

Freight Mobility Strategic Investment Board

November 19, 2021

9:00 a.m. to 1:00 p.m.

Hotel Murano - Venice Room - 1320 Broadway Plaza, Tacoma, WA

Meeting will be webcast live on TVW: <https://www.tvw.org/watch/?eventID=2021111142>

(For Zoom meeting option, please contact workmag@fmsib.wa.gov for meeting link)

Note: Chair may adjust agenda topics and timing

AGENDA

9:00 AM	1 Welcome/Introductions	Dan Gatchet	Informational
9:05 AM	2 Recognition	Dan Gatchet	Informational
9:10 AM	3 Meeting Minutes (Sept. 17, 2021)	Dan Gatchet	Action
9:15 AM	4 FMSIB Budgets and Director's Report	Brian Ziegler	Informational
9:35 AM	5 Board Member Reports	Board Members	Informational
9:45 AM	6 Adopt Legislative Proviso Report	Ben Wick	Action
10:30 AM	7 2021 Annual Report Update	Kjris Lund	Informational
10:45 AM	8 City of Seattle, East Maginal Way Update	Megan Hoyt City of Seattle	Informational / Action
11:00 AM	9 City of Fife, POT Rd I/C - Phase 2, Allocations to Other Projects (FPAC Report)	Ben Wick, et. al.	Informational / Action
11:15 AM	10 Follow-up on 70th Ave. E. Freight Bottleneck Project Over-Expenditure (Administrative Committee Report)	Dan Gatchet	Informational
11:30 AM	11 FMSIB Funding History	Brian Ziegler	Informational
11:55 AM	12 Working Lunch		
12:05 PM	13 Adoption of T1/T2 Freight and Goods Transportation System (FGTS)	Wenjuan Zhao WSDOT	Action
12:25 PM	14 FMSIB Projects and Environmental Health Disparities (EHD)	Brian Ziegler	Informational
12:45 PM	15 Completed Projects	Brian Ziegler	Action
12:55 PM	16 Next Meeting: January 13-14, 2022 - Olympia	Dan Gatchet	Action
1:00 PM	17 Adjourn	Dan Gatchet	Action



Note: FMSIB meetings are video and audio recorded.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

MEETING MINUTES

September 17, 2021 • 9 a.m. – 1:00 p.m. • Walla Walla, WA
TVW Recording [FMSIB 09-17-21](#)

In Attendance

BOARD MEMBERS

Dan Gatchet, Chair
Leonard Barnes
Matt Ewers
Erik Hansen
Johan Hellman
Temple Lentz
John McCarthy

Anne McEnerny-Ogle
Roger Millar
Art Swannack
Ben Wick
Bob Watters
Ex officio Aaron Hunt

Not Present:
Peter Bennett

FMSIB STAFF

Brian Ziegler, Director
Gena Workman, Executive Assistant

GUEST PRESENTERS

Kjristine Lund, Lund Consulting

Meeting Convenes

Chair Dan Gatchet convened the meeting at 9 a.m. and stated this is an open public meeting and all provisions of the Open Public Meetings Act (OPMA) apply, as amended by recent orders of the Governor. The meeting is also being held in accordance with state and local health guidelines regarding public meetings and COVID-19 concerns.

The meeting is also being conducted and recorded through Zoom teleconferencing so the public and some participants may choose to participate virtually. TVW is live streaming this meeting and will provide archives of the broadcast.

Chair Gatchet conducted roll call.

Approval of Meeting Minutes

Board Action Item: Adoption of June 4, 2021, Board Meeting Minutes.

MOTION: Chair Gatchet entertained a motion to adopt the June 4, 2021, meeting minutes as presented. Anne McEnerny-Ogle so moved to adopt the minutes as presented. Leonard Barnes seconded.

MOTION CARRIED

FMSIB Budgets

Director Ziegler reviewed the Operating and Capital Budgets.

Operating Budget:

2019-21 Previous Biennium Totals - FMSIB's operating expenditures were \$724,234 compared to an appropriation of \$756,000, for a 96 percent delivery rate. FMSIB received a 5 percent reduction from past years; however, due to lack of Board travel we were able to stay within the appropriated amount.

2021-23 Current Biennium Status - FMSIB was fully funded at \$831,000 which fully funds Board travel, rent, and two annual reports.

Board Discussion

Chair Gatchet would like to discuss the cost of the annual report at the November 19 meeting. Commissioner Swannack suggested FMSIB ask the Transportation Committees what they want in FMSIB's annual report.

Capital Budget:

2019-21 Capital Budget-Sorted by Biennium - FMSIB's capital expenditures were \$28,193,000 compared to an appropriation of \$36,144,000, for a 78 percent delivery rate. Only three FMSIB projects are not currently expending funds.

Board Discussion

Matt Ewers requested Director Ziegler verify the Award and Total dollar amounts for Spokane Valley's Barker Road Corridor Widening Project.

Commissioner Swannack questioned if the Fife/WSDOT 70th Avenue E Freight Bottleneck Project over-expended the authorized award amount and if the amount expended is different than what was reported on the LEAP list. Director Ziegler noted that it appears possible that the city may have over-expended the authorized amount in this biennium but did not expend more than total award amount. He will follow up with WSDOT Local Programs to determine the history on this payment and then will determine appropriate steps regarding the LEAP List.

Secretary Millar stated that the city of Fife has the responsibility to alert FMSIB and WSDOT of any changes. Erik Hansen is concerned that there is budget language that prohibits this from happening and recommended speaking with OFM, legislative staff, and attorney.

Commissioner Swannack agreed and suggested a process be developed to help prevent this from happening again and FMSIB take the following next steps: (1) Director Ziegler consult with Local Programs on history of this payment and confirm if actually paid, (2) consult Attorney General's Office, (3) notify city of Fife if over-expended and request reimbursement, and (4) notify Legislature of plan to remedy.

Chair Gatchet requested Director Ziegler provide an update to the FMSIB Administrative Committee in a few weeks and requested an update to the Board at the November 19 Board meeting.

Active Projects-Sorted by Biennium: Director Ziegler reviewed milestones achieved in project status and changes since June report.

Board Discussion

Director Ziegler reviewed the project deferred and cancellation process. Money is removed from deferred projects and according to state law, FMSIB can cancel projects only after being deferred for six years. Chair Gatchet suggested deferred and cancelled projects be removed from this chart. Director Ziegler will remove the Kent S 212th project that was canceled in 2020.

FMSIB Project Delivery 2007-20 Graph (Excerpt from 2020 Annual Report) – This graph was created one year ago, in preparation of the 2020 Annual Report. At that time, staff forecasted a delivery of approximately 81%. Actual 2019-21 delivery was 78%.

2021-23 Future Capital Budget-Sorted by Biennium – Director Ziegler noted that there is a formula error in the 2021-23 Future Capital Budget spreadsheet and the correct total for this biennium is \$31 million which is the amount on the LEAP list. The error will be corrected for the November meeting.

Director Ziegler provided the below summary of FMSIB's 2021-23 Biennial Budget approved by the 2021 Legislature:

1. The Capital Program is fully funded for 2021-23.
2. No revenues for "Future Projects" are provided in the 21-23 Biennium, representing a redirection of approx. \$7,500,000.
3. However, the LEAP list continues to identify \$22,000,000 for "Future Awards" in the 23-25 Biennium and \$28,500,000 in the 25-27 Biennium.
4. A Call for Projects is not authorized in the 2021-23 Biennium.
5. The final budget also included some new provisos affecting FMSIB.

Board Discussion

Matt Ewers would like to put some of the older projects on notice, such as the Fife I-5/Port of Tacoma Rd I/C Project. Director Ziegler agreed but cautioned about including older projects that are progressing. This is the last phase for Fife to complete, and FMSIB has awarded money to a total of four phases on this one interchange. Chair Gatchet asked if it would be appropriate to have Russ Blount with the city of Fife provide an update at the next meeting. Mayor McEnerny-Ogle suggested talking with the city of Fife first to see how project is going. Commissioner Swannack suggested looking for other existing projects the Board could accelerate and put that money to use now. Erik Hansen agreed if the Board finds this project is not progressing, then we should submit a request in the supplemental budget to put the money towards a project we can get done.

Secretary Millar stated that the Fife project is a very important interchange and ties into the Gateway Program, and it will happen at some point but not soon. He further stated that the Marysville project needs a waterline relocated and suggested FMSIB be proactively going to the Legislature stating there is money available now and here are some other projects that can spend it. Director Ziegler or the committee would need to move quickly to have conversations now with Fife and other project sponsors and not wait until November. A special Board meeting via Zoom meeting may be required.

Councilor Lentz agrees conversations with other project sponsors should be taking place at the same time as Fife discussion so FMSIB can be prepared with other options. Leonard Barnes thinks FMSIB should follow Secretary Millar's recommendation. Mayor Wick recommended looking at all projects not likely to spend and move to projects that can spend money now. Director Ziegler noted that the projects highlighted in blue on this chart are currently spending construction money and the likelihood of them spending any repurposed FMSIB money is higher.

Erik Hansen stated that budgets were already due but thinks he can squeeze it in if the Board makes a recommendation at the November 19 meeting.

Director Ziegler will reach out to Fife and inquire about providing a briefing to the committee and asked for clarification from the Board regarding the committee's name for this task. Due to the new budget proviso, the committee previously named the Project Selection Committee changed its title to the Freight Policy and Project Advisory Committee. At the workshop, Board members expressed a desire to remove "Project" from the committee title. Director Ziegler was advised to have this committee do the work with the new name of Freight Policy Advisory Committee.

Staff Action/Recommendation Items:

1. *Annual Report* – consider asking Transportation Committees what they would like to see in FMSIB's Annual Report.
2. *Spokane Valley's Barker Road Corridor Widening Project* - verify Award and Total dollar amounts.
3. *Fife/WSDOT 70th Avenue E Freight Bottleneck Project* – Director Ziegler will begin the following:
 - Consult WSDOT Local Programs to determine if/why payment authorized as it appears to have over-expended the authorized amount in this biennium.
 - Consult with OFM staff and legislative staff
 - Consider consult with Attorney General's Office
 - Notify city of Fife if a request for reimbursement is warranted.
 - Notify Legislature of plan to remedy- determine any appropriate steps needed to update the LEAP list.
 - Provide an update to the FMSIB Administrative Committee in a few weeks.
 - Consider if a double-checking process with WSDOT Local Programs is needed to help prevent project sponsors from expending outside the biennium appropriation.
4. *Deferred/Canceled Projects* - Director Ziegler will no longer include deferred or canceled projects on the Capital Budget sorted by Biennium chart. The Kent S 212th project that was canceled in 2020 will be removed.
5. *2021-23 Future Capital Budget spreadsheet* formula error will be corrected.
6. *Delayed Projects & Projects Ready to Expend Funds* – Director Ziegler will begin the following:
 - Contact Fife immediately regarding the expenditure status of I-5/Port of Tacoma Rd I/C Project.
 - Contact other project sponsors to determine project expenditure status.
 - Determine which projects would likely be able to spend money now.
 - Report findings to the Freight Policy Advisory Committee.

Future Agenda Items:

November 19, 2021, Board Meeting -

- Discussion on the annual report cost.
- Update on the Fife/WSDOT 70th Avenue E Freight Bottleneck Project Fife payment issue.

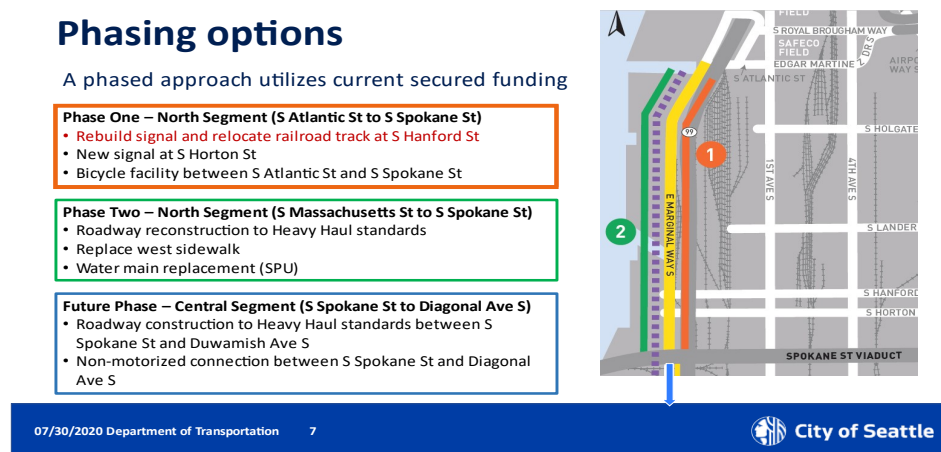
Director's Report

Please see the Board meeting packet for the complete report on Director Ziegler's activities since the June 4, 2021, Board meeting. A few key points are as follows:

Project Status Updates – East Marginal Way Heavy Haul Corridor Improvements

The city of Seattle is moving forward on the two issues the Board asked them to address. The Board awarded \$6.1 million to this project during the 2018 Call for Projects. As part of the Board's review of project progress, the city of Seattle presented a project update on March 20, 2020, showing substantial design progress had been accomplished. By July 30, 2020, the city saw several upcoming funding opportunities and they recommended phasing of the project as shown in Figure 1.

Figure 1- Project Phasing Plan (from 7/30/20 presentation)



The city also requested to advance \$1 million of FMSIB funding to Phase 1 (not a cost increase). The Board approved the request but suggested the city might need to use additional FMSIB funding in Phase 1. The Board would be open to such a subsequent request.

On January 15, 2021, the city provided an update to the Board. Since the city did not receive the 2020 INFRA or BUILD grants they applied for, the city asked to increase the amount for Phase 1 from the approved \$1 million to \$3.34 million. The Board decided not to grant the request immediately, pending another update from the city on the negotiations between the two Class 1 railroads. The city provided a written update on the status of these negotiations to the Board on March 26, 2021.

The city continues to make progress with the railroads and is optimistic that federal funding is likely, either in proposed and approved earmarks or in the discretionary RAISE Program. Here is an update email from Project Manager Megan Hoyt:

“Hi Brian – You are correct that the timing of the RAISE grant means that there is likely no value in presenting to FMSIB in September. We will need to hear back about the RAISE grant and a few of our other extra funding options (including earmarks) before we know what exactly we’re putting into construction and whether, if it’s just Phase 1, we still have a shortfall. We expect to hear about RAISE by early November. When in November will the Board meet?”

I can give you a short update on progress with the railroads now as well. While we haven’t moved much on paper with the railroad approvals for the project, hopeful progress has occurred. UPRR approved our 10% design submittal in early May – however they changed their direction in what they would like to

see designed. Instead of two tracks crossing S Hanford St, they directed us to show only one track crossing in our next (25%) submittal. They also directed us to show removal of the westmost track north of S Hanford St, which is owned solely by BNSF.

The complication, as you may imagine, is that BNSF needs both to approve of the new design and update their Joint Facilities Agreement with UPRR so that they can still access the Whatcom Yard. We have seen some promising steps in this direction. The most exciting part of this new development is that removing the west track north of S Hanford St would allow the project to build a standard protected bike lane in this area (not the constrained section we were forced to design) and also widen the travel lanes on EMW during Phase 1 (should we not get RAISE funds to build everything north of S Spokane St).

The city plans to provide an in-person report at the November 19 meeting, both with respect to design progress and the status of any federal funding they might be receiving.

HEAL Act

At the June 4 Board meeting, a question was raised about this Act and whether FMSIB was affected. The 2021 Legislature passed SB 5141, which would implement recommendations from the Environmental Justice Task Force – established by the Legislature last year – on how state agencies should incorporate environmental justice principles to reduce environmental health disparities when implementing policies and programs. Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.

The law covers seven state agencies: the Washington State Department of Health (DOH); the state departments of Agriculture, Commerce, Ecology, Natural Resources and Transportation; and Puget Sound Partnership. It allows other agencies to opt in.

While FMSIB is not mentioned as a covered agency, it and other transportation granting agencies can review current agency policies and evaluate ways each granting agency can reduce environmental health disparities. To that end, FMSIB staff has facilitated such discussions with the Transportation Improvement Board, the County Road Administration Board, and WSDOT's Local Programs Division. Conversations are continuing.

Future Agenda Item: The city of Seattle plans to provide an update on East Marginal Way Heavy Haul Corridor Improvements project at the November 19 Board meeting.

Board Member Reports

Secretary Millar: In 2016 WSDOT conducted a Truck Parking study that included truck parking dissemination. WSDOT and UW entered in truck parking pilot that would collect occupancy data and project future availability and distribution of that information. UW developed an algorithm that projects occupancy four hours in the future with 12 percent error rate. They just received \$2 million in federal grants and \$250 thousand state match for the pilot project. Algorithm is being enhanced. Great opportunity for discussions among public and private sector in developing a more robust Truck Parking Information System (TPIS) to be used across the state lines. Hoping to have conversation with private sector to get more data.

Commissioner McCarthy: Northwest Seaport Alliance has been working with supply partners of other local governments in developing some inland intermodal terminals and have had some success.

Adopt Draft Legislative Proviso Report

Board Action Item: Possible adoption of draft legislative proviso report.

The FMSIB Freight Policy and Projects Advisory Committee (FPPAC), formerly the Project Selection Committee, was formed to develop recommendations to the Board regarding FMSIB's 2021-23 Budget provisos. The Committee members include Committee Chair Mayor Ben Wick, Commissioner John McCarthy, Matt Ewers, Mayor Anne-McEnerny-Ogle, and Bob Watters. FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

The FPPAC met every two weeks since April 26, 2021. In those 10 meetings, the Committee has reviewed the proviso language, developed guiding principles, developed a framework for identifying and prioritizing freight investments, addressed specific proviso issues (like the definition of "freight," what "geographic equity" means, and what level of project readiness the Legislature expects). The Committee also recently began discussing potential freight project eligibility and prioritization criteria.

Based on the previous day's workshop discussions regarding the proviso and investment categories, Mayor Wick shared an updated draft chart of investment categories with actions/outcomes that seem to be in alignment with state transportation policy priorities in RCW and asked for Board input on any other categories that should be included.

Board Discussion

Secretary Millar suggested the Board needs to consider a number of these items go into more than one category, for example, maybe the bucket should be Truck Parking with subcategories. Commissioner Swannack agreed. Mayor Wick stated the committee will continue this discussion. Councilor Lentz views this as a living list of freight priorities - what we need to do right now and, in the future, so prefers buckets specific to freight. FMSIB will need to continuously reevaluate, and categories are not set in stone. Considering clean air regulations affecting trucking businesses, Secretary Millar suggested addressing investments in disadvantaged businesses. Erik Hansen suggested the Board look at the statewide transportation goal – such as, "safety" as a category and then within that truck parking, road-rail conflict, etc., then suggest "truck parking" to the Legislature as an immediate need and provide a specific recommendation. Secretary Millar stated the importance of building on legislative priorities and buckets, such as "truck parking" which meets multiple goals. Based on Board conversation, Director Ziegler summarized the following key points for the Committee to consider:

- a. Develop weighting for each "bucket"
- b. Determine correct "buckets" based upon preponderance of Outcome statement achieved
- c. Make the buckets "Freight" like Road/Rail, Truck Parking, so as not to lose focus on the freight component

- d. Considering all clean air regulations affecting trucks (the stick), as well as implement a Clean Truck program (carrot).
- e. Add State Transportation Goals as first level, specific Freight Buckets as secondary division, Subprograms as third level.
- f. Convene FPAC on Sept. 27 from 10:30 a.m. to 12 p.m. and continue every other Monday.

Director Ziegler asked if the Board would like an interim report and, it was suggested that the Committee Chair decide if an interim report is necessary.

MOTION: NONE PRESENTED

Staff Action/Recommendation Items:

Convene FPAC on September 27 from 10:30 a.m. to 12 p.m.

Committee Chair to decide if an interim proviso report is necessary.

2021 Annual Report Update

By statute, FMSIB is required to do an annual report which is currently being scoped. As part of that scoping process, Kjris Lund (Lund Consulting) and FMSIB staff participated in interviews for nearly all FMSIB Board members. Interviewees also included representatives from the Association of Washington Cities, Washington Association of Counties, the Washington Public Ports Association, and the Washington Trucking Associations. The report will be published in December.

Kjris Lund shared a PowerPoint presentation which summarized key take-aways from the interviews: impact of supply chain disruptions on economy and individuals, climate change, safety, importance of equity and community, and the many ways FMSIB projects help, and strategic investments contribute to the freight network statewide. She also reviewed input on FMSIB's future, strategic vision, expertise, and other ideas for the report.

Board Discussion

Matt Ewers asked if the Board should include the budget proviso work in the annual report. Director Ziegler stated that the focus of the proviso report needs to be confirmed at the November 19 meeting and then the discussion is to what degree the Board highlights the budget proviso report in the annual report. Kjris Lund said she could save space in the report for any proviso conclusions.

Commissioner Swannack thinks the focus should be on the theme given to FMSIB by the Legislature this year, which is strategic evaluation. Commissioner McCarthy stated that this year the proviso report should be FMSIB's focus as opposed to a traditional report. Commissioner McCarthy emphasized the most important report this year is the proviso and suggested Kjris Lund help with the proviso report as opposed to so much time on the traditional annual report. Commissioner Swannack encouraged Mayor Wick meet with Director Ziegler and Ms. Lund to discuss the report's focus.

Councilor Lentz stated that the proviso report needs to be short and sharp and has a priority deadline of December 1. She thinks there's an opportunity for a narrative that will emerge as the proviso report is developed.

Director Ziegler asked for clarity if the Board would like one report that includes everything or a standard report with reference to the proviso report. Secretary Millar suggested to use the tools we have and summarize in one report. Based on Board input, Director Ziegler summarized the proviso report is the priority for resources, and that the annual report (issued in January 2022) should summarize the proviso report (issued Dec. 1) and might be somewhat smaller in scope.

Staff Action/Recommendation Items:

Proviso report is a priority over the annual report for resources.

Committee Chair Mayor Wick meet with Director Ziegler and Ms. Lund to discuss this year's annual report focus in response to the budget proviso.

Kjris Lund will allow space in the annual report for proviso summary.

Future Agenda Items:

November 19, 2021, Board Meeting –

- Draft Proviso Report
- Draft Annual Report

Director's Salary Adjustment

Board Action Item: Board to consider a cost-of-living adjustment (COLA) for Director Ziegler.

Effective July 1, 2021, the Legislature authorized a 3 percent COLA salary increase for general service, WMS, EMS, and exempt positions. Director Ziegler provided the below options for the Board to consider if they chose to provide a COLA increase:

1. Approve 2021 COLA only, starting Oct. 1 (the first pay cycle after Board action).
2. Approve 2021 COLA only, retroactive to July 1, 2021.
3. Approve 2021 and 2022 COLAs, effective Oct. 1 (the first pay cycle after Board action).
4. Approve 2021 and 2022 COLAs, retroactive to July 1, 2021. The Board chose this option in Sept. 2019 (see attached approval letter from the Chair).
5. Approve 2021 and 2022 COLAs, retroactive to July 1, 2021, and all future COLA's authorized by the Legislature

Board Discussion

Secretary Millar noted that no 2022 COLAs have been authorized. Erik Hansen suggested the Board take action every year and approve option number 2.

MOTION: Secretary Millar moved to adopt above option number 2-Approve 2021 COLA only for Director Ziegler, retroactive to July 1, 2021. Matt Ewers seconded.

MOTION CARRIED

Staff Action Item: Director Ziegler will prepare letter for Chair Gatchet to send to WSDOT Human Resources requesting the Board approved salary adjustment.

2021-22 FMSIB Committee Appointments

Board Action Item: Board to adopt the 2021-22 FMSIB Committee appointments.

Due to the new budget proviso, the committee previously named the Project Selection Committee changed its name to the Freight Policy and Project Advisory Committee (FPPAC). At the workshop, Board members suggested removing “Project” from the title discussed changes in committee membership. Based on those discussions, Director Ziegler shared the below 2021-22 FMSIB Committee names and appointments for Board adoption:

2021-22 FMSIB Committees

Board

Chair ~ Dan Gatchet

Leonard Barnes

Peter Bennett

Matt Ewers

Erik Hansen

Johan Hellman

Temple Lentz

Anne McEnerny-Ogle

John McCarthy

Roger Millar

Arthur Swannack

Ben Wick

Aaron Hunt, Ex-Officio

Legislative

Chair ~ Leonard Barnes

Matt Ewers

Dan Gatchet

Johan Hellman

Roger Millar

Ben Wick

Freight Policy Advisory Committee (FPAC)

Chair ~ Ben Wick

Matt Ewers

Temple Lentz

John McCarthy

Anne McEnerny-Ogle

Administrative

Chair ~ Dan Gatchet

Leonard Barnes

John McCarthy

Art Swannack

WA Freight Advisory Committee

Convened 2013 through 2017. Currently inactive.

MOTION: Chair Gatchet entertained a motion to adopt the above 2021-22 FMSIB Committee appointments as presented. Matt Ewers so moved. Mayor Wick seconded.

MOTION CARRIED

FMSIB 2022 Meeting Schedule

Board Action Item: Board to adopt FMSIB's 2022 Meeting Schedule.

Based on Board input, Director Ziegler presented the below FMSIB 2022 Meeting Schedule for adoption:

January 13 - Olympia (Day on the Hill)

January 14 – Olympia

March 18 – Vancouver USA

June 2 – Stevenson (Workshop)

June 3 – Stevenson

September 16 – Spokane Valley

November 18 – SeaTac/Seattle

MOTION: Erik Hansen made a motion to adopt the above FMSIB 2022 Meeting Schedule as presented. Matt Ewers seconded.

MOTION CARRIED

Future Agenda Item: Mayor McEnerny-Ogle suggested March meeting agenda include a discussion on the Columbia River Crossing project.

Next Meeting

The next Board meeting is scheduled to be in-person on November 19, 2021, in Tacoma. Commissioner Swannack does not think the Board's Day on the Hill will be happening again this year and wanted to know if the Board should plan for a longer November meeting, considering all the agenda items. Chair Gatchet prefers to keep the regular meeting time, if possible.

MOTION: Chair Gatchet entertained a motion to hold the next FMSIB Board meeting in Tacoma on November 19, 2021. Commissioner Swannack so moved. Councilor Lentz seconded.

MOTION CARRIED

Meeting Adjourned

Chair Gatchet adjourned the meeting at 12 p.m.

Summary of Board Motions:

- 1) Adoption of June 4, 2021, Board Meeting Minutes. *Motion Carried (page 1)*
- 2) Adoption of Draft Legislative Proviso Report. *No Motion Presented (page 8)*
- 3) Approval of Director Ziegler's 2021 COLA salary adjustment, retroactive to July 1, 2021. *Motion Carried (page 9)*
- 4) FMSIB 2021-22 Committee Appointments. *Motion Carried (page 10)*
- 5) FMSIB 2022 Meeting Schedule. *Motion Carried (page 11)*
- 6) Next Meeting: November 19, 2021-Tacoma. *Motion Carried (page 11)*

Summary of Staff Action/Recommendation Items:

FMSIB Budgets

1. *Annual Report* – consider asking Transportation Committees what they would like to see in FMSIB's Annual Report.
2. *Spokane Valley's Barker Road Corridor Widening Project* - verify Award and Total dollar amounts.
3. *Fife/WSDOT 70th Avenue E Freight Bottleneck Project* – Director Ziegler will begin the following:
 - Consult WSDOT Local Programs to determine if/why payment authorized as it appears to have over-expended the authorized amount in this biennium.
 - Consult with OFM staff and legislative staff
 - Consider consult with Attorney General's Office
 - Notify city of Fife if a request for reimbursement is warranted.
 - Notify Legislature of plan to remedy- determine any appropriate steps needed to update the LEAP list.
 - Provide an update to the FMSIB Administrative Committee in a few weeks.
 - Consider if a double-checking process with WSDOT Local Programs is needed to help prevent project sponsors from expending outside the biennium appropriation.
4. *Deferred/Canceled Projects* - Director Ziegler will no longer include deferred or canceled projects on the Capital Budget sorted by Biennium chart. The Kent S 212th project that was canceled in 2020 will be removed.
5. *1921-23 Future Capital Budget spreadsheet* formula error will be corrected.
6. *Delayed Projects & Projects Ready to Expend Funds* – Director Ziegler will begin the following:
 - Contact Fife immediately regarding the expenditure status of I-5/Port of Tacoma Rd I/C Project.
 - Contact other project sponsors to determine project expenditure status.
 - Determine which projects would likely be able to spend money now.
 - Report findings to the Freight Policy Advisory Committee.

Legislative Proviso Report

1. Convene FPAC on September 27 from 10:30 a.m. to 12 p.m.
2. FPAC Committee Chair to decide if an interim budget proviso report to the Board is necessary.

FMSIB Annual Report

1. Proviso report is a priority over the annual report for resources.
2. Committee Chair Mayor Wick meet with Director Ziegler and Ms. Lund to discuss this year's annual report focus in response to the budget proviso.
3. Kjris Lund will allow space in the annual report for proviso summary.

Director's Salary Adjustment

Director Ziegler will prepare letter for Chair Gatchet to send to WSDOT Human Resources requesting the Board approved salary adjustment.

Summary of Future Agenda Items:

November 19, 2021, Board Meeting

1. Discussion on the annual report cost.
2. Update on the Fife/WSDOT 70th Avenue E Freight Bottleneck Project Fife payment issue.
3. The city of Seattle update on the East Marginal Way Heavy Haul Corridor Improvements project.
4. Draft Proviso Report for Board review/approval.
5. Draft Annual Report for Board review/approval.

March 18, 2022, Board Meeting

Discussion on the Columbia River Crossing project.

Dan Gatchet
Chair

Attest: Brian Ziegler
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 21-23 Budget \$ 831,000

Expenditure Detail through: Oct 31, 2021

FMSIB Budget	Biennium Appropriation July 1, 2021 - June 30, 2023	Biennium Allotments thru Oct 31, 2021	Actual Expenditures thru Oct 31, 2021	Biennium To Date Dollar Variance
Salary	576,000	96,000	82,501	13,499
Travel	57,000	9,500	6,100	3,400
Goods & Services	148,000	24,667	16,646	8,020
Personal Service Contracts	50,000	16,250	16,250	0
Total Thru Oct 31, 2021	\$ 831,000	146,417	121,497	24,919
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Budgeted Expenditures thru Oct 31, 2021	Actual Expenditures thru Oct 31, 2021	Biennium To Date Dollar Variance
Salaries:				
Staff Salary	576,000	96,000	82,501	13,499
Total Salary	\$ 576,000	96,000	82,501	13,499
Travel:				
Staff Travel	22,000	3,667	1,569	2,097
Board Travel	35,000	5,833	4,531	1,302
Total Travel	\$ 57,000	9,500	6,100	3,400
Goods & Services:				
Other State Agency Services				
WSDOT Labor & Svcs/TIB Svcs	30,000	5,000	1,985	3,015
WS DES Services	38,000	6,333	5,288	1,045
WS TIB - Office Rent & Utilities	42,000	7,000	5,691	1,309
WS Attorney General	2,000	333	0	333
Misc. Operating Expenses				
Misc. Office, Mtg, Equipment Costs	36,000	6,000	3,683	2,317
Total Goods & Services	\$ 148,000	24,667	16,646	8,020
Personal Service Contracts:				
Consultant Expenses				
FY22 - 2021 Annual Report (Lund)	25,000	11,250	16,250	0
FY23 - 2022 Annual Report (Lund)	25,000	-	0	0
Total Personal Service Contracts	\$ 50,000	11,250	16,250	0
Total Thru Oct 31, 2021	\$ 831,000	141,417	121,497	24,919

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

2021-23 Capital Budget - Sorted by Biennium - Effective Nov. 19, 2021

Likelihood to expend 21-23 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Yr. Selected	FMSIB Award	19 - 21 (Plan)	21 - 23 (Plan)	21-23 Expenditure	23 - 25	25 - 27	Total
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	2,189	1,876	0	0	0	6,000
		Subtotal			2,189	1,876	-			
1	Chelan Co	West Cashmere Bridge	2018	3,000	3,000	0		0	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	2,500	2,500	364	0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	2,100	0	17	0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	2,400		0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	1,000	5,835		0	0	6,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	2,500	0		0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500	1,000	146	0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	1,100	5,000		0	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	1,680	692	8	0	0	1,680
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	1,134	1,136	135	0	0	2,270
	Statewide	Future Awards			0	0		22,000	28,500	50,500
		Past and Current Biennial Subtotals			19,703	18,563	670			
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	6,333		1,200	0	7,533
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	3,000		3,100	0	6,100
24	Sumner	Stewart Road	2018	3,000	0	2,000		1,700	0	3,700
		Future Total				31,772		28,000	28,500	
		Program Total		58,083	19,703		670	28,000	28,500	106,283

Biennial Time Expended: 17% 2% 58,083
 Supplemental Budget:
 Percentage delivery:

Revenue				
	Beginning Balance	23,189	12,175	2,067 2,276
	Freight Mobility Investment Account - 09E	13,298	11,171	13,698 14,511
	Freight Mobility Multimodal Account - 11E	-1,296	10,493	14,511 14,511
	Motor Vehicle Funds	4,907	0	0 0
	Total Revenue	40,098	33,839	30,276 31,298
Expenditures				
	Freight Mobility Investment Account - 09E	17,345	16,577	13,351 13,351
	Freight Mobility Multimodal Account - 11E	5,704	15,195	14,571 14,571
	Highway Safety Account	81		
	Motor Vehicle Funds (Federal)	5,064		
	Total Expenditures	28,194	31,772	28,000 28,500
Reappropriation		11,904	2,067	2,276 2,798

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Active Projects - Sorted by biennium - Status Effective Nov. 19, 2021

Likelihood to expend 2021-23 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

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

No. of Projects

4
6
3

13

- Changes from Sept. 2021 report

			PROJECT STATUS				
Agency	Project Title	Selected	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.
<u>17-19 Biennium</u>							
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010				
<u>Started in 19-21 Biennium</u>							
1	Chelan Co	West Cashmere Bridge	2018			Nov. 2021	
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018				
10	Longview	SR 432/SR 411 Intersection Improvements	2016				
12	Port of Kalama	Industrial Rail Additions	2018		Could go to construction Spring 2022		
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013			On Winter suspension	
23	Sumner	SR 410 Traffic Ave/E Main	2016				
26	Tacoma	Taylor Way Rehabilitation	2016				
11	Marysville/WSDOT	SR 529/I-5 Interchange Expansion	2014		Award scheduled Jan. 2022		
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018				Phases 1, 2a and 3 open, 2b in design
19	Spokane Co	Bigelow Gulch Phase 3	2018			Nov. 2021	
<u>21-23 Biennium</u>							
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010		Awaiting RAISE grant decision Nov. 2021		
16	Seattle	East Marginal Way Heavy Haul Corridor	2018		Awaiting RAISE grant decision Nov.	Presentations 3/20/20, 7/30/20, discussion 9/18/20, presentation 1/15/21, discussion 3/26/21, update in Nov.	
24	Sumner	Stewart Road	2018		Dec-21	FMSIB presentation 9/18/20 and 1/15/21	
			Total				

FMSIB Director's Report

November 19, 2021

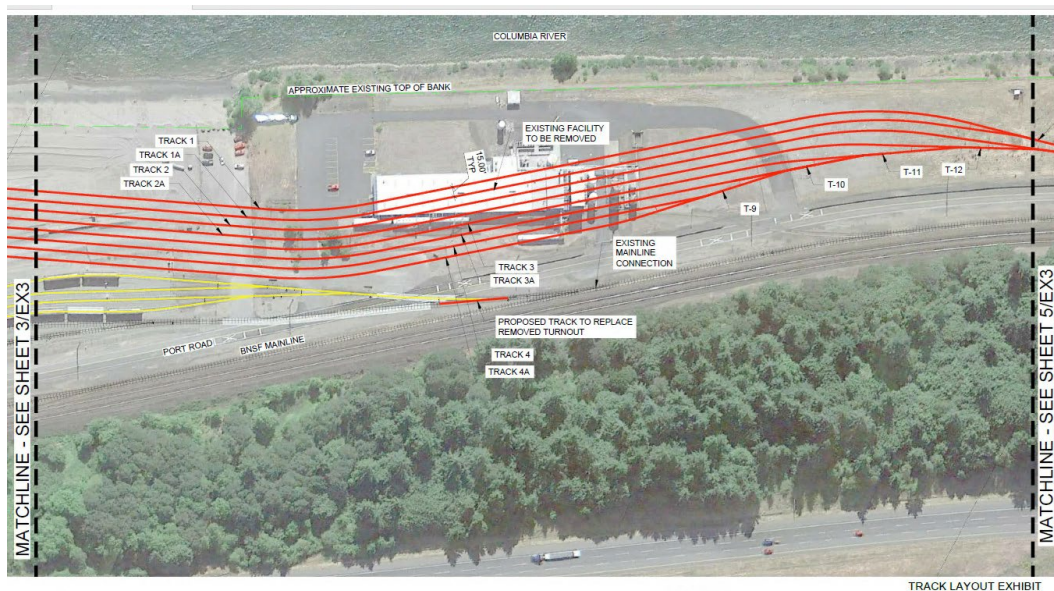
(Last Report: September 17, 2021)

Project Status Updates – Port of Kalama, Industrial Rail Additions

The Port applied for FMSIB funding in the 2018 Call for Projects and was awarded \$2.4 million. This FMSIB contribution leverages \$9.35 million in local and private funding. The project improves mainline rail flows adjacent to the Port of Kalama's major grain terminal, TEMCO.

The current rail alignment at the TEMCO facility allows one unit train of grain (110 cars) to be stored off the mainline and on port property. However, this requires several rail moves in order for the unit train to be broken up into three parts and cleared of the mainline. The proposed \$11.75 million project will add several more lines of storage track on Port property, allowing a unit train to be positioned faster and in only two parts (See Figure 1).

Figure 1- Port of Kalama, Industrial Rail Addition, Portion of New Storage Track



In addition to mitigating congestion on the mainline rail system, the project also reduces closure time on the sole access road into an adjacent residential development. This improves emergency access into the neighborhood.

The project was funded by FMSIB and the Legislature in the 2019-21 Biennium. In 2020, the Legislature deferred the project into the 2021-23 Biennium. This delayed property acquisition and subsequent construction by two years. However, TEMCO and the Port are still committed to completing the project this biennium.

Freight Policy Advisory Committee (FPAC)

This FMSIB Committee was formed to develop recommendations to the Board regarding the provisos in FMSIB's 2021-23 Budget. The Committee members include Committee Chair Mayor Ben Wick, Commissioner John McCarthy, Matt Ewers, Mayor Anne-McEnerny-Ogle,

and Temple Lentz (replacing Bob Watters). FMSIB Chair Dan Gatchet has been attending meetings, as well as Ron Pate and Jason Beloso from WSDOT.

The FPAC met every two weeks between April 26 and September 7. In those 10 meetings, the Committee has reviewed the proviso language, developed guiding principles, developed a framework for identifying and prioritizing freight investments, addressed specific proviso issues (like the definition of “freight,” what “geographic equity” means, and what level of project readiness the Legislature expects). The Committee also recently began discussing potential freight project eligibility and prioritization criteria.

At the September 16 Board workshop, members heard Rep. Fey’s views on the proviso. The next day, the Board discussed several new ideas and asked the FPAC to continue working and report to the Board on their progress. The FPAC met four more times. The last meeting was held on November 8.

Today’s Board agenda includes a status report from the FPAC and an action item to adopt a draft report. The final report to the Legislature is due at the end of this month.

HEAL Act

A question was raised at the June 4 Board meeting about this Act and whether FMSIB was affected. The 2021 Legislature passed SB 5141, which would implement recommendations from the Environmental Justice Task Force – established by the Legislature last year – on how state agencies should incorporate environmental justice principles to reduce environmental health disparities when implementing policies and programs. Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.

The law covers seven state agencies: the Washington State Department of Health (DOH); the state departments of Agriculture, Commerce, Ecology, Natural Resources and Transportation; and Puget Sound Partnership. It allows other agencies to opt in.

While FMSIB is not mentioned as a covered agency, it and other transportation granting agencies can review current agency policies and evaluate ways each granting agency can reduce environmental health disparities (EHD). To that end, FMSIB staff has facilitated such discussions with the Transportation Improvement Board, the County Road Administration Board, and WSDOT’s Local Programs Division. Conversations are continuing.

Lastly, FMSIB staff conducted an analysis of FMSIB projects to identify possible connections with the current mapping of environmental health disparities (EHD) in Washington. The results of that analysis will be presented at today’s meeting.

2021 Annual Report

An annual report is required by statute and is currently being prepared. In July and August, Kjris Lund and FMSIB staff conducted interviews for nearly all FMSIB Board members, as well as other friends of freight. Interviewees included representatives from the Association of

Washington Cities, Washington Association of Counties, the Washington Public Ports Association, and the Washington Trucking Associations.

At the September meeting, Kjris Lund provided an update on the interview results and shared some possible themes for the report. Today's presentation will focus on the report outline. The report will be published in December.

Freight Mobility Outreach (Meetings, Conferences and Events)

To better understand the freight mobility issues affecting our customers, FMSIB staff attended and/or facilitated the following meetings, conferences, and events:

- FMSIB provided staff support for the four more FPAC meetings between Sept. 27 and Nov. 8, 2021.
- Sept. 21 – Participated in the initial stakeholder meeting of the State Highway-Rail Grade Crossing Action Plan process, facilitated by the Washington Utilities and Transportation Commission (WUTC).
- Sept. 23 – Met with Port of Kalama officials to discuss status of FMSIB Project #96-0, the Industrial Rail Additions project.
- Sept. 23 – Attended the Joint Transportation Committee (JTC) briefing on their Truck Parking Action Plan study.
- Oct. 4 – Met with Erik Hansen to discuss LEAP list proviso language interpretations.
- Oct. 13 – Participated in PSRC's Freight Advisory Committee
- Oct. 13 – Attended the Fall meeting of the Washington Highway Users Federation (WHUF)
- Oct. 15 – Participated in a listening session with several freight partners on the SR 167 Master Plan
- Oct. 19 – Attended the Washington State Transportation Commission's (WSTC) logistics workshop.
- Oct. 21 – Participated in the Road Usage Charge (RUC) Steering Committee meeting on RUC Innovations.
- Oct. 22 – Met with Jeff Wilkins, Executive Director of the Chelan-Douglas MPO/RTPO, to discuss Wenatchee area projects and federal funding opportunities.
- Oct. 27 – Attended meeting of FMSIB's Administrative Committee to discuss overpayments on Fife's 70th Ave. project.
- Nov. 2 – Participated in the second stakeholder meeting of the State Highway-Rail Grade Crossing Action Plan process, facilitated by the Washington Utilities and Transportation Commission (WUTC).
- Nov. 3 - Participated in the Road Usage Charge (RUC) Steering Committee meeting on RUC Cost Reductions.
- Nov. 4 – Attended the PNWA's monthly membership meeting.
- Nov. 9 – Attended WPPA's November 9 Tuesday Roundtable on "Economic development with Senator Mark Mullet and Representative Cindy Ryu."
- Nov. 17 – Participated in the first meeting of the SR 167 Master Plan Policy Advisory Committee.
- Nov. 18 – Attended the Washington Good Roads and Transportation Association (WSGRTA) Annual Meeting.

