formula Funding for (FFY 16 and 17) were invested in WSDOT's Preservation Program by the Legislature. He also stated that investment was consistent with the budget proviso the Legislature has used in past budgets, and the current budget, to direct the department to invest any new or unanticipated federal funds in highway and bridge preservation activities. Secretary Millar mentioned the meetings in the summer of 2016 convened by Governor Inslee's office with many stakeholders and legislative transportation leadership to make recommendations to the Governor on how to allocate federal formula funding. That group agreed that all new NHFP and STBGP money would go into competitive grant program for NHS preservation (which was appropriated into Program Z). The group also recommended the Federal Freight Formula money be allocated to the state.

QUESTIONS REGARDING THE WSDOT PROPOSAL

Chris Herman asked if the funding for Federal Fiscal Year 18 requires FHWA approval. And he asked if FFY 18 money can be moved forward (obligated) before the Freight Plan Investment Plan is approved. Secretary Millar said yes. Allison Camden added that any FFY 18, 19, and 20 funds expended after December 2017 must be included in the 2017 Freight Plan's fiscally constrained project list.

Leonard Barnes asked if the Secretary was proposing a diversion of the federal funds toward maintenance and preservation. Secretary Millar's response was no, the Department is not proposing to divert federal funds. WSDOT is proposing to invest some of the funds in eligible preservation projects from the WAFAC/WSDOT list. Mr. Barnes then asked if the changes are being proposed just to match state and federal fiscal years, or was the proposal to reprioritize the list. Secretary Millar stated that the WAFAC list submitted to the Legislature in October 2016 was prioritized, but it was not prioritized based on freight benefits. He believes that the Legislature is interested in validation of the freight benefits of the projects before they are funded to ensure the limited dollars are invested strategically. The 2017 Freight Plan update will make future prioritization better. Mr. Barnes then asked if future preservation projects will be reevaluated under some established criteria. Secretary Millar said it could be, that is yet to be determined.

Chair Gatchet said that the concept of validating project details makes sense, but that the WAFAC has not yet established any freight benefit criteria nor has the Committee ranked projects according to that criteria. FMSIB has a robust point system that when applied to project concepts has resulted in a proven indication of worthy freight projects. This point scoring system was not used for the federal freight formula funding. However, we may need to develop something over the next few months.

Charlie Howard said that he is sympathetic to the idea that preservation needs are currently underfunded on state and local roadways. However, he believes that the Federal Freight Formula Funding is not the pot of money to try to meet that need. The first two years of this funding was allocated to state highway preservation without any WAFAC input. The current list is a good set of freight projects. The Committee members left the prioritization meeting with clear understanding of the project priorities. The decision to use broad "Tiers" was a communications approach for presenting the long list to the legislature. Also, the Committee didn't want to leave any legitimate freight need off the list. Going forward, the state could choose a different allocation process, but he believes the WAFAC expected this list to be the list for this biennium.

Sean Eagen stated that according to his calculation, 10 projects would be funded with the appropriated \$43.8 million. Many of those projects are going to construction this year. He asked the Secretary which projects would get scratched from the list under his proposal. Sean further stated that project sponsors have counted on the established WAFAC priority. Ron Pate responded that the validation data that WSDOT requested from project sponsors is starting to come in and the list may change due to project changes, but more review is needed.

Sean Eagen further stated that he appreciates that preservation is an eligible expense in this program, but why is there a need to set-aside half instead of allowing preservation projects to compete equally with enhancement projects. Secretary Millar stated that his rationale is simply to create two pots of money, one for Preservation and one for Enhancements. According to the Secretary's review, three of the ten prioritized projects are preservation. He stated that another option is to fund the prioritized list as is from top to bottom. He proposes funding half now and

then half after an improved prioritization methodology. He believes we need to be more strategic in these freight funding decisions.