FMSIB Preliminary Report to the Legislature
Regarding SSB 5165, Sec. 301(3)

December 1, 2021

Section 1: Background and Context

In SSB 5165, Sec. 301(3), the Washington State Legislature directed the state's Freight Mobility Strategic Investment Board (FMSIB) accordingly:

It is the intent of the legislature to continue to make strategic investments in a statewide freight mobility transportation system with the help of the freight mobility strategic investment board, including projects that mitigate the impact of freight movement on local communities. To that end, and in coordination with WSDOT as it updates its federally-compliant freight plan, the board is directed to identify the highest priority freight investments for the state, across freight modes, state and local jurisdictions, and regions of the state. By December 1, 2021, the board must submit a preliminary report providing a status update on the process and methodology for identifying and prioritizing investments. By December 1, 2022, the board must submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner. The prioritized freight project list for the state portion of national highway freight program funds must first address shortfalls in funding for connecting Washington act projects.

FMSIB welcomes the opportunity to offer our board's expertise on system-wide strategic investments that maximize state investment dollars, advance the growing and complex needs of our freight system, and support the state's overall transportation goals.

To create this report, our board has dedicated many hours to reviewing and critiquing our own processes and communications, consulting with freight stakeholders, and developing a fresh perspective on the most effective ways to manage precious freight mobility dollars. In this report, please find proposed methodology to determine investment priorities and an outline of the process to move forward.

Section 2: Investment Categories and Prioritization

FMSIB agrees that the state must follow through on its commitment to fund projects identified in Connecting Washington. Those projects should be the highest funding priority. This proposal addresses funding beyond those commitments, to continue advancing the state's transportation and freight mobility goals.

Any methodology for strategically investing limited resources must reflect the context of the entire freight mobility system. FMSIB is committed to thinking about the freight system as a whole. If, for example, there were one dollar to spend on freight mobility, how would that dollar best be divided in order to maximize positive impact for the entire system?

Based on input from subject matter experts and freight stakeholders, and in consideration of statewide transportation goals and priority areas around equity and climate change, FMSIB proposes four weighted investment categories to achieve highest system function.



Maintenance and Preservation 45%

Preserving existing assets must be the state's highest priority. "Taking care of what we have" is prerequisite to any discussion of adding new resources.

Improving the Operations of the Existing System 5%

Continuing to refine and improve management of existing assets will allow our state to increase effectiveness and reliability, without necessitating expansion.

Expanding the System 20%

As our population grows and demands on freight mobility compound, care must be taken to expand our system in strategic ways that maximize benefits and minimize impacts on surrounding communities.

Achieving the Freight System of the Future 30%

The world of freight is changing quickly, and keeping pace with change will involve long-term investments that must begin immediately.

3. Freight Categories and Outcomes

Within the broader categories outlined above, FMSIB has identified targeted categories and project types, along with desired freight outcomes for each category. Please see the chart

below.

The “Target Area” column represents the types of projects FMSIB believes will most effectively help advance strategic goals.

The “Desired Freight Outcome” column includes descriptions of the strategic freight outcome desired for each target area, as identified by freight stakeholders.

“Relative Investment Amounts” continues the prioritization percentages identified above, further breaking down the amount of the “dollar” that should be invested in these areas. Together, the target area percentages make up the freight category percentages (i.e. Bridge and Road Replacement should receive 10% of the “dollar,” and is a part of the 45% allotted to Maintenance and Preservation).

Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts
Maintenance and Preservation	Bridge Maintenance / Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%
	Road Maintenance / Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	10%
Improving the Operations of the Existing System	Transportation Systems Management and Operations (TSMO)	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%
Expanding the Existing System	Grade Separation Projects	Reduce Road Rail Conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	10%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%
Achieving the Freight System of the Future	Land Banks	Land acquisitions that along waterways and airways that will help mitigate impacts of future projects on a particular area.	5%
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.	5%
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.	10%
	Zero Emissions	Improve air quality within the freight industry by moving toward zero emissions; electrification for short haul/dray at shipping ports, railyards and airports; hydrogen for long haul applications.	10%

4. Regular Evaluation and Refinement

Because these priority categories were developed in consultation with board members and stakeholders who know and understand the needs of freight in Washington State, FMSIB believes the categories and weights are durable and reflect ongoing strategic needs. To ensure that this remains true, and that priorities adapt as needs may change, FMSIB proposes biennial evaluation of both individual project outcomes and the investment category system overall. Before each biennial budget request, FMSIB will review outcomes and prioritization and call on the expertise of industry and local government stakeholders to evaluate the plan and recommend any updates.

5. Alignment with State Transportation Goals, Equity, and Environment

FMSIB is dedicated to working collaboratively with WSDOT to advance our state's transportation goals. Please see the graph below for a visual representation of how the proposed freight investment categories and the state's transportation goals intersect.

In the chart, the "pies" show a rough representation of the degree to which each of the target areas coincides with the state transportation goals. Knowing the state is particularly concerned about addressing equity and climate change, we have added checkmarks to show where target areas address these concerns. The pies and the checkmarks are independent of freight goals; the intent of this chart is simply to show that freight goals and the state's overall transportation goals are intertwined.

		State Transportation Goals						Emphasis Areas	
Freight Category	Target Area	Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment	Equity	Climate Change
Maintenance and Preservation	Bridge Maintenance / Preservation	●	◐	◑	◑	◑	◑	✓	
	Road Maintenance / Preservation	●	◐	◑	◑	◑	◑	✓	
	Bridge and Road Replacement	◐	◐	◑	◑	◑	◑	✓	✓
Managing the Existing System	Grade Separation Projects	○	◐	◑	◑	◑	◑	✓	✓
Expanding the Existing System	Transportation Systems Management and Operations (TSMO)	○	◐	●	◑	◑	◑		✓
	Land Banks	◐	○	◑	○	◑	●		✓
Achieving the Freight System of the Future	Expansion of Freight Corridors	○	◑	◑	●	●	◑		✓
	Truck Parking	○	●	◑	◑	◑	◑	✓	
	Intermodal Transfer Facilities	◑	◑	◑	◑	●	◑		✓
	Zero Emissions	○	◑	◑	○	○	●	✓	✓
		○ = Limited Support ◐ = Some Support ◑ = Mostly Supports ● = High Support ● = Fully Supports							

Further, FMSIB recognizes that the freight system cannot see the benefits of strategic investments if those investments are not actually completed. We propose a “bias for action,” with a preference for funding investments that are ready to proceed to construction, and that can be completed timely so as to deliver benefits quickly.

6. Recommended Process

Following the methodology outlined in the preceding sections, FMSIB proposes that future funding be allocated according to the categories indicated in Sections 2 and 3 of this report. For the 2022 report of prioritized investments, a call for proposals will be based on these categories, and FMSIB selection criteria will reflect these categories as well as:

- Geographic balance across the state as identified by the legislature in the proviso;
- Balance of funding across the target areas;
- Volume of freight impacted by the project; and
- Readiness of the project to proceed to construction.

Recognizing that larger freight projects such as system expansion projects have additional steps required (i.e., right-of-way acquisition) and are typically larger and more complex but equally important to help advance to construction, FMSIB may consider funding pre-construction activities. The board may also consider allowing for some portion of funding allocation further-out than one biennium. Planning for future biennia gives larger, more complex projects a greater chance of success, and allows for predictability in budgeting.

FMSIB will also establish policy updates that will allow for timely pivots of funding toward pre-identified projects which may be able to advance more quickly.

While the 2022 report is timely, FMSIB proposes that in preparation for each biennium budget a prioritized list of proposals be submitted for the legislature's consideration.

7. Next Steps

Following is a proposed schedule for process benchmarks:

December 1, 2021:	Submit Report to Legislature
January-March 2022:	Develop revised freight investment eligibility criteria and stakeholder outreach plan
April 2022:	Issue call for projects according to revised criteria
May 2022:	Update/revise FMSIB policies to reflect changes in prioritization and funding criteria
August 30, 2022:	Investment project applications due to FMSIB
September-October, 2022:	Review applications
November, 2022:	FMSIB Board vote on final investment project list to submit to Legislature

December 1, 2022:

Submit prioritized investment list to Legislature

FMSIB thanks the Legislature for the opportunity to spend extensive and meaningful time exploring mission, goals, and strategic outcomes. We are excited to work in tandem with the Legislature and WSDOT to make broad strides in strategically advancing freight infrastructure for our state. We look forward to your response to this proposal, and to working collaboratively to advance freight mobility in Washington State.

DRAFT

East Marginal Way Project

November 2021 Update



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

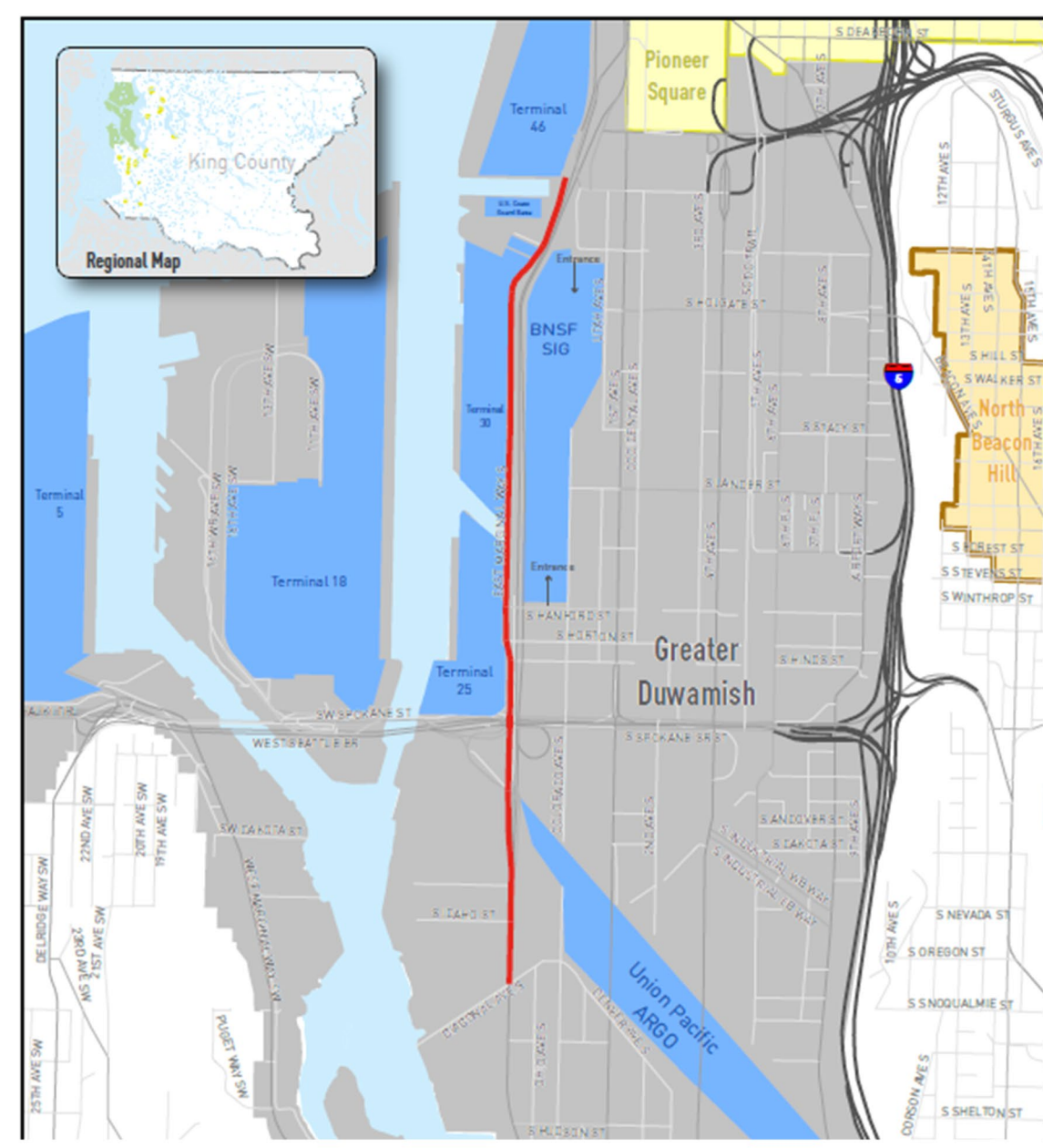
Presentation overview

- Project overview
- Updates since January 2021
- Next steps



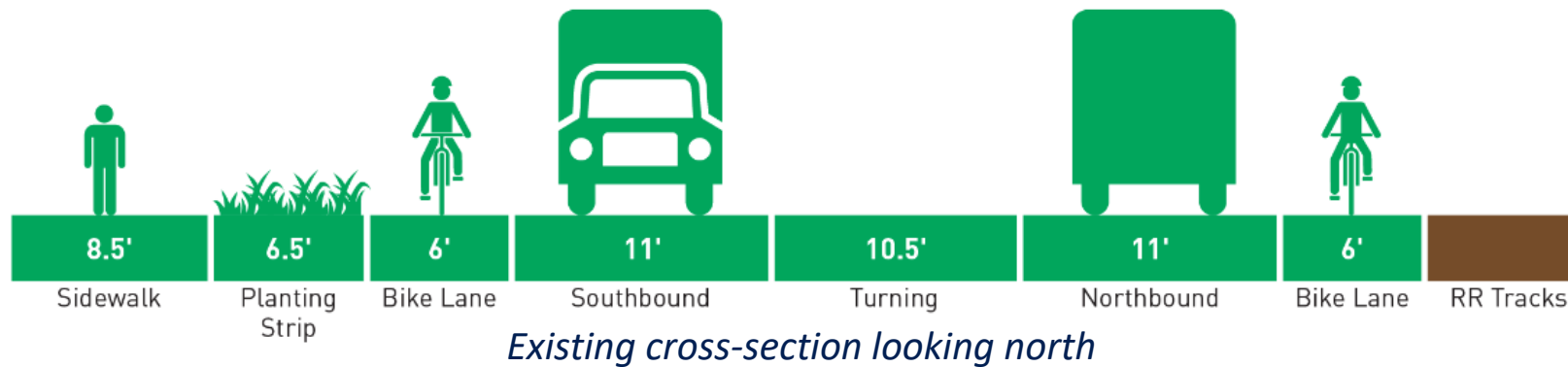
Project location

- Located in Seattle's Greater Duwamish Manufacturing and Industrial Center
- Serves North Harbor terminals 5, 18, 25, 30, and 46, and the U.S. Coast Guard
- Key regional arterial for access to international commerce, I-5, SR 509
- PSRC Critical Urban Freight Corridor
- FGTS T-1/T-2 freight route
- Primary access to BN and UP intermodal facilities



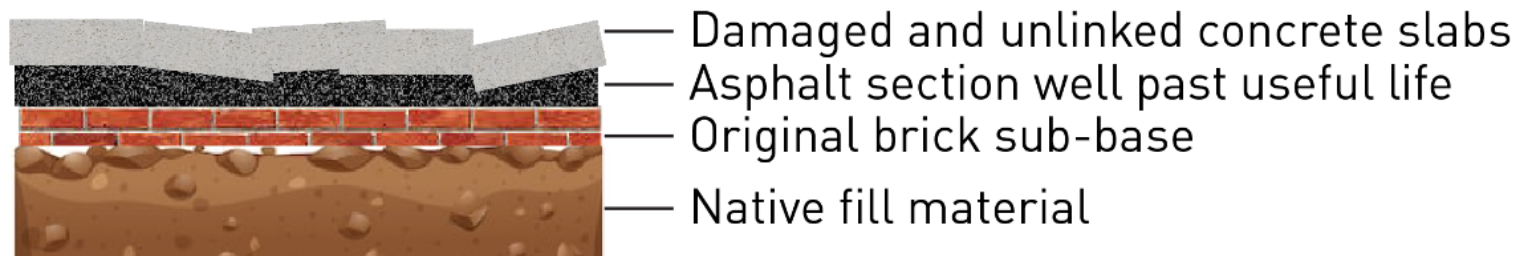
Existing Conditions

- No separation between roadway, bicycle lanes and railroad tracks
- Roadway in poor condition
- Safety concerns along the roadway and at intersections



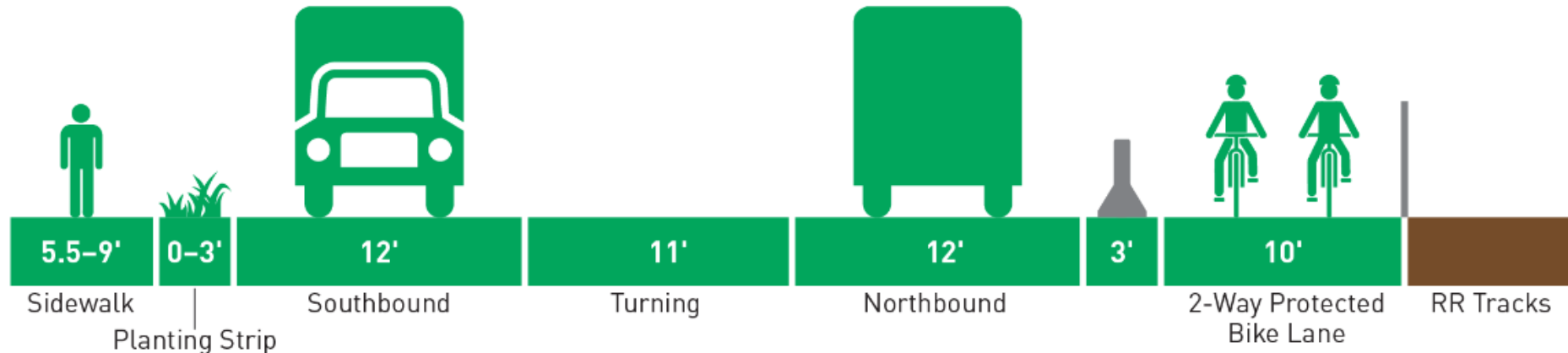
Heavy Haul Pavement Network

- Pavement between S Massachusetts St and Duwamish Ave S will be upgraded to Heavy Haul standards (15-in thick concrete over 6-in aggregate)
- Reconstructs roadway to provide 50-year life
- Redesigns intersections and adds adaptive signals to improve traffic flow



Corridor Safety Improvements

- Adds fully separated bicycle facilities
 - ✓ Physically separated
 - ✓ Keeps bicyclists away from driveways
 - ✓ Minimizes conflict points
 - ✓ Adds fencing between bicycle facility and RR tracks



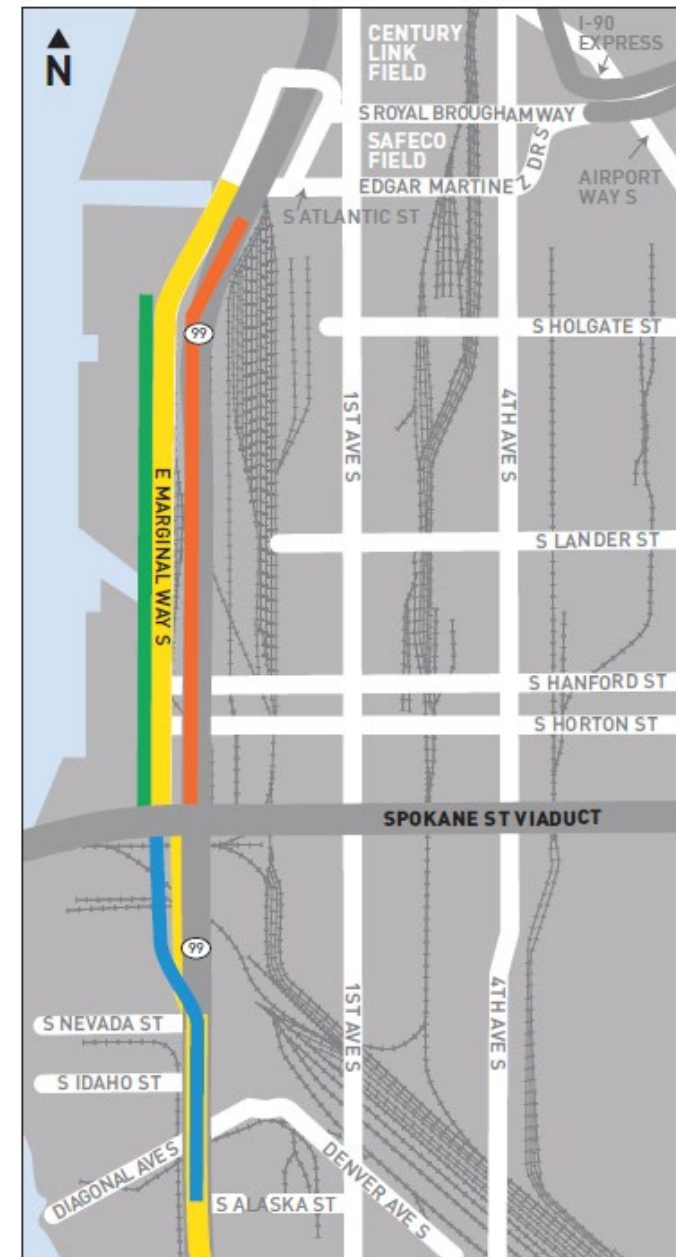
Typical cross-section looking north

Project Phasing

- Phase One – North Segment (S Atlantic St to S Spokane St)
 - Rebuild signal and relocate railroad track at S Hanford St
 - New signal at S Horton St
 - Bicycle facility between S Atlantic St and S Spokane St

- Phase Two – North Segment (S Massachusetts St to S Spokane St)
 - Roadway reconstruction to Heavy Haul standards
 - Replace west sidewalk
 - Water main replacement (SPU)

- Future Phase – Central Segment (S Spokane St to S Alaska St)
 - Roadway construction to Heavy Haul standards between S Spokane St and Duwamish Ave S
 - Non-motorized connection between S Spokane St and Diagonal Ave S
 - Dynamic message sign at S Alaska St



Phase 1 Freight Mobility components

- Key Freight Mobility work within Phase 1:
 - S Hanford St signal rebuild and upgraded signal timing
 - Railroad track removal from S Hanford St intersection
 - Terminal 25 driveway rebuild
 - S Spokane St truck apron at NE corner



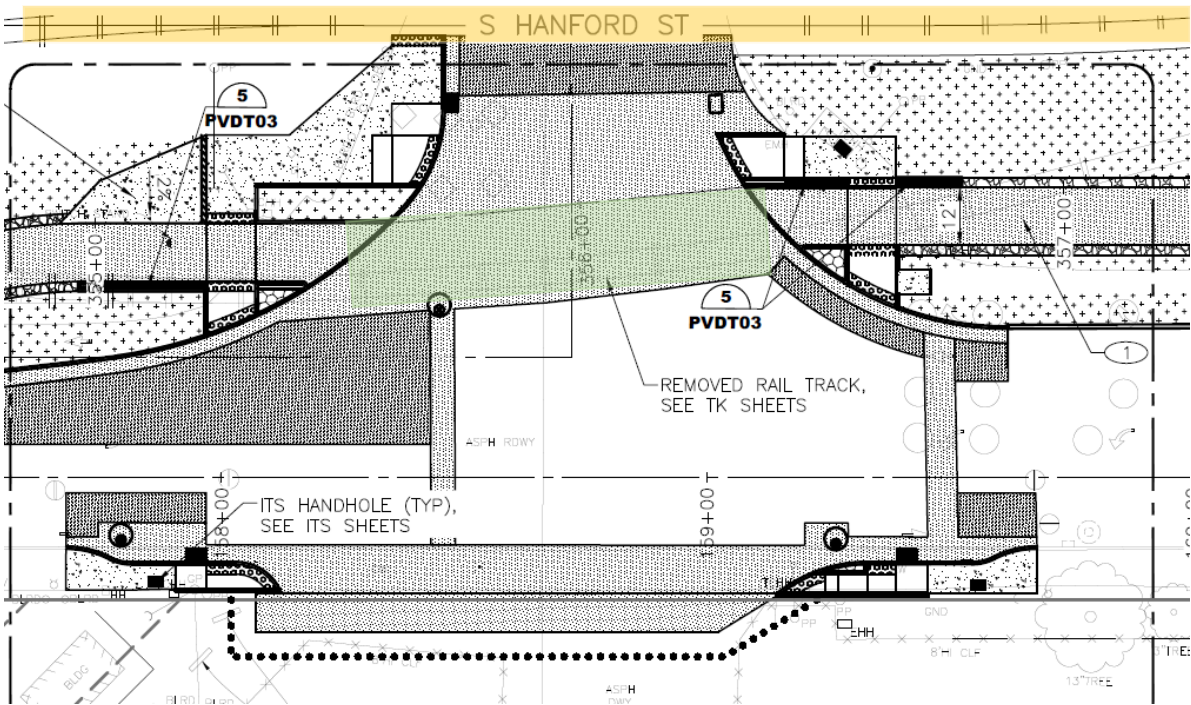
Phase 1 railroad track relocation

- Relocating track out of intersection benefits all users
- Maintaining the track will result in:
 - Less room for truck turning movements
 - Longer crossing for bicyclists
 - Longer clearance time for bicycle crossing
 - Increased waits for all traffic because of the longer crossing and clearance times



S Hanford St design comparison

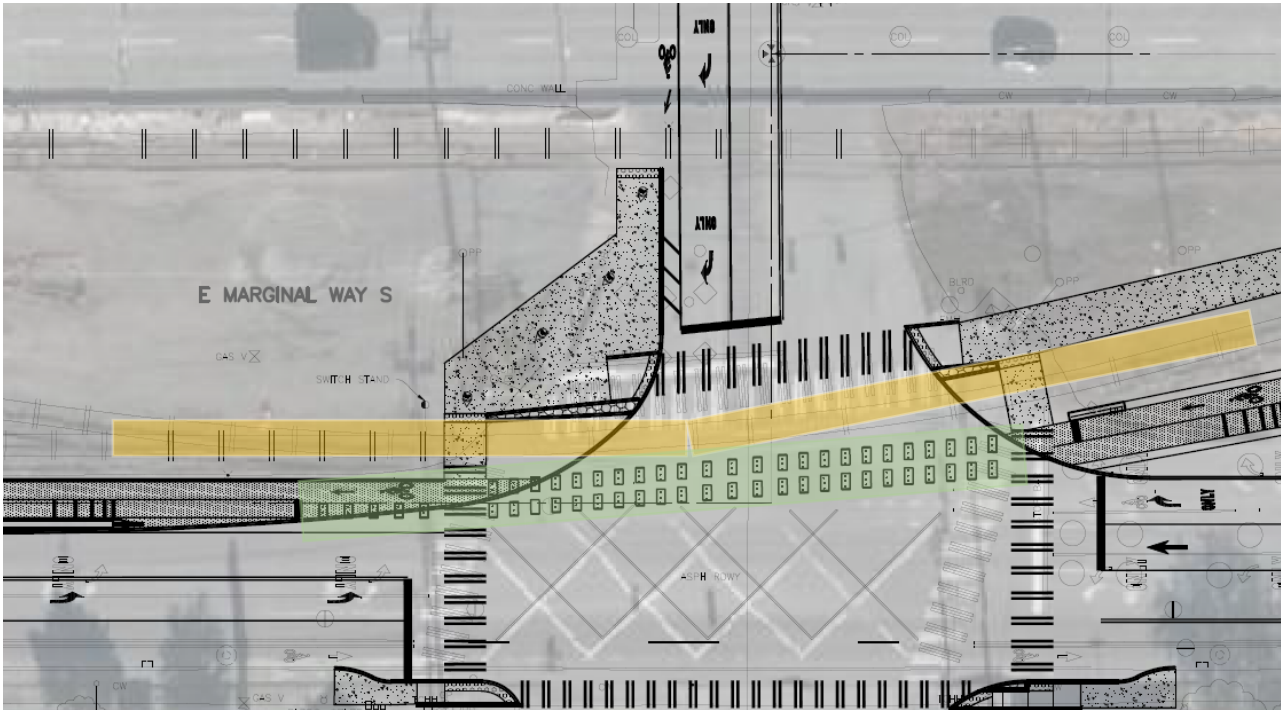
Preferred Design with railroad track relocated
Bicycle crossing is 97 feet



Railroad track

Bicycle crossing

Alternate Design with railroad track maintained
Bicycle crossing is 188 feet



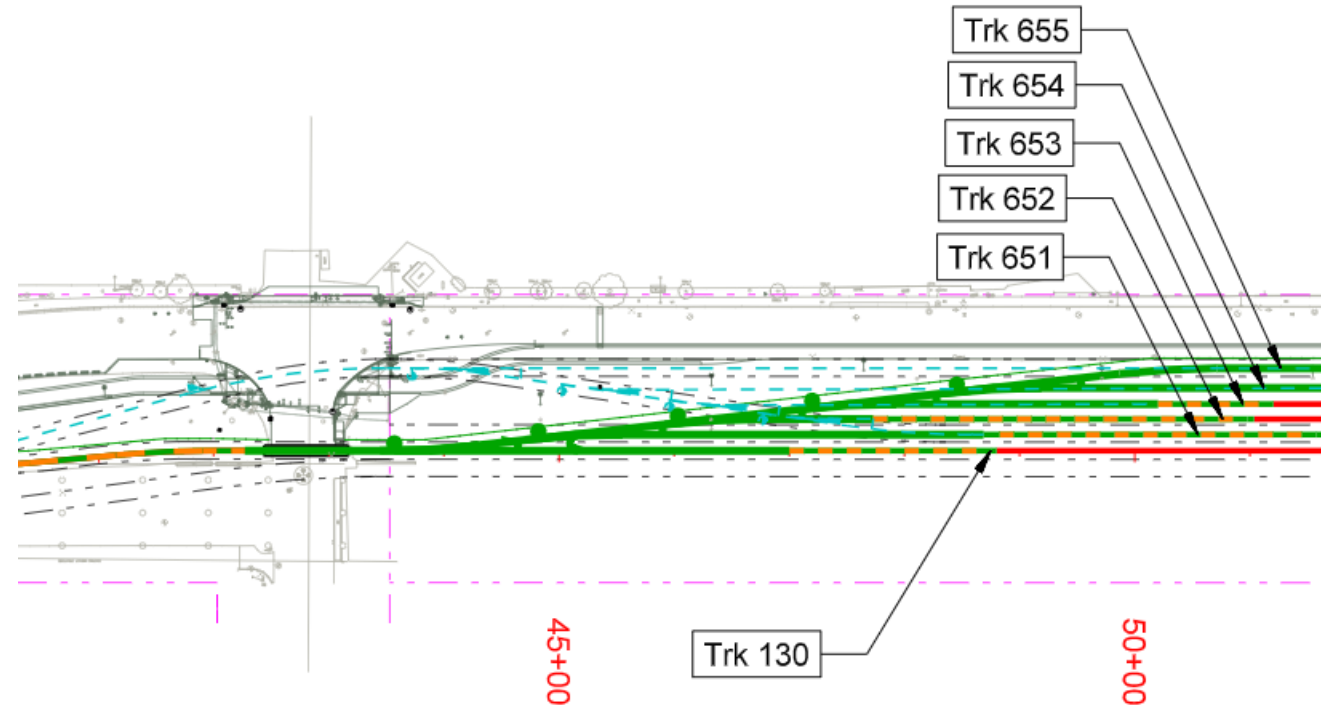
November 2021 railroad approval status

UPRR

- 10% design decisions approved
- UPRR 25% submittal in review
- Single track crossing at S Hanford St recommended

BNSF

- Also reviewing UPRR 25% submittal
- Negotiations underway between BNSF and UPRR about Joint Use adjustments



Cost and schedule impacts

- Additional railroad submittals needed before we can finalize design of Phase 1 or Phase 2
- Extended schedule has added design costs (additional tasks and increase in contract length)
- Construction contingency and management costs increased because the track we want to move/remove is jointly owned by UPRR and BNSF

Milestone	Expected Date
Revised Phase 1 Ad	Sept/Oct 2022
Revised Phase 1 NTP	Dec/Jan 2022

FMSIB Appropriations	Amount
2021 – 2023	\$3M
(Allowed for Phase 1:	\$1M)
2023 - 2025	\$3.1M

Next steps

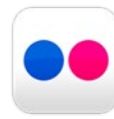
Date	Activity/action
Nov 2021	Learn outcome of RAISE funding request
Q2 2022	Final design
June 30, 2022	PSRC funding obligation deadline (Phase 1)
Q4 2022	Construction start of funded project (Phase 1 and/or Phase 2, depending on RAISE)

Questions?

megan.hoyt@seattle.gov | (206) 255-8615

<http://www.seattle.gov/transportation/projects-and-programs/programs/freight-program/east-marginal-way-corridor-improvement-project>

www.seattle.gov/transportation



[Return to Agenda](#)



Should Existing FMSIB Project Funding be Transferred to Other FMSIB Projects in Order to Increase 2021-23 FMSIB Expenditures?

Briefing to the FMSIB Board Meeting

Nov. 19, 2021

At the Board's last meeting in September, the Freight Policy Advisory Committee (FPAC) was tasked with answering the question posed by the title of this briefing paper. FPAC met Oct. 25 to begin discussing this question. At this initial meeting, FMSIB staff provided some draft guidance to the Committee for assisting in this decision:

- Potential Donor projects:
 - Not in construction
 - Construction not anticipated in the current biennium
 - Removal of FMSIB funds does not materially delay the project
 - Sponsor notified and response received
- Potential Recipient projects:
 - Not in construction
 - Freight benefit can justify additional FMSIB funding
 - Other non-FMSIB funds are not supplanted, either local or state/federal grants
 - Sponsor notified and response received

After review of the draft guidance above and a discussion about several potential Donor and Recipient projects, the Committee asked staff to research the following questions and bring responses to the Nov. 8 FPAC meeting:

1. Two questions directed to the City of Fife regarding Port of Tacoma Road I/C - Phase 2 (FMSIB Project ID: 76-0):
 - a. Can you advance the project design if FMSIB funds can be used for design activities?
The project design is currently advancing with state Connecting Washington funds and is approaching 60% design. FMSIB funds could be used to acquire a portion of the right-of-way along 20th St. The initial cost estimate for those parcels is \$4.5 million (Note: This is significantly higher than the \$1 million initial estimate provided by the city in 2010, which isn't surprising).
 - b. If you don't get the anticipated RAISE grant, what effect will a transfer of FMSIB funds to another project or biennium have on this project?
The city intends to continue requesting state and federal funding if not successful with the RAISE grant. The city's preference is to not lose the funds entirely but retain the funding for use no later than 2024. This will be the city's third attempt at a federal discretionary grant and they are getting closer to an award each time (according to the federal officials who debriefed the city).
2. One question for the WSDOT/Marysville project sponsors regarding the SR 529/I-5 Interchange Expansion (FMSIB Project ID: 87-0): If you get additional funding, can you spend it this biennium?
Yes. The project is being developed using the Design-Build process (as opposed to traditional Design-Bid-Build) and the cost of the project has increased since FMSIB's funding was combined with the WSDOT Connecting Washington Act funding. However, the current WSDOT/FMSIB agreement calls for FMSIB funds to be expended last. That language would need to be modified if any new FMSIB funding was to be expended this biennium. (Note: The

purpose of this clause in the funding agreement is to ensure FMSIB funding is needed to complete the project and not just enhance the project. This approach has been used on other high-cost projects.)

3. One question to the City of Seattle regarding the East Marginal Way Heavy Haul Corridor Improvements (FMSIB Project ID: 100-0): Can you go to construction faster on this project with additional FMSIB funding?

The City of Seattle is also awaiting word from the federal government on their RAISE grant application. If you recall, the city phased this project in order to make early use of the FMSIB funding in the current biennium. Because of railroad design issues, construction has been delayed significantly. However, if Phase 1 is fully funded (which requires an advancement of FMSIB funds from 2023-25 into 2021-23), significant amounts of Phase 1 could be completed before the end of this biennium. A successful RAISE grant award allows the city to step back and consider funding of Phase 2 as well. But it will take some time for that decision to become finalized.

Because there are many moving parts on this project, I recommend the city brief the Board on Nov 19.

FMSIB staff have also discussed with the Port of Kalama the status of their Industrial Rail Additions project (FMSIB Project #96-0). FMSIB's funding of \$2.4 million was awarded in 2018. Since then, the cost of the project has increased about \$1.5 million (from the 2018 estimate of \$11.75 million). The Port is very close to beginning construction on the project and assured FMSIB that they will expend the entire \$2.4 million FMSIB grant this biennium. They also asked if FMSIB would be willing to contribute some amount to the current cost increase. So, the FPAC is now considering potential funding swaps amongst four active FMSIB projects.

On Oct. 25, the Committee also asked the Director to provide a recommendation on a potential funding swap between projects. Without a decision on RAISE funding (which affects two of the three subject projects), it's difficult to recommend a preferred option. Without that clarity, the Board could be prematurely shifting funds from a potentially successful project, which may have negative results on that project's delivery. Therefore, the Director's recommendation is to not move funding away from the Fife project and to revisit this issue later in the year.

At the Nov. 8 meeting, FPAC reviewed the above project status information and the Director's recommendations. The Committee chose to request that the Director prepare four "provisional options" and include a discussion of these on the Board's Nov. 19 agenda. The four options are as follows:

1. **Both the City of Seattle and the City of Fife receive their respective federal RAISE grant requests.**
 - a. The Port of Tacoma I/C – Phase 2 project would go to Ad Oct. 2022 and expend \$4 million of the \$6.33 million appropriation this biennium (Note: The city also believes they could spend the entire \$6.33 million if the Board authorizes the city to be reimbursed for Design and Right-of-Way expenses).
 - b. The East Marginal Way project, both Phase 1 and Phase 2, would go to Ad Oct. 2022 and would not expend the full \$3 million this biennium, although the exact expenditure depends on several factors (the city will provide updated expenditure estimates after reviewing their RAISE award amount).

- c. The City of Seattle still has a pending request in front of the Board to advance additional funding from Phase 2 into Phase 1 (the Board previously approved \$1 million advance from Phase 2 into Phase 1).
- 2. Neither city receives their RAISE grant requests.**
 - a. The City of Fife could expend \$5.5 million of their \$6.33 m this biennium, on right-of-way and design, leaving \$830,000 available THIS biennium to transfer to another project. The assumption is that whatever amount is transferred this biennium is added to the 23-25 biennium to keep whole the \$7.53 m FMSIB contribution to this project.
 - b. The City of Seattle would advertise Phase 1 on Oct. 2022 and expend about \$1 million this biennium, the amount authorized by the Board for Phase 1.
 - c. The City of Seattle still has a pending request in front of the Board to advance additional funding from Phase 2 into Phase 1. This will be discussed by the Board following the city's presentation on Nov. 19.
- 3. Only the City of Fife receives their RAISE grant request.**
 - a. The Port of Tacoma I/C – Phase 2 project would go to Ad Oct. 2022 and expend \$4 million of the \$6.33 million appropriation this biennium (Note: The city also believes they could spend the entire \$6.33 million if the Board authorizes the city to be reimbursed for Design and Right-of-Way expenses).
 - b. The City of Seattle would advertise Phase 1 on Oct. 2022 and expend about \$1 million this biennium, the amount authorized by the Board for Phase 1. The City of Seattle still has a pending request in front of the Board to advance additional funding from Phase 2 into Phase 1. This will be discussed by the Board following the city's presentation on Nov. 19.
- 4. Only the City of Seattle receives their RAISE grant request.**
 - a. The East Marginal Way project, both Phase 1 and Phase 2, would go to Ad Oct. 2022 and would not expend the full \$3 million this biennium, although the exact expenditure depends on several factors (the city will provide updated expenditure estimates after reviewing their RAISE award amount).
 - b. The City of Fife could expend \$5.5 million of their \$6.33 m this biennium, on right-of-way and design, leaving \$830,000 available THIS biennium to transfer to another project. The assumption is that whatever amount is transferred this biennium is added to the 23-25 biennium to keep whole the \$7.53 m FMSIB contribution to this project.

City of Fife, 70th Ave. E. Freight Bottleneck – Discussion of Possible 2019-21 Biennium Overpayment – Recommendations of FMSIB Admin. Committee

Board Presentation Nov. 19, 2021

Board Questions from Sept. 17 Board Meeting:

1. Did the project over-expend the authorized FMSIB award of \$5 million?

No. The FMSIB award amount is explicitly stated in the award letter to the city of Fife. This is a consistent requirement for all FMSIB awards in order to inform project sponsors of their obligations and obtain their commitment. Project sponsors who bill expenditures to the FMSIB grant for more than the authorized award amount are required to repay the excess reimbursement.

2. Did the subject project over-expend the biennial amount shown in the LEAP list for the 2019-21 Biennium?

Yes. The LEAP list showed \$2.5 million planned expenditure in the 2019-21 Biennium and \$2.5 million in the 2021-23 Biennium. The actual reimbursements to the project in the 2019-21 Biennium was \$4.636 million. (Please note: The spreadsheet presented at the Sept. 17 Board meeting erroneously listed the LEAP list amount as \$1.5 million, which was a typo). In any case, the LEAP list amount was exceeded by the expenditure amount).

3. How did this happen?

Here is a little background on the subject project. Typically, project sponsors request reimbursement for their expenditures via the WSDOT Local Agency billing system. FMSIB contracts for this service on FMSIB's behalf through WSDOT Local Programs. This consolidated billing approach streamlines the billing process for local agencies and minimizes FMSIB's costs. On the subject city of Fife project, WSDOT Olympic Region is also the construction administrator, through interagency agreement between Fife and WSDOT.

In advance of and during each legislative session, FMSIB staff query project sponsors to determine whether their planned expenditures need adjusting. In Feb. 2021, we queried the city of Fife, who consulted with WSDOT, and determined that the \$2.5 million planned in each biennium was sufficient, based on their knowledge of the contractor's operations in February.

As it turned out, construction proceeded more quickly than expected, but the Fife/WSDOT team still planned to bill FMSIB only \$2.5 million in the 2019-21 Biennium. Here is what happened after the biennium ended June 30 (in the WSDOT project manager's own words):

"Mid-July of this year, the request was made to initiate the process to invoice FMSIB pursuant to our agreed upon schedule. Unfortunately, there had been an internal communication error and the aforementioned funds were processed as part of the 19-21 biennium instead of the 21-23 biennium. We had never intended for the second half of the expenditures to occur in the 19-21 biennium and was an unfortunate invoicing error."

The WSDOT Olympic Region has offered to reverse the respective charges, should that be required.

So, the obvious next question would be, why didn't HQ Local Programs catch the over-billing and reject it? After all, HQ Local Programs can and does assist FMSIB with quality control on reimbursement requests. Here is the response from WSDOT HQ Local Programs:

"As you will note, it [the reimbursement request] was done in error and it would have errored out if all the [FMSIB] projects would have invoiced as previously expected. However, since some [FMSIB] projects were delayed, WSDOT was able to invoice the funds as there was adequate [FMSIB] appropriation authority for the biennium.

The key language in this reply is that when WSDOT billed against the FMSIB funds, WSDOT believed that *"there was adequate FMSIB appropriation authority for the biennium."* This highlights the somewhat ambiguous nature of the FMSIB LEAP list budget proviso language, which is discussed in the next question.

4. What should be done to correct the situation?

FMSIB's Administrative Committee met Oct. 27 to address this question. Their advice to the Chair and Director was as follows:

- a. Work with WSDOT to reduce the 19-21 charges to Fife's 70th Ave. E. project and to limit that biennial reimbursement to the 19-21 LEAP list authorized amount of \$2.5 million.
- b. Work with WSDOT to modify the local agency agreements (LAA) process to reflect FMSIB's expectations, of both the project sponsors and WSDOT, that the LEAP list authorization for each project and biennium will be followed.
- c. Work with WSDOT to identify at least two ways that additional controls can be implemented to catch future over-expenditures.

5. What is the status of FMSIB's work with WSDOT Local Programs on these three action items?

The FMSIB Director and a Local Programs representative met to review the Administrative Committee recommendations and agreed to the following:

- a. WSDOT Local Programs is coordinating with WSDOT Olympic Region to process the charge reversal.
- b. Annually, FMSIB will provide a supplemental funding letter to each project sponsor to reflect FMSIB's expectations, defining the limitation of the LEAP list authorization for each project and biennium to be followed.
- c. WSDOT Local Programs will install additional fiscal controls, in addition to their normal accounting processes, to ensure future reimbursement requests that exceed LEAP list biennial project authorizations will be flagged and not paid.
- d. Two options for increasing fiscal controls on project reimbursements are as follows:
 - i. **OPTION 1: FMSIB Invoice Review**
FMSIB would review all project invoices before they are submitted to Local Programs. FMSIB would be required to complete reviews in a timely manner. WSDOT Local Programs would have less time to conduct their own review and process invoices (State law requires no more than 30 days between receipt and payment of reimbursement requests). Local Programs would process FMSIB invoices separate from WSDOT invoices and both agencies would have resulting resource impacts. WSDOT currently has one invoice payment process and if FMSIB invoices are processed differently, they would go in a queue, which could result in not meeting the state requirement.

ii. **OPTION 2: FMSIB Invoice Summary Review**

Local Programs would process FMSIB invoices as currently processed but also implement the additional fiscal controls in (c) above. Additionally, Local Programs would send a monthly report of reimbursements to FMSIB. This option has no resource impacts.

6. **What is the recommendation of WSDOT Local Programs and the FMSIB Director?**

OPTION 2. WSDOT Local Program's new accounting tools for identifying biennial over-expenditures, combined with FMSIB's more frequent review of expenditure summaries, offer increased fiscal controls and lower risks of over-expenditure. Also, this can be accomplished with no resource impacts to either agency.

This unique case of "over-reimbursement" is a very rare occurrence (a "one-off" as some Committee members called it) and doesn't warrant a completely new and more expensive invoice review process.



History of FMSIB Funding

Nov. 19, 2021

Brian Ziegler, Director

Agenda



- Pre-FMSIB
- The Early Days (1998-2005)
- The Hedy Days (2006 – 2019)
- The Dog Days (2019 to Present)
- Some Historical Financial Data
 - Expenditures
 - Fund Balances
 - CWA Plan
- Future Days



Pre-FMSIB

“The 1990’s”

1990's (cont.)



State ports continue raising concerns about Washington State's trade dependency and competition:

- Southern California Ports: Alameda Corridor
- British Columbia: Delta Port
- Post-Panamax ships

1996



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

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

1996 (cont.)



- Legislative Transportation Committee:
 - Convened private sector freight representatives: Freight Mobility Advisory Committee (FMAC)
 - Hired a consultant to analyze freight needs, make recommendations
 - Recommendations were the formula for creation of FMSIB

1997



- FMAC recommendations:
 - Adopt a state freight mobility policy
 - Establish a process for determining strategic freight investments (including eligibility and selection criteria)
 - Establish a dedicated funding source to support:
 - 1) A new freight mobility program; and
 - 2) Strategic freight mobility investments
 - Fund special studies to ensure freight mobility needs are well-defined
 - Address non-physical barriers (i.e. regulations, permits, technology, safety, speed)

1997



- FMAC project criteria recommendations:
 - Make the program modally and jurisdictionally neutral
 - Focus on freight transportation
 - Take a long-term perspective: current project needs should not “unduly influence” long-term objectives of program

Other:

“No common measure or set of measures has emerged for comparing freight mobility improvements across different modes at the state level or across regions.”

1998



- FMSIB created:
 - 12-member board. Chair: Dan O’Neal
 - Independent board was *critical* part of authorization-would not have passed if part of another agency or jurisdiction
 - Initial staffing by WSDOT (two executive directors), assistance by Transportation Improvement Board and County Road Administration Board
 - **\$100M/biennium budget.** Proposed funding source: Referendum 49 (passed in November 1998)
 - 33 projects of \$341.91M selected as part of first 6-year plan (based on FMAC recommendation)
 - Included “FAST” Corridor projects



The Early Days

1998-2005

1998-99



- 1998: Referendum 49 was on the ballot and passed by citizens.
 - Lowered vehicle excise taxes
 - Provided \$1.9 billion in bonds for highway projects.
- 1999: Initiative 695 on the ballot, also passed by the citizens.
 - Lowered vehicle license fees to \$30
 - Eliminated the source of funds for FMSIB projects.
- Initiative 695 declared unconstitutional, but



ESHB 1858

07May04D_4570

2000



- Supplemental budget salvaged 12 FMSIB projects
- Puget Sound Regional Council funded 2 more
- FMSIB does first call for projects
 - 18 selected
 - Added to first 33 active projects

2002



- Referendum 51: Nine-cent gas tax on ballot
 - Included funding for FMSIB projects
 - Voters reject referendum
- FMSIB conducts call for projects

2003 - Legislature enacts Nickel Package



- 15% surcharge on truck weight fees
- Washington Trucking Associations (WTA) agreed to support if funds were dedicated to freight
- Nearly the total amount was dedicated to WSDOT projects
- Two FMSIB projects included

2004



- Legislature included 10 more FMSIB projects in supplemental budget
- A call for projects was issued to keep an active list of projects advancing



The Hedy Days

2006 - 2019

2005



- Legislature passed 9.5 cent gas tax (phased)
- For first time, FMSIB received \$12 million per biennium of dedicated funding:
 - \$6 million is 18th Amendment restricted (roads only) – Freight Mobility Investment Account (FMIA)
 - \$6 million is multimodal (roads or non-roads) – Freight Mobility Multimodal Account (FMMA)
 - FMSIB revenue “tied” to weight fee increase on trucking industry

FMSIB Funding Codified - 1996



- RCW 46.68.295 - Transfers \$3 million from the Transportation Partnership Account (gas tax) to the Freight Mobility Investment Account (FMIA) created in RCW 46.68.300. (\$6 million on 7/1/06 and \$3 million annually afterward).
- RCW 46.68.415 - Assigns \$3 million of motor vehicle weight fee and motor home vehicle weight fee to the Freight Mobility Multimodal Account (FMMA) created in RCW 46.68.310 (\$3 million annually starting 7/1/10)

FMSIB Accomplishments Through 2015



- 84 projects
- Leveraging \$1,775,353,885 in total project costs
- Using \$293,268,370 of FMSIB funding (approx. 16% FMSIB match)
- 42 unique sponsors, some receiving more than one grant

Connecting Washington Act – 2015 Plan



FMSIB New Law Appropriation Calculations 16-year Plan for \$123 million

Note: Identical fiscal plan allocations of \$61.5 m were made to both the FMIA and FMMA accounts

Note: OFM Plan provided by Erik Hansen, OFM 12/11/17

			CWA Plan - Cumulative		
Biennium	Amount	Comment	FMIA	FMMA	Total
15-17	\$ 1,922,000	Revenue startup - Partial biennium	\$ 1,922,000	\$ 1,922,000	\$ 3,844,000
17-19	\$ 8,511,000	OFM Plan	\$ 10,433,000	\$ 10,433,000	\$ 20,866,000
19-21	\$ 8,511,000	" "	\$ 18,944,000	\$ 18,944,000	\$ 37,888,000
21-23	\$ 8,511,000	" "	\$ 27,455,000	\$ 27,455,000	\$ 54,910,000
23-25	\$ 8,511,000	" "	\$ 35,966,000	\$ 35,966,000	\$ 71,932,000
25-27	\$ 8,511,000	" "	\$ 44,477,000	\$ 44,477,000	\$ 88,954,000
27-29	\$ 8,511,000	" "	\$ 52,988,000	\$ 52,988,000	\$ 105,976,000
29-31	\$ 8,511,000	" "	\$ 61,499,000	\$ 61,499,000	\$ 122,998,000
31-33	\$ 1,000	Balance of \$61,500,000	\$ 61,500,000	\$ 61,500,000	\$ 123,000,000
Total	\$ 61,500,000				

Dedicated FMSIB Funding – 2015 Connecting Washington Act (CWA)



- Connecting WA Act Funding (not codified):
 - Partial transfer starting 2015-17: \$1.922 m from CWA to FMIA
 - Partial year transfer starting 2015-17: \$1.922 m from CWA to FMMA
- ESHB 5096 (2017-19 Transportation Budget):
 - Biennial transfer starting 2017-19: \$8.511 m from CWA to FMIA
 - Biennial transfer starting 2017-19: \$8.511 m from CWA to FMMA
- ESSB 6106 (2018 Supplemental)
 - Retains \$8.511 m in FMIA and FMMA

FMSIB Accomplishments 2015 - 2019



- FMSIB revenues more than doubled, from \$12 million per biennium to \$29 million
- The Board conducted the two largest “Calls for Projects” in its history, one in 2016 and one in 2018.
- 17 projects
- Leveraging \$391,588,367 in total project costs.
- Using \$42,074,728 of FMSIB funding (approx. 11% FMSIB match)



The Dog Days

2019 to Present

Reduced FMSIB Funding and Prohibition on Call for Projects (2019)



- ESHB 1160 (19-21 Transportation Budget and 2019 Supplemental)
 - Reduces 2017-19 FMIA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Reduces 2017-19 FMMA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Retains 2019-21 FMIA and FMMA at CWA level of \$8.511 m
 - Funds FMSIB Operating Budget from the FMIA (Approx. \$800 k reduction)

- 2019 Budget Proviso:

TRANSPORTATION AGENCIES—CAPITAL

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

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

Reduced FMSIB Funding (2020)



- ESHB 1160 (19-21 Transportation Budget and 2019 Supplemental)
 - Reduces 2017-19 FMIA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Reduces 2017-19 FMMA from \$8.511 m to \$1.255 m (\$7.255 m reduction)
 - Retains 2019-21 FMIA and FMMA at CWA level of \$8.511 m
 - Funds FMSIB Operating Budget from the FMIA (Approx. \$800 k reduction)
- ESHB 2322 (2020 Supplemental)
 - Reduced CWA transfer to FMIA from \$8.511 m to \$8.070 m (\$441 k reduction)
 - Reduced CWA transfer to FMMA from \$8.511 m to zero (\$8.511 m reduction)
 - Transferred \$7.296 m from FMMA to MMA (\$7.296 m reduction). Offset by addition of \$4.907 m MVA appropriation authority.

Reduced FMSIB Funding (2021)



- SSB 5165 (21-23 Transportation Budget and 2021 Supplemental)
 - Reduced \$8.511 m transfer from CWA to FMIA \$5.511 m (\$3 m held in suspense over I-976 adjudication)
 - Reduced \$8.511 m transfer from CWA to FMMA to \$4.011 m (reduction of \$4.5 m)
 - Continues funding FMSIB Operating from the FMIA (another reduction of approx. \$800 k)

TOTAL REDUCTION (2019-21): \$34.951 m

Connecting Washington Act – Plan



FMSIB New Law Appropriation Calculations 16-year Plan for \$123 million

Note: Identical fiscal plan allocations of \$61.5 m were made to both the FMIA and FMMA accounts

Note: OFM Plan provided by Erik Hansen, OFM 12/11/17

			CWA Plan - Cumulative		
Biennium	Amount	Comment	FMIA	FMMA	Total
15-17	\$ 1,922,000	Revenue startup - Partial biennium	\$ 1,922,000	\$ 1,922,000	\$ 3,844,000
17-19	\$ 8,511,000	OFM Plan	\$ 10,433,000	\$ 10,433,000	\$ 20,866,000
19-21	\$ 8,511,000	" "	\$ 18,944,000	\$ 18,944,000	\$ 37,888,000
21-23	\$ 8,511,000	" "	\$ 27,455,000	\$ 27,455,000	\$ 54,910,000
23-25	\$ 8,511,000	" "	\$ 35,966,000	\$ 35,966,000	\$ 71,932,000
25-27	\$ 8,511,000	" "	\$ 44,477,000	\$ 44,477,000	\$ 88,954,000
27-29	\$ 8,511,000	" "	\$ 52,988,000	\$ 52,988,000	\$ 105,976,000
29-31	\$ 8,511,000	" "	\$ 61,499,000	\$ 61,499,000	\$ 122,998,000
31-33	\$ 1,000	Balance of \$61,500,000	\$ 61,500,000	\$ 61,500,000	\$ 123,000,000
Total	\$ 61,500,000				

Connecting Washington Act – Actual

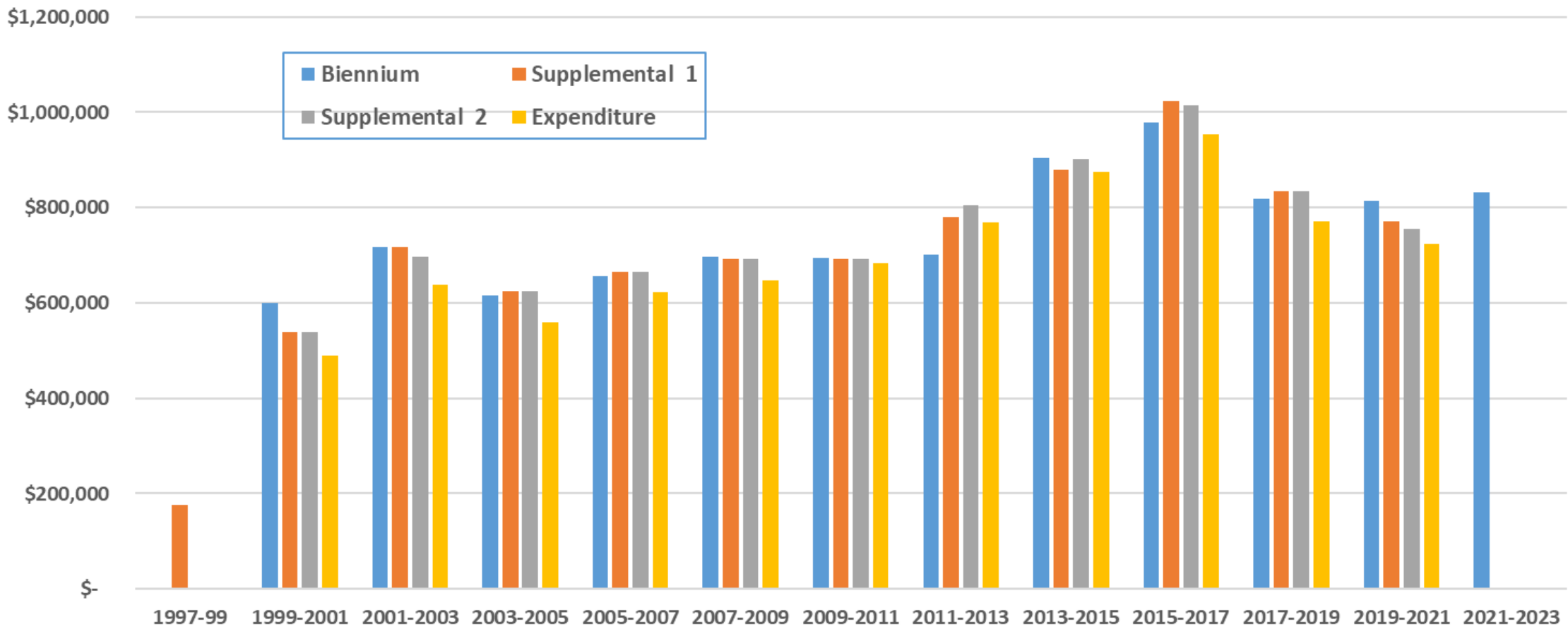


Biennium	BIENNIAL					CUMULATIVE				
	Actual Revenues			Actual vs. Plan	% Plan	Actual Revenues			Actual vs. Plan	% Plan
	FMIA	FMMA	Total			FMIA	FMMA	Total		
15-17	\$ 1,968,629	\$ 1,965,430	\$ 3,934,058	\$ 90,058	102%	\$ 1,968,629	\$ 1,965,430	\$ 3,934,058	\$ 90,058	102%
17-19	\$ 1,248,366	\$ 1,276,516	\$ 2,524,882	\$ (14,497,118)	15%	\$ 3,216,995	\$ 3,241,945	\$ 6,458,940	\$ (14,407,060)	31%
19-21	\$ 8,177,038	\$ (8,268,548)	\$ (91,510)	\$ (17,113,510)	-1%	\$ 11,394,033	\$ (5,026,602)	\$ 6,367,430	\$ (31,520,570)	17%
21-23										
23-25										
25-27										
27-29										
29-31										
31-33										

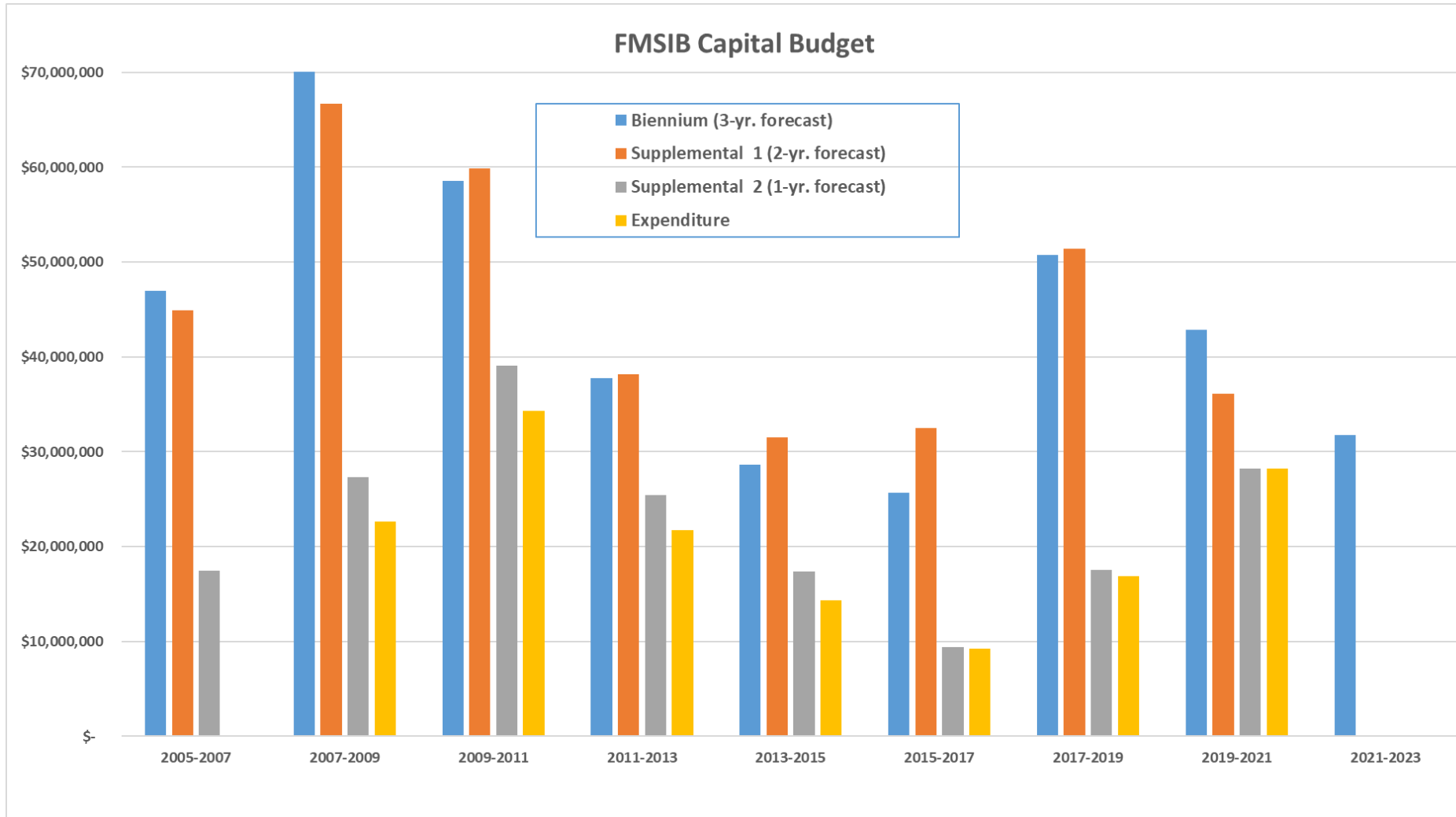
FMSIB Operating Budget History (Since the Beginning)



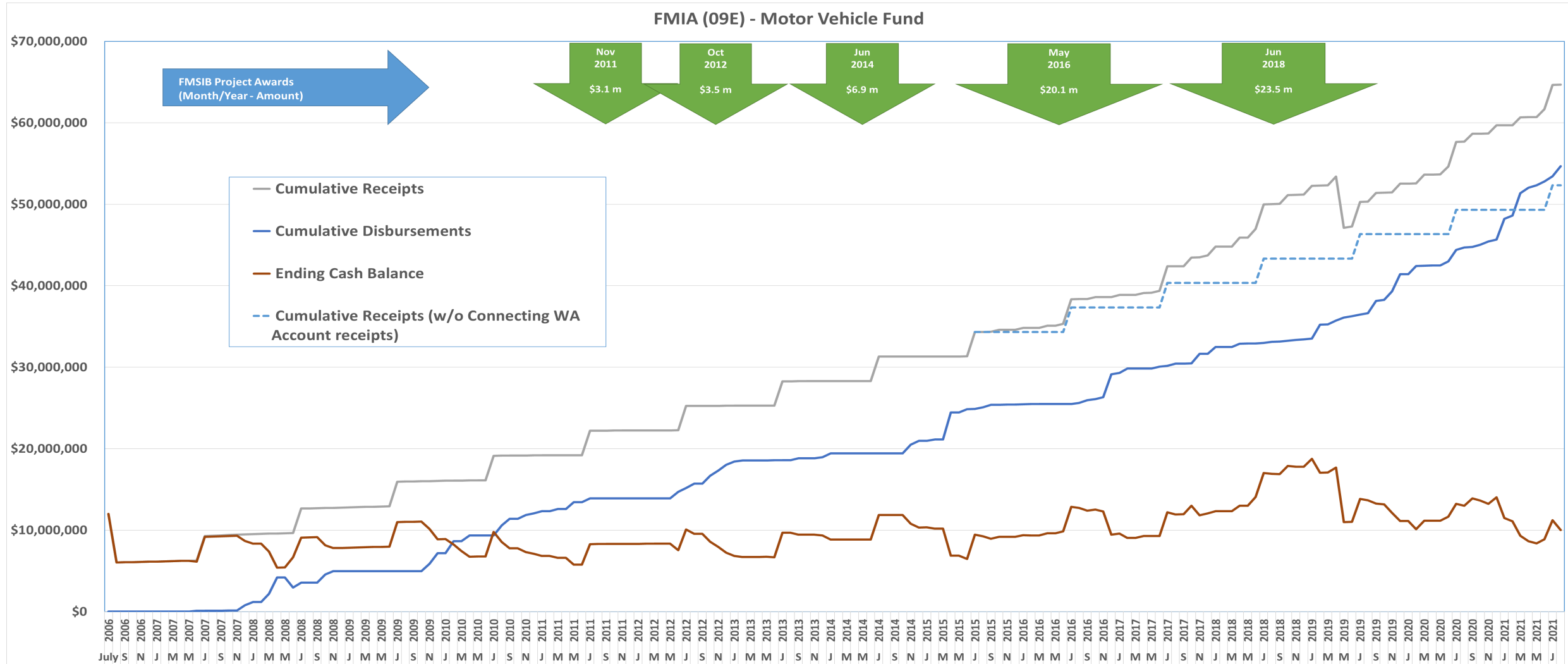
FMSIB Operating Budget



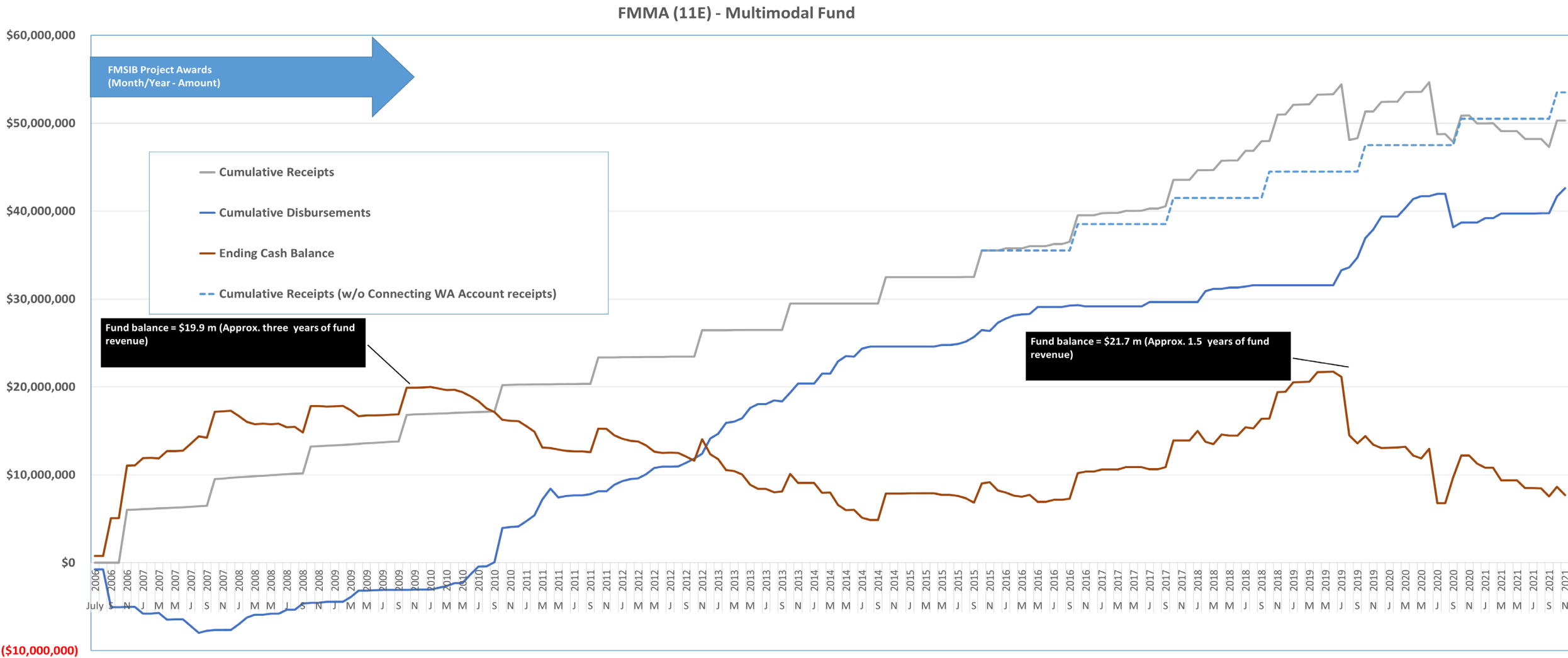
FMSIB Capital Budget (Since FMSIB Budget separated from WSDOT in 2005-07 biennium)



FMIA (2007 through August 2021)



FMMA (2007 through August 2021)



Fund Balance Charts - Observations



- While fund Receipts are consistent, Disbursements are quite irregular.
 - FMIA Disbursements come in large amounts (\$3 m to \$5 m at a time), with long periods (12 to 18 months) with less than \$1 m disbursed.
 - FMMA pattern similar though less pronounced
- From fund inception until 2016 (when the CWA Receipts began), FMIA Disbursements paralleled Receipts, leaving a consistent approx. \$10 m fund balance
- FMMA fund balance has exceeded \$20 m twice in the past, 2010 and early 2019
- Project awards have more than tripled since implementation of CWA.
- In 2019-21 biennium, FMIA and FMMA fund balances declined from over \$20 m to below \$10 m.



Future Days

2021 and beyond

Future Days (Fund Balance forecast through 2025)



	<i>Revenue (Actual/Forecasted)</i>		<i>Expenditure (Actual/Forecasted)</i>		<i>Ending Fund Balance (Actual/Forecasted)</i>	
	<i>FMIA</i>	<i>FMMA</i>	<i>FMIA</i>	<i>FMMA</i>	<i>FMIA</i>	<i>FMMA</i>
Biennium						
2017-19 (Actual)	\$ 7,901,819	\$ 7,749,457	\$ 6,180,637	\$ 5,054,566	\$ 11,019,552	\$ 13,209,665
2019-21 (Actual)	\$ 14,391,740	\$ (989,649)	\$ 16,530,522	\$ 5,045,585	\$ 8,880,770	\$ 7,541,695
2021-23 (Forecast)	\$ 14,500,000	\$ 14,500,000	\$ 17,190,000	\$ 18,958,000	\$ 6,190,770	\$ 3,083,695
2023-25 (Forecast)	\$ 14,500,000	\$ 14,500,000	\$ 13,600,000	\$ 14,400,000	\$ 7,090,770	\$ 3,183,695
Assumes \$4.5 m in "Future Awards"						
Assumes \$22 m in "Future Awards"						

Observation: While total revenue more than doubled after CWA passed, current and future fund balances are decreasing

[Return to Agenda](#)

2021 update of Freight and Goods Transportation System

Freight Mobility Strategic Investment Board Meeting

Wenjuan Zhao
Multimodal Freight Systems Planning Engineer

November 19, 2021

Outline

- Overview
- Update objectives
- Update process and status
- Results of 2021 Strategic Freight Corridor Designation
- Next steps

Overview of Freight and Goods Transportation System

Why does WSDOT update the FGTS system?

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




Overview of Freight and Goods Transportation System

What is FGTS?

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

Components of FGTS System

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

2021 FGTS update objectives

Enhance Consistency

- Data Consistency: update 2019 system designation with pre-COVID data to reflect pre-COVID condition
- System Coverage: maintain and update first/last mile connector elements







Improve Data Accessibility

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

2021 FGTS update approach and data collection

- Used pre-COVID data for freight corridor classification
 - **State highways**
 - 2019 Truck volume data collected from WSDOT traffic counters
 - **City and County Roads**
 - *Outreach*: engaged MPO/RTPOs, and counties through in March to vet the approach
 - *Coordination*: requested city and county pre-COVID data (collected prior to March 2020) through MPO/RTPO, and CRAB
 - **Railroads**
 - 2019 Rail volume data collected from operators
 - **Waterways**
 - 2019 waterway tonnage data assembled from federal source US Army Corps of Engineers

2021 FGTS update schedule

Steps	2021										2022
	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan
FGTS webinars with partners											
Local and regional freight data collection											
Data validation & visualization											
Submission of Strategic Freight Corridors to FMSIB											
Report and GIS data publication											

Summary of 2021 strategic truck freight corridors

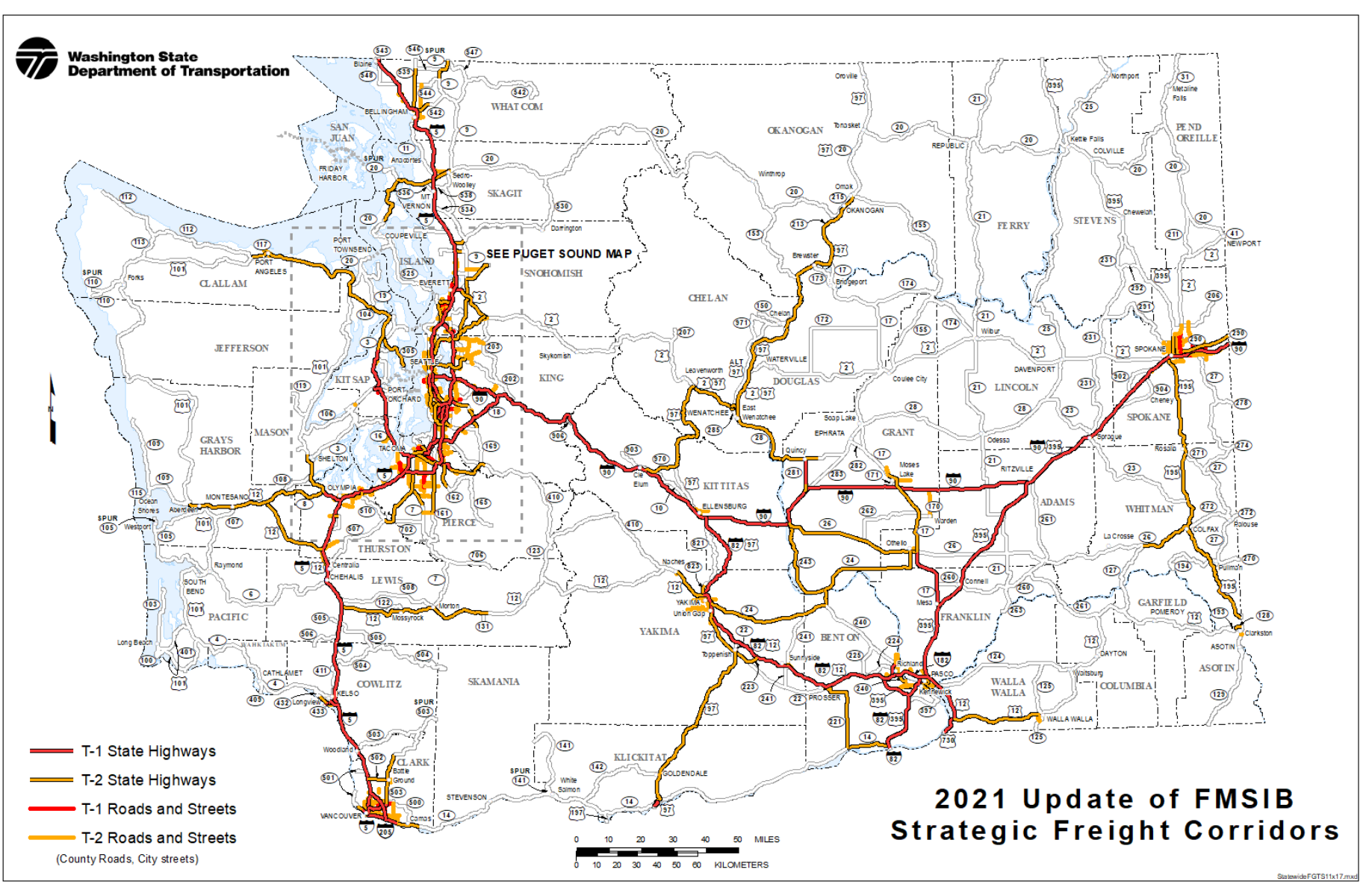
In 2021, a total of 2,923 miles are designated as either T-1 or T-2

2021 Network Mileage	State Routes	City Streets	County Roads	Total
T-1	1,061	85	11	1,157
T-2	1,227	370	169	1,766
Total	2,288	455	180	2,923
% share	78%	16%	6%	100%

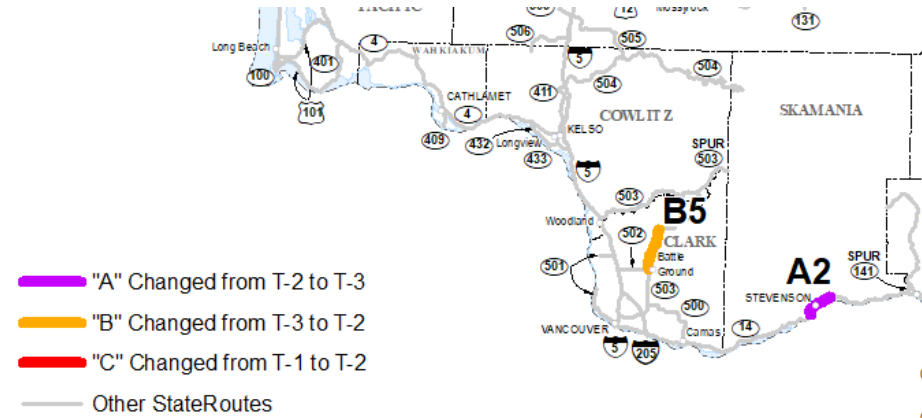
Compared to 2019, there is a net increase of 48 miles in T-1 and T-2 network

Mileage Comparison	State Routes	City Streets	County Roads	Total
2019 miles of T-1 & T-2	2,273	418	184	2,875
2021 miles of T-1 & T-2	2,288	455	180	2,923
Change in miles	15	37	-4	48

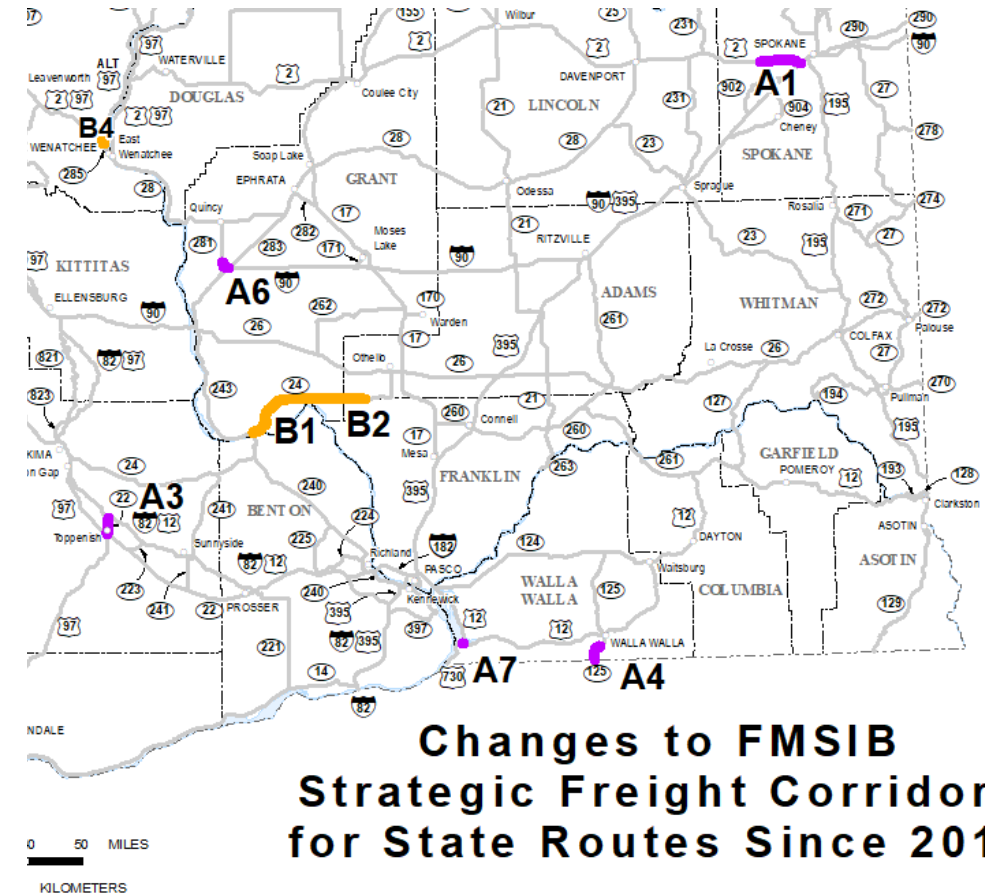
Statewide map of 2021 Strategic Truck Freight Corridors



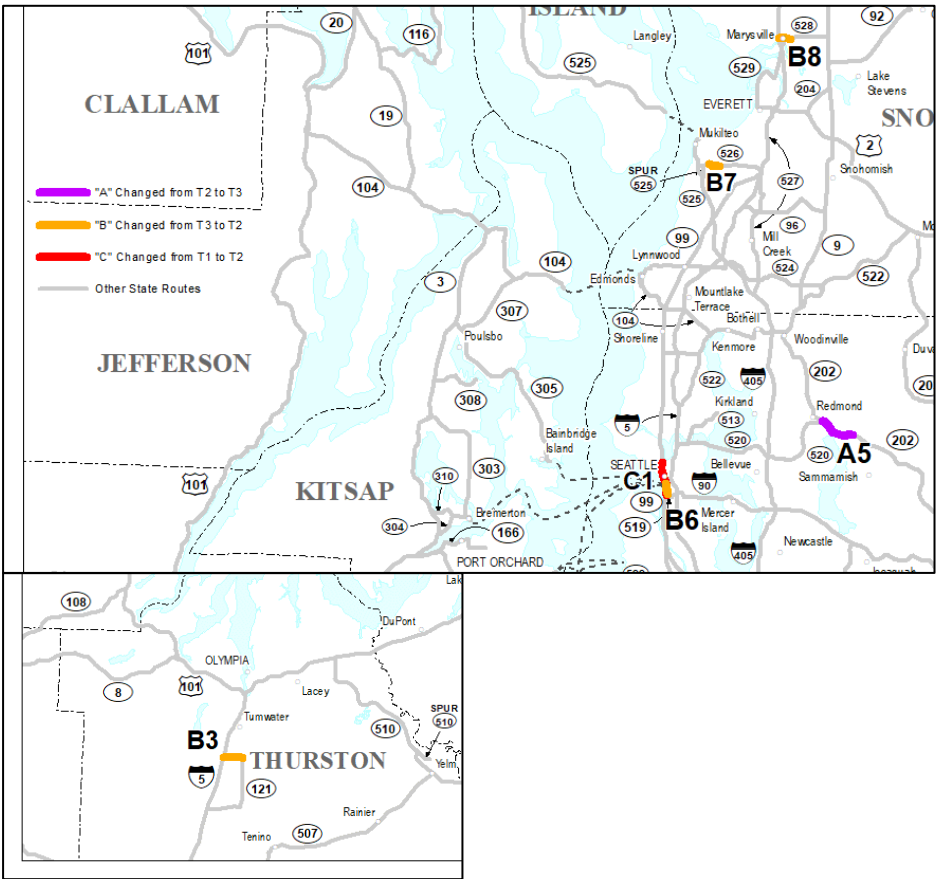
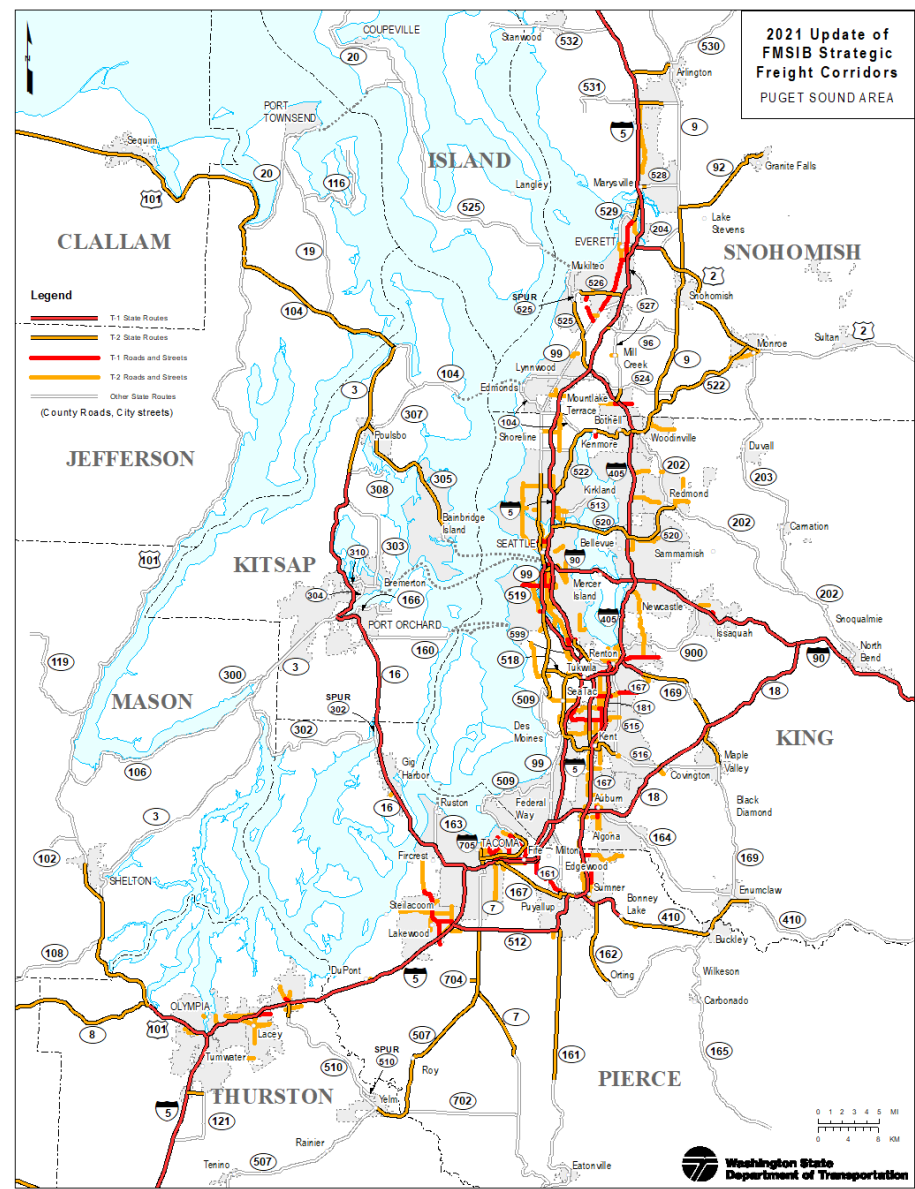
Changes to strategic truck freight corridors for state routes since 2019