Ron Pate added that the policy of the Congress was both Condition and Performance and that WAFAC agreed to this. He also added that the WAFAC did talk about freight benefits. There were discussions about how WSDOT preservation projects needed to provide information on how they move the freight needle.

Eric ffitth thanked the Secretary for calling Commissioner Creighton. Eric and the Port believe the projects should be funded in a priority manner, with those most benefitting freight funded first. He is concerned about setting up another list just for preservation and believes this unnecessarily inflates importance of preservation.

Charlie Howard said he appreciated everyone having this conversation. He reminded everyone of the long history of freight funding in Washington State starting with the FAST Corridor in the 1990's and the ongoing 20-year success of FMSIB. Charlie believes the WAFAC recommended list was well-vetted and would vote to keep the existing priority list. Chair Gatchet further stated that as a rule, Washington has had very robust conversations on what is best for freight.

Chris Herman asked what the department's intent is for the recent validation data request, particularly the issue of "State, Regional, and Local Freight Benefits." He asked who evaluates the data that will be provided and how will that data be used. He also asked what WAFAC will see. Secretary Millar said that was a great question and that Ron Pate was going to discuss that later in the meeting. Secretary Millar stated that the current list was not ranked by freight benefits and that the Freight Plan update will provide that. To be defensible, we need to show the strategic nature of the funding decisions.

Director Ziegler understood the Secretary to say we could obligate money to projects this summer even if the Freight Plan update will not be approved until December and asked for clarification. Allison Camden said that according to the federal guidelines, the FFY 18, 19 and 20 funding spent after December 2017 could only be spent on projects in the federally approved Freight Plan. Director Ziegler further stated he understood Secretary to say that "validation" in the Secretary's view is "freight benefits." However, based on Director Ziegler's conversations with legislative staff, OFM, etc., there seems to be a variety of opinions on what "validation" means. Director Ziegler stated that 75 percent of the projects on the list have already been scored by FMSIB and that in one sense those projects had already "validated."

Secretary Millar stated that looking at the list today, the significant freight benefits need to be documented so the freight community can defend their decision to spend money. Secretary Millar wanted to reiterate that this would not be "another list," rather the goal is to update the Freight Plan. Many projects have been through FMSIB prioritization and scoring, and that is a great process. We need to be able to describe the freight benefits so it's a defensible list. We also need to evaluate the geographic distribution of these freight funds. The current WAFAC priority order benefits relatively few communities, making it harder to defend. We need to know why we're doing it that way, if that's the path.

FREIGHT PROJECT VALIDATION-CURRENT SOLICITATION and WAFAC Role:

Mr. Ron Pate provided a summary of the validation process memo and spreadsheet form that was sent to project sponsors. He said there is approximately \$20 million available in what WSDOT is calling Stage 1 of their validation process. The spreadsheet form is to be filled out by project sponsors and is due to WSDOT by June 20 (today).

Captain Dahl asked if there will be funding for additional weigh stations. Ron said there are none on the WAFAC list, but he noted there is still a need.

Mr. Chris Herman said that it is not clear how WSDOT plans to use the "freight benefit" responses from sponsors. It appears very qualitative. He further asked what will WAFAC see regarding the data and WSDOT's analysis of the data. Mr. Herman also stated that not having a project in the STIP should not preclude it from being funded. Jason Beloso said the project data is expected from sponsors by COB today (this is just for the Tier 1 Highway and Multimodal projects). Due to the short timeline, the review will be a qualitative review. A more quantitative review will come in what WSDOT calls a Stage 2 review and will be based on the more quantitative measures planned in the 2017 Freight Plan update.

WAFAC CHARTER:

Director Ziegler explained that the proposed WAFAC Charter will address two key groups of potential issues, including both Administrative and Policy based issues. A draft charter has been prepared and will be reviewed by the WSDOT Secretary and WAFAC Chair with the goal of providing a draft to the WAFAC at their July 21 meeting.