- Minor changes in Southwest and South Central WA



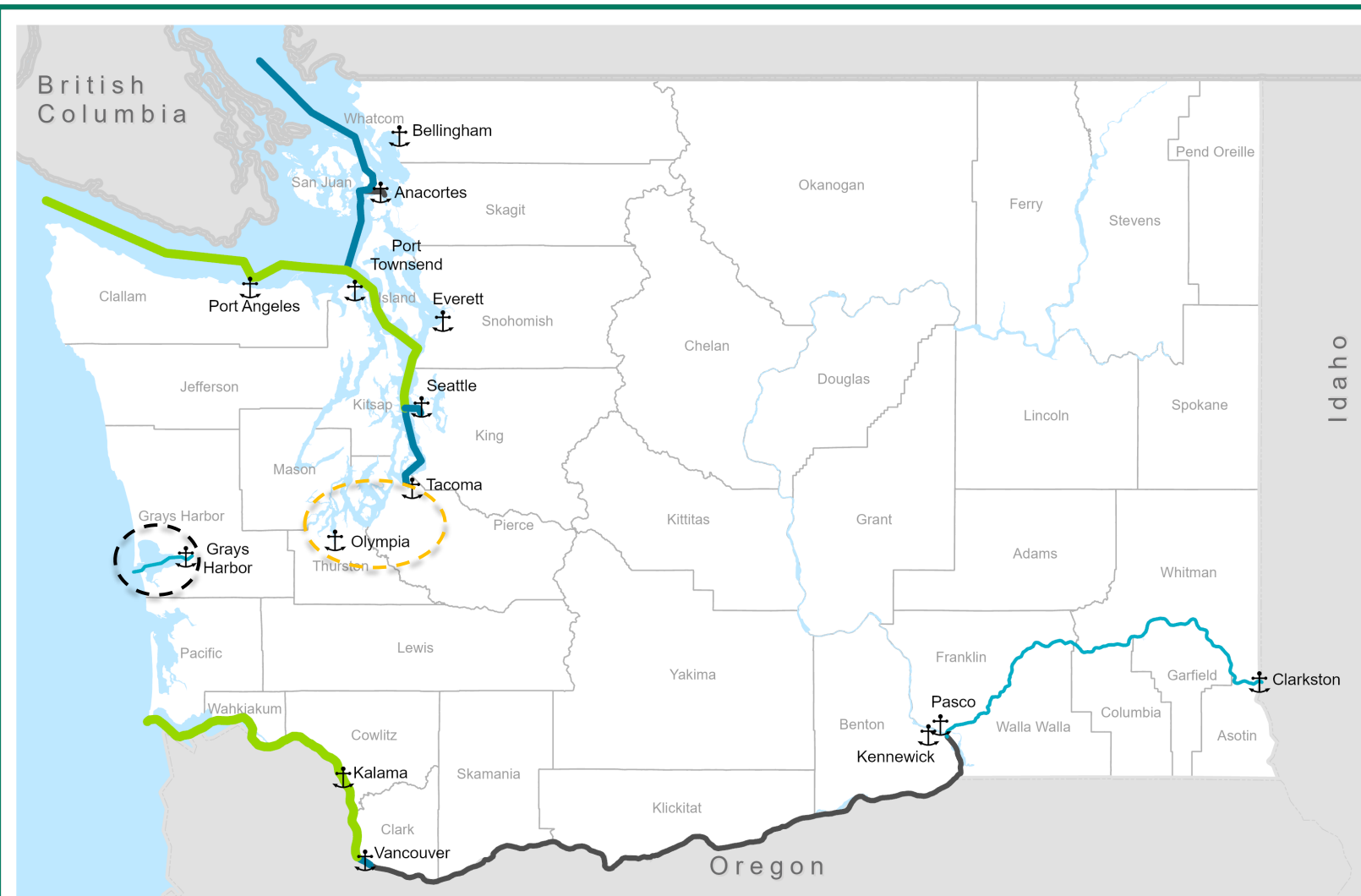
Puget Sound area map and changes for state routes



- Minor changes in Central Puget Sound



Note: no change to Strategic Rail Freight Corridors since 2019



- Legend**
- Strategic Waterway Corridors**
- W-1: More than 25 million tons
 - W-2: 10 million to 25 million tons
 - W-3: 5 million to 10 million tons
 - W-4: 2.5 million to 5 million tons

2021 Strategic Waterway Freight Corridors in WA



- Strategic Waterway Freight Corridor Change**
- Added: Grays Harbor and Chehalis River
 - Removed: Puget Sound South between Tacoma and Olympia

Next steps

- Full update including lower classifications of freight corridors is still underway - expected to be completed by January 2022
- Next FGTS update will occur in 2023

Contact



For more information,
please contact:

Wenjuan Zhao

Rail, Freight, and Ports Division

zhaow@wsdot.wa.gov

Documents will be available at the
WSDOT freight site:

www.wsdot.wa.gov/freight



TO: The Freight Mobility Strategic Investment Board Members

FROM: Wenjuan Zhao, WSDOT Multimodal Freight System Planning Engineer

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

DATE: October 29th, 2021

SUBJECT: 2021 Update of Strategic Freight Corridors for FMSIB Adoption

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

2021 FGTS highlights:

- Used pre-COVID data (data collected prior to 3/1/2020) to classify freight corridors
- A total of 2,923 miles of strategic truck freight corridors with a net increase of 48 miles since 2019
- A total of 1,492 miles of strategic rail freight corridors with no change since 2019
- A total of 739 miles of strategic waterway freight corridors with a net decrease of 24 miles since 2019

The following tabular and graphic information for 2021 is being provided for FMSIB’s use in updating the designated strategic freight corridor list:

- Graphic Information:
 1. Statewide Map of 2021 FMSIB Strategic Truck Freight Corridors
 2. Puget Sound Area Map of 2021 FMSIB Strategic Truck Freight Corridors
 3. Statewide Map of Changes to FMSIB Strategic Truck Freight Corridors for State Routes Since 2019
 4. Puget Sound Area Map of Changes to FMSIB Strategic Truck Freight Corridors for State Routes Since 2019
 5. Statewide map of 2021 Strategic Rail Freight Corridors
 6. Statewide map of 2021 Strategic Waterway Freight Corridors
- Tabular Information:
 1. 2021 FMSIB Strategic Freight Truck Corridors for State Routes
 2. Changes to FMSIB Strategic Truck Freight Corridors for State Routes, 2019 to 2021
 3. 2021 FMSIB Strategic Truck Freight Corridors for County Roads
 4. Changes to FMSIB Strategic Truck Freight Corridors for County Roads, 2019 to 2021
 5. 2021 FMSIB Strategic Truck Freight Corridors for City Streets
 6. Changes to FMSIB Strategic Truck Freight Corridors for City Streets, 2019 to 2021
 7. 2021 FMSIB Strategic Rail Freight Corridors

8. 2021 FMSIB Strategic Waterway Freight Corridors

The FGTS tonnage classification criteria

The FGTS tonnage classification system classifies freight corridors into different categories based on annual freight tonnage moved. It defines tonnage thresholds for truck, rail, and waterway freight corridors and identifies heavily used freight transportation networks within the state. FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage:

T-1	More than 10 million tons per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	At least 20,000 tons in 60 days and less than 100,000 tons per year

FGTS rail freight corridors are classified as R-1 through R-5, based on annual gross freight tonnage:

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

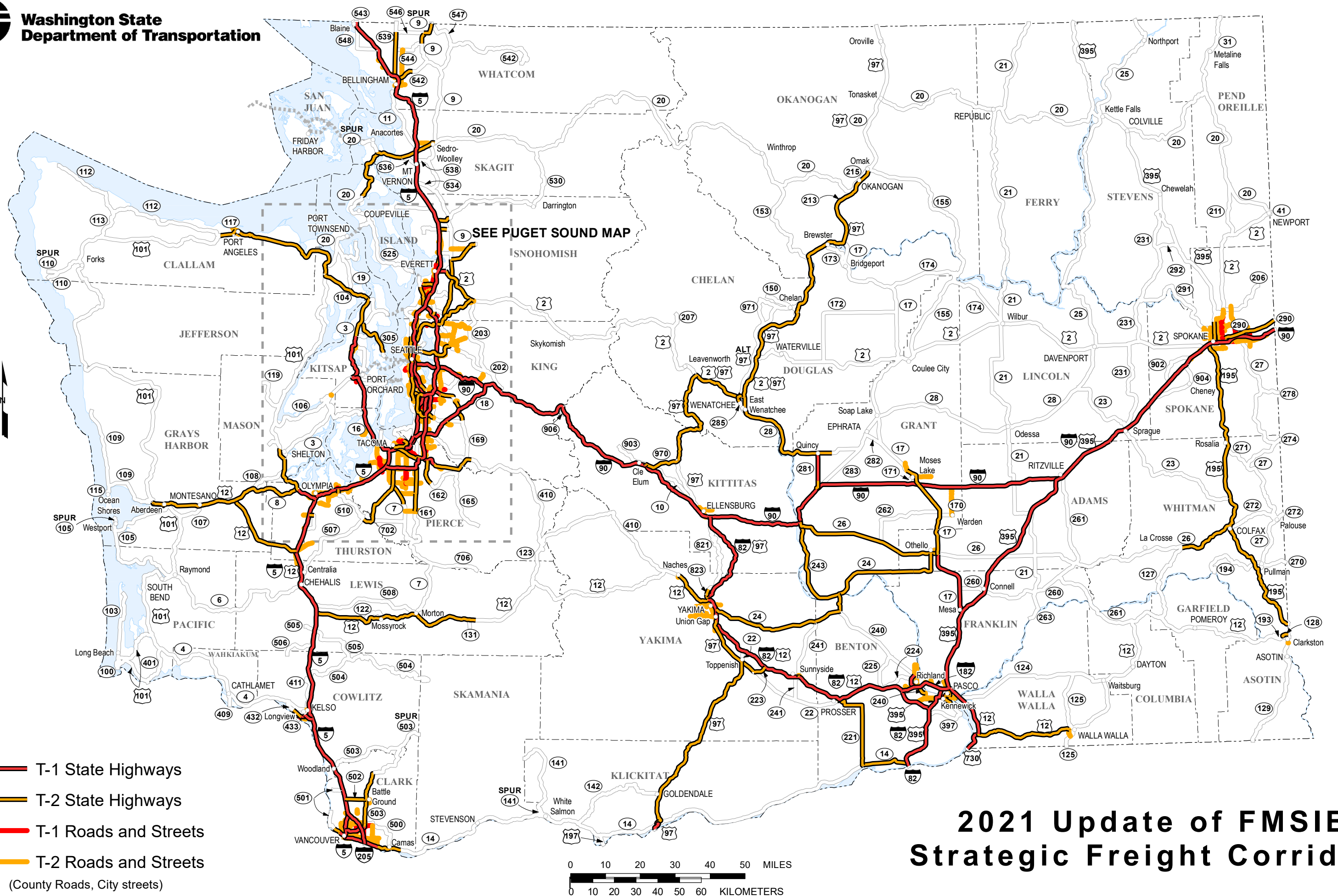
FGTS waterway freight corridors are classified as W-1 through W-5, based on annual net freight tonnage:

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

Strategic freight corridors are a subset of the FGTS system that comprises of T-1 and T-2 truck freight corridors, R-1 rail freight corridors, and W-1 through W-4 waterway freight corridors.

The 2021 FGTS Update

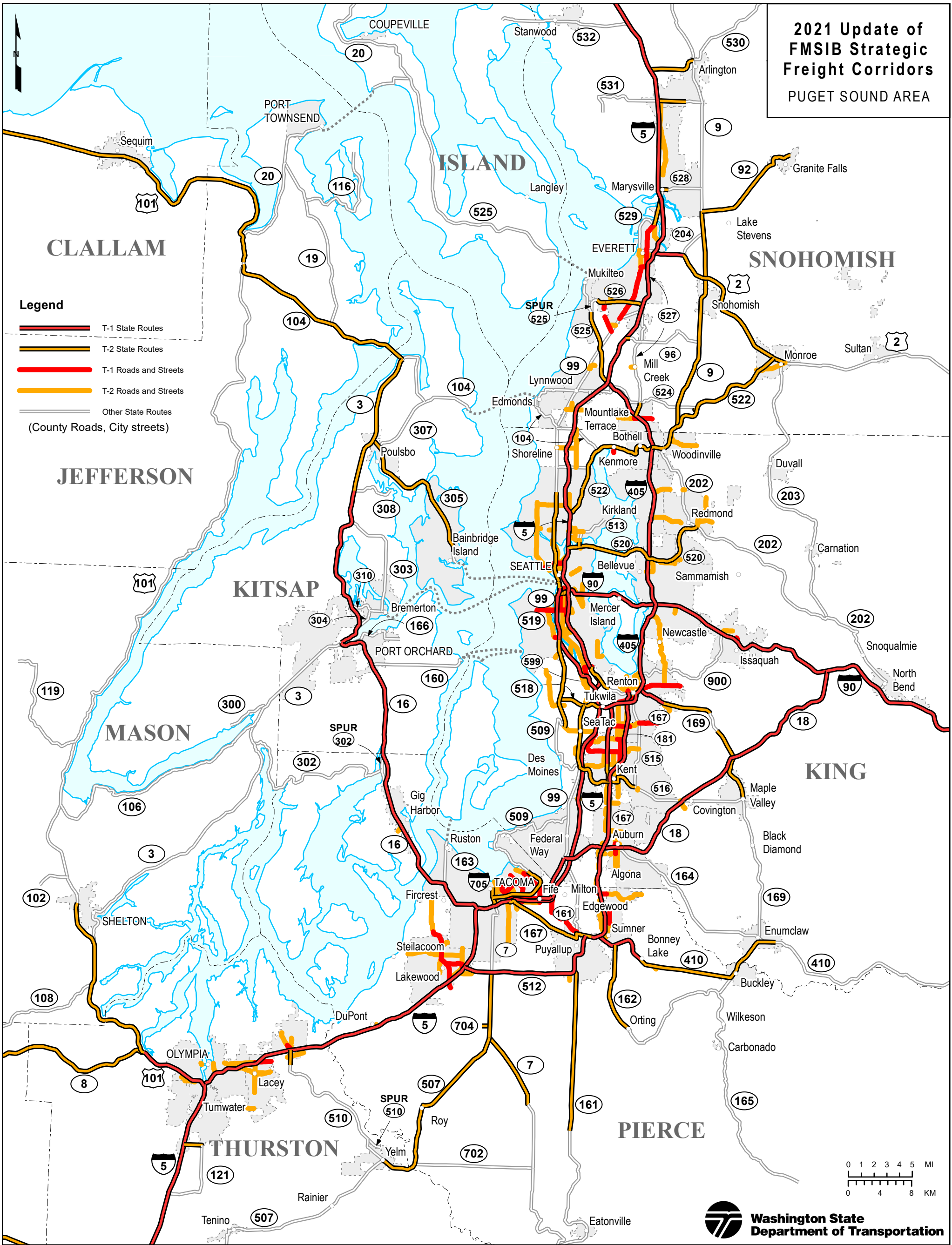
Due to the disruptive and evolving effect of COVID-19 on freight movement pattern, the FGTS 2021 Update has used pre-COVID data (data collected prior to 3/1/2020) to update the freight corridor classification and better support long-term planning and freight investment decisions. The full update which includes lower classifications of freight corridors is still underway, and the final report and data products including GIS map application will be available in January 2022 on WSDOT website: <http://www.wsdot.wa.gov/Freight/FGTS/>



2021 Update of
FMSIB Strategic
Freight Corridors
PUGET SOUND AREA

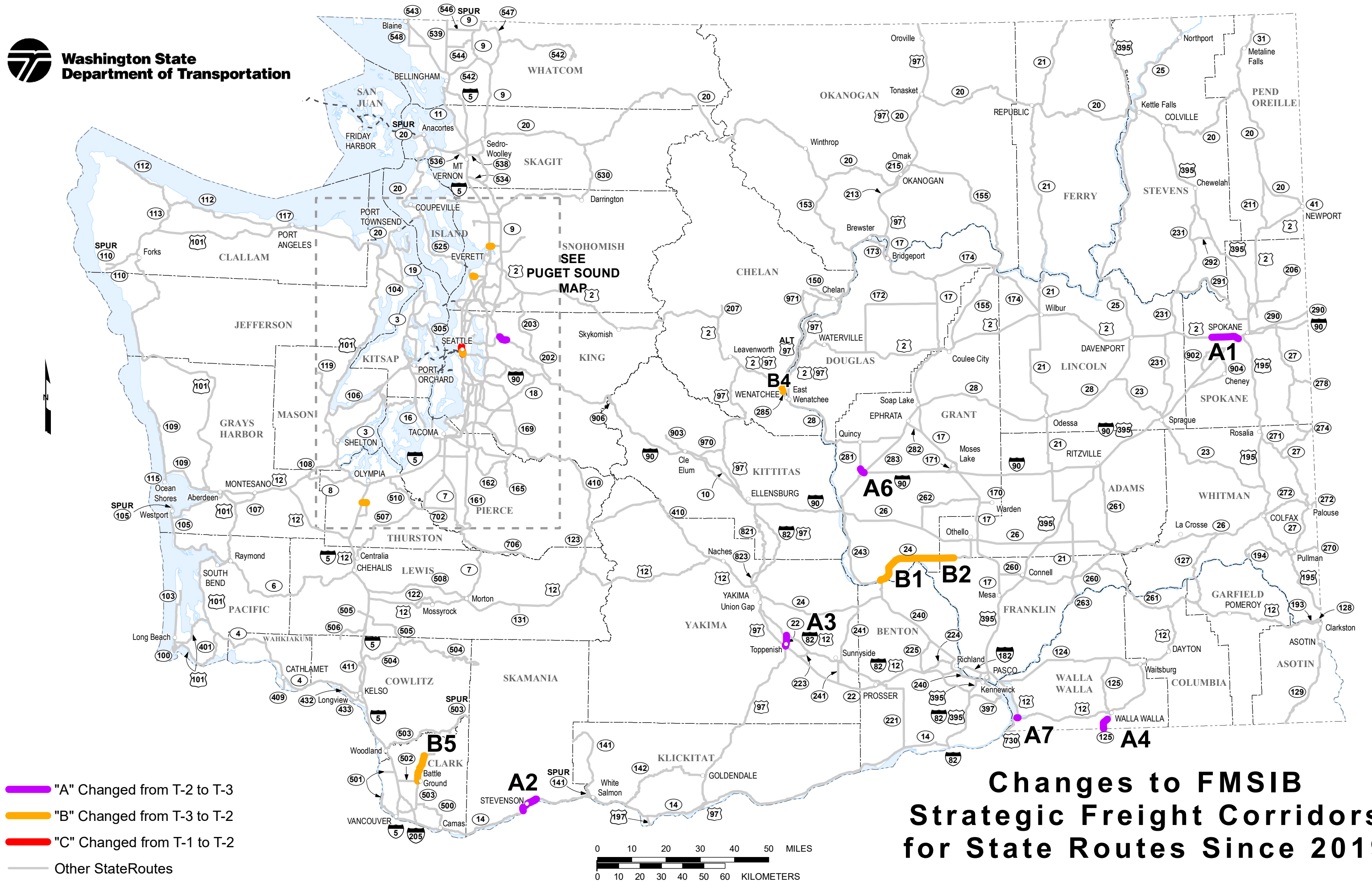
Legend

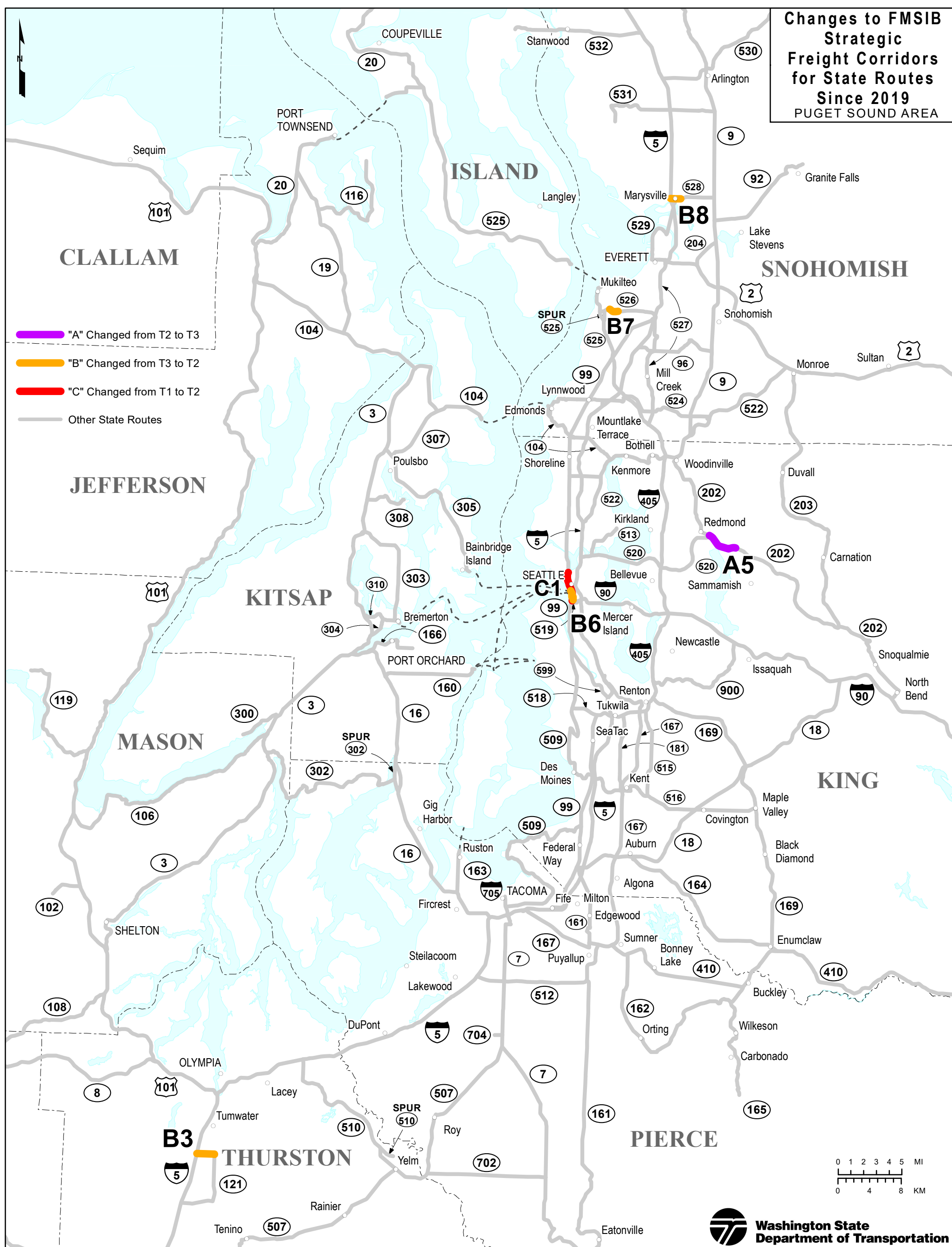
- T-1 State Routes
- T-2 State Routes
- T-1 Roads and Streets
- T-2 Roads and Streets
- Other State Routes
(County Roads, City streets)





Washington State
Department of Transportation





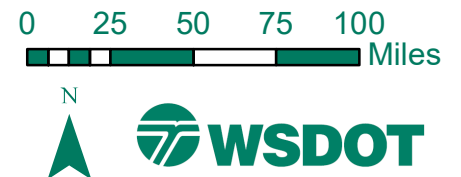


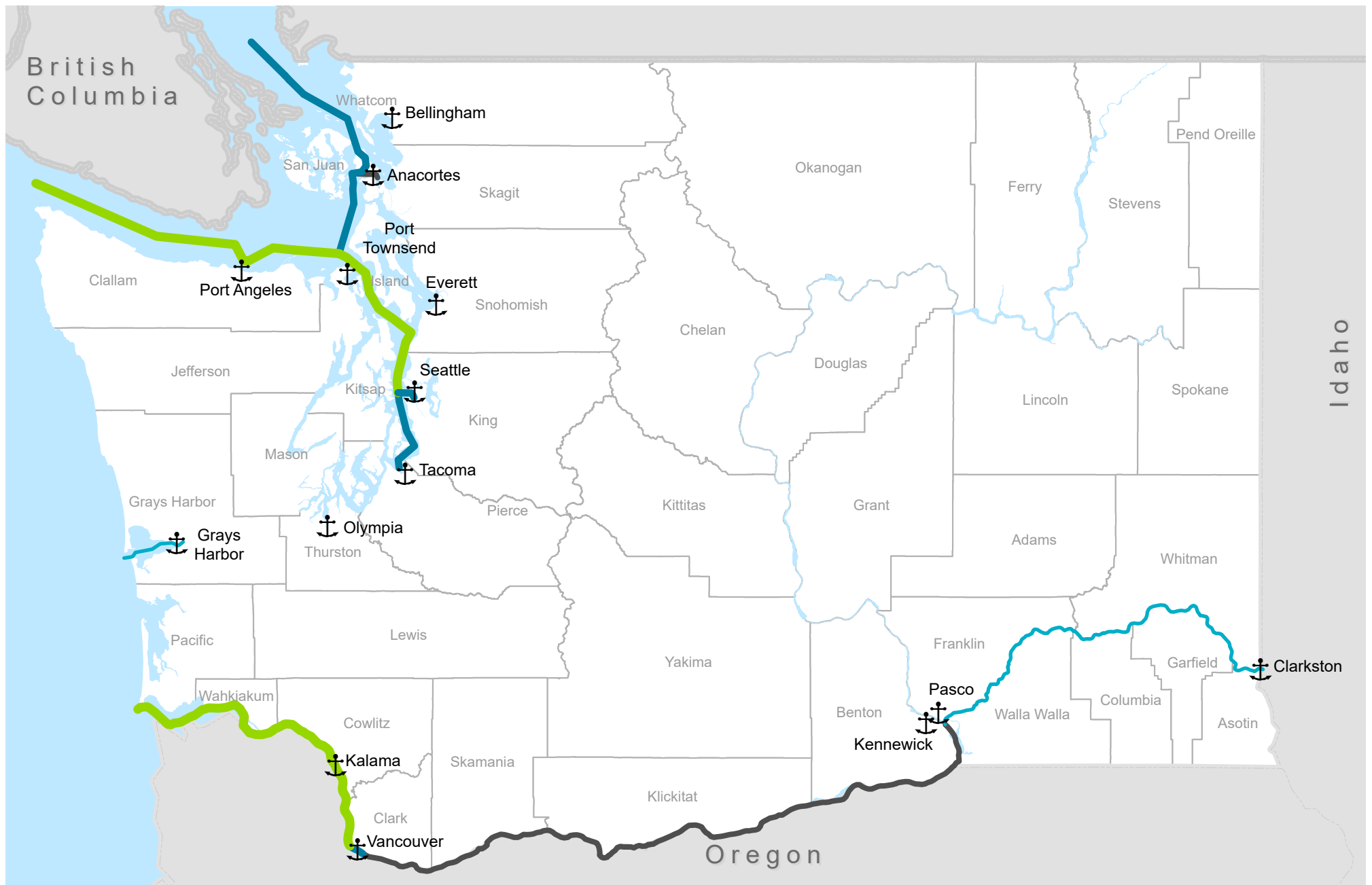
Legend

Strategic Rail Freight Corridors

— R-1: Greater than 5 million tons

2021 Strategic Rail Freight Corridors in Washington State





Legend

Strategic Waterway Corridors

- W-1: More than 25 million tons
- W-2: 10 million to 25 million tons
- W-3: 5 million to 10 million tons
- W-4: 2.5 million to 5 million tons



Ports

2021 Strategic Waterway Freight Corridors in Washington State

0 25 50 75 100 Miles



Table 1: 2021 FMSIB Strategic Truck Freight Corridors for State Routes

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
002	I-5 (Everett) to SR 204	0.00	2.45	2.45	T-1	18,250,000	5,900	8.4%	Snohomish
002	SR 204 to SR 522	2.45	14.27	11.77	T-2	6,260,000	1,700	6.6%	Snohomish
002	SR 522 to Old Owen Rd	14.27	15.22	0.95	T-2	7,840,000	2,200	6.6%	Snohomish
002	US 97 to SR 285 (Wenatchee)/physical gap	104.50	118.90	14.40	T-2	7,010,000	1,600	8.0%	Chelan
002	SR 285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-2	9,070,000	2,100	9.0%	Chelan
002	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-2	9,070,000	2,100	9.0%	Douglas
002	SR 28 to SR 97 (Orondo)	127.86	139.85	11.89	T-2	6,030,000	1,300	15.6%	Douglas
002	I-90 to US 395 (includes Browne and Division Couplets)	286.87	292.86	6.03	T-2	4,640,000	1,400	3.2%	Spokane
002COBROWNE	Browne Street Couplet (included in mainline)	287.45	288.08	0.63	T-2	4,640,000	1,400	3.2%	Spokane
002CODIVISN	Division Street Couplet (included in mainline)	289.19	290.72	1.53	T-2	4,640,000	1,400	3.2%	Spokane
003	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	13,260,000	3,600	6.3%	Kitsap
003	SR 308 to SR 104	48.48	60.02	11.38	T-2	9,500,000	2,500	8.7%	Kitsap
005	Oregon State Line to SR 205	0.00	8.24	8.24	T-1	35,200,000	7,000	7.5%	Clark
005	I-205 to SR 501	8.24	14.17	5.93	T-1	92,490,000	17,000	15.6%	Clark
005	SR 501 to Clark/Cowlitz Co. line	14.17	19.98	5.81	T-1	72,870,000	13,000	15.6%	Clark
005	Clark/Cowlitz Co. line to Cowlitz/Clark Co. line	19.98	20.29	0.31	T-1	72,870,000	13,000	15.6%	Cowlitz
005	Cowlitz/Clark Co. line to Clark/Cowlitz Co. line	20.29	20.78	0.49	T-1	72,870,000	13,000	15.6%	Clark
005	Clark/Cowlitz Co. line to SR 503	20.78	21.08	0.30	T-1	72,870,000	13,000	15.6%	Cowlitz
005	SR 503 to Cowlitz/Lewis Co. line	21.08	57.13	36.12	T-1	58,940,000	10,000	18.2%	Cowlitz
005	Cowlitz/Lewis Co. line to SR 12	57.13	68.41	11.28	T-1	58,940,000	10,000	18.2%	Lewis
005	SR 12 to SR 507	68.41	82.08	13.67	T-1	67,900,000	12,000	19.0%	Lewis
005	SR 507 to Lewis/Thurston Co. line	82.08	85.51	3.43	T-1	63,710,000	12,000	13.7%	Lewis
005	Lewis/Thurston Co. line to SR 510	85.51	112.43	26.92	T-1	63,710,000	12,000	13.7%	Thurston
005	SR 510 to Thurston/Pierce Co. line	112.43	114.93	2.50	T-1	73,000,000	14,000	10.4%	Thurston
005	Thurston/Pierce Co. line to Pacific Ave (SR 705)	114.93	133.70	18.68	T-1	73,000,000	14,000	10.4%	Pierce
005	Pacific Ave (SR 705) to Pierce/King Co. line	133.70	139.50	5.80	T-1	74,890,000	15,000	7.6%	Pierce
005	King/Pierce Co. line to SR 599 (includes HOV)	139.50	155.94	16.44	T-1	74,890,000	15,000	7.6%	King
005	SR 599 to I-90	155.94	163.96	8.02	T-1	78,920,000	16,000	7.6%	King
005	I-90 to SR 520 (includes Express Lanes)	163.96	167.72	3.76	T-1	52,350,000	11,000	5.7%	King
005	Lanes)	167.72	174.58	6.86	T-1	43,850,000	10,000	4.8%	King
005	SR 523 to King/Snohomish Co. line	174.58	177.76	3.18	T-1	44,040,000	9,600	6.2%	King
005	King/Snohomish Co. line to SR 531	177.76	206.08	28.31	T-1	44,040,000	9,600	6.2%	Snohomish
005	SR 531 to Snohomish/Skagit Co. line	206.08	217.66	11.58	T-1	33,850,000	7,000	9.5%	Snohomish
005	Snohomish/Skagit Co. line to SR 20	217.66	230.14	12.49	T-1	33,850,000	7,000	9.5%	Skagit
005	SR 20 to Skagit/Whatcom Co. line	230.14	242.63	12.49	T-1	16,740,000	3,400	6.8%	Skagit
005	Skagit/Whatcom Co. line to 36th St	242.63	252.50	9.87	T-1	16,740,000	3,400	6.8%	Whatcom
005	36th St to SR 548	252.50	265.98	13.48	T-1	19,390,000	3,900	6.9%	Whatcom
005	SR 548 to SR 543	265.98	275.15	9.17	T-1	13,220,000	2,500	8.8%	Whatcom
007	Weiler Rd to SR 507	41.18	47.38	6.20	T-2	4,880,000	1,400	7.4%	Pierce
007	SR 507 to SR 512	47.38	52.58	5.20	T-2	6,440,000	1,900	5.6%	Pierce
008	US 12 to Grays Harbor/Thurston Co. Line	0.00	10.54	10.54	T-2	7,760,000	1,700	9.0%	Grays Harbor
008	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	7,760,000	1,700	9.0%	Thurston
009	SR 522 to SR 92	0.00	17.49	17.49	T-2	6,030,000	1,900	7.2%	Snohomish
009	South Pass Rd to SR 546	90.31	93.61	3.30	T-2	5,810,000	1,100	21.3%	Whatcom
009	SR 546 to 1st Street	93.61	97.94	3.95	T-2	6,210,000	1,100	17.8%	Whatcom
009	1st Street to Canadian Border	97.94	98.17	0.23	T-2	3,990,000	690	9.3%	Whatcom
009SPSUMAS	Sumas Spur	98.00	98.24	0.24	T-2	3,990,000	690	9.3%	Whatcom
012	US 101 to SR 8 (Elma)/physical gap (includes Aberdeen Couplet)	0.00	20.99	20.99	T-2	7,280,000	1,800	7.8%	Grays Harbor
012	SR 8 to Grays Harbor/Thurston Co. line	21.30	38.84	17.54	T-2	4,990,000	1,100	16.4%	Grays Harbor
012	Grays Harbor/Thurston Co. line to Elderberry St (Old Hwy 99)	38.84	46.37	7.53	T-2	6,200,000	1,400	11.4%	Thurston
012	Elderberry St (Old Hwy 99) to I-5/coincident	46.37	46.62	0.25	T-2	9,090,000	2,100	9.4%	Thurston
012	I-5 (Napavine) to Gharet Rd	66.54	116.87	50.34	T-2	5,710,000	1,200	20.0%	Lewis

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
012	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	7,240,000	1,600	11.2%	Yakima
012	16th Ave to I-82/coincident	202.04	202.75	0.71	T-1	14,800,000	3,500	11.9%	Yakima
012	I-182 to Franklin/Walla Walla Co. line	291.67	294.70	3.07	T-1	16,900,000	3,000	19.7%	Franklin
012	Franklin/Walla Walla Co. line to US 730	294.70	307.41	12.71	T-1	16,900,000	3,000	19.7%	Walla Walla
012	US 730 to SR 125 Spur	307.41	335.33	27.92	T-2	5,730,000	1,200	14.5%	Walla Walla
012COABERDN	Aberdeen Couplet (included in mainline)	0.33	0.68	0.35	T-2	7,280,000	1,800	7.8%	Grays Harbor
014	I-5 (Vancouver) to SE 192nd Ave	0.00	10.09	10.10	T-1	11,650,000	2,700	4.7%	Clark
014	SE 192nd Ave to SR 500	10.09	14.10	4.01	T-2	9,320,000	2,200	5.7%	Clark
014	SR 500 to 32nd St (Washougal)	14.10	17.05	2.95	T-2	9,020,000	2,000	8.5%	Clark
014	SR 221 to I-82 (Plymouth)	167.25	180.77	13.52	T-2	7,220,000	1,200	36.4%	Benton
016	Tacoma to SR 163	0.00	3.95	4.10	T-1	19,480,000	5,100	5.2%	Pierce
016	SR 163 to Pierce/Kitsap Co. line (includes alternate route)	3.95	18.10	11.92	T-1	12,630,000	3,300	5.2%	Pierce
016	Pierce/Kitsap Co. line to Gorst	18.10	29.19	11.14	T-1	12,530,000	3,300	5.2%	Kitsap
016AR	Alt Rt., SR 16 EB to SR 16 EB, Tollbooth (included in mainline)	9.16	9.84	0.68	T-1	12,630,000	3,300	5.2%	Pierce
017	SR 395 to Franklin/Adams Co. line	7.43	21.80	14.31	T-1	10,480,000	1,700	28.5%	Franklin
017	Franklin/Adams Co. line to SR 26	21.80	27.96	6.16	T-1	10,480,000	1,700	28.5%	Adams
017	SR 26 to Adams/Grant Co. line	27.96	35.60	7.64	T-2	7,880,000	1,400	18.7%	Adams
017	Adams/Grant Co. line to I-90	35.60	50.77	15.17	T-2	7,180,000	1,400	15.6%	Grant
017	I-90 to Patton Blvd.	50.77	56.56	5.77	T-2	5,730,000	1,300	7.8%	Grant
018	SR 99 to SR 164 (Auburn)	2.20	4.47	5.00	T-1	33,960,000	7,000	8.8%	King
018	SR 164 to SR 516	4.47	11.39	6.92	T-1	28,740,000	5,800	10.2%	King
018	SR 516 to I-90	11.39	27.91	16.49	T-1	24,580,000	4,600	14.8%	King
020	Swantown Rd to Island/Skagit Co. line	30.85	41.90	11.04	T-2	4,140,000	1,000	5.4%	Island
020	Island/Skagit Co. line to SR 20 Spur	41.90	47.89	5.96	T-2	4,140,000	1,000	5.4%	Skagit
020	SR 20 Spur to SR 536	47.89	55.09	7.20	T-2	7,010,000	2,000	5.9%	Skagit
020	SR 536 to S Burlington Blvd. & Avon Ave	55.09	60.27	5.18	T-2	8,310,000	2,100	7.8%	Skagit
020	S Burlington Blvd. & Avon Ave to SR 9	60.27	66.08	5.81	T-2	4,300,000	1,200	7.4%	Skagit
022	SR 97 to SR 223	4.00	8.60	4.61	T-2	4,680,000	830	14.0%	Yakima
022	SR 221 to I-82	35.74	36.52	0.78	T-2	7,820,000	1,200	23.3%	Benton
024	I-82 to Riverside Rd / University Pkwy	0.00	1.28	1.28	T-2	6,450,000	1,400	6.7%	Yakima
024	Riverside Rd / University Pkwy to SR 241	1.28	30.45	29.12	T-2	4,920,000	760	18.2%	Yakima
024	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	7,320,000	1,100	30.8%	Yakima
024	Yakima/Benton Co. line to SR 240	30.76	38.71	7.72	T-2	7,320,000	1,100	30.8%	Benton
024	SR 240 to Benton/Grant Co. line	38.71	43.79	5.08	T-2	5,950,000	1,000	20.2%	Benton
024	Benton/Grant Co. line to SR 243	43.79	44.13	0.34	T-2	5,950,000	1,000	20.2%	Grant
024	SR 243 to Grant/Adams Co. line	44.13	65.20	21.12	T-2	4,170,000	600	35.5%	Grant
024	Grant/Adams Co. line to Mt Vista Rd	65.20	69.33	4.13	T-2	4,170,000	600	35.5%	Adams
024	Mt Vista Rd to SR 26	69.33	79.64	10.13	T-2	4,520,000	790	18.6%	Adams
026	I-90 to Grant/Adams Co. Line	0.00	31.17	31.17	T-2	6,060,000	970	25.3%	Grant
026	Grant/Adams Co. line to SR 17	31.17	42.58	11.41	T-2	6,060,000	970	25.3%	Adams
026	SR 127 to US 195	116.92	133.53	16.61	T-2	5,500,000	890	30.1%	Whitman
028	US 2 to 15th St	0.00	2.78	2.78	T-2	8,270,000	1,800	10.4%	Douglas
028	15th St to SR 285 (includes Wenatchee Couplet northern section)	2.78	4.05	1.27	T-2	9,360,000	2,000	10.4%	Douglas
028	SR 285 to SR 28 Wenatchee Spur (includes Wenatchee Couplet southern section and Wenatchee Spur)	4.05	0.87	0.89	T-2	6,360,000	1,400	7.4%	Douglas
028	SR 28 SPWENTCH (SPUR) to Douglas/Grant Co. line	0.87	22.03	21.16	T-2	7,250,000	1,400	13.9%	Douglas
028	Douglas/Grant Co. line to 7th Ave SW	22.03	29.26	7.23	T-2	7,250,000	1,400	13.9%	Grant
028	7th Ave SW to SR 281	29.26	29.77	0.51	T-2	7,800,000	1,400	9.7%	Grant
028	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	4,500,000	1,000	11.8%	Grant
028COWENTCH	Wenatchee Couplet (included in southern mainline)	4.25	4.35	0.10	T-2	6,360,000	1,400	7.4%	Douglas
028COWENTCH	Wenatchee Couplet (included in northern mainline)	4.35	4.58	0.23	T-2	9,360,000	2,000	10.4%	Douglas
028SPWENTCH	Wenatchee Spur (included in southern mainline)	4.25	5.01	0.76	T-2	6,360,000	1,400	7.4%	Douglas
082	I-90 to Kittitas/Yakima Co. line	0.00	19.88	19.88	T-1	23,890,000	4,200	17.0%	Kittitas
082	Kittitas/Yakima Co. line to SR 22	19.88	50.63	30.72	T-1	23,890,000	4,200	17.0%	Yakima
082	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	20,460,000	3,600	15.0%	Yakima
082	Yakima/Benton Co. line to I-182	75.37	102.87	27.50	T-1	25,050,000	4,300	19.2%	Benton
082	I-182 to US 395	102.87	113.75	10.88	T-1	17,100,000	3,100	21.3%	Benton

Table 1: 2021 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percen- tage	County
082	US 395 to Oregon State Line	113.75	132.60	18.85	T-1	24,570,000	4,400	21.3%	Benton
090	4th to I-5 (Seattle)	1.94	2.58	0.64	T-2	5,310,000	1,300	3.8%	King
090	I-5 (Seattle) to SR 18	2.58	25.65	23.08	T-1	24,360,000	5,300	5.0%	King
090	SR 18 to SR 202, North Bend	25.65	31.00	5.35	T-1	44,500,000	7,700	15.7%	King
090	SR 202 to King/Kittitas Co. line	31.00	52.61	21.88	T-1	39,050,000	6,400	19.5%	King
090	King/Kittitas Co. line to I-82	52.61	110.11	57.44	T-1	39,050,000	6,400	19.5%	Kittitas
090	I-82 to Kittitas/Grant Co. line	110.11	137.57	27.46	T-1	22,370,000	3,700	23.4%	Kittitas
090	Kittitas/Grant Co. line to SR 17	137.57	179.81	42.24	T-1	22,370,000	3,700	23.4%	Grant
090	SR 17 to Grant/Adams Co. line	179.81	191.89	12.08	T-1	14,730,000	2,500	21.5%	Grant
090	Grant/Adams Co. line to SR 395	191.89	221.55	29.09	T-1	14,730,000	2,500	21.5%	Adams
090	SR 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	28,090,000	4,900	24.7%	Adams
090	Adams/Lincoln Co. line Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	28,090,000	4,900	24.7%	Lincoln
090	Lincoln/Spokane Co. line to SR 904	255.29	271.03	15.74	T-1	28,090,000	4,900	24.7%	Spokane
090	SR 904 to US 2	271.03	278.40	7.37	T-1	38,920,000	6,700	16.5%	Spokane
090	US 2 to Idaho State line	278.40	299.82	21.40	T-1	31,530,000	7,000	7.6%	Spokane
092	SR 9 to Granite Falls	0.00	9.16	9.16	T-2	5,050,000	1,400	10.6%	Snohomish
096	I-5 (Mill Creek) to 3rd Ave SE	0.00	0.30	0.30	T-2	4,660,000	1,800	3.6%	Snohomish
097	Oregon State line to SR 14	0.00	2.31	2.55	T-1	9,900,000	1,700	32.4%	Klickitat
097	SR 14 to Klickitat/Yakima Co. line (includes Maryhill Couplet)	2.31	33.52	30.67	T-2	9,180,000	1,500	33.3%	Klickitat
097	Klickitat/Yakima Co. line to W 1st Ave	33.52	61.98	28.37	T-2	9,160,000	1,500	33.3%	Yakima
097	W 1st Ave to I-82/coincident	61.98	76.36	14.34	T-2	7,970,000	1,500	9.2%	Yakima
097	SR 970 to Kittitas/Chelan Co. line	149.69	163.98	14.29	T-2	6,970,000	1,300	21.1%	Kittitas
097	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.98	184.95	20.97	T-2	6,970,000	1,300	21.1%	Chelan
097	US 2 (Orondo) to Douglas/Chelan Co. line	213.00	234.87	21.87	T-2	4,180,000	930	17.5%	Douglas
097	Douglas/Chelan Co. line to SR 150	234.87	235.10	0.23	T-2	4,180,000	930	17.5%	Chelan
097	SR 150 to Chelan/Okanogan Co. line	235.10	246.97	11.87	T-2	3,910,000	720	17.0%	Chelan
097	Chelan/Okanogan Co. line to SR 153	246.97	253.38	6.41	T-2	3,910,000	720	17.0%	Okanogan
097	SR 153 to SR 155	253.38	291.24	37.85	T-2	4,040,000	790	16.9%	Okanogan
097AR	Alt. Rt., US 2 to Ohme Garden Rd /Warehouse Rd	199.83	200.47	0.64	T-2	5,230,000	1,200	11.6%	Chelan
097COMARYHL	Maryhill Couplet (included in mainline)	2.59	2.68	0.09	T-2	9,180,000	1,500	33.3%	Klickitat
099	I-5 (Fife) to 70th Ave E	0.00	1.18	1.18	T-1	18,500,000	3,800	15.8%	Pierce
099	70th Ave E to Pierce/King Co. line	1.18	6.15	1.32	T-1	10,140,000	2,300	9.9%	Pierce
099	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-1	10,140,000	2,300	9.9%	King
099	SR 516 to SR 518/physical gap	15.49	20.43	4.94	T-2	4,160,000	1,600	5.4%	King
099	Physical gap/SR 599 to E Marginal Way	22.97	26.42	3.45	T-1	22,040,000	4,700	13.8%	King
099	E Marginal Way to Royal Brougham Way	26.55	30.66	4.15	T-1	12,320,000	3,500	6.2%	King
099	Royal Brougham Way to Mercer Street	30.66	32.70	2.04	T-2	8,100,000	2,500	3.7%	King
099	Mercer Street to N 105th St/ N Northgate Way	32.70	38.47	5.61	T-2	4,190,000	1,600	3.4%	King
099COTUNNEL	Alaskan Way Tunnel Couplet	32.70	35.10	2.40	T-2	8,100,000	2,500	3.7%	King
101	SR 105 (Aberdeen) to Aberdeen Couplet (includes Aberdeen and Heron Couplets)	83.17	87.49	4.42	T-2	4,400,000	1,200	5.5%	Grays Harbor
101	SR 112 to SR 117	242.61	246.07	3.46	T-2	5,340,000	1,400	12.1%	Clallam
101	1st St /Lincoln St to Golf Course Rd (includes Port Angeles Couplet)	248.06	249.65	1.59	T-2	3,330,000	1,100	4.4%	Clallam
101	Golf Course Rd to Clallam/Jefferson Co. line	249.65	274.65	24.70	T-2	5,370,000	1,400	7.5%	Clallam
101	Clallam/Jefferson Co. line to SR 104	274.65	284.95	10.30	T-2	5,370,000	1,400	7.5%	Jefferson
101	Wallace Blvd. to SR 3	345.65	349.16	3.51	T-2	5,780,000	1,600	8.4%	Mason
101	SR 3 to Mason/Thurston Co. line	349.16	356.92	6.99	T-2	9,410,000	2,400	8.5%	Mason
101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.40	4.48	T-2	9,410,000	2,400	8.5%	Thurston
101	SR 8 to I-5	361.52	367.41	5.89	T-1	12,470,000	3,100	5.7%	Thurston
101COABERDN	Aberdeen Couplet, SR 101 (Hoquiam) to 5th St /Simpson Ave (included in mainline)	87.49	87.60	0.11	T-2	4,400,000	1,200	5.5%	Grays Harbor
101COABERDN	Aberdeen Couplet, 5th St /Simpson Ave to SR 101 (included in mainline)	87.60	91.66	4.06	T-2	4,400,000	1,200	5.5%	Grays Harbor
101COHERON	Heron Street Couplet (included in mainline)	83.75	83.88	0.13	T-2	4,400,000	1,200	5.5%	Grays Harbor
101COPRTANG	Port Angeles Couplet (included in mainline)	249.65	251.32	1.67	T-2	3,330,000	1,100	4.4%	Clallam

Table 1: 2021 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Annual Truck Tonnage	Average		County
							Daily Truck Volume	Truck Percen- tage	
104	US 101 to SR 19	0.20	8.87	8.67	T-2	4,610,000	960	11.4%	Jefferson
104	SR 19 to Jefferson/Kitsap Co. line	8.87	14.67	5.80	T-2	6,780,000	1,500	8.8%	Jefferson
104	Jefferson/Kitsap Co. line to SR 3	14.67	15.54	0.87	T-2	6,780,000	1,500	8.8%	Kitsap
117	US 101 to Port Docks	0.00	1.40	1.40	T-2	4,400,000	1,100	20.1%	Clallam
121	93rd Ave to I-5	6.24	7.67	1.43	T-2	4,600,000	1,100	10.7%	Thurston
125SP125SP	Heritage Rd to US 12	6.73	6.82	0.09	T-2	1,400,000	400	7.8%	Walla Walla
128	US 12 to Asotin/Whitman Co. line	0.00	0.39	0.39	T-2	5,370,000	1,200	23.5%	Asotin
128	Asotin/Whitman Co. line to Idaho State Line	0.39	2.24	1.85	T-2	5,370,000	1,200	23.5%	Whitman
161	Kapowsin Highway to 224th St E	13.15	18.19	5.04	T-2	4,200,000	1,100	8.7%	Pierce
161	224th St E to SR 512/coincident	18.19	25.83	7.64	T-2	5,890,000	1,700	4.5%	Pierce
161	SR 167 to Valley Ave	29.87	30.02	0.15	T-1	11,210,000	2,700	8.7%	Pierce
162	SR 410(Sumner) to Calistoga St W	0.00	9.54	7.16	T-2	6,630,000	1,600	7.6%	Pierce
167	I-5 (Tacoma) to SR 512	0.00	6.44	7.68	T-2	8,370,000	2,100	6.7%	Pierce
167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	47,150,000	10,000	9.7%	Pierce
167	Pierce/King Co. line to SR 516	11.17	19.60	8.47	T-1	47,150,000	10,000	9.7%	King
167	SR 516 to I-405	19.60	25.85	6.25	T-1	44,620,000	9,800	8.3%	King
167	I-405 to SR 900	25.85	27.18	1.33	T-1	18,170,000	4,400	6.2%	King
169	SR 516 to Cedar Grove Rd	11.44	17.68	6.24	T-2	5,170,000	1,400	5.8%	King
169	196th Ave SE to 140th Way SE	19.22	22.99	3.77	T-2	4,150,000	1,200	4.2%	King
169	140th Way SE to Renton	22.99	25.23	2.24	T-1	11,220,000	2,500	5.8%	King
181	SR 516 (Kent) to S 228th St	5.32	6.70	1.38	T-2	9,130,000	2,500	8.7%	King
181	S 228th St to Longacres Way	6.70	11.18	4.48	T-1	10,230,000	2,800	9.1%	King
181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-1	10,170,000	3,000	8.8%	King
182	I-82 to SR 240/Thayer Dr	0.00	3.83	3.83	T-1	21,880,000	4,200	15.5%	Benton
182	SR 240/Thayer Dr to Benton/Franklin Co. line	3.83	6.04	2.21	T-1	17,320,000	3,900	7.1%	Benton
182	Benton/Franklin Co. line to US 395/SR 397	6.04	14.37	8.33	T-1	17,320,000	3,900	7.1%	Franklin
182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	18,260,000	3,500	14.6%	Franklin
195	Idaho State line to SR 23	0.00	47.99	46.13	T-2	4,000,000	820	13.4%	Whitman
195	SR 23 to SR 271	47.99	62.94	14.95	T-2	3,810,000	770	17.6%	Whitman
195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	4,460,000	950	13.6%	Whitman
195	Whitman/Spokane Co. line to Cheney-Spokane Rd	66.22	93.88	26.90	T-2	4,460,000	950	13.6%	Spokane
195	Cheney-Spokane Rd to I-90	93.88	95.99	2.11	T-2	6,420,000	1,500	7.6%	Spokane
202	SR 522 to NE 175th St	0.00	0.31	0.31	T-2	4,460,000	1,400	3.9%	King
205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	26,780,000	5,900	6.7%	Clark
221	SR 14 /Patterson to SR 22	0.00	26.07	25.95	T-2	5,360,000	890	36.8%	Benton
223	SR 22 to SR 82 (Granger)	0.00	3.81	3.80	T-2	3,870,000	700	11.9%	Yakima
240	Jadwin Ave/Stevens Dr to I-182/coincident	30.63	34.87	4.24	T-1	11,940,000	2,700	7.3%	Benton
240	I-182 to Columbia Center Blvd.	36.05	38.91	2.83	T-2	5,080,000	1,800	3.1%	Benton
241	I-82 to Yakima Valley Hwy	7.61	7.96	0.35	T-2	5,610,000	1,100	7.9%	Yakima
243	SR 24 (Vernita) to SR 26	0.00	28.26	28.23	T-2	5,310,000	880	21.9%	Grant
281	I-90 to SR 281 Spur	0.00	2.65	2.65	T-2	6,780,000	1,200	24.4%	Grant
281	SR 281 Spur to SR 28 (Quincy)	2.65	10.55	7.90	T-1	11,010,000	2,000	25.6%	Grant
285	SR 28 to Douglas/Chelan Co. line	0.00	0.28	0.28	T-2	4,060,000	1,300	3.1%	Douglas
285	Douglas/Chelan Co. line to Mission St	0.28	0.61	0.33	T-2	4,060,000	1,300	3.1%	Chelan
285	Hawley St to US 2	3.68	5.04	1.36	T-2	5,030,000	1,800	5.4%	Chelan
290	I-90 to Trent Ave /Hamilton St	0.07	0.74	0.67	T-2	5,130,000	1,600	6.7%	Spokane
290	Havana St to Idaho State line	3.22	18.38	15.16	T-2	5,430,000	1,500	8.4%	Spokane
305	High School Rd to SR 307	0.98	12.82	11.84	T-2	4,520,000	1,200	5.3%	Kitsap
305	SR 307 to SR 3	12.82	13.52	0.70	T-2	5,380,000	1,800	4.8%	Kitsap
395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	16,630,000	3,500	10.6%	Benton
395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	16,630,000	3,500	10.6%	Franklin
395	I-182 to SR 17	22.72	45.33	22.61	T-1	23,750,000	4,200	23.1%	Franklin
395	SR 17 to Franklin/Adams Co. line	45.33	61.24	15.71	T-1	14,150,000	2,300	25.9%	Franklin
395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	14,150,000	2,300	25.9%	Adams
397	Haney Rd to Benton/Franklin Co. line	13.89	18.32	4.43	T-2	3,800,000	970	8.1%	Benton
397	Benton/Franklin Co. line to Oregon Ave	18.32	19.87	1.55	T-2	3,800,000	970	8.1%	Franklin
397	Oregon Ave to I-182 End Route	19.87	22.31	2.44	T-2	5,230,000	1,200	13.5%	Franklin
405	I-5 (Tukwila) to SR 522	0.00	22.53	22.52	T-1	39,810,000	9,700	5.9%	King
405	SR 522 to King/Snohomish Co. line	22.53	25.02	2.48	T-1	24,760,000	6,200	4.9%	King
405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.30	T-1	24,760,000	6,200	4.9%	Snohomish

Table 1: 2021 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percen- tage	County
410	SR 167 to Sumner Buckley Highway/181st St	8.84	13.37	4.53	T-1	16,110,000	4,000	7.1%	Pierce
410	Sumner Buckley Hwy to Pierce/King Co. line	13.37	22.02	8.65	T-2	5,480,000	1,400	5.6%	Pierce
410	Pierce/King Co. line to 244th Ave SE (Enumclaw)	22.02	22.46	0.44	T-2	5,480,000	1,400	5.6%	King
410	244th Ave SE (Enumclaw) to 284th Ave SE	22.46	25.64	3.18	T-2	4,270,000	1,200	9.6%	King
432	38th Ave to SR 433	3.30	6.10	2.80	T-2	4,840,000	1,200	11.4%	Cowlitz
432	SR 433 to physical gap	6.10	7.62	1.52	T-1	20,400,000	4,100	17.9%	Cowlitz
432	physical gap to I-5	7.64	10.33	2.69	T-1	22,580,000	4,500	13.3%	Cowlitz
433	Oregon State line to SR 432	0.00	0.94	0.94	T-1	11,640,000	2,600	11.4%	Cowlitz
500	I-5 (Vancouver) to NE 4th Plain Rd	0.00	5.96	5.96	T-1	10,700,000	2,800	5.2%	Clark
500	NE 4th Plain Rd to SR 503	5.96	6.98	1.02	T-2	6,880,000	1,800	5.2%	Clark
501	I-5 (Vancouver) to Fourth Plain Blvd (includes Vancouver Couplet)	0.00	2.24	1.94	T-1	10,190,000	2,000	16.1%	Clark
501	Fourth Plain Blvd to Old Lower River Rd	2.24	4.10	1.86	T-2	4,340,000	970	20.7%	Clark
501COVANCVR	Vancouver Couplet (included in mainline)	0.61	1.16	0.55	T-1	10,190,000	2,000	16.1%	Clark
502	I-5 to SR 503 (Battleground)	0.00	6.12	6.12	T-2	5,980,000	1,500	8.7%	Clark
503	SR 500 to SR 502	1.02	8.09	6.85	T-2	5,810,000	1,900	6.3%	Clark
503	SR 502 to NE 156th Ave	8.09	16.11	8.02	T-2	4,210,000	930	7.5%	Clark
507	SR 510 to Thurston/Pierce Co. line	28.24	30.67	2.43	T-2	3,740,000	990	7.3%	Thurston
507	Thurston/Pierce Co. line to SR 7	30.67	43.57	12.89	T-2	3,740,000	990	7.3%	Pierce
509	I-705 to Norpoint Way	0.00	5.70	5.70	T-2	8,290,000	2,000	7.0%	Pierce
509	Des Moines Way S/S 188th St to SR 99	24.35	29.92	7.07	T-2	4,330,000	1,500	3.2%	King
510	I-5 (Lacey) to Steilacoom Rd SE	0.01	3.31	1.18	T-2	6,520,000	1,700	5.8%	Thurston
512	I-5 (Lakewood) To SR 167 (Puyallup)	0.00	12.06	12.06	T-1	30,850,000	6,700	7.8%	Pierce
513	SR 520 to NE Pacific St	0.00	0.34	0.34	T-2	3,950,000	1,700	2.8%	King
516	SR 99 to SR 167	1.79	4.64	3.12	T-2	4,600,000	1,300	4.7%	King
516	SR 167 to SR 515	4.64	7.35	2.71	T-2	4,910,000	1,600	5.9%	King
518	SR 509 to SR 99	0.00	2.49	2.10	T-2	4,700,000	1,500	2.3%	King
518	SR 99 to I-5	2.49	3.81	1.32	T-2	7,680,000	2,400	2.3%	King
519	I-90 to 1st Ave S	0.00	0.38	0.38	T-2	6,680,000	1,800	5.9%	King
519	1st Ave S to Ferry Terminal	0.38	1.14	0.71	T-2	4,830,000	1,300	5.9%	King
520	I-5 (Seattle) to SR 202	0.00	12.83	12.82	T-2	8,230,000	2,400	3.1%	King
522	I-5 (Seattle) to Northgate Way	0.00	2.52	2.52	T-2	5,790,000	1,900	5.7%	King
522	Northgate Way to I-405 (Bothell)	2.52	11.10	8.53	T-2	4,070,000	1,600	3.9%	King
522	I-405 (Bothell) to SR 202	11.10	12.06	0.96	T-2	4,060,000	1,700	3.5%	King
522	SR 202 (Woodinville) to King/Snohomish Co. line	12.06	13.45	1.40	T-2	9,970,000	3,100	5.6%	King
522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-2	9,970,000	3,100	5.6%	Snohomish
522	SR 9 to US 2	14.09	24.68	10.59	T-2	7,190,000	2,100	6.8%	Snohomish
524	Yew Way to SR 522	14.31	14.56	0.25	T-2	5,790,000	1,700	12.8%	Snohomish
525	I-5 (Lynnwood) to SR 525 Spur	0.00	5.60	5.77	T-2	6,640,000	2,100	4.1%	Snohomish
526	Boeing Entrance to Airport Rd	0.79	1.52	0.73	T-2	4,410,000	1,500	4.5%	Snohomish
526	Airport Rd to Evergreen Way	1.52	3.73	2.21	T-2	7,340,000	2,500	4.5%	Snohomish
526	Evergreen Way to I-5	3.73	4.52	0.79	T-2	7,160,000	2,500	4.5%	Snohomish
527	I-405 to SR 524	2.63	3.73	1.10	T-2	4,580,000	1,700	3.6%	Snohomish
528	I-5 (Marysville) to 47th Ave NE	0.00	0.80	0.80	T-2	4,020,000	1,200	4.4%	Snohomish
529	Broadway Ave to I-5 (Marysville)	3.74	5.83	2.09	T-2	7,830,000	2,000	5.8%	Snohomish
530	I-5 (Arlington) to SR 9/coincident	16.95	20.79	3.84	T-2	6,080,000	1,500	7.6%	Snohomish
531	I-5 (Smokey Point) to 67th Ave NE	6.38	8.59	2.21	T-2	5,980,000	1,700	7.2%	Snohomish
536	Wall St to 1st St	4.49	4.92	0.43	T-2	4,120,000	1,100	5.5%	Skagit
539	I-5 (Bellingham) to SR 546	0.00	12.54	12.54	T-2	3,730,000	890	4.4%	Whatcom
542	I-5 (Bellingham) to Everson Goshen Rd	0.00	4.80	4.80	T-2	4,630,000	1,100	6.2%	Whatcom
543	I-5 (Bellingham) to Canadian Border	0.00	1.09	1.09	T-1	18,790,000	3,100	26.1%	Whatcom
599	I-5 (Tukwila) to SR 99	0.00	1.75	1.75	T-1	22,220,000	4,700	10.4%	King
704	Spanaway Loop Rd to SR 7	5.29	5.92	0.63	T-2	5,610,000	1,300	5.7%	Pierce
705	I-5 (Tacoma) to Schuster Parkway	0.00	1.50	1.50	T-2	5,110,000	1,800	3.8%	Pierce
730	Oregon State Line to US 12 (Walla Walla)	0.00	6.08	6.08	T-1	10,020,000	1,600	49.0%	Walla Walla
823	I-82 to First St	0.04	1.06	1.02	T-2	6,440,000	1,500	4.6%	Yakima
823	First St to N Wenas Rd	1.06	2.82	1.70	T-2	4,830,000	900	6.2%	Yakima
900	I-5 (Tukwila) to 68th Ave S	5.93	8.27	2.34	T-2	5,690,000	1,600	5.1%	King
970	I-90 to SR 903	0.00	0.36	0.36	T-2	3,570,000	660	17.9%	Kittitas
970	SR 903 to US 97	0.36	10.31	9.95	T-2	4,060,000	810	14.2%	Kittitas

Table 1: 2021 FMSIB Strategic Freight Corridors for State Routes

Table 2: Changes to FMSIB Strategic Truck Freight Corridors for State Routes, 2019 to 2021

Summary of State Route T-1 and T-2 Miles Changes, 2019 to 2021

	2019 miles	2021 miles	Change in Miles
T-1	1,078.4	1,060.6	-17.9
T-2	1,195.1	1,227.2	32.1
Total	2273.5	2287.7	14.2

T-1 to T-2 State Route Classification Changes, 2019 to 2021

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
002	118.92	119.92	1.15	T-2	SR 285 to Chelan/Douglas Co. Line	9,070,000	2,100	9.0%	Chelan	T-1 to T-2
002	119.92	127.86	0.88	T-2	Chelan/Douglas Co. Line to SR 28	9,070,000	2,100	9.0%	Douglas	T-1 to T-2
014	167.25	180.77	13.52	T-2	SR 221 to I-82 (Plymouth)	7,220,000	1,200	36.4%	Benton	T-1 to T-2
099COTUNNEL	32.70	35.10	2.40	T-2	Alaskan Way Tunnel Couplet	8,100,000	2,500	3.7%	King	T-1 to T-2
Total Miles			18.0							

T-2 to T-3 State Route Classification Changes, 2019 to 2021 (Removed Strategic Corridor)

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
002	275.33	283.22	7.89	T-3	Fairchild Air Force Base to I-90/coincident	3,530,000	1,000	3.8%	Spokane	T-2 to T-3
014	41.55	47.47	5.92	T-3	Bridge of the Gods Rd to Wind River Rd/Stevenson	3,230,000	760	10.3%	Skamania	T-2 to T-3
022	0.70	4.00	3.31	T-3	I-82 to US 97	3,590,000	720	7.5%	Yakima	T-2 to T-3
125	0.00	3.42	3.42	T-3	Oregon State Line to Myra Rd	3,700,000	800	5.1%	Walla Walla	T-2 to T-3
202	7.75	10.27	2.50	T-3	SR 520 to Sahalee Way	3,590,000	1,200	3.3%	King	T-2 to T-3
281SPBURKE	2.65	4.34	1.69	T-3	Burke Spur	3,290,000	600	19.8%	Grant	T-2 to T-3
730SPWALULA	5.82	6.12	0.30	T-3	Wallula Spur	1,870,000	330	26.2%	Walla Walla	T-2 to T-3
Total Miles			25.0							

T-3 to T-2 State Route Classification Changes, 2019 to 2021 (Added Strategic Corridors)

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2021 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
024	44.13	65.20	21.12	T-2	SR 243 to Grant/Adams Co. line	4,170,000	600	35.5%	Grant	T-3 to T-2
024	65.20	69.33	4.13	T-2	Grant/Adams Co. line to Mt Vista Rd	4,170,000	600	35.5%	Adams	T-3 to T-2
121	6.24	7.67	1.43	T-2	93rd Ave to I-5	4,600,000	1,100	10.7%	Thurston	T-3 to T-2
285	3.68	5.04	1.36	T-2	Hawley St to US 2	5,030,000	1,800	5.4%	Chelan	T-3 to T-2
503	8.09	16.11	8.02	T-2	SR 502 to NE 156th Ave	4,210,000	930	7.5%	Clark	T-3 to T-2
519	0.38	1.14	0.71	T-2	1st Ave S to Ferry Terminal	4,830,000	1,300	5.9%	King	T-3 to T-2
526	0.79	1.52	0.73	T-2	Boeing Entrance to Airport Rd	4,410,000	1,500	4.5%	Snohomish	T-3 to T-2
528	0.00	0.80	0.80	T-2	I-5 (Marysville) to 47th Ave NE	4,020,000	1,200	4.4%	Snohomish	T-3 to T-2
Total Miles			38.3							

Table 3: 2021 FMSIB Strategic Truck Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Asotin	5700	FLESHMAN WAY	at WA./ID. STATE LINE (BRIDGE)	21 ft. SE of END SR129 UNDERPASS	0.00	0.15	0.15	T-2	1,472	4,417,140	1999
Clark	14510	NE 99TH ST	at NE HAZEL DELL AVE	at NE 7TH AVE	1.87	2.11	0.24	T-2	1,163	3,214,000	2019
Clark	14510	NE 99TH ST	at NE 7TH AVE	at I5 SB ON RAMP	2.11	2.20	0.09	T-2	1,297	3,967,250	2016
Clark	14510	NE 99TH ST	at I5 SB ON RAMP	at I5 NB OFF RAMP	2.20	2.26	0.06	T-2	651	3,404,250	2012
Clark	14510	NE 99TH ST	at I5 NB OFF RAMP	at NE 13TH AVE	2.26	2.40	0.14	T-2	2,350	7,050,000	2019
Clark	14510	NE 99TH ST	at NE 13TH AVE	at NE 99TH ST	2.40	2.48	0.08	T-2	651	3,404,250	2012
Clark	22468	NE 55TH AVE	at NE 78TH ST	at NE PADDEN PARKWAY	0.00	0.09	0.09	T-2			2004
Clark	22469	NE PADDEN PARKWAY	0.14 mi. West of NE PADDEN PARKWAY	at NE 78TH ST	0.14	0.85	0.71	T-2	4,652	17,867,250	2015
Clark	22470	NE PADDEN PARKWAY	106 ft. East of I-205 NB ON RAMP & I-205 NB OFF RAMP	at NE 94TH AVE	0.54	1.27	0.73	T-2	1,140	3,420,000	2012
Clark	22470	NE PADDEN PARKWAY	at NE 94TH AVE	at SR 503	1.27	2.41	1.14	T-2	3,510	11,710,000	2017
Clark	23650	NE COVINGTON RD	106 ft. North of NE 109TH AVE	at NE 100TH AVE	0.06	0.78	0.72	T-2	820	5,033,750	2012
Clark	41120	NE 139TH ST	at NE 139TH ST	at I5 SOUTH BOUND RAMP	0.00	0.27	0.27	T-2	1,631	4,775,500	2018
Clark	41120	NE 139TH ST	at I5 SOUTH BOUND RAMP	at I5 N/B OFF RAMP	0.27	0.37	0.10	T-2	1,471	4,775,500	2019
Clark	41120	NE 139TH ST	at I5 N/B OFF RAMP	at I5 N/B ON RAMP	0.37	0.43	0.06	T-2	1,038	2,752,750	2019
Clark	41120	NE 139TH ST	at I5 N/B ON RAMP	at NE 139TH ST	0.43	0.50	0.07	T-2	1,626	5,146,750	2018
Clark	41151	NE 139TH ST	at NE TENNEY RD NORTH	at NE TENNEY RD SOUTH	0.19	0.31	0.12	T-2	1,328	4,152,750	2018
Clark	43110	NE 20TH AVE	at NE HIGHWAY 99	at NE 134TH ST	0.00	0.13	0.13	T-2	2,047	7,181,000	2018
Clark	91110	NE HIGHWAY 99	at NE 63RD ST	at NE 68TH ST	3.16	3.42	0.26	T-2			2015
Clark	91110	NE HIGHWAY 99	at NE 99TH ST	264 ft. South of NE 102ND ST	4.97	5.07	0.10	T-2			2015
Clark	91110	NE HIGHWAY 99	264 ft. South of NE 102ND ST	at NE 117TH ST	5.07	5.89	0.82	T-2			2016
Clark	91110	NE HIGHWAY 99	at NE 129TH ST	at NE 20TH AVE	6.55	6.67	0.12	T-2	1,599	4,512,000	2019
Clark	91110	NE 134TH ST	at NE 134TH ST	106 ft. West of I-5 SB OFF RAMP	6.82	6.85	0.03	T-2	3,913	11,739,600	2005
Clark	91110	NE 134TH ST	106 ft. West of I-5 SB OFF RAMP	106 ft. East of I-5 NB OFF RAMP	6.85	6.86	0.01	T-2	7,436	22,307,760	2009
Clark	91110	NE 134TH ST	106 ft. East of I-5 NB OFF RAMP	at I-5 NB OFF RAMP	6.86	6.88	0.02	T-2			2009
Clark	91110	NE 134TH ST	at I-5 NB OFF RAMP	at NE 134TH ST	6.88	6.98	0.10	T-2	1,947	5,841,000	2019
Clark	91250	NE ST JOHNS RD	at NE 68TH ST	at NE 78TH ST	0.00	0.72	0.72	T-2	2,058	5,446,500	2017
Clark	91300	NW 78TH ST	at NW LAKESHORE AVE	264 ft. East of NW FRUIT VALLEY RD	2.70	2.78	0.08	T-2	307	2,113,500	2008
Clark	91300	NW 78TH ST	264 ft. East of NW FRUIT VALLEY RD	at NW 12TH AVE	2.78	3.13	0.35	T-2	1,271	4,144,250	2018
Clark	91300	NW 78TH ST	at NW 12TH AVE	at NW 9TH AVE	3.13	3.31	0.18	T-2	1,677	5,028,500	2017
Clark	91300	NW 78TH ST	at NW 9TH AVE	at NW ANDERSON AVE	3.31	3.41	0.10	T-2	1,699	5,134,500	2019
Clark	91300	NE 78TH ST	at NW ANDERSON AVE	158 ft. East of NW 5TH AVE	3.41	3.53	0.12	T-2			2019
Clark	91300	NW 78TH ST	158 ft. East of NW 5TH AVE	at NW 1ST AVE	3.53	3.76	0.23	T-2			2019
Clark	91300	NE 78TH ST	at NW 1ST AVE	at NE HAZEL DELL AVE	3.76	3.83	0.07	T-2			2019
Clark	91300	NE 78TH ST	at NE HAZEL DELL AVE	at I5 SB ON RAMP & I5 SB OFF RAMP	3.83	4.00	0.17	T-2	2,659	8,125,750	2017
Clark	91300	NE 78TH ST	at I5 SB ON RAMP & I5 SB OFF RAMP	211 ft. East of I5 NB OFF RAMP & I5 SB ON RAMP	4.00	4.09	0.09	T-2	2,638	8,719,000	2015
Clark	91300	NE 78TH ST	211 ft. East of I5 NB OFF RAMP & I5 SB ON RAMP	at NE HIGHWAY 99	4.09	4.17	0.08	T-2	2,590	7,065,000	2017
Clark	91300	NE 78TH ST	at NE HIGHWAY 99	at NE 13TH AVE	4.17	4.30	0.13	T-2	2,635	7,901,250	2017
Clark	91300	NE 78TH ST	at NE 13TH AVE	at NE 16TH AVE	4.30	4.48	0.18	T-2	2,022	6,288,500	2019
Clark	91300	NE 78TH ST	at NE 16TH AVE	at NE 25TH AVE	4.48	4.93	0.45	T-2	2,217	6,971,000	2019
Clark	91300	NE 78TH ST	at NE 25TH AVE	at NE ST JOHNS RD	4.93	5.93	1.00	T-2	2,298	7,344,000	2017
Clark	91300	NE 78TH ST	at NE ST JOHNS RD	at NE PADDEN PARKWAY	5.93	6.27	0.34	T-2	2,761	8,075,500	2017
Clark	92190	NE ANDRESEN RD	106 ft. South of NE 88TH ST	at NE 88TH ST	5.90	5.92	0.02	T-2	2,041	6,144,250	2019
Clark	92190	NE 72ND AVE	at NE 88TH ST	at NE 99TH ST	5.92	6.32	0.40	T-2	1,825	5,312,500	2019
Clark	92190	NE 72ND AVE	at NE 99TH ST	at NE 109TH ST	6.32	6.82	0.50	T-2	1,899	5,255,750	2019
Clark	92600	NE FOURTH PLAIN BLVD	264 ft. East of NE 102ND AVE	AVE	1.98	2.03	0.05	T-2	2,461	7,384,020	2014
Clark	92600	NE FOURTH PLAIN BLVD	264 ft. East of NE 102ND AVE	370 ft. SW of NE 105TH AVE	2.03	2.09	0.06	T-2	2,461	7,384,020	2004

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual	Annual Truck Tonnage	Truck Volume Data Year
									Daily Truck Volume		
Clark	94200	NE TENNEY RD	at NE 10TH AVE	at NE 12TH AVE	2.81	2.89	0.08	T-2	1,334	3,459,500	2017
Clark	94200	NE 134TH ST	at NE 12TH AVE	at NE 134TH ST	2.89	3.03	0.14	T-2	1,334	3,459,500	2017
Cowlitz	10310	FIBRE WAY	at CITY LIMITS	at EAST MILL ROAD - PORT	0.30	0.50	0.20	T-2	1,321	6,080,500	2015
Franklin	9010	GLADE NORTH ROAD	at CLARK ROAD	1.00 mi. NW of CLARK ROAD	1.95	2.95	1.00	T-2	1,246	4,673,000	2018
Franklin	9010	GLADE NORTH ROAD	0.75 mi. NE of SELPH LANDING ROAD	0.31 mi. South of SAGEMOOR ROAD WEST	4.75	7.81	3.06	T-2	1,273	4,964,000	2018
Grant	45170	PATTON BLVD	at SR 17	at LORING DR	0.00	0.53	0.53	T-2	708	1,744,000	2019
Grant	45170	PATTON BLVD	at LORING DR	at WESTOVER BLVD	0.53	0.78	0.25	T-2	505	1,303,750	2019
Grant	45170	PATTON BLVD	at WESTOVER BLVD	at DOOLITTLE DR	0.78	1.05	0.27	T-2	776	1,788,000	2019
Grant	45170	PATTON BLVD	at DOOLITTLE DR	at 22ND AV	1.05	1.28	0.23	T-2	468	1,154,000	2019
Grant	45170	PATTON BLVD	at 22ND AV	at CRAIG ST EAST	1.28	1.60	0.32	T-2	367	872,250	2019
Grant	45170	PATTON BLVD	at RANDOLPH RD	at CHANUTE ST	1.87	2.01	0.14	T-2	283	605,250	2019
Grant	45170	PATTON BLVD	at CHANUTE ST	at BOLLING STREET	2.01	2.14	0.13	T-2	194	434,500	2019
Grant	45170	PATTON BLVD	at BOLLING STREET	at ANDREWS ST	2.14	2.29	0.15	T-2	134	234,500	2019
Grant	92035	U SE	at 7 SE	at 6 SE	5.57	6.71	1.14	T-2	386	1,638,375	2011
Grant	92035	U SE	at 6 SE	at 5.5 SE	6.71	7.11	0.40	T-2	451	1,917,770	2017
Grant	92035	U SE	at 5.5 SE	at 5 SE	7.11	7.96	0.85	T-2	344	1,459,875	2011
Grant	92035	U SE	at 5 SE	at 3 SE	7.96	9.73	1.77	T-2	517	2,214,750	2019
Grant	92035	U SE	at 3 SE	at 2 SE	9.73	10.76	1.03	T-2	349	1,483,080	2017
Grant	92035	U SE (south)	at 2 SE	at WASTEWAY	10.76	10.99	0.23	T-2	344	1,459,875	2011
Grant	92035	U SE	at WASTEWAY	at 1 SE	10.99	11.54	0.55	T-2	344	1,459,875	2011
Grant	92035	U SE (north)	at 1 SE	at SOUTH END OF BR #212	11.54	11.56	0.02	T-2	344	1,459,875	2011
Grant	92035	U SE	at SOUTH END OF BR #212	at 1 SE	11.56	11.98	0.42	T-2	344	1,459,875	2011
Grant	92035	U SE	at 1 SE	at SOUTH FRONTAGE RD	11.98	12.59	0.61	T-2	421	1,787,550	2017
Grant	94000	3 NE	at N NE	at 3RD ST *WHEELER*	3.88	4.52	0.64	T-2	573	1,432,750	2019
Grant	94000	3 NE	at 3RD ST	at FRONT ST	4.52	4.88	0.36	T-2	668	2,266,500	2019
Grant	94000	3 NE	at FRONT ST	at O NE	4.88	5.03	0.15	T-2	311	1,126,750	2019
King	33520	COVINGTON WY SE	at 164 PL SE	at NAME CHANGE	0.00	0.08	0.08	T-2	514	1,289,500	2019
King	33520	COVINGTON WY SE / SE COVINGTON SAWYER RD	at NAME CHANGE	at 173 PL SE	0.08	0.27	0.19	T-2	514	1,289,500	2019
King	33520	SE COVINGTON SAWYER RD	at 173 PL SE	at 179 AVE SE	0.27	0.78	0.51	T-2	514	1,289,500	2019
King	33520	SE COVINGTON SAWYER RD	at 179 AVE SE	at 180 AVE SE	0.78	0.81	0.03	T-2	310	707,500	2019
King	33520	SE COVINGTON SAWYER RD	at 180 AVE SE	at 188 AVE SE	0.81	1.38	0.57	T-2	452	1,071,000	2019
King	67300	NE UNION HILL RD	at 196 AVE NE	at 208 AVE NE	0.00	0.96	0.96	T-2			2019
King	82730	SE 82 ST	at SE HIGH PT WY	at ON/OFF RAMP	0.00	0.06	0.06	T-2	658	2,141,500	2019
King	82730	SE 82 ST	at ON/OFF RAMP	at ON/OFF RAMP	0.06	0.17	0.11	T-2	1,896	11,633,000	2015
King	90113	DES MOINES WY S	at DES MOINES	at 14 AVE S	0.00	0.21	0.21	T-2	1,014	3,749,500	2019
King	90113	14 AVE S	at 14 AVE S	at CL SEATTLE	0.21	0.31	0.10	T-2	1,014	3,749,500	2019
King	90113	14 AVE S	at DALLAS AVE S	at Bridge #3179	0.67	0.68	0.01	T-2	880	3,220,000	2015
King	90113	14 AVE S	at Bridge #3179	at C/L TUKWILA	0.68	0.82	0.14	T-2			2013
King	91568	SE PETROVITSKY RD	at 134 AVE SE	at 140 AVE SE	1.69	2.06	0.37	T-2	402	1,063,500	2019
King	91568	SE PETROVITSKY RD	at 140 AVE SE	at SE 176 ST / 143 AVE SE	2.06	2.25	0.18	T-2	725	1,913,750	2019
King	91568	SE PETROVITSKY RD	at SE 176 ST / 143 AVE SE	0.17 mi. NW of 151 AVE SE	2.25	2.62	0.38	T-2	579	1,613,250	2019
King	91568	SE PETROVITSKY RD	at 0.17 mi. NW of 151 AVE SE	at 151 AVE SE	2.62	2.79	0.17	T-2	615	1,691,250	2019
King	91577	140 AVE SE	at SE 192 ST	at SE PETROVITSKY RD	8.29	9.34	1.06	T-2	374	1,034,500	2019
King	91577	140 AVE SE	at SE PETROVITSKY RD	at SE 171 PL	9.34	9.60	0.26	T-2	582	1,518,500	2019
King	91577	140 AVE SE	at SE 171 PL	0.16 mi. North of SE 171 PL	9.60	9.76	0.16	T-2	695	1,576,250	2019
King	91577	140 AVE SE	0.16 mi. North of SE 171 PL	232 ft. South of SE FAIRWOOD BLVD	9.76	10.06	0.30	T-2	826	2,455,500	2019
King	91577	140 AVE SE	232 ft. South of SE FAIRWOOD BLVD	at SE FAIRWOOD BLVD	10.06	10.10	0.04	T-2	1,536	4,888,000	2016
King	91577	140 WAY SE	at SE FAIRWOOD BLVD	at C/L RENTON	10.10	10.48	0.38	T-2	1,122	3,103,500	2019
King	91581	COVINGTON WY SE	at 164 PL SE	at C/L COVINGTON	0.00	0.11	0.11	T-2	716	1,738,000	2019
King	92500	WEST VALLEY HWY	at S 277 ST	at C/L AUBURN	0.00	0.45	0.45	T-2			2019
King	92510	ORILLIA RD S	at S 204 ST	at C/L KENT	1.31	1.76	0.45	T-1			2008