FREIGHT PLAN UPDATE:

Mr. Jason Beloso stated that his staff plans to have an internal review draft available in July. The plan is to provide this draft to WAFAC in August. He will provide an additional update at the July 21 WAFAC meeting.

NEXT WAFAC MEETING:

The next regular WAFAC meeting is scheduled for Friday, July 21 from 10 a.m. to noon at PSRC (or by webinar) to include the following agenda items:

- Discussion about quantitative review/validation of freight projects
- Freight Plan preview for WAFAC August review
- Discuss and Adopt Draft WAFAC Charter

ACTION ITEMS:

- Director Ziegler is to schedule time for Secretary and WAFAC Chair to review Draft WAFAC Charter.
- Director Ziegler is to schedule a WAFAC review of project sponsor submittal data, targeting the week of July 10th (Note: Ron Pate contacted Brian Ziegler on June 23 and asked that the scheduling of this special WAFAC meeting be delayed pending more WSDOT review of the project sponsor submittal data).

Chair Gatchet adjourned the meeting at 11:35 a.m.

Saelid, Gena

Subject:

FW: WSDOT NHFP Fund Proposal Update from Secretary Roger Millar

From: Pate, Ron

Sent: Friday, June 30, 2017 1:09 PM

To: Ardussi, Sean <sardussi@psrc.org>; Armstrong, John <customerservice@carlile.biz>; Bakeman, Sharleen (FHWA) <sharleen.bakeman@dot.gov>; Beloso, Jason <BelosoJ@wsdot.wa.gov>; Bosma, Jeff <jeff@fastwayfreight.com>; Cadena, Lyset <lyset.cadena@seattle.gov>; Call, Sheri <sheri@watrucking.org>; Candelaria, Eric <nie2exc@ups.com>; Conley, LaRayne <lconley@cityofcheney.org>; Corkins, Karen <kcorkins@spokanecounty.org>; Creighton, John <creighton.j@portseattle.org>; Dahl, Mike (Captain) <mike.dahl@wsp.wa.gov>; Eagan, Sean <seagan@nwseaportalliance.com>; Embleton, Thomas <twembleton@fedex.com>; Ferguson, Mark <mark.a.ferguson@supervalu.com>; Ffitch, Eric <ffitch.e@portseattle.org>; French, Al <afrench@spokanecounty.org>; Gatchet, Dan <dangatchet@me.com>; Green, Andrew <andrewg@psc Cleanair.org>; Haas, Ranie <ranie@wstfa.org>; Hagar, Jim <jhagar@portvanusa.com>; Harris, Matt <mharris@potatoes.com>; Harrison, Jim <jharrison@costco.com>; Hayden, Randy <gballaw@portofpasco.org>; Hefley, Steve <steve.hefley@railamerica.com>; Helenberg, Ashley <ahelenberg@portoflongview.com>; Hellman, Johan <johan.hellman@bnsf.com>; Hennings, Michelle <michelle@wawg.org>; Herman, Chris <cherman@washingtonports.org>; Howard, Charlie <choward@psrc.org>; Hulcey, Pat <phulcey@cityoffife.org>; Ivanov, Barb <ivanovb@uw.edu>; Kieffer, Daniel <dan.kieffer@paccar.com>; Krauter, Larry <lkrauter@spokaneairports.net>; Krueger, Paul W <KruegeP@wsdot.wa.gov>; Lakshman, Girish <girishl@amazon.com>; Loken, Robert <robert.loken@dot.gov>; Love, Sharon (FHWA) <Sharon.Love@dot.gov>; Maunu, Neil <Neil@tidewater.com>; McBride, Dan <dmcbride@omnitrix.com>; McKisson, Dan <danmckisson@yahoo.com>; Meira, Kristin <kristin.meira@pnwa.net>; Meyer, Don <dmeyer@portoftacoma.com>; Miller, Mark <mmiller@macpiper.com>; Moore, Mike <mmoore@pmsaship.com>; Olson, Linda <port@portwhitman.com>; Pahs, Matthew <PahsM@wsdot.wa.gov>; Pate, Ron <PateRD@wsdot.wa.gov>; Poe, Ryan <ryanpoe@gmail.com>; Poor, Geri <poor.g@portseattle.org>; Regan, Chris <ReganC@wsdot.wa.gov>; Ritter, Clayton <clayri02@noa.nintendo.com>; Millar, Roger <MillarR@WSDOT.WA.GOV>; Royer, Jordan <jroyer@pmsaship.com>; Schirato, LeeAnne <schirato.l@portseattle.org>; Sherwood, Bob <bsherwood@nwcontainer.com>; Smith, Alastair <asmith@portvanusa.com>; Stewart, Ryan (SRTC) <rstewart@srtc.org>; Thompson, James <jthompson@washingtonports.org>; Trulove, Tom <ttrulove@cityofcheney.org>; Van Schaick, Jeff <jeffv@gwrr.com>; Wall, Jane <janev@awcnet.org>; Wasson, Janice <jwasson@heartlandexpress.com>; White, Megan <WhiteM@wsdot.wa.gov>; Wolf, Christine <cwolf@nwseaportalliance.com>; Wright, Chad <chad@marineviewventures.com>; Zhao, Wenjuan <ZhaoW@wsdot.wa.gov>; Tax, Stephanie <TaxS@wsdot.wa.gov>
Cc: Millar, Roger <MillarR@WSDOT.WA.GOV>; Dayton, Jo <DaytonJ@wsdot.wa.gov>