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	92609	W VALLEY HWY-DETROIT BLVD	at 58 PL S	at C/L AUBURN-END W1/2 CO RD	8.72	9.43	0.71	T-2			2011
King	92633	S 272 ST	at I-5 N.B. OFF/ON RAMP	at MILITARY RD S	0.69	0.81	0.12	T-2	1,143	3,740,250	2019
King	92633	S 272 ST	at MILITARY RD S	at 40 AVE S	0.81	1.20	0.39	T-2	815	2,631,250	2019
King	92633	S 272 ST	at 40 AVE S	111 ft. West of 41 PL S	1.20	1.27	0.07	T-2	1,393	3,182,750	2016
King	92633	S 272 ST	111 ft. West of 41 PL S	at 42 AVE S	1.27	1.32	0.05	T-2	629	1,640,750	2019
King	92633	S 272 ST	at 42 AVE S	at LK FENWICK RD S	1.32	1.75	0.43	T-2	767	2,232,250	2019
King	92633	S 272 WAY	at LK FENWICK RD S	at 55 AVE S	1.75	2.22	0.47	T-2	869	2,640,750	2019
King	92633	S 277 ST	at 55 AVE S	at 59 AVE S (PVT RD)	2.22	2.42	0.20	T-2	522	1,363,500	2019
King	92633	S 272 ST	at 59 AVE S (PVT RD)	at WEST VALLEY HWY	2.42	2.91	0.49	T-2	522	1,363,500	2019
King	92633	S 277 ST	at WEST VALLEY HWY	at SR 167-S.BOUND OFF/ON RAMP	2.91	3.07	0.16	T-2			2019
King	92633	S 277 ST	at SR 167-S.BOUND OFF/ON RAMP	at SR 167-N.B.RAMP-C/L AUBURN	3.07	3.19	0.12	T-2			2013
King	92643	CENTRAL AVE S	at C/L AUBURN	at C/L KENT (BEG BRIDGE #3216) / END KC MAIN RD	6.93	7.39	0.46	T-2	3,105	8,173,750	2016
King	92647	DES MOINES MEMORIAL DR S	at S 96 ST	at DES MOINES WY S	5.69	5.79	0.10	T-2	1,014	3,749,500	2019
King	96800	NE NOVELTY HILL RD	at C/L REDMOND	at REDMOND RD	0.26	0.32	0.06	T-2	520	1,285,000	2019
King	96800	NE NOVELTY HILL RD	at REDMOND RD	at 195 AVE NE	0.32	0.67	0.35	T-2	537	1,264,750	2019
King	96800	NE NOVELTY HILL RD	at 195 AVE NE	at 234 PL NE	0.67	3.35	2.68	T-2			2019
King	96800	NE NOVELTY HILL RD	at 234 PL NE	at TRILOGY PARKWAY NE	3.35	3.50	0.15	T-2			2019
King	96800	NE NOVELTY HILL RD	at TRILOGY PARKWAY NE	at 238 PL NE	3.50	3.64	0.14	T-2			2019
King	96803	NE UNION HILL RD	at 196 AVE NE	at C/L REDMOND	1.45	1.60	0.15	T-2			2019
King	96809	AVONDALE RD NE	at NE 116 ST	at NE 128 WAY	2.64	3.55	0.91	T-2	1,011	2,714,250	2019
King	96809	AVONDALE RD NE	at NE 128 WAY	at NE 132 ST	3.55	3.72	0.17	T-2	864	2,322,000	2019
King	96809	AVONDALE RD NE	at NE 132 ST	at BEAR CREEK RD NE	3.72	5.20	1.48	T-2	481	1,206,750	2019
King	96809	AVONDALE RD NE	at BEAR CREEK RD NE	at NE 159 ST	5.20	5.50	0.30	T-2	1,831	4,894,250	2016
King	96809	AVONDALE RD NE	at NE 159 ST	at NE 165 ST	5.50	5.81	0.31	T-2	402	1,018,500	2019
King	96809	AVONDALE RD NE	at NE 165 ST	at AVONDALE RD NE	5.81	6.35	0.54	T-2	451	1,129,250	2019
King	96818	NE WOODINVILLE-DUVAL RD	at C/L WOODINVILLE	at 182 AVE NE	3.01	3.65	0.64	T-2			2019
King	96818	NE WOODINVILLE-DUVAL RD	at 182 AVE NE	at 185 AVE NE	3.65	3.95	0.30	T-2			2019
King	96818	NE WOODINVILLE-DUVAL RD	at 185 AVE NE	at AVONDALE RD NE	3.95	4.55	0.60	T-2			2019
King	96818	NE WOODINVILLE-DUVAL RD	at AVONDALE RD NE	at 194 AVE NE	4.55	4.67	0.12	T-2	575	1,386,250	2019
King	96818	NE WOODINVILLE-DUVAL RD	at 194 AVE NE	at 204 AVE NE	4.67	5.21	0.54	T-2	368	1,129,000	2019
King	96818	NE WOODINVILLE-DUVAL RD	at 204 AVE NE	at END BRIDGE #1056B	5.21	5.77	0.56	T-2			2019
King	96818	NE WOODINVILLE-DUVAL RD	at END BRIDGE #1056B	at 212 AVE NE	5.77	5.87	0.10	T-2			2019
King	96818	NE WOODINVILLE-DUVAL RD	at 212 AVE NE	at SAYBROOK DR NE	5.87	6.40	0.53	T-2			2019
King	96818	NE WOODINVILLE-DUVAL RD	at SAYBROOK DR NE	at OLD WOODINVILLE-DUVAL RD	6.40	6.66	0.26	T-2	521	1,481,750	2019
King	96818	NE WOODINVILLE-DUVAL RD	at OLD WOODINVILLE-DUVAL RD	at NE 175 ST	6.66	6.73	0.06	T-2	367	877,250	2019
King	96818	NE WOODINVILLE-DUVAL RD	at NE 175 ST	at 222 WAY NE	6.73	7.09	0.37	T-2	367	877,250	2019
King	96818	NE WOODINVILLE-DUVAL RD	at 222 WAY NE	at OLD WOODNVL-DUVAL	7.09	8.17	1.08	T-2	247	597,250	2019
King	96818	NE WOODINVILLE-DUVAL RD	at OLD WOODNVL-DUVAL	at NE 171 ST / NE 172 ST (PVT RDS)	8.17	8.34	0.17	T-2	284	702,000	2019
King	96818	NE WOODINVILLE-DUVAL RD	at NE 171 ST / NE 172 ST (PVT RDS)	at W SNOQUALMIE VALLEY RD	8.34	9.13	0.79	T-2	300	765,000	2019
King	96818	NE WOODINVILLE-DUVAL RD	at W SNOQUALMIE VALLEY RD	at END KC MAINT RD-CITY DUVAL	9.13	10.13	1.00	T-2	324	932,000	2019
King	96830	NE 124 ST	at C/L KIRKLAND	at 154 PL NE	2.60	3.56	0.95	T-2	633	1,617,750	2019
King	96830	NE 124 ST	at 154 PL NE	at C/L Redmond	3.56	3.62	0.06	T-2			2017
King	96830	NE 124 ST	at C/L REDMOND	at NE 124 ST/NE 124 WAY	3.88	3.98	0.10	T-2	401	1,021,750	2019

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	96830	NE 124 WAY	at NE 124 ST/NE 124 WAY	at 162 PL NE	3.98	4.02	0.04	T-2	401	1,021,750	2019
King	96830	NE 124 WAY	at 162 PL NE	at 172 AVE NE	4.02	4.65	0.63	T-2	615	1,551,250	2019
King	98579	CEDAR GROVE RD	at SR 169 RENTON-MAPLE VAL RD	at LK FRANCIS RD	0.00	0.66	0.66	T-2	696	2,463,000	2019
King	98906	SE HIGH PT WY	at SE 82 ST	at SE 87 PL	0.00	0.36	0.36	T-2	523	1,820,250	2019
King	98906	PRESTON FALL CITY RD SE	at SE 87 PL	at UPPER PRESTON RD SE	0.36	0.50	0.14	T-2	523	1,820,250	2019
King	98906	PRESTON-FALL CITY RD SE	at UPPER PRESTON RD SE	at QUARRY (PVT RD)	0.50	2.82	2.32	T-2	490	1,967,500	2019
King	98906	PRESTON-FALL CITY RD SE	at QUARRY (PVT RD)	at 328 WAY SE	2.82	3.34	0.52	T-2	511	2,524,250	2019
Kitsap	13429	NEWBERRY HILL RD (NW)	at PROVOST RD NW	at SR 3 SB ON RAMP	2.80	2.83	0.04	T-2	2,019	4,152,000	2012
Kitsap	13429	NEWBERRY HILL RD (NW)	at SR 3 NB ON/OFF RAMP	at SILVERDALE WAY NW	3.09	3.27	0.18	T-2	1,283	5,452,750	2015
Kitsap	19515	SILVERDALE WAY NW	at NEWBERRY HILL RD (NW)	at BYRON ST (NW)	0.00	0.53	0.53	T-2	1,695	3,391,250	2019
Kitsap	19515	SILVERDALE WAY NW	at BYRON ST (NW)	at ANDERSON HILL RD (NW)	0.53	0.71	0.18	T-2	1,746	3,774,250	2019
Kitsap	19515	SILVERDALE WAY NW	at ANDERSON HILL RD (NW)	at BUCKLIN HILL RD (NW)	0.71	1.02	0.31	T-2	2,480	4,867,500	2001
Kitsap	19515	SILVERDALE WAY NW	at BUCKLIN HILL RD (NW)	at RIDGETOP BLVD NW	1.02	1.33	0.31	T-2	1,471	3,268,000	2019
Kitsap	19515	SILVERDALE WAY NW	at RIDGETOP BLVD NW	121 ft. SW of MYHRE RD (NW)	1.33	1.74	0.41	T-2	1,516	3,110,500	2013
Kitsap	19515	SILVERDALE WAY NW	121 ft. SW of MYHRE RD (NW)	32 ft. SW of MYHRE RD (NW)	1.74	1.75	0.02	T-2	1,371	3,305,500	2016
Kitsap	57740	BUCKLIN HILL RD (NW)	at SILVERDALE WAY NW	53 ft. East of BLAINE AVE NW	0.25	0.56	0.31	T-2	1,944	3,747,000	2013
Kitsap	57769	KITSAP MALL BLVD NW	at RANDALL WAY (NW)	at HWY 3 ON/OFF RAMP	0.44	0.55	0.11	T-2	2,348	5,144,000	2013
Kittitas	93526	REECER CREEK RD	at DRY CREEK RD	at BENDER RD	0.31	0.76	0.45	T-2	959	4,075,750	2010
Kittitas	93526	REECER CREEK RD	at BENDER RD	53 ft. North of BOWERS RD	0.76	1.26	0.50	T-2			2002
Kittitas	94001	VANTAGE	385 ft. West of WILLETT RD	at NO. 6 RD	2.03	2.53	0.50	T-2	1,407	3,274,750	2016
Lewis	91000	HARRISON AVE	at CENTRALIA CITY LIMITS	0.12 mi. NW of FORON RD	0.76	1.02	0.26	T-2	1,267	4,123,500	2019
Lewis	91000	HARRISON AVE	0.12 mi. NW of FORON RD	301 ft. North of HOSS RD	1.02	2.64	1.62	T-2	1,810	4,918,750	2017
Lewis	91000	HARRISON AVE	301 ft. North of HOSS RD	at THURSTON/LEWIS COUNTY LINE	2.64	2.73	0.09	T-2	1,377	5,099,750	2018
Pierce	10210	STEILACOOM-DUPONT RD SW	at CITY LIMITS: DUPONT	at CENTER DR (DUPONT)	0.21	1.11	0.90	T-2	1,190	4,321,250	2019
Pierce	10210	STEILACOOM-DUPONT RD SW	at CENTER DR (DUPONT)	at WHARF RD (JBLM)	1.11	1.62	0.51	T-2			2019
Pierce	47500	192 ST E	at 038 AVE E	at 050 AVE E	0.00	0.76	0.76	T-2			2019
Pierce	47500	192 ST E	at 050 AVE E	at CANYON RD E	0.76	0.98	0.22	T-2	823	3,172,750	2019
Pierce	58570	094 AVE E	at 136 ST E	at 122 ST E	1.02	1.91	0.89	T-2			2019
Pierce	58570	094 AVE E	at 122 ST E	at 118 ST E	1.91	2.17	0.26	T-2	2,713	8,477,750	2019
Pierce	58570	094 AVE E	at 118 ST E	at 043 AVE SW	2.17	2.29	0.12	T-2			2019
Pierce	76100	SUNRISE BLVD E	at 122 AVE E	at 110 AVE E	2.10	2.95	0.85	T-2			2020
Pierce	76100	SUNRISE BLVD E	at 110 AVE E	at MERIDIAN E (SR 161)	2.95	3.48	0.53	T-2			2018
Pierce	91050	NISQUALLY RD SW	at THURSTON CO LINE - NISQUALLY RIVER	at I-5: N-B RAMP	0.00	2.14	2.14	T-2	1,391	3,953,000	2019
Pierce	92633	WOLLOCHET DR NW	at HUNT ST NW	at FILLMORE DR NW	1.19	2.22	1.03	T-2			2018
Pierce	92633	WOLLOCHET DR NW	at FILLMORE DR NW	at EAST BAY DR NW	2.22	2.64	0.42	T-2	3,328	14,144,000	2018
Pierce	92633	WOLLOCHET DR NW	at EAST BAY DR NW	at ARTONDALE DR NW	2.64	2.91	0.27	T-2			2020
Pierce	92633	WOLLOCHET DR NW	at ARTONDALE DR NW	at 040 ST NW	2.91	3.32	0.41	T-2			2018
Pierce	92635	040 ST NW	at WOLLOCHET DR NW	at 070 AVE NW	0.00	0.72	0.72	T-2			2018
Pierce	94600	224 ST E	at MOUNTAIN HWY E (SR 007)	at 038 AVE E	0.00	0.88	0.88	T-2	1,358	3,070,250	2019
Pierce	94600	224 ST E	at 038 AVE E	at 070 AVE E	0.88	2.86	1.98	T-2			2019
Pierce	94600	224 ST E	at 070 AVE E	at 082 AVE E	2.86	3.62	0.76	T-2	1,195	2,892,500	2019
Pierce	94600	224 ST E	at 082 AVE E	at 086 AVE E	3.62	3.87	0.25	T-2	2,019	5,279,500	2019
Pierce	94600	224 ST E	at 086 AVE E	at 092 AVE E	3.87	4.26	0.39	T-2			2019
Pierce	94600	224 ST E	at 092 AVE E	317 ft. West of MERIDIAN E (SR 161)	4.26	4.83	0.57	T-2			2018
Pierce	94600	224 ST E	317 ft. West of MERIDIAN E (SR 161)	at MERIDIAN E (SR 161)	4.83	4.89	0.06	T-2			2019

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual	Annual Truck Tonnage	Truck Volume Data Year
									Daily Truck Volume		
Pierce	94700	176 ST S	at PACIFIC AVE S (SR 007)	at A ST S	0.00	0.12	0.12	T-2	1,918	5,966,500	2019
Pierce	94700	176 ST E	at A ST S	at B ST E	0.12	0.27	0.15	T-2	1,918	5,966,500	2019
Pierce	94700	176 ST E	at B ST E	at 005 AVE E	0.27	0.43	0.16	T-2	2,017	6,204,750	2019
Pierce	94700	176 ST E	at 005 AVE E	at 022 AVE E	0.43	1.64	1.21	T-2			2019
Pierce	94700	176 ST E	at 022 AVE E	at 032 AVE E	1.64	2.30	0.66	T-2	2,588	9,201,500	2019
Pierce	94700	176 ST E	at 032 AVE E	at 038 AVE E	2.30	2.64	0.34	T-2			2019
Pierce	94700	176 ST E	at 038 AVE E	at 051 AVE E	2.64	3.49	0.85	T-2	2,723	9,505,250	2019
Pierce	94700	176 ST E	at 051 AVE E	at CANYON RD E	3.49	3.72	0.23	T-2			2019
Pierce	94700	176 ST E	at CANYON RD E	at 070 AVE E	3.72	4.66	0.94	T-2	2,798	10,514,000	2019
Pierce	94700	176 ST E	at 070 AVE E	at 078 AVE E	4.66	5.17	0.51	T-2			2019
Pierce	94700	176 ST E	at 078 AVE E	at GEM HEIGHTS DR E	5.17	6.18	1.01	T-2	2,042	8,678,500	2017
Pierce	94700	176 ST E	at GEM HEIGHTS DR E	at MERIDIAN E (SR 161)	6.18	6.76	0.58	T-2			2019
Pierce	94900	160 ST E	at CANYON RD E	at 066 AVE E	0.00	0.77	0.77	T-2			2018
Pierce	94900	160 ST E	at 066 AVE E	at WOODLAND AVE E	0.77	1.02	0.25	T-2			2020
Pierce	94900	160 ST E	at WOODLAND AVE E	at 074 AVE E	1.02	1.26	0.24	T-2	1,355	5,758,750	2018
Pierce	94900	160 ST E	at 074 AVE E	317 ft. West of 078 AVE E	1.26	1.46	0.20	T-2			2020
Pierce	94900	160 ST E	317 ft. West of 078 AVE E	at 078 AVE E	1.46	1.52	0.06	T-2			2019
Pierce	94900	160 ST E	at 078 AVE E	at 085 AVE E	1.52	1.96	0.44	T-2			2018
Pierce	94900	160 ST E	at 085 AVE E	at 086 AVE E	1.96	2.02	0.06	T-2			2019
Pierce	94900	160 ST E	at 086 AVE E	at GEM HEIGHTS DR E	2.02	2.37	0.35	T-2	1,124	4,777,000	2018
Pierce	94900	160 ST E	at GEM HEIGHTS DR E	at MERIDIAN E (SR 161)	2.37	3.03	0.66	T-2			2019
Pierce	95030	SPANAWAY LOOP RD S	at SPANAWAY LOOP RD S	at 168 ST S	0.67	1.11	0.44	T-2			2018
Pierce	95030	SPANAWAY LOOP RD S	at 168 ST S	at 164 ST S	1.11	1.43	0.32	T-2			2019
Pierce	95030	SPANAWAY LOOP RD S	at 164 ST S	at 148 ST CT S	1.43	2.40	0.97	T-2			2018
Pierce	95030	SPANAWAY LOOP RD S	at 148 ST CT S	at MILITARY RD S	2.40	2.51	0.11	T-2			2019
Pierce	95030	SPANAWAY LOOP RD S	at MILITARY RD S	at 116 ST S	2.51	4.41	1.90	T-2			2018
Pierce	95030	116 ST S	at 116 ST S	422 ft. SE of STEELE ST S	4.41	4.70	0.29	T-2			2018
Pierce	95030	116 ST S	422 ft. SE of STEELE ST S	at STEELE ST S	4.70	4.78	0.08	T-2	3,084	13,107,000	2018
Pierce	95030	STEELE ST S	at STEELE ST S	at SR 512: E-B RAMP	4.78	5.23	0.45	T-2			2018
Pierce	95040	SPANAWAY LOOP RD S	at SPANAWAY LOOP RD S	at 176 ST S	0.00	0.19	0.19	T-2			2018
Pierce	95330	WALLER RD E	at PIONEER WAY E	at 048 ST E	0.00	1.03	1.03	T-2			2018
Pierce	95550	PIONEER WAY E	at CITY LIMITS: TACOMA @ BROWNING ST	at PIONEER WAY E	0.52	3.23	2.71	T-2			2018
Pierce	95550	CANYON RD E	at PIONEER WAY E	at 072 ST E	3.23	4.19	0.96	T-2	1,433	6,090,250	2018
Pierce	95550	CANYON RD E	at 072 ST E	at 090 ST E	4.19	5.31	1.12	T-2			2018
Pierce	95550	CANYON RD E	at 090 ST E	at 096 ST E	5.31	5.69	0.38	T-2	2,399	7,569,500	2018
Pierce	95550	CANYON RD E	at 096 ST E	at SR 512: W-B RAMP	5.69	6.46	0.77	T-2			2020
Pierce	95550	CANYON RD E	at SR 512: E-B RAMP	at 116 ST E	6.56	7.02	0.46	T-1			2019
Pierce	95550	CANYON RD E	at 116 ST E	at 128 ST E	7.02	7.77	0.75	T-1	7,427	22,136,000	2019
Pierce	95550	CANYON RD E	at 128 ST E	at 184 ST E	7.77	11.28	3.51	T-1			2019
Pierce	95550	CANYON RD E	at 184 ST E	at 192 ST E	11.28	11.79	0.51	T-1	4,335	16,288,750	2019
Pierce	95550	CANYON RD E	at 192 ST E	at 196 ST E	11.79	12.01	0.22	T-1	3,520	13,042,500	2019
Pierce	95700	112 ST E	at WOODLAND AVE E	at 062 AVE E	2.04	2.55	0.51	T-2			2019
Pierce	95700	112 ST E	at 062 AVE E	at CANYON RD E	2.55	3.04	0.49	T-2	1,673	4,899,000	2019
Pierce	95700	112 ST E	at CANYON RD E	at BINGHAM AVE E	3.04	3.54	0.50	T-2	1,512	3,554,750	2019
Pierce	95700	112 ST E	at BINGHAM AVE E	at 034 AVE E	3.54	4.29	0.75	T-2			2019
Pierce	95700	112 ST E	at 034 AVE E	at WALLER RD E	4.29	4.55	0.26	T-2	1,599	5,403,250	2019
Pierce	95700	112 ST E	at WALLER RD E	at GOLDEN GIVEN RD E	4.55	5.80	1.25	T-2			2019
Pierce	95700	112 ST E	at GOLDEN GIVEN RD E	at A ST S	5.80	6.56	0.76	T-2	1,190	3,801,250	2019
Pierce	95700	112 ST S	at A ST S	at PACIFIC AVE S (SR 007)	6.56	6.69	0.13	T-2			2019
Pierce	96350	PORTLAND AVE E	at 112 ST E	at SR 512: E-B RAMP	0.00	0.23	0.23	T-2			2019
Pierce	96350	PORTLAND AVE E	at SR 512: W-B RAMP	at 790' (S) 072 ST E / TACOMA SPLIT JUR RD	0.32	2.44	2.12	T-2			2018
Pierce	96350	PORTLAND AVE E (C-L TACOMA)	at 790' (S) 072 ST E / TACOMA SPLIT JUR RD	at 072 ST E	2.44	2.59	0.15	T-2			2018

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Pierce	96770	VALLEY AVE E	at FREEMAN RD E	at CITY LIMITS: PUYALLUP	2.06	2.51	0.45	T-1			2018
Pierce	97300	304 ST E	at MOUNTAIN HWY E (SR 007)	at 073 AVE E (PVT RD)	0.00	1.02	1.02	T-2			2019
Pierce	97300	304 ST E	at 073 AVE E (PVT RD)	at MERIDIAN E (SR 161)	1.02	2.84	1.82	T-2	1,547	5,138,500	2019
Pierce	97300	KAPOWSIN HWY E	at MERIDIAN E (SR 161)	at ORTING KAPOWSIN HWY E	2.84	5.95	3.11	T-2			2019
Pierce	97610	SOUTH PRAIRIE RD E	at CITY LIMITS: BONNEY LAKE	at 214 AVE E	0.32	1.24	0.92	T-2			2019
Pierce	98350	WEST VALLEY HWY E	at 016 ST E	at JOVITA BLVD E	2.81	3.33	0.52	T-2			2018
Pierce	98600	008 ST E	at WEST VALLEY HWY E	at SR 167: S-B RAMP	0.00	0.02	0.02	T-2			1995
Skagit	63000	COOK ROAD	264 ft. West of I-5 NORTHBOUND RAMP	at OLD HWY 99 NORTH	1.75	1.86	0.11	T-2	1,128	2,779,000	2019
Skagit	63000	COOK ROAD	at OLD HWY 99 NORTH	0.14 mi. West of GARDNER ROAD	1.86	3.08	1.22	T-2	1,208	3,624,240	2019
Skagit	63000	COOK ROAD	0.14 mi. West of GARDNER ROAD	0.14 mi. East of GARDNER ROAD	3.08	3.36	0.28	T-2	1,208	2,869,000	2019
Skagit	63000	COOK ROAD	0.14 mi. East of GARDNER ROAD	0.13 mi. East of COLLINS ROAD	3.36	4.60	1.24	T-2	1,404	5,087,000	2019
Skagit	63000	COOK ROAD	0.13 mi. East of COLLINS ROAD	at GLENWOOD ACRES ROAD	4.60	5.26	0.66	T-2	1,422	4,264,500	2019
Skagit	63000	COOK ROAD	at GLENWOOD ACRES ROAD	222 ft. East of ADRIAN LANE	5.26	5.39	0.13	T-2	1,421	5,149,250	2019
Skagit	63000	COOK ROAD	222 ft. East of ADRIAN LANE	5 ft. West of WINTER LANE	5.39	5.51	0.12	T-2	1,422	4,264,500	2019
Skagit	63000	COOK ROAD	5 ft. West of WINTER LANE	at SEDRO WOOLLEY CITY LIMITS	5.51	5.62	0.11	T-2	1,421	5,149,250	2019
Snohomish	14010	4TH AVE W	at 128TH ST SW	at MARINER PARK 'N RIDE (CT) (SIGNAL)	0.00	0.11	0.11	T-2	920	2,897,500	2019
Snohomish	20050	SNOHOMISH-WOODINVILLE RD	at SNOHOMISH-KING CO LINE	at 240TH ST SE	0.00	0.45	0.45	T-2			2017
Snohomish	20050	SNOHOMISH-WOODINVILLE RD	at 240TH ST SE	at SR 522 EB ON/OFF RAMP	0.45	0.53	0.08	T-2	3,051	14,116,750	2018
Snohomish	90561	164TH ST SW	at 36TH AVE W	169 ft. East of 36TH AVE W	0.00	0.03	0.03	T-2	1,245	4,825,000	2019
Snohomish	90561	164TH ST SW	169 ft. East of 36TH AVE W	121 ft. West of PARK 'N RIDE (CT)	0.03	0.24	0.21	T-2			2017
Snohomish	90561	164TH ST SW	121 ft. West of PARK 'N RIDE (CT)	5 ft. East of PARK 'N RIDE (CT)	0.24	0.26	0.02	T-2	1,410	5,692,500	2019
Snohomish	90561	164TH ST SW	5 ft. East of PARK 'N RIDE (CT)	at ALDERWOOD MALL PARKWAY	0.26	0.49	0.23	T-2			2017
Snohomish	90561	164TH ST SW	at ALDERWOOD MALL PARKWAY	132 ft. East of ALDERWOOD MALL PARKWAY	0.49	0.51	0.03	T-2	1,410	5,692,500	2019
Snohomish	90561	164TH ST SW	132 ft. East of ALDERWOOD MALL PARKWAY	5 ft. East of 25TH AVE W (PVT) / PRIVATE RD	0.51	0.68	0.17	T-2	1,789	8,137,000	2017
Snohomish	90561	164TH ST SW	5 ft. East of 25TH AVE W (PVT) / PRIVATE RD	259 ft. West of 22ND AVE W	0.68	0.82	0.14	T-2	1,853	8,249,000	2019
Snohomish	90561	164TH ST SW	259 ft. West of 22ND AVE W	at 22ND AVE W	0.82	0.87	0.05	T-2	1,789	8,137,000	2017
Snohomish	90561	164TH ST SW	at 22ND AVE W	116 ft. East of 22ND AVE W	0.87	0.89	0.02	T-2	1,853	8,249,000	2019
Snohomish	90561	164TH ST SW	116 ft. East of 22ND AVE W	at CO TO WSDOT JURISDICTION CHG	0.89	0.99	0.10	T-2			2017
Snohomish	90561	164TH ST SW	at WSDOT TO CO JURISDICTION CHG	at 164TH ST SW	1.32	1.42	0.10	T-2			2017
Snohomish	90562	164TH ST SW	at 164TH ST SW	at 164TH ST SW - NAME CHG	0.00	0.86	0.86	T-2			2017
Snohomish	90562	164TH ST SE	at 164TH ST SW - NAME CHG	at MILL CREEK CITY LIMITS	0.86	1.28	0.42	T-2			2017
Snohomish	91559	4TH AVE W	at 128TH ST SW	at ALLEY TO BUSINESS PK (PVT)	0.00	0.06	0.06	T-2	895	3,496,250	2019
Snohomish	91559	4TH AVE W	at ALLEY TO BUSINESS PK (PVT)	227 ft. North of 124TH ST SW	0.06	0.29	0.23	T-2			2017
Snohomish	91559	4TH AVE W	227 ft. North of 124TH ST SW	at 120TH ST SW	0.29	0.50	0.21	T-2	822	3,292,250	2019
Snohomish	91559	4TH AVE W	at 120TH ST SW	111 ft. North of 120TH ST SW	0.50	0.52	0.02	T-2	1,670	6,228,750	2019
Snohomish	91559	4TH AVE W	111 ft. North of 120TH ST SW	79 ft. South of BUSINESS ENT	0.52	0.96	0.44	T-2			2017
Snohomish	91559	4TH AVE W	79 ft. South of BUSINESS ENT	at 112TH ST SW	0.96	1.01	0.05	T-2	1,049	4,434,500	2019

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Snohomish	91615	AIRPORT RD	at EVERETT CITY LIMITS	at BOMARC ENTRANCE (PVT) / 94TH ST SW (PAINE FIELD)	0.51	0.63	0.12	T-1	2,420	9,575,000	2017
Snohomish	91615	AIRPORT RD	at BOMARC ENTRANCE (PVT) / 94TH ST SW (PAINE FIELD)	at 100TH ST SW	0.63	1.02	0.39	T-1	2,386	9,279,250	2017
Snohomish	91615	AIRPORT RD	at 100TH ST SW	143 ft. SE of 100TH ST SW	1.02	1.05	0.03	T-1	2,866	11,453,000	2018
Snohomish	91615	AIRPORT RD	143 ft. SE of 100TH ST SW	at EVERETT CITY LIMITS	1.05	1.10	0.05	T-1	2,217	8,394,750	2017
Snohomish	91616	AIRPORT RD	at SR 99	153 ft. SE of SR 99	0.00	0.03	0.03	T-1	1,261	4,359,250	2019
Snohomish	91616	AIRPORT RD	153 ft. SE of SR 99	148 ft. NW of HOME DEPOT (PVT) & PAWN EXCHANGE (PVT)	0.03	0.05	0.02	T-1	1,315	4,497,500	2019
Snohomish	91616	AIRPORT RD	148 ft. NW of HOME DEPOT (PVT) & PAWN EXCHANGE (PVT)	at E GIBSON RD	0.05	0.65	0.60	T-1			2017
Snohomish	91616	128TH ST SW	at E GIBSON RD	at 128TH ST SW	0.65	1.19	0.54	T-1			2017
Snohomish	91617	128TH ST SW	at 128TH ST SW	at MARINER SQUARE (MITZEL'S)(PVT)	0.00	0.06	0.06	T-1			2019
Snohomish	91617	128TH ST SW	at MARINER SQUARE (MITZEL'S)(PVT)	at I-5 SB ON/OFF RAMPS	0.06	0.16	0.10	T-1			2017
Snohomish	91627	BEVERLY PARK RD	at SR 525 (MUKILTEO)	74 ft. SW of YORK RD	0.00	0.06	0.06	T-2			2019
Snohomish	91627	BEVERLY PARK RD	74 ft. SW of YORK RD	at YORK RD	0.06	0.07	0.01	T-2			2017
Snohomish	91627	BEVERLY PARK RD	at YORK RD	222 ft. NE of YORK RD	0.07	0.12	0.04	T-2			2019
Snohomish	91627	BEVERLY PARK RD	222 ft. NE of YORK RD	at GIBSON RD	0.12	0.52	0.41	T-2			2017
Snohomish	91627	BEVERLY PARK RD	at GIBSON RD	238 ft. NE of GIBSON RD	0.52	0.57	0.04	T-2	2,106	8,130,500	2019
Snohomish	91627	BEVERLY PARK RD	238 ft. NE of GIBSON RD	at CENTER RD	0.57	0.81	0.24	T-2			2017
Snohomish	91627	BEVERLY PARK RD	at CENTER RD	100 ft. SW of FAIRMONT ELEM SCHOOL NE ENT	0.81	1.02	0.22	T-2	2,040	8,163,750	2019
Snohomish	91627	BEVERLY PARK RD	100 ft. SW of FAIRMONT ELEM SCHOOL NE ENT	at 112TH ST SW	1.02	1.18	0.16	T-2			2017
Snohomish	91627	BEVERLY PARK RD	at 112TH ST SW	238 ft. NE of 112TH ST SW	1.18	1.23	0.05	T-2	1,808	8,092,750	2018
Snohomish	91627	BEVERLY PARK RD	238 ft. NE of 112TH ST SW	at AIRPORT RD (EVERETT)	1.23	1.34	0.12	T-2			2017
Snohomish	96829	MARINE DR NE	at FRONTAGE RD	at 33RD AVE NE	0.09	0.15	0.06	T-2			2014
Snohomish	96829	MARINE DR NE	at 33RD AVE NE	at 31ST AVE NE	0.15	0.28	0.13	T-2	1,438	4,397,750	2018
Snohomish	96829	MARINE DR NE	at 31ST AVE NE	at 27TH AVE NE	0.28	0.58	0.30	T-2	1,479	4,523,250	2017
Snohomish	96857	84TH ST NE	at SR 9	148 ft. East of SR 9	0.00	0.03	0.03	T-2	2,252	7,313,500	2019
Snohomish	96857	84TH ST NE	148 ft. East of SR 9	at 99TH AVE NE	0.03	0.63	0.60	T-2			2017
Snohomish	96857	84TH ST NE	at 99TH AVE NE	343 ft. East of 99TH AVE NE	0.63	0.70	0.06	T-2	2,549	7,772,000	2019
Snohomish	96857	84TH ST NE	343 ft. East of 99TH AVE NE	465 ft. East of 101ST AVE NE (PVT)	0.70	0.85	0.16	T-2			2017
Snohomish	96857	84TH ST NE	465 ft. East of 101ST AVE NE (PVT)	at 115TH AVE NE	0.85	1.68	0.83	T-2	1,917	6,016,000	2019
Snohomish	96857	84TH ST NE	at 115TH AVE NE	475 ft. West of 123RD AVE NE	1.68	2.06	0.38	T-2	1,901	5,951,750	2019
Snohomish	96857	84TH ST NE	475 ft. West of 123RD AVE NE	at 123RD AVE NE	2.06	2.15	0.09	T-2			2017
Snohomish	96857	84TH ST NE	at 123RD AVE NE	211 ft. East of 123RD AVE NE	2.15	2.19	0.04	T-2	1,850	5,826,250	2019
Snohomish	96857	84TH ST NE	211 ft. East of 123RD AVE NE	at 131ST AVE NE	2.19	2.65	0.46	T-2	1,171	4,171,750	2017
Snohomish	96857	84TH ST NE	at 131ST AVE NE	at 147TH AVE NE	2.65	3.68	1.03	T-2	1,361	4,588,000	2019
Snohomish	96857	84TH ST NE	at 147TH AVE NE	at FIR TREE LN	3.68	3.79	0.11	T-2	1,452	4,816,000	2019
Snohomish	96857	84TH ST NE	at FIR TREE LN	at CNW CONCRETE E ENT (PVT)	3.79	4.19	0.40	T-2	1,109	4,092,000	2018
Snohomish	96857	84TH ST NE	at CNW CONCRETE E ENT (PVT)	at 163RD AVE NE	4.19	4.58	0.39	T-2	1,407	4,758,500	2019
Spokane	49	Aero Rd	at I-90 Eastbound Ramps	at Westbow Rd	0.00	0.18	0.18	T-2			2014
Spokane	91	Argonne Rd	at Bridge #4504 Over Spokane River & Millwood City Li	158 ft. before Maringo Dr	0.00	0.11	0.11	T-1			2012
Spokane	91	Argonne Rd	158 ft. before Maringo Dr	at Columbia Dr	0.11	1.33	1.22	T-1			2011

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Spokane	91	Argonne Rd	at Columbia Dr	0.11 mi. after Bigelow Gulch Rd	1.33	2.56	1.23	T-1			2015
Spokane	91	Argonne Rd	0.11 mi. after Bigelow Gulch Rd	at Stoneman Rd	2.56	5.04	2.48	T-2			2015
Spokane	263	Bigelow Gulch Rd	at Havana St	at Orchard Prairie Rd	0.00	1.84	1.84	T-2			2015
Spokane	263	Bigelow Gulch Rd	at Orchard Prairie Rd	at Argonne Rd	1.84	3.37	1.53	T-2			2014
Spokane	481	Bruce Rd	at Stoneman Rd	at Day-Mt Spokane Rd	0.00	3.27	3.27	T-2			2013
Spokane	1376	Freya St	at Francis Av	at Roundabout for NSC On Ramp	0.00	0.37	0.37	T-2			2017
Spokane	1376	Freya St	at Roundabout for NSC On Ramp	211 ft. after Roundabout for NSC Off Ramp	0.37	0.62	0.25	T-2			2015
Spokane	1376	Freya St	211 ft. after Roundabout for NSC Off Ramp	211 ft. after Lincoln Rd	0.62	1.02	0.40	T-2			2017
Spokane	1464	Forker Rd	at Evergreen Rd	at Progress Rd	0.00	0.59	0.59	T-2			2014
Spokane	1574	Grove Rd	53 ft. after 40th Av	at I-90 Overpass	3.96	4.14	0.18	T-2			2014
Spokane	1574	Grove Rd	at I-90 Overpass	at Geiger Blvd	4.14	4.36	0.22	T-2			2013
Spokane	1764	Hawthorne Rd	at Nevada St	at Parksmith Dr	0.00	1.25	1.25	T-2	1,189	3,567,000	2019
Spokane	1938	Hawthorne Rd	at Parksmith Dr	at Market St	0.00	0.31	0.31	T-2			2015
Spokane	3114	Market St	at Francis Av	at Lincoln Rd	0.00	0.99	0.99	T-2			2015
Spokane	3114	Market St	at Lincoln Rd	at Freya St	0.99	1.34	0.35	T-2			2011
Spokane	3114	Market St	at Freya St	at Hawthorne Rd	1.34	2.68	1.34	T-2			2019
Spokane	3114	Market St	at Hawthorne Rd	at Parksmith Dr	2.68	3.14	0.46	T-2			2011
Spokane	3114	Market St	at Parksmith Dr	at Peone Rd	3.14	3.71	0.57	T-2			2019
Spokane	3114	Market St	at Peone Rd	106 ft. after Farwell Rd at SR-206 (Mt Spokane Park Dr)	3.71	4.17	0.46	T-2			2014
Spokane	3114	Market St	106 ft. after Farwell Rd	Park Dr)	4.17	5.16	0.99	T-2			2011
Spokane	3811	Parksmith Dr	at Hawthorne Rd	at Market St	0.00	0.70	0.70	T-2			2017
Thurston	13190	MARTIN WAY E	SE	at HENSLEY ST NE	3.48	4.17	0.69	T-2	2,230	8,145,000	2017
Thurston	13190	MARTIN WAY E	at HENSLEY ST NE	at LACEY CITY LIMITS	4.17	4.79	0.62	T-2	1,972	7,432,250	2017
Thurston	13190	MARTIN WAY E	at CITY LIMITS	at DUTERROW RD SE	6.08	6.20	0.12	T-2	1,680	7,140,000	2016
Thurston	13190	MARTIN WAY E	at DUTERROW RD SE	at END CTR TURN LN	6.20	6.37	0.17	T-2	1,316	5,593,000	2016
Thurston	13190	MARTIN WAY E	at END CTR TURN LN	at NISQUALLY CUT-OFF SE	6.37	7.29	0.92	T-2	1,726	5,343,000	2019
Thurston	13755	OLD PACIFIC HWY SE	at DURGIN RD SE	at 7TH AVE SE	2.57	2.67	0.10	T-2	1,095	4,653,750	2016
Thurston	13755	OLD PACIFIC HWY SE	at 7TH AVE SE	at KUHLMAN RD SE	2.67	2.76	0.09	T-2	1,745	7,416,250	2017
Thurston	13755	OLD PACIFIC HWY SE	at KUHLMAN RD SE	at PIERCE COUNTY LINE & NISQUALLY RIVER	2.76	3.36	0.61	T-2	1,229	5,223,250	2017
Thurston	13765	OLD HWY 99 SW	at LEWIS COUNTY LINE	at OREGON TRAIL RD SW	0.00	0.96	0.96	T-2	1,751	5,885,500	2017
Thurston	13765	OLD HWY 99 SW	at OREGON TRAIL RD SW	at END CRP 97022 PHASE 1	0.96	1.29	0.34	T-2	1,604	5,334,500	2018
Thurston	13765	OLD HWY 99 SW	at END CRP 97022 PHASE 1	at BEG CTR TURN LN	1.29	1.56	0.27	T-2	1,751	7,441,750	2017
Thurston	13765	OLD HWY 99 SW	at BEG CTR TURN LN	at BEG 2nd RIGHT LN	1.56	1.60	0.04	T-2	1,122	4,768,500	2017
Thurston	13765	OLD HWY 99 SW	at BEG 2nd RIGHT LN	at GRAND MOUND WAY SW	1.60	1.66	0.05	T-2	1,699	7,220,750	2018
Thurston	13765	OLD HWY 99 SW	at GRAND MOUND WAY SW	at 201ST AVE SW	1.66	2.32	0.66	T-2	1,122	3,734,750	2017
Thurston	13765	OLD HWY 99 SW	at 201ST AVE SW	at PVMT WIDTH CHANGE	2.32	2.40	0.09	T-2	1,699	5,832,000	2018
Thurston	13765	OLD HWY 99 SW	at PVMT WIDTH CHANGE	at SR 12	2.40	2.68	0.28	T-2	1,751	5,885,500	2017
Thurston	13765	OLD HWY 99 SW	at IVAN ST SW	at BEG CTR TURN LN	3.14	3.53	0.39	T-2	1,108	3,836,500	2014
Thurston	13765	OLD HWY 99 SW	at BEG CTR TURN LN	at 183RD AVE SW	3.53	5.40	1.88	T-2	1,487	5,879,750	2010
Thurston	13765	OLD HWY 99 SW	at 183RD AVE SW	at GIBSON RD SW	5.40	5.59	0.19	T-2	1,316	4,838,000	2017
Thurston	13765	OLD HWY 99 SW	at GIBSON RD SW	at MARSH ST SW	5.59	6.14	0.55	T-2	1,487	5,879,750	2010
Thurston	13765	OLD HWY 99 SW	at MARSH ST SW	at END CRP 97022 PHASE 2	6.14	6.74	0.60	T-2	1,190	5,057,500	2017
Thurston	13765	OLD HWY 99 SW	at END CRP 97022 PHASE 2	at TILLEY RD S	6.74	7.01	0.27	T-2	1,487	5,879,750	2010
Thurston	13850	PACIFIC AVE SE	at LACEY CITY LIMITS	at STEILACOOM RD SE	3.53	4.38	0.86	T-2	1,272	5,406,000	2017
Thurston	15725	YELM HWY SE	at CITY LIMITS	at BOULEVARD RD SE	1.87	2.46	0.60	T-2	1,780	7,565,000	2018
Thurston	15725	YELM HWY SE	at BOULEVARD RD SE	at END ROUNDABOUT-BEG ISL	2.46	2.48	0.02	T-2	1,657	5,953,500	2015

Table 3: 2021 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	Average Annual	Annual Truck Tonnage	Truck Volume Data Year
									Daily Truck Volume		
Thurston	15725	YELM HWY SE	at END ROUNDABOUT-BEG ISL	at RICH RD SE	2.48	2.96	0.48	T-2	2,049	7,359,500	2018
Thurston	15725	YELM HWY SE	at RICH RD SE	at WIGGINS EXT RD SE	2.96	3.57	0.61	T-2	2,524	8,885,750	2018
Thurston	15725	YELM HWY SE	at WIGGINS EXT RD SE	at PEDESTRIAN OVERPASS & LACEY CITY LIMITS	3.57	4.10	0.54	T-2	1,970	7,156,250	2018
Thurston	16175	196TH AVE SW	at BEG PVMT WIDTH CHNG	at ELDERBERRY ST SW	8.83	9.05	0.22	T-2	1,132	4,811,000	2013
Whatcom	55110	HANNEGAN RD	at CITY LIMITS	264 ft. South of HEMMI RD E	1.71	6.00	4.29	T-2			2019
Whatcom	55110	HANNEGAN RD	264 ft. South of HEMMI RD E	264 ft. North of TEN MILE RD	6.00	6.60	0.60	T-2			2019
Whatcom	55110	HANNEGAN RD	264 ft. North of TEN MILE RD	at SR 544	6.60	8.07	1.47	T-2			2019
Yakima	20150	NACHES RD. S.	53 ft. North of CULV.#0469	106 ft. South of BR.#35 & NACHES C/L - EAST SIDE	9.51	9.82	0.31	T-2	894	4,064,500	2019
Yakima	40500	TERRACE HEIGHTS DR.	at BR.#213(BEGINNING OF BR.) & YAKIMA C/L	at BUTTERFIELD RD.	0.36	0.59	0.23	T-2	2,072	6,583,500	2018
Yakima	40500	TERRACE HEIGHTS DR.	at BUTTERFIELD RD.	at KEYS RD.	0.59	0.84	0.25	T-2			2019
Yakima	50380	LATERAL A RD.	317 ft. South of HWY 97	0.10 mi. South of HWY 97	0.06	0.10	0.04	T-2	932	3,186,000	2019
Yakima	50380	LATERAL A RD.	0.10 mi. South of HWY 97	at RAGAN RD.	0.10	0.75	0.65	T-2			2006
Yakima	50380	LATERAL A RD.	at RAGAN RD.	at LUNDBERG RD	0.75	1.25	0.50	T-2	1,310	4,676,250	2017
Yakima	61120	YAKIMA VALLEY HIGHWAY	at END SUNNYSIDE C/L	at ALEXANDER RD. E.	30.29	30.99	0.70	T-2			2010

Table 4: Changes to FMSIB Strategic Truck Freight Corridors for County Roads, 2019 to 2021

County Road T-1 and T-2 Classification Changes, 2019-2021

County	2019 FGTS Miles			2021 FGTS Miles			Change in Miles		
	T-1	T-2	Total	T-1	T-2	Total	T-1	T-2	Total
Asotin	0.00	0.15	0.15	0.00	0.15	0.15	0.00	0.00	0.00
Clark	0.00	11.01	11.01	0.00	11.75	11.75	0.00	0.74	0.74
Cowlitz	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.20	0.20
Franklin	0.00	0.00	0.00	0.00	4.06	4.06	0.00	4.06	4.06
Grant	0.00	10.19	10.19	0.00	10.19	10.19	0.00	0.00	0.00
King	0.45	31.40	31.85	0.45	30.74	31.19	0.00	-0.66	-0.66
Kitsap	0.00	2.39	2.39	0.00	2.39	2.39	0.00	0.00	0.00
Kittitas	0.00	3.62	3.62	0.00	1.45	1.45	0.00	-2.17	-2.17
Lewis	0.00	1.98	1.98	0.00	1.98	1.98	0.00	0.00	0.00
Pierce	5.68	52.62	58.30	5.90	50.99	56.89	0.22	-1.63	-1.41
Skagit	0.00	3.89	3.89	0.00	3.87	3.87	0.00	-0.02	-0.02
Snohomish	1.94	10.43	12.37	1.94	10.43	12.37	0.00	0.00	0.00
Spokane	2.56	22.93	25.49	2.56	18.73	21.29	0.00	-4.20	-4.20
Thurston	0.00	13.34	13.34	0.00	13.18	13.18	0.00	-0.16	-0.16
Whatcom	0.00	6.36	6.36	0.00	6.36	6.36	0.00	0.00	0.00
Yakima	0.00	1.67	1.67	0.00	2.68	2.68	0.00	1.01	1.01
Total	10.6	172.0	182.6	10.9	169.1	180.0	0.2	-2.8	-2.6

T-2 County Road Segments Added in 2021 (New Strategic Corridors)

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2019 FGTS Class	2021 FGTS Class	Average Annual Daily Truck Volume	Comments
Clark	91110	NE HIGHWAY 99	at NE 129TH ST	264 ft. North of NE 129TH ST	6.55	6.60	0.05	T-3	T-2	18,479	T-3 to T-2
Clark	91110	NE HIGHWAY 99	264 ft. North of NE 129TH ST	at NE 20TH AVE	6.60	6.67	0.07	T-3	T-2	18,479	T-3 to T-2
Clark	92190	NE ANDRESEN RD	106 ft. South of NE 88TH ST	at NE 88TH ST	5.90	5.92	0.02	T-3	T-2	18,548	T-3 to T-2
Clark	92190	NE 72ND AVE	at NE 88TH ST	211 ft. North of NE 88TH ST	5.92	5.96	0.04	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	211 ft. North of NE 88TH ST	211 ft. South of NE ANDRESEN/NE 72ND AVE	5.96	5.99	0.03	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	211 ft. South of NE ANDRESEN/NE 72ND AVE	at NE ANDRESEN/NE 72ND AVE	5.99	6.03	0.04	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	at NE ANDRESEN/NE 72ND AVE	264 ft. North of NE ANDRESEN/NE 72ND AVE	6.03	6.08	0.05	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	264 ft. North of NE ANDRESEN/NE 72ND AVE	317 ft. North of NE ANDRESEN/NE 72ND AVE	6.08	6.09	0.01	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	317 ft. North of NE ANDRESEN/NE 72ND AVE	0.10 mi. South of NE 99TH ST	6.09	6.22	0.13	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	0.10 mi. South of NE 99TH ST	at NE 99TH ST	6.22	6.32	0.10	T-3	T-2	18,103	T-3 to T-2
Clark	92190	NE 72ND AVE	at NE 99TH ST	106 ft. North of RAILROAD TRACKS	6.32	6.35	0.03	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	106 ft. North of RAILROAD TRACKS	at NE 100TH CR (PVT)	6.35	6.39	0.04	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	at NE 100TH CR (PVT)	at NE 101ST ST	6.39	6.45	0.06	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	at NE 101ST ST	211 ft. North of NE 101ST ST	6.45	6.49	0.04	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	211 ft. North of NE 101ST ST	264 ft. South of NE 104TH ST	6.49	6.52	0.03	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	264 ft. South of NE 104TH ST	at NE 104TH ST	6.52	6.57	0.05	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	at NE 104TH ST	211 ft. South of NE 109TH ST	6.57	6.78	0.21	T-3	T-2	17,892	T-3 to T-2
Clark	92190	NE 72ND AVE	211 ft. South of NE 109TH ST	at NE 109TH ST	6.78	6.82	0.04	T-3	T-2	17,892	T-3 to T-2
Cowlitz	10310	FIBRE WAY	at CITY LIMITS	at EAST MILL ROAD - PORT	0.30	0.50	0.20	T-3	T-2	4,186	T-3 to T-2
Pierce	95550	CANYON RD E	at 192 ST E	at 196 ST E	11.79	12.01	0.22	T-3	T-1	20,550	T-3 to T-1
Yakima	20150	NACHES RD. S.	53 ft. North of CULV.#0469	106 ft. South of BR.#35 & NACHES C/L - EAST SIDE	9.51	9.82	0.31	T-3	T-2	5,296	T-3 to T-2
Yakima	61120	YAKIMA VALLEY HIGHWAY	at END SUNNYSIDE C/L	at ALEXANDER RD. E.	30.29	30.99	0.70	T-3	T-2	6,252	T-3 to T-2
2.47											

T-1 and T-2 County Road Segments Removed in 2021

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2019 FGTS Class	2021 FGTS Class	Average Annual Daily Truck Volume	Comments
King	98905	SAHALEE WAY NE	at BEGIN KC MAIN RD	0.16 mi. South of NE 50 ST	7.24	7.57	0.33	T-2	T-3	20,263	T-2 to T-3
King	98905	SAHALEE WAY NE	0.16 mi. South of NE 50 ST	at NE 50 ST	7.57	7.73	0.16	T-2	T-3	20,263	T-2 to T-3
King	98905	SAHALEE WAY NE	at NE 50 ST	158 ft. North of NE 50 ST	7.73	7.76	0.03	T-2	T-3	20,263	T-2 to T-3
King	98905	SAHALEE WAY NE	158 ft. North of NE 50 ST	211 ft. South of REDMOND FALL CITY RD	7.76	7.86	0.10	T-2	T-3	20,263	T-2 to T-3
King	98905	SAHALEE WAY NE	211 ft. South of REDMOND FALL CITY RD	at REDMOND FALL CITY RD	7.86	7.90	0.04	T-2	T-3	20,263	T-2 to T-3
Kittitas	94001	VANTAGE HWY	at NO. 6 RD	at FIELDS RD	2.53	2.77	0.24	T-2	T-3	6,465	T-2 to T-3
Kittitas	94001	VANTAGE HWY	at FIELDS RD	at NANEUM RD	2.77	4.08	1.31	T-2	T-3	4,574	T-2 to T-3
Pierce	95400	BROOKDALE RD E	at BROOKDALE RD E	at 041 AVE E	3.32	3.38	0.06	T-2	T-3	11,425	T-2 to T-3

Pierce	95400	BROOKDALE RD E	at 041 AVE E	at 042 AVE E	3.38	3.50	0.12	T-2	T-3	11,425	T-2 to T-3
Pierce	95400	BROOKDALE RD E	at 042 AVE E	317 ft. SE of OLY NAT GAS PIPELINE	3.50	3.73	0.23	T-2	T-3	11,425	T-2 to T-3
Pierce	95400	BROOKDALE RD E	317 ft. SE of OLY NAT GAS PIPELINE	211 ft. SE of 049 AVE CT E	3.73	4.03	0.30	T-2	T-3	11,425	T-2 to T-3
Pierce	95400	BROOKDALE RD E	211 ft. SE of 049 AVE CT E	at 053 AVE E	4.03	4.25	0.22	T-2	T-3	11,425	T-2 to T-3
Pierce	95400	BROOKDALE RD E	at 053 AVE E	at CANYON RD E	4.25	4.32	0.07	T-2	T-3	11,425	T-2 to T-3
Skagit	44000	MCLEAN ROAD	at PENN ROAD	222 ft. West of COTTONWOOD LANE	4.88	4.95	0.07	T-2	T-3	4,139	T-2 to T-3
Skagit	44000	MCLEAN ROAD	222 ft. West of COTTONWOOD LANE	at MOUNT VERNON CITY LIMITS	4.95	5.47	0.52	T-2	T-3	4,139	T-2 to T-3
Skagit	80090	PIONEER HIGHWAY	at FIR ISLAND ROAD	at WSDOT / I-5 Limited Access	3.07	3.09	0.02	T-2	T-3	12,302	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	at Argonne Rd	153 ft. before Bruce Rd	3.37	3.41	0.04	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	153 ft. before Bruce Rd	5 ft. after Bruce Rd	3.41	3.44	0.03	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	5 ft. after Bruce Rd	206 ft. after Bruce Rd	3.44	3.48	0.04	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	206 ft. after Bruce Rd	475 ft. after Bruce Rd	3.48	3.53	0.05	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	475 ft. after Bruce Rd	0.11 mi. before Old Argonne Rd	3.53	3.61	0.08	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	0.11 mi. before Old Argonne Rd	at Old Argonne Rd	3.61	3.72	0.11	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	at Old Argonne Rd	238 ft. after Old Argonne Rd	3.72	3.77	0.05	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	238 ft. after Old Argonne Rd	459 ft. after Old Argonne Rd	3.77	3.81	0.04	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	459 ft. after Old Argonne Rd	0.10 mi. before Walnut St	3.81	3.86	0.05	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	0.10 mi. before Walnut St	148 ft. before Walnut St	3.86	3.93	0.08	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	148 ft. before Walnut St	0.19 mi. before Lehman Rd	3.93	4.21	0.27	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	0.19 mi. before Lehman Rd	222 ft. before Lehman Rd	4.21	4.35	0.14	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Bigelow Gulch Rd	222 ft. before Lehman Rd	74 ft. after Lehman Rd	4.35	4.40	0.06	T-2	T-3	7,047	T-2 to T-3
Spokane	263	Forker Rd	at Forker Rd	428 ft. after Forker Rd	6.64	6.72	0.08	T-2	T-3	7,019	T-2 to T-3
Spokane	263	Forker Rd	428 ft. after Forker Rd	385 ft. after Jacobs Rd	6.72	7.12	0.40	T-2	T-3	7,019	T-2 to T-3
Spokane	263	Forker Rd	385 ft. after Jacobs Rd	0.19 mi. after Jacobs Rd	7.12	7.24	0.12	T-2	T-3	7,019	T-2 to T-3
Spokane	263	Forker Rd	0.19 mi. after Jacobs Rd	0.15 mi. before Progress Rd	7.24	7.44	0.20	T-2	T-3	7,019	T-2 to T-3
Spokane	263	Forker Rd	0.15 mi. before Progress Rd	401 ft. before Progress Rd	7.44	7.51	0.07	T-2	T-3	7,019	T-2 to T-3
Spokane	263	Forker Rd	401 ft. before Progress Rd	at Progress Rd	7.51	7.58	0.08	T-2	T-3	7,019	T-2 to T-3
Spokane	1466	Forker Ridge Rd	at Progress Rd	at North End of Road	0.00	0.17	0.17	T-2	Non-T	9,215	T-2 to Non-T
Thurston	16175	196TH AVE SW	at SARGENT RD SW	at BEG PVMT WIDTH CHNG	8.67	8.83	0.16	T-2	T-3	4,600	T-2 to T-3

6.14

Table 5: 2021 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Adams	Othello	E Main St / Cunningham Rd	N 14th Ave	SR 17	T-2			
Benton	Kennewick	W Columbia Dr	SR 240	N Washington St	T-1			
Benton	Kennewick	E Columbia Dr	N Washington St	SR 397	T-1			
Benton	Kennewick	N Columbia Center Blvd	W Clearwater Ave	Richland C/L	T-2			
Benton	Kennewick	W Clearwater Ave	Badger Rd	US 395	T-2			
Benton	Richland	George Washington Way	SR240	Horn Rapids Rd	T-2			
Benton	Richland	Jadwin Ave	Catskill St	SR 240/ Stevens Dr	T-2			
Benton	Richland	Stevens Dr	Jadwin Ave / SR 240	HornRapids Rd	T-2			
Benton	Richland	N Columbia Center Blvd	Kennewick C/L	SR 240	T-2			
Benton	West Richland	Keene Rd	Bombing Range Rd	Kennedy Rd	T-2			
Clallam	Port Angeles	Eighth St	Race St	C St	T-2			
Clallam	Port Angeles	First St	Marine Dr	US 101 (Lincoln St)	T-2			
Clallam	Port Angeles	Front St	US 101 (Lincoln St)	Marine Dr	T-2			
Clallam	Port Angeles	Marine Dr	First St / Front St	Ediz Hook Rd at McKinley Paper Mill	T-2			
Clallam	Port Angeles	Race St	US 101 (Front St)	Eighth St	T-2			
Clark	Battle Ground	SW Eaton Blvd	SR 503	S Parkway Ave	T-2	12,185	8,990,583	2017
Clark	Battle Ground	SE Eaton Blvd	S Parkway Ave	SE Grace Ave	T-2	10,368	6,776,833	2017
Clark	Vancouver	SE Columbia Way	W 5th St	SE Marine Park Way	T-2			
Clark	Vancouver	E Mill Plain Blvd	I-205	SE Chkalov Dr	T-1	43,914	13,891,125	2019
Clark	Vancouver	SE Mill Plain Blvd	SE Chkalov Dr	SE 164th Ave	T-2	30,481	7,846,750	2019
Clark	Vancouver	W Fourth Plain Blvd	SR 501	Main St	T-2			
Clark	Vancouver	NE Fourth Plain Blvd	NE Andresen Rd	NE 102nd Ave	T-2			
Clark	Vancouver	NE Fourth Plain Blvd	C/L East of NE 102nd Ave	SR 500/NE 117th Ave	T-2			
Clark	Vancouver	NE Fourth Plain Blvd	SR 500/NE 117th Ave	SR 500/NE 162nd Ave	T-1	32,379	11,966,500	2019
Clark	Vancouver	Fruit Valley Rd	W Fourth Plain Blvd	North C/L	T-2			
Clark	Vancouver	NE Andresen Rd	NE Fourth Plain Blvd	NE Padden Pkwy	T-2			
Clark	Vancouver	NE Andresen Rd	NE Padden Pkwy	C/L near I-205	T-2			
Clark	Vancouver	NE Chkalov Dr/NE 112th Ave	SE Mill Plain Blvd	SR 500	T-1	34,862	12,868,375	2019
Clark	Vancouver	NE Gher Rd/NE Covington Rd	SR 500	North C/L	T-2			
Clark	Vancouver	NE Padden Pkwy	W C/L	NE Andresen Rd	T-2			
Clark	Vancouver	NE Padden Pkwy	NE Andresen Rd	I-205 (E C/L)	T-2	20,989	7,460,000	2019
Clark	Vancouver	SE 164th Ave	SR 14	SE 1st St	T-2	36,209	8,668,250	2019
Clark	Vancouver	NE 164th Ave	SE 1st St	NE 162nd Ave	T-2			
Clark	Vancouver	NE 162nd Ave	NE 164th St	SR 500/NE Fourth Plain Rd	T-2			
Clark	Vancouver	NE St James Rd	NE Minnehaha St	NE St Johns Rd	T-2			
Clark	Vancouver	NE St Johns Rd	NE Minnehaha St	North C/L	T-2	14,897	5,565,500	2019
Clark	Vancouver	SE 192nd Ave	SR 14	SE 1st St	T-2	24,982	8,024,750	2019
Clark	Vancouver	SE Columbia Shores Blvd	SE Columbia Way	SR 14	T-2			
Clark	Vancouver	SE 1st St	SE 164th Ave	East C/L	T-2			
Cowlitz	Kelso	Talley Way	SR 432	Colorado St	T-2			
Cowlitz	Kelso	Allen St	SR 411 (1st Ave)	SR 4 (N 4th Ave)	T-2			
Cowlitz	Longview	Fibre Way	SR 432 (Industrial Way)	City Limits	T-2			
Franklin	Pasco	Ainsworth Ave And Dock St	SR 397	Sacajawea Park Rd	T-2			
Franklin	Pasco	Broadmoor Blvd	I-182	Harris Rd	T-2			
Franklin	Pasco	N 4th Ave	I-182/US 12/US 395	North C/L	T-2			
Franklin	Pasco	Road 68 N	I-182/US 12	North C/L	T-2			
Grant	Moses Lake	Stratford Rd	Alder St	SR 17	T-2			
Grant	Moses Lake	Wheeler Rd	SR 17	Rd N-NE	T-2			
Grant	Warden	County Rd	SR 170	Weir Way	T-2			
Grant	Warden	Rd U SE	Weir Way	Rd 7.5 SE (North C/L)	T-2			
King	Algona	West Valley Hwy	South C/L	North C/L	T-2			
King	Auburn	132nd Way SE	SE 312th St	132nd Ave SE	T-2	12,895	1,234,750	2019
King	Auburn	132nd Ave SE	132nd Way SE	SE 304th St	T-2	12,895	1,234,750	2019
King	Auburn	15th St NW	West Valley Hwy N	A St NE	T-2	31,880	7,980,750	2019
King	Auburn	15th St NE	A St NE	D St NE	T-2	25,145	4,550,250	2019
King	Auburn	15th St NE	D St NE	Auburn Way N	T-2	22,510	4,008,500	2019
King	Auburn	15th St SW	West Valley Hwy S	SR 167	T-2	20,650	7,593,250	2019
King	Auburn	15th St SW	SR 167	O St SW	T-2	20,650	7,593,250	2019
King	Auburn	15th St SW	Industry Dr SW	C St SW	T-2	22,170	5,087,250	2019
King	Auburn	Ellingson Rd SW	C St SW	A St SE	T-1			
King	Auburn	R St SE/Kersey Way	41st St SE (Private)/37th Way SE	Oravetz Rd SE	T-2	14,865	5,296,500	2019

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Auburn	A St SE	41st St SE	29th St SE	T-2	24,920	4,120,250	2019
King	Auburn	A St SE	29th St SE	17th St SE	T-2	26,295	4,019,500	2019
King	Auburn	A St SE	17th St SE	6th St SE	T-2	32,300	5,084,500	2019
King	Auburn	A St SE	6th St SE	E Main St	T-2	27,310	4,471,250	2019
King	Auburn	Auburn Ave	E Main St	Auburn Way N	T-2	27,310	4,471,250	2019
King	Auburn	Auburn Way S	SR 18	E Main St	T-2	21,115	4,030,500	2019
King	Auburn	C St SW	Ellingson Rd SW (C/L)	15th St SW	T-2	14,480	4,318,250	2019
King	Auburn	C St SW	15th St SW	W Main St	T-2	23,815	6,197,250	2019
King	Auburn	C St NW	W Main St	6th St NW	T-2	9,415	4,090,250	2019
King	Auburn	S Peasley Canyon Rd	C/L east of Peasley Canyon Way S	West Valley Hwy S	T-2	19,750	2,920,500	2019
King	Auburn	S 277th St	West C/L	Frontage Rd NW	T-2	33,290	9,287,250	2019
King	Auburn	S 277th St	Frontage Rd NW	D St NW	T-2	33,290	9,287,250	2019
King	Auburn	S 277th St	D St NW	Auburn Way N	T-2	30,760	6,289,500	2019
King	Auburn	West Valley Hwy S	South C/L	Peasley Canyon Rd	T-2	27,205	7,782,500	2019
King	Auburn	West Valley Hwy S	South C/L	Peasley Canyon Rd	T-2	27,205	7,782,500	2019
King	Auburn	West Valley Hwy S	Peasley Canyon Rd	W Main St	T-2	9,675	4,085,250	2019
King	Auburn	West Valley Hwy S	Peasley Canyon Rd	W Main St	T-2	9,675	4,085,250	2019
King	Auburn	West Valley Hwy N	15th St NW	North C/L	T-2	10,950	5,967,000	2019
King	Auburn	West Valley Hwy N	15th St NW	North C/L	T-2	10,950	5,967,000	2019
King	Bellevue	120th Ave NE	NE 8th St	Northrup Way	T-2			
King	Bellevue	Coal Creek Pkwy Southeast	I-405	Factoria Blvd SE	T-2			
King	Bellevue	Coal Creek Pkwy Southeast	Factoria Blvd SE	Newcastle C/L	T-2			
King	Bellevue	NE 20th St	Northrup Way	148th Ave NE	T-2			
King	Bellevue	NE 8th St	112th Ave NE	120th Ave NE	T-2			
King	Burien	16th Ave SW	SW 112th St (C/L)	SW 116th St	T-2			
King	Burien	Ambaum Blvd SW	SW 116th St	SW 128th St	T-2			
King	Burien	Ambaum Blvd SW	SW 128th St	SW 156th St	T-2			
King	Burien	SW Ambaum Blvd	SW 156th St west of 6th Ave SE	SW 156th St at 3rd Ave SW	T-2			
King	Burien	SW 156th St/S 156th St	Ambaum Blvd SW	Des Moines Memorial Dr S	T-2			
King	Des Moines	S 216th St	SR 99	24th Ave S	T-2			
King	Des Moines	24th Ave S	S 216th St	S 208th St (C/L)	T-2			
King	Issaquah	17th Ave NW/NW Sammamish Rd	East Lake Sammamish Pkwy	SR 900	T-2			
King	Issaquah	East Lake Sammamish Pkwy	I-90	SE Issaquah-Fall City Rd	T-1			
King	Kenmore	68th Ave NE	NE 170th St	SR 522	T-1			
King	Kent	76th Ave S	S 212th St	S 228th St	T-2			
King	Kent	64th Ave South	S 228th St	S 216th St	T-2			
King	Kent	68th Ave S/ West Valley Highway S	SR 516 (W Willis St)	S 277th St	T-2			
King	Kent	80th Ave S	SW 43rd St (C/L)	S 196th St	T-2			
King	Kent	Central Ave S	South C/L	SE 259th St	T-2			
King	Kent	Central Ave S	SE 259th St	SR 516 (W Willis St)	T-2			
King	Kent	Central Ave N	SR 516 (E Smith St)	E James St	T-2			
King	Kent	Central Ave N/84th Ave S	E James St	SR 167	T-2			
King	Kent	84th Ave S	SR 167	S 212th St	T-1			
King	Kent	84th Ave S	S 212th St	S 196th St	T-1			
King	Kent	84th Ave S / East Valley Hwy	South 196th St	SW 43rd St (Renton C/L)	T-2			
King	Kent	W James St	4th Ave N	Central Ave N	T-2			
King	Kent	Military Rd S	SR 516 (Kent-Des Moines Rd)	Veterans Dr	T-2			
King	Kent	S 272nd St	West Side On/OffRamp for I-5 SB	East Side I-5 Ramps (C/L)	T-2			
King	Kent	Russell Rd S/S 196th St	Green River (C/L)	62nd Ave S	T-2			
King	Kent	S 196th St	62nd Ave S	SR 181 (68th Ave S/ West Valley Hwy)	T-2			
King	Kent	S 196th St	SR 181 (68th Ave S/ West Valley Hwy)	80th Ave S	T-1			
King	Kent	S 196th St	80th Ave S	East Valley Hwy	T-2			
King	Kent	Veteran's Dr	Military Rd S	Riverview Blvd S	T-2			
King	Kent	Veterans Dr	Riverview Blvd S	Russell Rd S	T-2			
King	Kent	S 228th St	Russell Rd	64th Ave S	T-2			
King	Kent	S 228th St	64th Ave S	SR 181 (68th Ave S/West Valley Hwy)	T-2			

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Kent	S 228th St/ 83rd Ave S/S 224th St	SR 181 (68th Ave S)	84th Ave S/East Valley Hwy	T-2			
King	Kent	S 212th St	42nd Ave S	Green River Bridge	T-1			
King	Kent	S 212th St	Green River Bridge	SR 181 (68th Ave S)	T-1			
King	Kent	S 212th St	SR 181 (68th Ave S)	76th Ave S	T-1			
King	Kent	S 212th St	76th Ave S	84th Ave S/East Valley Hwy	T-1			
King	Kent	S 212th St	84th Ave South/East Valley Highway	SR 167 Northbound Ramps	T-1			
King	Kent	S 212th Way	SR-167 Northbound Ramps	96th Ave S	T-2			
King	Kent	S 208th St	96th Ave S	100th Ave SE	T-2			
King	Kent	SE 208th St	100th Ave SE	SR 515 (108th Ave SE)	T-2			
King	Kirkland	NE 85th St	6th St	I-405	T-2	42,807	7,588,611	2013
King	Kirkland	NE 85th St	I-405	132nd Ave NE (Redmond C/L)	T-2	42,169	7,475,509	2013
King	Kirkland	NE 124th St	I-405	C/L Near Willows Rd NE	T-2	34,244	5,976,434	2013
King	Newcastle	Coal Creek Pkwy SE	North C/L	SE Newcastle Way	T-2			
King	Newcastle	Coal Creek Pkwy SE	Newcastle Way	South C/L	T-2			
King	Pacific	West Valley Highway	Pierce County Line	North C/L	T-2			
King	Redmond	148th Ave NE	South C/L	SR 520	T-2			
King	Redmond	Avondale Rd	NE Union Hill Rd	North C/L	T-2			
King	Redmond	NE 24th St	148th Ave NE (C/L)	Bellevue-Redmond Rd (C/L)	T-2			
King	Redmond	NE Union Hill Rd	Avondale Rd NE	East C/L	T-2			
King	Redmond	Redmond Way	132nd Ave NE (Kirkland C/L)	West Lake Sammamish Pkwy NE	T-2			
King	Renton	140th Way SE	South C/L	SR 169 (Renton-Maple Valley Rd)	T-2			
King	Renton	Airport Way	Rainier Ave S	Logan Ave N	T-2		9,847,250	2010
King	Renton	Logan Ave N	Airport Way	Park Ave N	T-2		9,847,250	2011
King	Renton	Southport Dr N	Park Ave N	I-405	T-2			
King	Renton	SW 43rd St/S 43rd St	Tukwila C/L	Talbot Rd S	T-1		14,458,500	2010
King	Renton	S Carr Rd/SE Carr Rd	Talbot Rd S	SR 515 (108th Ave SE)	T-2		9,787,750	2010
King	Renton	SE Petrovitsky Rd (SE 176th St)	SR 515 (108th Ave SE)	116th Ave SE	T-1			
King	Renton	SE Petrovitsky Rd	116th Ave SE	134th Ave SE (C/L)	T-1			
King	Renton	Duvall Ave NE	NE 4th St	Newcastle C/L	T-2		4,968,250	2010
King	Renton	East Valley Rd	SW 43rd St	SW 16th St	T-2			
King	Renton	N 4th St	Logan Ave N	Factory PI N	T-2		4,220,250	2010
King	Renton	Factory PI N	N 4th St	N 3rd St	T-2		3,162,000	2010
King	Renton	Houser Way N	Houser Way S	Bronson Way N	T-2		8,621,584	
King	Renton	NE 44th St	I-405	Lake Washington Blvd NE	T-2			
King	Renton	SW Grady Way/S Grady Way	Tukwila C/L	Talbot Rd S	T-1		11,487,750	
King	Renton	Maple Valley Hwy	I-405	Sunset Blvd N/ Bronson Way N	T-1			
King	Renton	N 3rd St	Logan Ave N	Sunset Blvd N	T-2		4,522,000	2010
King	Renton	NE 3rd St	Sunset Blvd N	Jefferson Ave NE	T-1		12,116,750	2010
King	Renton	NE 4th St/SE 128th St	Jefferson Ave NE	East C/L	T-1		10,646,250	2010
King	Renton	Oakesdale Ave SW	SW 43rd St	SW Grady Way	T-2		4,806,750	2010
King	Renton	Park Ave N	N 6th St	Logan Ave N	T-2		5,078,750	2010
King	Renton	Rainier Ave N	North C/L	Airport Way	T-2		7,696,750	2010
King	Renton	Rainier Ave S	Airport Way	SR 900 / S 3rd St	T-2		13,200,500	2010
King	Renton	Renton Ave Ext	Rainier Ave N	Renton Ave S	T-2		5,826,750	2010
King	Renton	Renton Ave S	Renton Ave Ext	South 130th St (C/L)	T-2		5,826,750	2010
King	Renton	S 7th St	SR 167 (Rainier Ave S)	Talbot Rd S	T-2		4,084,250	2011
King	Renton	Talbot Rd S (Smithers Ave S)	S 7th St	S Grady Way	T-2			
King	Renton	SW 41st St	Oakesdale Ave SW	East Valley Rd	T-2			
King	SeaTac	Des Moines Memorial Dr S	SR 509 (Burien Freeway)	S 188th St	T-2			
King	SeaTac	International Blvd	SR 518	S 152nd St (Tukwila C/L)	T-2			
King	SeaTac	S 188th St	Orillia Rd S (Tukwila C/L)	I-5	T-1			
King	SeaTac	S 188th St	I-5	Des Moines Memorial Dr S	T-2			
King	Seattle	Fairview Ave N	Denny Way	Eastlake Ave E	T-2	1,151	5,078,975	2016
King	Seattle	14th Ave S	C/L at Dallas Ave S	S Cloverdale St	T-2			
King	Seattle	14th Ave S	S Cloverdale St	S Director St (C/L)	T-2	1,406	4,504,300	2020
King	Seattle	15th Ave NE	NE Pacific St	NE 45th St	T-2	1,359	7,953,325	2019

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Seattle	15th Ave NE	NE 45th St	NE 50th St	T-2			
King	Seattle	Elliott Ave W	Western Ave W	W Galer St Flyover	T-2	1,189	4,788,275	2018
King	Seattle	Elliott Ave W / 15th Ave W	W Galer St Flyover	W Emerson St	T-2			
King	Seattle	15th Ave NW (Ballard Br)	W Emerson St	NW 50th St	T-2			
King	Seattle	15th Ave NW	NW 50th St	NW 85th St	T-2			
King	Seattle	15th Ave NW/Holman Rd NW/Holman Rd N	NW 85th St	Greenwood Ave N	T-2	2,135	8,367,400	2019
King	Seattle	N 105th St	Greenwood Ave N	SR 99 (Aurora Ave N)	T-2	1,637	7,652,050	2019
King	Seattle	16th Ave S	East Marginal Way S	Tukwila C/L	T-2	1,627	5,400,875	2019
King	Seattle	Klickitat Ave SW	SW Spokane St	Klickitat Ave Bridge	T-2			
King	Seattle	Klickitat Ave Bridge/16th Ave SW	Klickitat Ave SW	SW Lander St	T-2			
King	Seattle	16th Ave SW/SW Florida St	SW Lander St	13th Ave SW	T-2			
King	Seattle	1st Ave S	SR 519 (Edgar Martinez Dr S) / S Atlantic St	S Spokane St	T-1	2,629	10,297,225	2019
King	Seattle	East Montlake PI E	24th Ave E	SR 520	T-2			
King	Seattle	Westlake Ave N	Denny Way	Nickerson St	T-2			
King	Seattle	4th Ave N/ Fremont Ave N	Westlake Ave N	N 35th St	T-2			
King	Seattle	4th Ave S	East Marginal Way S	S Royal Brougham Way	T-2	1,700	4,684,400	2018
King	Seattle	4th Ave S	S Royal Brougham Way	Seattle Blvd S	T-1	2,240	10,145,300	2017
King	Seattle	5th Ave NE	NE 80th St	NE 103rd St	T-2			
King	Seattle	Seattle Blvd S	4th Ave S	6th Ave S	T-2			
King	Seattle	Airport Way S	6th Ave S	Airport Way NB/SB	T-1			
King	Seattle	Airport SB Way S	Beginning couplet near S Royal Brougham	Ending couplet near S Altantic St	T-1			
King	Seattle	Airport Way S	Ending couplet near S Altantic St	S Industrial Way	T-1			
King	Seattle	Airport Way S	Corson Ave S	13th Ave S	T-2			
King	Seattle	Airport NB Way S	Beginning couplet near S Royal Brougham	Ending couplet near S Altantic St	T-1			
King	Seattle	East Marginal Way S	Duwamish Ave S/SR 99	S Hanford St	T-2	1,326	5,902,250	2019
King	Seattle	East Marginal Way S	S Hanford St	Alaskan Way S	T-2	1,455	7,469,925	2019
King	Seattle	Alaskan Way S	East Marginal Way S	S Atlantic St	T-2			
King	Seattle	East Marginal Way S	SR 99 / 1st Ave S	S Michigan St	T-2	1,012	3,884,025	2019
King	Seattle	East Marginal Way S	S Michigan St	Tukwila C/L	T-2	1,507	4,650,350	2016
King	Seattle	NW 85th ST/N 85th St	15th Ave NW	I-5	T-2	1,068	4,062,925	2016
King	Seattle	Rainier Ave S	57th Ave S/Waters Ave S	S Henderson St	T-2	1,093	4,717,150	2017
King	Seattle	Rainier Ave S	South Henderson St	South Cloverdale St	T-2			
King	Seattle	Rainier Ave S	S Cloverdale St	S Othello St	T-2	1,054	4,514,800	2019
King	Seattle	Rainier Ave S	M L King Jr Way S	S Dearborn St	T-2	1,388	3,955,286	2020
King	Seattle	Corson Ave S	East Marginal Way S	Airport Way S	T-2	1,478	5,813,800	2017
King	Seattle	E Madison St	12th Ave	23rd Ave E	T-2	1,206	5,985,550	2016
King	Seattle	NW Leary Way	15th Ave NW	Leary Way NW	T-2			
King	Seattle	Highland Park Way SW	West Marginal Way SW	SR 99	T-1			
King	Seattle	M L King Jr Way S	E Yesler Way	Rainier Ave S	T-2	1,179	4,376,925	2018
King	Seattle	Mercer St	5th Ave N	Dexter Ave N	T-1	3,222	14,898,250	2019
King	Seattle	Mercer St	Dexter Ave N	Fairview Ave N	T-1	5,007	27,442,975	2017
King	Seattle	NE 45th St	I-5	SR 513 (Montlake Blvd NE)	T-2	1,852	8,793,100	2018
King	Seattle	N 46th St	SR 99 (Aurora Ave N)	N Market St	T-2	1,315	4,879,300	2019
King	Seattle	NE 50th St	I-5	11th Ave NE	T-2			
King	Seattle	NE Pacific St	NE Northlake Way	SR 513 (Montlake Blvd NE)	T-2			
King	Seattle	NE Pacific PI	NE Pacific St	SR 513 (Montlake Blvd NE)	T-2			
King	Seattle	Olson PI SW	SW Roxbury St	Myers Way S	T-2	1,409	4,746,075	2019
King	Seattle	1st Ave S / S Cloverdale St	Olson PI SW	SR 509	T-2	1,923	6,853,075	2018
King	Seattle	S Albro Place	13th Ave S	Swift Ave S	T-2			
King	Seattle	S Columbian Way	I-5	15th Ave S	T-2	1,818	7,394,700	2017
King	Seattle	S Michigan St	East Marginal Way S	S Bailey St	T-2	2,283	7,432,650	2016
King	Seattle	S Royal Brougham Way	4th Ave S	Airport Way S	T-1			
King	Seattle	SW Spokane St	Klickitat Ave SW	S Spokane St/East Waterway	T-2	1,038	4,099,940	2019
King	Seattle	SW Spokane PI	SW Spokane St	Klickitat Ave SW	T-2			
King	Seattle	West Marginal Way SW	26th Ave SW	Highland Park Way SW	T-2	1,607	5,786,600	2019
King	Seattle	West Seattle Bridge/ Spokane Street Viaduct	I-5 / S Columbian Way	SR 99 / S Spokane St Ramps	T-2			
King	Seattle	West Seattle Bridge	SR 99 / S Spokane St Ramps	35th Ave SW	T-2			

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Seattle	Western Ave W	Elliott Ave W	W Denny Way	T-2			
King	Seattle	Western Ave	W Denny Way	Broad St	T-2			
King	Shoreline	15th Ave NE	SR 523 (NE 145th St) (C/L)	SR 104 (North C/L)	T-2	17,587	8,827,750	2019
King	Shoreline	N 175th St	SR 99 (Aurora Ave N)	I-5	T-2	21,402		2017
King	Shoreline	NE 175th St	I-5	15th Ave NE	T-2	13,402	6,852,500	2018
King	Tukwila	16th Ave S	Seattle City Limits	South Park Bridge	T-2			
King	Tukwila	Boeing Access Rd	Tukwila International Blvd	SR 900 (Martin Luther King Jr Way S)	T-1			
King	Tukwila	Tukwila International Blvd	S 152nd St (SeaTac C/L)	Boeing Access Rd	T-2	13,342	6,092,000	2019
King	Tukwila	East Marginal Way S	Boeing Access Rd	Seattle C/L	T-2			
King	Tukwila	East Marginal Way S	40th Ave S	Interurban Ave S	T-2			
King	Tukwila	East Marginal Way S	Interurban Ave S	Boeing Access Rd	T-1			
King	Tukwila	Orillia Rd S	Tukwila C/L	S 188th St	T-1			
King	Tukwila	S 180th St	SR 181 (West Valley Hwy)	East R/W UP and BNSF (East C/L)	T-2			
King	Tukwila	S 200th St	Orillia Rd S	East C/L	T-2			
King	Woodinville	Woodinville-Snohomish Rd NE	NE 195th St	City Limits and Snohomish Co Line	T-2	17,455	5,837,886	2018
King	Woodinville	NE195th St	SR 522	Woodinville-Snohomish Rd NE	T-2			
King	Woodinville	NEt North Woodinville Way	Woodinville-Snohomish Rd NE	NE Woodinville-Duvall Rd	T-2			
King	Woodinville	NE Woodinville-Duvall Rd	NE North Woodinville Way	East C/L	T-2	25,282	4,463,340	2019
Kittitas	Ellensburg	Canyon Rd	South C/L	Umptanum Rd	T-2			
Kittitas	Ellensburg	Canyon Rd	Umptanum Rd	Mountain View Ave	T-2			
Kittitas	Ellensburg	Main St	Mountain View Ave	Manitoba Ave	T-2			
Kittitas	Ellensburg	University Way/Vantage Hwy	US 97 (near I-90)	East C/L	T-2			
Pierce	Auburn	East Valley Hwy E	Lake Tapps Pkwy	South C/L	T-2	17,835	4,054,750	2019
Pierce	Bonney Lake	South Prairie Rd	SR 410	C/L	T-2			2015
Pierce	DuPont	Barksdale Ave/DuPont-Steilacoom Rd	South C/L near I-5	North C/L	T-2			
Pierce	Fife	20th St E	Milwaukee Way	54th Ave E	T-2			
Pierce	Fife	54th Ave E	I-5	20th St E	T-1			
Pierce	Fife	54th Ave E/Taylor Way	SR 99 (Pacific Hwy E)	Tacoma C/L	T-1			
Pierce	Fife	70th Ave	Valley Ave E	SR 99 (Pacific Hwy E)	T-1			
Pierce	Fife	Alexander Ave	Tacoma C/L	Pacific Hwy E	T-2			
Pierce	Fife	Pacific Hwy E	Milwaukee Way (Tacoma C/L)	Port Of Tacoma Rd	T-2			
Pierce	Fife	Pacific Hwy E	Port Of Tacoma Rd	54th Ave E	T-1			
Pierce	Fife	Port Of Tacoma Rd	Tacoma C/L (South of 12th St E)	20th St E	T-1			
Pierce	Fife	Valley Ave E	70th Ave E	Freeman Rd E (C/L)	T-1			
Pierce	Gig Harbor	Wollochet Dr Northwest	SR 16	Hunt St NW (C/L)	T-2			
Pierce	Lakewood	100th St SW	Lakewood Dr SW	South Tacoma Way	T-1	15,338	33,651,500	2019
Pierce	Lakewood	112th St S	Steele St S	South Tacoma Wy	T-2	14,645	5,855,250	2019
Pierce	Lakewood	Bridgeport Wy W	North C/L	Bridgeport Wy SW	T-2	23,941	4,437,286	2018
Pierce	Lakewood	Bridgeport Wy SW	Bridgeport Wy W	McChord Dr S / Lakewood South C/L	T-1	18,842	26,390,250	2019
Pierce	Lakewood	South Tacoma Way	112 St S	Steilacoom Blvd SW	T-2	13,884	6,263,500	2019
Pierce	Lakewood	South Tacoma Way	Steilacoom Blvd SW	S 80th St (C/L)	T-2	25,573	4,654,964	2018
Pierce	Lakewood	South Tacoma Way	112 St S	Steilacoom Blvd SW	T-2	13,884	6,263,500	2019
Pierce	Lakewood	Steilacoom Blvd SW	Farwest Dr SW (Steilacoom C/L)	South Tacoma Way	T-2	18,536	4,374,286	2018
Pierce	Lakewood	Gravelly Lake Dr SW	Bridgeport Way SW	112th St SW	T-2	15,329	8,374,250	
Pierce	Lakewood	Pacific Hwy SW	Bridgeport Way SW	South Tacoma Way	T-2	11,920	7,259,500	
Pierce	Lakewood	Custer Rd W	Bridgeport Way SW	Lakewood Dr W	T-2	22,018	5,046,679	
Pierce	Pacific	Stewart Rd (8th St)	West Valley Hwy E (W C/L)	SR 167	T-1			
Pierce	Pacific	Stewart Rd	SR 167	Butte Ave SE (E C/L)	T-1			
Pierce	Pacific	West Valley Hwy	Jovita Blvd (South C/L)	King County Line	T-2			
Pierce	Puyallup	9th St SW	43rd Ave SW (C/L)	SR 512	T-2			
Pierce	Puyallup	Valley Ave NW	West C/L	SR 161 (N Meridian)	T-1			
Pierce	Sumner	142nd Ave	Tacoma Ave	24th St East	T-1			
Pierce	Sumner	24th St E	West Valley Hwy	East Rd End	T-1			
Pierce	Sumner	Traffic Ave	SR 410	Main St	T-2			
Pierce	Sumner	Fryar Ave	Main St	Puyallup St E	T-2			
Pierce	Sumner	Stewart Rd (8th St E)	Butte Ave SE (138th Ave East) (Pacific C/L)	Auburn C/L	T-2			