Subject: WSDOT NHFP Fund Proposal Update from Secretary Roger Millar

Please see the below note from Transportation Secretary Roger Millar.

Members of the Washington State Freight Advisory Committee,

I want to provide you with an update on the proposal and process we are going through to follow legislative direction to validate freight projects and award the FFY18 and FFY19 National Highway Freight Program (NHFP) funds. I want to thank you for hearing my proposal to allocate the NHFP funds in a manner that would balance the need to fund new projects with the need to also fund projects to preserve the National Highway Freight Network. While some of you support that proposal, it appears there are more that do not. I recognize that any time a new process or program is implemented, there will be a need for direct conversations and I appreciate you staying at the table for this conversation. My goal is to get to a place where all of the freight partners of the state remain at the table working together to solve freight issues as a team to show we can provide solutions and not issues for others to solve.

WSDOT will not be going forward with the proposal that provided 10 percent for multimodal projects and split the remaining funding between preservation projects and new projects. Though, please note it is still our intent to invest up to 10 percent of the NHFP funds in multimodal freight projects as allowed under the program.

As you know, we requested project information from each sponsor. We received most of the forms and have confirmed with any project sponsor that did not submit one that they do not intend to submit. The project submittal information is being used to update project information submitted last year and to update the tier 1 multimodal and roadway lists. Why do the lists need to be updated? Some projects have been removed by the sponsor, project sponsors have changed the status of their project, project readiness may have changed, etc. We are also going to be documenting and reviewing the freight benefit information that was provided. We will compile that information with the list and we will review that information with the WAFAC at the July 21st meeting. It is important that we all work to understand how we get the most benefit out of every project and these limited federal dollars for the users of the system. We also need to have these types of conversations as we prepare for future rounds of federal funding. For instance, the recently announced Infrastructure for Rebuilding America grant program (INFRA; formerly FASTLANE) includes criteria for performance, accountability and asset management. It is in our best interest to demonstrate that Washington State is a national leader in infrastructure development and management.

I want to close by asking that if you have any questions about what WSDOT is doing on freight, the project list, our organization, or a specific project please call Ron Pate. He is happy to have any and all conversations and hear any concerns you may have. We respect your thoughts, opinions, and expertise and we look forward to working together for many years to come.

Sincerely,
Roger