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Pierce	Sumner	West Valley Hwy	Sumner Heights Dr	16th St E (Sumner North C/L)	T-2			
Pierce	Tacoma	Alexander Ave	SR 509	Fife C/L	T-2			
Pierce	Tacoma	Bridgeport Way W	University Place C/L 200 feet south of S 19th St	S 19th St	T-2			
Pierce	Tacoma	E 15th St	St Paul Ave	E D St	T-2			
Pierce	Tacoma	E D St	E 15th St	Puyallup Ave	T-2			
Pierce	Tacoma	East E St	E Lower 11th St	E 11th Pl	T-2			
Pierce	Tacoma	East F St	E 11th St	Route End (North of 3rd St)	T-2			
Pierce	Tacoma	Port of Tacoma Rd	E 11th St	SR 509	T-1			
Pierce	Tacoma	Port of Tacoma Rd	SR 509	Tacoma/Fife C/L	T-1			
Pierce	Tacoma	E Portland Ave	East 11th St	I-5	T-1			
Pierce	Tacoma	E Portland Ave	I-5	South C/L	T-2			
Pierce	Tacoma	Taylor Way	E 11th St	E Lincoln Ave	T-2			
Pierce	Tacoma	Taylor Way	E Lincoln Ave	Tacoma/Fife C/L	T-1			
Pierce	Tacoma	Eells St	E Portland Ave	Milwaukee Way (Tacoma/Fife C/L)	T-1			
Pierce	Tacoma	Lincoln Ave	E Portland Ave	Port Of Tacoma Rd	T-1			
Pierce	Tacoma	Lincoln Ave Loop	Milwaukee Way	Lincoln Ave	T-2			
Pierce	Tacoma	Milwaukee Way	Lincoln Ave Loop	SR 509	T-2			
Pierce	Tacoma	Milwaukee Way	SR 509	Eells St/Pacific Hwy E	T-2			
Pierce	Tacoma	North Frontage Rd	Milwaukee Way	Port of Tacoma Rd	T-2			
Pierce	Tacoma	Pioneer Way	SR 167	City Limits	T-2			
Pierce	Tacoma	Saint Paul Ave	E Portland Ave	E 11th St	T-2			
Pierce	Tacoma	South Frontage Rd	Milwaukee Way	Port of Tacoma Rd	T-2			
Pierce	University Place	Bridgeport Way W	Tacoma C/L 200 feet south of S 19th St	Chambers Lane	T-2			
Pierce	University Place	Bridgeport Way W	Chambers Lane	Leach Creek Bridge (S C/L)	T-2			
Pierce	University Place	Lakewood Dr W	64th St W (S C/L)	Hannah Pierce Rd W (Tacoma C/L)	T-2			
Pierce	Auburn	Lake Tapps Pkwy	East Valley Hwy	Sumner Tapps Hwy	T-2	10,950	5,967,000	2019
Pierce	Auburn	Lake Tapps Pkwy	Sumner Tapps Hwy	182nd Ave E (C/L)	T-2	27,205	7,782,500	2019
Pierce	Auburn	Sumner Tapps Hwy	Lake Tapps Pkwy	16th St E (C/L)	T-2	9,675	4,085,250	2019
Skagit	Sedro-Woolley	Cook Rd	West C/L	SR 20	T-2	14,371	1,926,000	2019
Snohomish	Arlington	Smokey Point Blvd	Marysville C/L	SR 531 (172nd St NE)	T-2	20,083	19,279,680	2018
Snohomish	Bothell	228th St SW/SE	West C/L	Bothell-Everett Hwy	T-2			
Snohomish	Bothell	228th St SE	Bothell-Everett Hwy	35th Ave SE (East C/L)	T-2			
Snohomish	Bothell	Bothell/Everett Hwy	228th St SE	I-405	T-2			
Snohomish	Edmonds	220th St SW	SR 99	Interurban Trail (C/L)	T-2	25,000		
Snohomish	Everett	112th St SW	Airport Rd	SR 99	T-2	16,700	4,559,500	2017
Snohomish	Everett	41st St	Rucker Ave	Colby Ave	T-1	23,400	15,849,000	2017
Snohomish	Everett	41st St	Colby Ave	I-5	T-1	35,100	15,732,750	2017
Snohomish	Everett	Airport Rd	SR 526	South C/L	T-1	29,600	20,437,500	2017
Snohomish	Everett	Broadway/N Broadway	41st St	SR 529 (E Marine View Dr)	T-1	32,000	12,533,250	2017
Snohomish	Everett	E Marine View Dr	I-5	N Broadway	T-2	13,600	9,019,250	2017
Snohomish	Everett	Evergreen Way	SR 99 (SW Everett Mall Way)	43rd St	T-1	31,300	17,196,750	2017
Snohomish	Everett	Rucker Ave	43rd St	Pacific Ave	T-2	21,100	9,275,000	2018
Snohomish	Everett	Pacific Ave	SR 529 (Maple St)	Norton Ave / W Marine View Dr	T-2	15,600	5,930,000	2017
Snohomish	Everett	W Marine View Dr	Pacific Ave	SR 529 (Everett Ave)	T-2	12,700	4,837,000	2017
Snohomish	Everett	Seaway Blvd	SR 526	75th St SW	T-2	40,400	17,702,250	2017
Snohomish	Everett	Seaway Blvd	75th St SW	John Fluke Blvd	T-2	20,200	10,205,250	2017
Snohomish	Lynnwood	168th St SW	SR 99	44th Ave W	T-2			
Snohomish	Lynnwood	44th Ave W/164th St SW	168th St SW	Spruce Way (C/L)	T-2			
Snohomish	Marysville	116th St. NE	I-5	State Ave	T-2			
Snohomish	Marysville	88th St NE	I-5	State Ave	T-2			
Snohomish	Marysville	State Ave	80th St	136th St	T-2			
Snohomish	Marysville	Smokey Point Blvd	136th St NE	Arlington C/L	T-2			
Snohomish	Mill Creek	164th St SE	West C/L	SR 527 (Bothell-Everett Hwy)	T-2			
Snohomish	Monroe	W Main St and E Main St	Frylands Blvd (W C/L)	US 2	T-2			
Snohomish	Mountlake Terrace	220th St SW	Interurban Trail (C/L)	52nd Ave W	T-2			

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Snohomish	Mountlake Terrace	66th Ave W	220th St SW	214th St SW (C/L)	T-2			
Spokane	Liberty Lake	Appleway Ave	Spokane Valley C/L	East Country Vista Dr & I- 90 Ramps	T-2			
Spokane	Liberty Lake	Appleway Ave	N Liberty Lake Rd	Molter Rd	T-2			
Spokane	Millwood	Argonne Rd	SR 290 (E Trent Rd) (S C/L)	Euclid Ave	T-1			
Spokane	Millwood	Argonne Rd	Euclid Ave	Spokane River (N C/L)	T-1			
Spokane	Spokane	W/E 29th Ave	S High Dr	S Havana St (City Limits)	T-2	20,541	4,260,750	2018
Spokane	Spokane	W Sunset Blvd / W/E 2nd Ave	W 3rd Ave	S Altamont St	T-2	11,156	2,065,500	2018
Spokane	Spokane	W/E 3rd Ave	W Sunset Blvd	S Altamont St	T-2	8,009	2,315,000	2019
Spokane	Spokane	E Alki Ave	N Freya St	E Alki Way	T-2	8,265	7,371,250	2019
Spokane	Spokane	E Alki Way	E Alki Ave	E Broadway Ave	T-2	8,265	7,371,250	2019
Spokane	Spokane	E Broadway Ave	E Alki Way	N Havana St (C/L)	T-2	8,265	7,371,250	2019
Spokane	Spokane	N Alberta St	W Northwest Blvd	N Driscoll Blvd	T-2	11,652	3,751,750	2017
Spokane	Spokane	N Cochran St	W Northwest Blvd	N Driscoll Blvd	T-2	12,630	1,723,750	2017
Spokane	Spokane	N Driscoll Blvd	N Cochran St	N Alberta St	T-2	9,926	2,759,250	2017
Spokane	Spokane	N Driscoll Blvd	N Alberta St	W Assembly St	T-2	7,823	4,046,250	2017
Spokane	Spokane	W Northwest Blvd	W Indiana Ave	N Ash St	T-2	19,777	4,442,500	2017
Spokane	Spokane	W Northwest Blvd	N Ash St	N Assembly St	T-2	31,459	4,216,250	2017
Spokane	Spokane	W Whistalks Way/T J Meenach Dr	Government Way	W Northwest Blvd	T-2	20,486	4,232,500	2017
Spokane	Spokane	E Francis Ave	US 2/395 (N Division St)	N Market St	T-2	22,198	8,778,750	2019
Spokane	Spokane	E Francis Ave	N Market St	N Havana St (C/L)	T-2	15,814	8,966,250	2019
Spokane	Spokane	S Ray St	E 29th Ave	S Ray Pl	T-2	25,646	7,071,750	2018
Spokane	Spokane	S Ray Pl	S Ray St	S Thor St	T-2	25,646	7,071,750	2018
Spokane	Spokane	S Thor St	S Ray Pl	E Hartson Ave	T-2	25,646	7,071,750	2018
Spokane	Spokane	S Thor St	E Hartson Ave	E 3rd Ave	T-2	18,714	4,232,250	2018
Spokane	Spokane	S Thor St	E 3rd Ave	S Thor Pl	T-1	14,909	7,051,500	2018
Spokane	Spokane	S Thor Pl	S Thor St	E Sprague Ave	T-1	14,909	7,051,500	2018
Spokane	Spokane	E Hartson Ave	S Thor St	S Freya St	T-2	5,546	305,250	2018
Spokane	Spokane	S Freya St	E Hartson Ave	E 3rd Ave	T-2	23,739	4,296,500	2018
Spokane	Spokane	S Freya St/N Freya St/N Freya Way/N Greene St	E 3rd Ave	E Mission Ave	T-1	28,557	16,040,000	2019
Spokane	Spokane	N Greene St	E Mission Ave	E Illinois Ave	T-1	36,057	17,833,250	2019
Spokane	Spokane	N Market St	E Illinois Ave	N Haven Pl	T-1	30,184	18,611,250	2019
Spokane	Spokane	N Market St	N Haven Pl	N Market Pl	T-1	9,958	6,444,000	2019
Spokane	Spokane	N Market St	N Market Pl	E Francis Ave (C/L)	T-1	18,629	13,157,500	2019
Spokane	Spokane	N Haven Pl	N Market St	N Haven St	T-1	14,197	7,862,000	2019
Spokane	Spokane	N Haven St	N Haven Pl	E Wellesley Ave	T-1	14,197	7,862,000	2019
Spokane	Spokane	N Haven St	E Wellesley Ave	N Market Pl	T-1	9,958	6,444,000	2019
Spokane	Spokane	N Market Pl	N Haven St	N Market St	T-1	9,958	6,444,000	2019
Spokane	Spokane	S Walnut St	Freeway Ave S	Maple St Bridge (S end)	T-2			
Spokane	Spokane	S Maple St	Freeway Ave South	Maple St Bridge (South end)	T-2			
Spokane	Spokane	Maple St Bridge	South end of bridge	North end of bridge	T-2	40,372	8,482,000	2014
Spokane	Spokane	N Maple St	Maple St Bridge (N end)	W Northwest Blvd	T-2	16,410	3,307,250	2017
Spokane	Spokane	N Maple St	W Northwest Blvd	SR 291 (W Francis Ave)	T-2	13,862	3,861,750	2017
Spokane	Spokane	Ash St-Maple St Connector/N Ash St	Maple St Bridge (north end)	W Northwest Blvd	T-1	21,811	10,750,500	2017
Spokane	Spokane	N Ash St	W Northwest Blvd	SR 291 (W Francis Ave)	T-2	13,431	4,516,750	2017
Spokane	Spokane	N Hamilton St	SR 290 (E Trent Ave)	E North Foothills Dr	T-1	28,539	10,928,000	2019
Spokane	Spokane	N Hamilton Ave/N Wolverton Ct	E North Foothills Dr	North Nevada St	T-2	24,219	4,355,750	2019
Spokane	Spokane	N Nevada St	N Wolverton Ct	E Hawthorne Rd (C/L)	T-2	22,935	9,177,750	2019
Spokane	Spokane	W Maxwell Ave/W and E Mission Ave	N Ash St	N Greene St	T-2	19,564	6,400,500	2019
Spokane	Spokane	E Mission Ave	N Greene St	SR 290 (E Trent Ave)	T-2	20,568	9,604,250	2019
Spokane	Spokane	W/E Sprague Ave	US 2/395 (N/S Browne St)	N/S Havana St (C/L)	T-2	12,184	3,946,000	2018
Spokane	Spokane	W/E Wellesley Ave	N Assembly St	N Havana St	T-2	14,555	4,530,000	2019
Spokane	Spokane Valley	1st Ave	I-90 Exit 285 Off Ramp	Thierman Rd	T-2			
Spokane	Spokane Valley	Fancher Rd	3rd Ave	Sprague Ave	T-2			
Spokane	Spokane Valley	Fancher Rd	Sprague Ave	Broadway Ave	T-2			
Spokane	Spokane Valley	Fancher Rd	Broadway Ave	SR 290 (Trent Ave)	T-2			
Spokane	Spokane Valley	Sprague Ave	Havana St (C/L)	I-90	T-2			
Spokane	Spokane Valley	Sprague Ave	I-90	Appleway Ave & Dollar Rd	T-2			
Spokane	Spokane Valley	Appleway Ave	Sprague Ave & Dollar Rd	Thierman Rd	T-2			

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Spokane	Spokane Valley	Appleway Ave	Thierman Rd	Vista Rd	T-1	20,389	13,508,664	2019
Spokane	Spokane Valley	Appleway Ave	Vista Rd	Dishman-Mica Rd	T-1			
Spokane	Spokane Valley	Appleway Ave	Dishman-Mica Rd	University Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	University Rd	Bowdish Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Bowdish Rd	SR 27 (Pines Rd)	T-2			
Spokane	Spokane Valley	Sprague Ave	SR 27 (Pines Rd)	Evergreen Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Evergreen Rd	Sullivan Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Sullivan Rd	Conklin Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Conklin Rd	Flora Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Flora Rd	Corbin Rd and Appleway Ave	T-2			
Spokane	Spokane Valley	Appleway Ave	Corbin Rd & Sprague Ave	Barker Rd	T-2			
Spokane	Spokane Valley	Appleway Ave	Barker Rd	Liberty Lake C/L	T-2			
Spokane	Spokane Valley	Argonne Rd	Appleway Ave	Mission Ave	T-2			
Spokane	Spokane Valley	Argonne Rd	Mission Ave	Mullan Rd & Indiana Ave	T-1			
Spokane	Spokane Valley	Dishman-Mica Rd	4th Ave	Appleway Ave	T-2			
Spokane	Spokane Valley	Dishman-Mica Rd	Appleway Ave	Sprague Ave	T-2			
Spokane	Spokane Valley	Mullan Rd	Dishman-Mica Rd / Sprague Ave	Mission Ave	T-2			
Spokane	Spokane Valley	Mullan Rd	Mission Ave	Argonne Rd	T-1			
Spokane	Spokane Valley	Argonne Rd	Mullan Rd & Indiana Ave	SR 290 (Trent Ave) (C/L)	T-1			
Spokane	Spokane Valley	Broadway Ave	Havana St (West C/L)	Thierman Rd	T-2			
Spokane	Spokane Valley	Broadway Ave	Thierman Rd	I-90	T-1			
Spokane	Spokane Valley	Broadway Ave	I-90	Heacox Ave	T-2			
Spokane	Spokane Valley	Evergreen Rd	Broadway Ave	I-90	T-2			
Spokane	Spokane Valley	Montgomery Ave	Argonne Rd	University Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Appleway Ave & Dollar Rd	Thierman Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Thierman Rd	Vista Rd	T-1			
Spokane	Spokane Valley	Sprague Ave	Vista Rd	Argonne Rd/Dishman-Mica Rd	T-1			
Spokane	Spokane Valley	Sprague Ave	Dishman-Mica Rd	University Rd	T-2			
Spokane	Spokane Valley	Sullivan Rd	Saltese Rd (South C/L)	8th Ave	T-2	11,366	4,306,055	2019
Spokane	Spokane Valley	Sullivan Rd	8th Ave	4th Ave	T-2			
Spokane	Spokane Valley	Sullivan Rd	4th Ave	Sprague Ave	T-2			
Spokane	Spokane Valley	Sullivan Rd	Sprague Ave	Broadway Ave	T-2			
Spokane	Spokane Valley	Sullivan Rd	Broadway Ave	Euclid Ave	T-1			
Spokane	Spokane Valley	Sullivan Rd	Euclid Ave	SR 290 (Trent Ave)	T-2			
Thurston	Lacey	Carpenter Rd SE	Lacey C/L 1200' South Of Martin Wy E	6th Ave SE	T-2	15,353	4,631,500	2019
Thurston	Lacey	College St SE	Martin Way E	I-5	T-2	23,980	9,575,000	2019
Thurston	Lacey	College St SE	I-5	Pacific Ave SE	T-2	24,196	7,878,500	2019
Thurston	Lacey	College St SE	Pacific Ave SE	Mullen Rd SE	T-2	20,709	6,108,250	2015
Thurston	Lacey	Hogum Bay Rd NE	Marvin Rd NE	31st Ave NE	T-2	6,170	6,869,750	2019
Thurston	Lacey	Pacific Ave SE	C W Trail (Olympia C/L)	Lacey Blvd SE/Golf Club Rd SE	T-2	21,328	5,085,500	2019
Thurston	Lacey	Lacey Blvd SE	Golf Club Rd SE/Pacific Ave SE	Ruddell Rd SE	T-2	14,907	5,600,250	2018
Thurston	Lacey	Lacey Blvd SE	Ruddell Rd SE	Homann Dr SE/Pacific Ave SE	T-2	13,878	3,591,500	2018
Thurston	Lacey	Pacific Ave SE	Lacey Blvd SE/Homann Dr SE	Carpenter Rd SE (C/L)	T-2	21,343	7,354,250	2018
Thurston	Lacey	Pacific Ave SE	Carpenter Rd SE	East C/L	T-2	17,027	4,582,500	2019
Thurston	Lacey	Martin Way E	College St SE (Olympia C/L)	I-5	T-1	34,131	15,558,500	2018
Thurston	Lacey	Martin Way E	I-5	Carpenter Rd SE (C/L)	T-1	31,630	9,769,500	2018
Thurston	Lacey	Martin Way E	C/L near Galaxy Dr NE	SR 510 (Marvin Rd)	T-2	25,119	5,653,500	2018
Thurston	Lacey	Martin Way E	SR 510 (Marvin Rd)	C/L near Meridian Rd NE	T-2	23,683		2018
Thurston	Lacey	Marvin Rd NE	I-5	Britton Pkwy NE	T-1	28,437	21,664,750	2018
Thurston	Lacey	Marvin Rd NE	Britton Pkwy NE	Hawks Prairie Rd NE	T-2	17,345	9,829,250	2018
Thurston	Lacey	Pacific Ave SE	Lacey Blvd SE/Golf Club Rd SE	Lacey Blvd SE/Homann Dr SE	T-2	16,292	5,606,250	2019
Thurston	Lacey	Yelm Highway SE	C W Trail (C/L)	College St SE	T-2	20,999	6,513,750	2019
Thurston	Olympia	Olympic Way NW	Harrison Ave NW	4th Ave W	T-2		5,366,500	2019
Thurston	Olympia	Martin Way E	Phoenix St NE/SE	College St NE/SE (Lacey C/L)	T-2		4,240,250	2019
Thurston	Olympia	Black Lake Blvd SW	21st Ave SW	US 101	T-2		5,244,750	2019
Thurston	Olympia	Crosby Blvd SW	Tumwater C/L	US 101	T-2			2019
Thurston	Olympia	Plum St SE	Henderson Blvd SE	Union Ave SE	T-2		6,681,750	2019
Thurston	Olympia	Plum St SE/NE	Union Ave SE	State Ave NE	T-2		3,887,000	2019

Table 5: 2021 FMSIB Strategic Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2021 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Thurston	Olympia	Mottman Rd SW	West C/L east of R W Johnson Blvd SW	East C/L west of Crosby Blvd SW	T-2		5,393,250	2019
Thurston	Olympia	Pacific Ave NE/SE	Wilson St NE	C W Trail (Lacey C/L)	T-2		4,458,500	2019
Thurston	Olympia	Sleater-Kinney Rd SE	I-5 (Lacey C/L)	Martin Way E	T-2		6,453,000	2019
Thurston	Tumwater	Mottman Rd SW	R W Johnson Rd SW	Mottman Ct SW (Olympia C/L)	T-2			
Thurston	Tumwater	Mottman Rd SW	City Limits	Crosby Blvd	T-2		2,703,000	2017
Thurston	Tumwater	Crosby Blvd	Mottman Rd	Olympia C/L	T-2		1,683,000	2017
Walla Walla	Walla Walla	Myra Rd	SR 125 Spur	SR 125	T-2			
Whatcom	Bellingham	Meridian St	I-5	Squalicum Way	T-2			
Whatcom	Bellingham	W Bakerview Rd	NB I-5 Ramp	SR 539 (Meridian St)	T-2			
Whatcom	Bellingham	N Forest St	E Chestnut St	Ellis St	T-2			
Whatcom	Bellingham	Ellis St	N Forest St	N State St	T-2			
Whatcom	Bellingham	Hannegan Rd	North C/L	SR 542 (E Sunset Dr)	T-2			
Whatcom	Bellingham	Woburn St	SR 542 (East Sunset Dr)	Lakeway Dr	T-2			
Whatcom	Bellingham	N State St	Wharf St	Ellis St	T-2			
Whatcom	Bellingham	N State St	Ellis St	Iowa St	T-2			
Whatcom	Bellingham	Iowa St	James	I-5	T-2			
Whatcom	Bellingham	Lakeway Dr	Ellis St	Lincoln St	T-2			
Whatcom	Bellingham	Lakeway Dr	Lincoln St	Yew St	T-2			
Whatcom	Bellingham	Lakeway Dr	Yew St	Scenic Ave (C/L)	T-2			
Whatcom	Ferndale	Main St	3rd Ave	Hovander Rd	T-2			
Whatcom	Ferndale	Main St	Hovander Rd	I-5	T-2			
Whatcom	Ferndale	Main St	I-5	Barrett Rd	T-2			
Whatcom	Ferndale	Slater Rd	I-5	West C/L	T-2			
Whatcom	Lynden	Birch Bay-Lynden Rd	Tromp Rd (West C/L)	SR 539	T-2			
Yakima	Grandview	Yakima Valley Hwy / Wine Country Rd	North C/L	I-82	T-2			
Yakima	Naches	S Naches Rd	South C/L	US 12	T-2	4,635	1,243,833	2016
Yakima	Sunnyside	Yakima Valley Hwy	SR 241	E City Limits	T-2			
Yakima	Union Gap	Main St	Yakima C/L	Valley Mall Blvd	T-2			
Yakima	Union Gap	Main St	Valley Mall Blvd	Ahtanum Rd	T-2			
Yakima	Union Gap	Main St	Hollow Creek	Ahtanum Rd	T-2	11,300	4,935,043	2019
Yakima	Union Gap	N Rudkin Rd	Valley Mall Blvd	McNair Ave	T-1			
Yakima	Union Gap	Valley Mall Blvd	I-82	Main St	T-1			
Yakima	Union Gap	Ahtanum Rd	Main St	Yakima C/L near S 16th Ave	T-2			
Yakima	Yakima	Ahtanum Rd	Union Gap C/L	West C/L	T-2			
Yakima	Yakima	E Nob Hill Blvd	S 1st St	I-82	T-2			
Yakima	Yakima	W Washington Ave	S 64th Ave	S 16th Ave	T-2			
Yakima	Yakima	E Yakima Ave	I-82	East C/L	T-2			
Yakima	Yakima	Fruitvale Blvd	N 40th Ave	N 5th Ave	T-2			
Yakima	Yakima	N 16th Ave	US 12	River Rd	T-2			
Yakima	Yakima	N 16th Ave	River Rd	W Yakima Ave	T-2			
Yakima	Yakima	S 1st St	E Yakima Ave	Union Gap C/L	T-2			
Yakima	Yakima	N 40th Ave	Fruitvale Blvd	W Summitview Ave	T-2			
Yakima	Yakima	River Rd	Fruitvale Blvd	N 16th Ave	T-2			
Yakima	Yakima	Summitview Ave	N 40th Ave	N 63rd Ave	T-2			

Table 6: Changes to FMSIB Strategic Truck Freight Corridors for City Streets, 2019-2021

T-1 and T-2 City Street Segments Added in 2021 (Added Strategic Corridors)

County	City	Route Name	Start Location	End Location	2019 FGTS Class	2021 FGTS Class	2021 Average Annual Daily Truck Volume	2021 Annual Truck Tonnage	Status	Final Review Comment
Clark	Vancouver	NE Andresen Rd	NE Padden Pkwy	C/L near I-205	T-3	T-2			T-3 to T-2	Route continuity
King	Auburn	132nd Way SE	SE 312th St	132nd Ave SE	T-3	T-2	12,895	1,234,750	T-3 to T-2	
King	Auburn	132nd Ave SE	132nd Way SE	SE 304th St	T-3	T-2	12,895	1,234,750	T-3 to T-2	
King	Auburn	15th St NE	D St NE	Auburn Way N	T-3	T-2	22,510	4,008,500	T-3 to T-2	
King	Auburn	15th St SW	SR 167	O St SW	T-3	T-2	20,650	7,593,250	T-3 to T-2	
King	Auburn	A St SE	29th St SE	17th St SE	T-3	T-2	26,295	4,019,500	T-3 to T-2	
King	Auburn	Auburn Ave	E Main St	Auburn Way N	T-3	T-2	27,310	4,471,250	T-3 to T-2	
King	Auburn	S Peasley Canyon Rd	C/L east of Peasley Canyon Way S	West Valley Hwy S	T-3	T-2	19,750	2,920,500	T-3 to T-2	
King	Kirkland	NE 85th St	6th St	I-405	T-3	T-2	42,807	7,588,611	T-3 to T-2	
King	Seattle	14th Ave S	S Cloverdale St	S Director St (C/L)	T-3	T-2	1,406	4,504,300	T-3 to T-2	
King	Seattle	15th Ave NW/Holman Rd NW/Holman Rd N	NW 85th St	Greenwood Ave N	T-3	T-2	2,135	8,367,400	T-3 to T-2	
King	Seattle	N 105th St	Greenwood Ave N	SR 99 (Aurora Ave N)	T-3	T-2	1,637	7,652,050	T-3 to T-2	
King	Seattle	1st Ave S	SR 519 (Edgar Martinez Dr S) / S Atlantic St	S Spokane St	T-3	T-1	2,629	10,297,225	T-3 to T-1	
King	Seattle	4th Ave S	East Marginal Way S	S Royal Brougham Way	T-3	T-2	1,700	4,684,400	T-3 to T-2	
King	Seattle	East Marginal Way S	S Michigan St	Tukwila C/L	T-3	T-2	1,507	4,650,350	T-3 to T-2	
King	Seattle	NW 85th St/N 85th St	15th Ave NW	I-5	T-3	T-2	1,068	4,062,925	T-3 to T-2	
King	Seattle	Rainier Ave S	South Henderson St	South Cloverdale St	T-3	T-2			T-3 to T-2	Route continuity
King	Seattle	Rainier Ave S	S Cloverdale St	S Othello St	T-3	T-2	1,054	4,514,800	T-3 to T-2	
King	Seattle	M L King Jr Way S	E Yesler Way	Rainier Ave S	T-3	T-2	1,179	4,376,925	T-3 to T-2	
King	Seattle	N 46th St	SR 99 (Aurora Ave N)	N Market St	T-3	T-2	1,315	4,879,300	T-3 to T-2	
King	Shoreline	15th Ave NE	SR 523 (NE 145th St) (C/L)	SR 104 (North C/L)	T-3	T-2	17,587	8,827,750	T-3 to T-2	
King	Woodinville	Woodinville-Snohomish Rd NE	NE 195th St	City Limits and Snohomish Co Line	T-3	T-2	17,455	5,837,886	T-3 to T-2	
Pierce	Auburn	East Valley Hwy E	Lake Tapps Pkwy	South C/L	T-3	T-2	17,835	4,054,750	T-3 to T-2	
Pierce	Lakewood	112th St S	Steele St S	South Tacoma Wy	T-3	T-2	14,645	5,855,250	T-3 to T-2	
Pierce	Lakewood	South Tacoma Way	Steilacoom Blvd SW	S 80th St (C/L)	T-3	T-2	25,573	4,654,964	T-3 to T-2	
Pierce	Lakewood	Gravelly Lake Dr SW	Bridgeport Way SW	112th St SW		T-2	15,329	8,374,250	New Freight Route	
Pierce	Lakewood	Pacific Hwy SW	Bridgeport Way SW	South Tacoma Way		T-2	11,920	7,259,500	New Freight Route	
Pierce	Lakewood	Custer Rd W	Bridgeport Way SW	Lakewood Dr W		T-2	22,018	5,046,679	New Freight Route	
Pierce	Auburn	Lake Tapps Pkwy	East Valley Hwy	Sumner Tapps Hwy	T-3	T-2	10,950	5,967,000	T-3 to T-2	
Pierce	Auburn	Lake Tapps Pkwy	Sumner Tapps Hwy	182nd Ave E (C/L)	T-3	T-2	27,205	7,782,500	T-3 to T-2	
Pierce	Auburn	Sumner Tapps Hwy	Lake Tapps Pkwy	16th St E (C/L)	T-3	T-2	9,675	4,085,250	T-3 to T-2	
Snohomish	Everett	112th St SW	Airport Rd	SR 99	T-3	T-2	16,700	4,559,500	T-3 to T-2	

County	City	Route Name	Start Location	End Location	2019 FGTS Class	2021 FGTS Class	2021 Average Annual Daily Truck Volume	2021 Annual Truck Tonnage	Status	Final Review Comment
Spokane	Spokane	W Sunset Blvd / W/E 2nd Ave	W 3rd Ave	S Altamont St	T-3	T-2	11,156	2,065,500	T-3 to T-2	
Spokane	Spokane	W/E 3rd Ave	W Sunset Blvd	S Altamont St	T-3	T-2	8,009	2,315,000	T-3 to T-2	
Spokane	Spokane	W Maxwell Ave/W and E Mission Ave	N Ash St	N Greene St	T-3	T-2	19,564	6,400,500	T-3 to T-2	
Spokane	Spokane	E Mission Ave	N Greene St	SR 290 (E Trent Ave)	T-3	T-2	20,568	9,604,250	T-3 to T-2	
Spokane	Spokane	W/E Wellesley Ave	N Assembly St	N Havana St	T-3	T-2	14,555	4,530,000	T-3 to T-2	
Spokane	Spokane Valley	Sullivan Rd	Saltese Rd (South C/L)	8th Ave	T-3	T-2	11,366	4,306,055	T-3 to T-2	
Thurston	Lacey	Carpenter Rd SE	Lacey C/L 1200' South Of Martin Wy E	6th Ave SE	T-3	T-2	15,353	4,631,500	T-3 to T-2	
Yakima	Naches	S Naches Rd	South C/L	US 12	T-3	T-2	4,635	1,243,833	T-3 to T-2	Route continuity
Yakima	Union Gap	Main St	Hollow Creek	Ahtanum Rd		T-2	11,300	4,935,043	New Freight Route	

T-1 and T-2 City Street Segments Removed in 2021 (Removed Strategic Corridors)

County	City	Route Name	Start Location	End Location	2019 FGTS Class	2021 FGTS Class	2021 Average Annual Daily Truck Volume	2021 Annual Truck Tonnage	Status	Final Review Comment
Clark	Battle Ground	W/E Main St	SR 503	SE Grace Ave	T-2	T-3		1,462,750	T-2 to T-3	
Clark	Vancouver	E Mill Plain Blvd	I-5	I-205	T-2	T-3			T-2 to T-3	
Clark	Vancouver	E Fourth Plain Blvd	Main St	I-5	T-2	T-3			T-2 to T-3	
King	Covington	Covington Way SE	South C/L (near SE Wax Rd)	SR 516	T-2	T-3			T-2 to T-3	
King	Seattle	23rd Ave E/Turner Way E	E Madison St	24th Ave E/E Helen St	T-2	T-3			T-2 to T-3	Route continuity
King	Seattle	24th Ave E	Turner Way E / E Helen St	East Montlake PI E	T-2	T-3	645	2,385,025	T-2 to T-3	
King	Seattle	S Industrial Way	4th Ave S	Airport Way S	T-2	T-3	624	1,958,225	T-2 to T-3	
Pierce	Bonney Lake	214th Ave E	South C/L	SR 410	T-2	T-3		3,060,556	T-2 to T-3	Route continuity
Pierce	Lakewood	100th St SW	Gravelly Lk Dr SW	59th Av SW	T-2	T-3	10,403	1,248,360	T-2 to T-3	
Pierce	Lakewood	100th St SW	59th Av SW	Bridgeport Way SW	T-2	T-3	10,403	1,248,360	T-2 to T-3	
Pierce	Lakewood	100th St SW	Bridgeport Way SW	Lakewood Dr SW	T-1	T-3	22,588	2,710,560	T-1 to T-3	
Pierce	Lakewood	Lakewood Dr SW/Lakewood Dr W	Bridgeport Way SW	74th St W	T-2	T-3	14,973	1,507,964	T-2 to T-3	
Spokane	Spokane Valley	Barker Rd	Sprague Ave	I-90	T-2	T-3	9,286	2,979,780	T-2 to T-3	
Spokane	Spokane Valley	Barker Rd	I-90	Euclid Ave	T-2	T-3	8,637	3,574,652	T-2 to T-3	

Table 7: 2021 FMSIB Strategic Rail Corridors

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

Table 8: 2021 FMSIB Strategic Freight Waterway Corridors

Waterway Segment	Annual Tonnage (in thousands tons)	Classification
Puget Sound Spine between Juan De Fuca and Seattle	42,637	W-1
Puget Sound Spine between Seattle and Tacoma	21,514	W-2
Strait of Juan De Fuca	67,426	W-1
Rosario and Georgia Strait	21,317	W-2
Grays Harbor	2,843	W-4
Columbia River from Mouth to Vancouver	49,183	W-1
Columbia River between Vancouver and the Dalles Dam	8,489	W-3
Columbia River above Dalles Dam to McNary Lock and Dam	6,795	W-3
Columbia River above McNary Lock and Dam to Kennewick	5,200	W-3
Snake River from Kennewick to Clarkston	3,920	W-4



FMSIB Projects and Environmental Health Disparities (EHD)

November 19, 2021

Brian Ziegler, FMSIB Director

Agenda



- Why this presentation?
- What is the “Environmental Health Disparities (EHD)” map?
- How does FMSIB rank freight projects?
- How do FMSIB projects fare in comparison to the map?
- What do the results mean?

Why this presentation?



- Health disparities across the state are real, documented, and increasingly highlighted in legislative discussions.
- Mitigating the negative impacts of freight is central to FMSIB's mission and environmental health factors are integrated into FMSIB's project scoring system.
- The HEAL Act ("Healthy Environment for All"), requires the Department of Health to maintain and update the Environmental Health Disparities (EHD) map for evaluating and tracking environmental health disparities. State agencies and the Environmental Justice Council must track, measure, and report on environmental justice implementation.
- Though not a requirement for FMSIB, the Act covers seven state agencies today and others may opt into the Act requirements.

What is the “Environmental Health Disparities (EHD)” map? (1/3)



- The Washington Environmental Health Disparities Map is an interactive mapping tool that compares communities across our state for environmental health disparities.
- The map shows pollution measures such as diesel emissions and ozone, as well as proximity to hazardous waste sites. In addition, it displays measures like poverty and cardiovascular disease.
- The map also provides new and rigorous insights into where public investments can be prioritized to buffer environmental health impacts on Washington's communities, so that everyone can benefit from clean air, clean water, and a healthy environment.

What is the “Environmental Health Disparities (EHD)” map? (2/3)



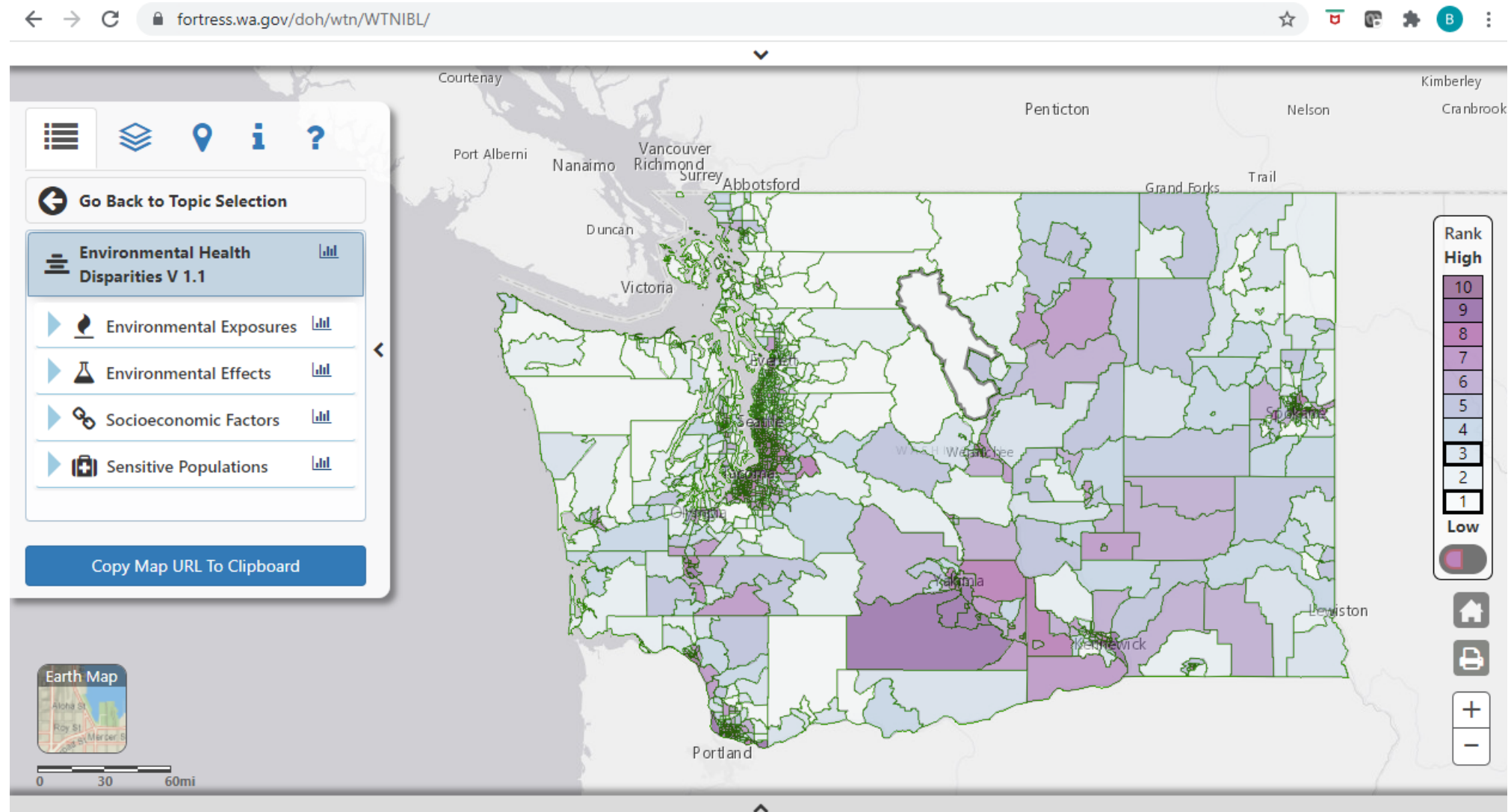
- The data on the map include 19 indicators and are divided into four themes:
 - Environmental Exposures (NO_x-diesel emissions; ozone concentration; PM_{2.5} concentration; populations near heavy traffic roadways; toxic release from facilities (RSEI model))
 - Environmental Effects (lead risk from housing; proximity to hazardous waste treatment, storage, and disposal facilities (TSDFs); proximity to National Priorities List sites (Superfund Sites); proximity to Risk Management Plan (RMP) facilities; wastewater discharge)
 - Sensitive Populations (death from cardiovascular disease; low birth weight)
 - Socioeconomic Factors (limited English; no high school diploma; poverty; race - people of color; transportation expense; unaffordable housing; unemployed)
- The data are combined into a cumulative score reflecting environmental and socioeconomic risk factors that allows for comparison across Washington’s more than 1,450 US Census tracts.

What is the “Environmental Health Disparities (EHD)” map? (3/3)



- The Washington Environmental Health Disparities Map depicts cumulative health impact as a ranking from 1 to 10, with 10 indicating the highest impact. These rankings reflect the risk each community faces from multiple environmental hazards and the degree to which a community is more vulnerable to those hazards because of sociodemographic factors.
- The rankings represent environmental health “risk”—the potential or probability for harm from a combination of environmental and vulnerability factors.

The EHD Interactive Mapping Tool





How does FMSIB rank freight projects?

Project Priority Criteria



Summary of Evaluation Criteria:

Freight Mobility for the Project Area

Freight Mobility for the Region, State, & Nation

General Mobility

Safety

Freight & Economic Value

Environment

Partnership

Consistency with Regional & State Plans

Cost

Special Issues

Weight

35 Maximum

35 Maximum

25 Maximum

20 Maximum

15 Maximum

20 Maximum

25 Maximum

5 Maximum

10 Maximum

8 Maximum

Total:

198 points

Project Selection Process



- Call for Projects
- Technical Committee Scoring (Cities, Counties, Ports, Trucking, Rail, WSDOT)
- Board Committee Scoring (Five Members)
- Two Committees Compare Scores and Create a First Cut List and Interview Questions
- Interviews w/Sponsors
- Committee Final Cut Recommendation
- Board Review, Consensus and Approval
- FMSIB submits to Governor and Legislature

Project Transparency



Washington State
Freight Mobility
Strategic Investment Board

City of Fife - Project Information and Updates
Port of Tacoma Road I/C - Phase 1 (FMSIB Project ID: 64-1)

Project Summary

Project Phase	State Fund	Port Fund	Total Costs
Prelim. Engineering	\$3,775,000		
Right of Way	\$2,650,000		
Construction	\$21,323,000		
Total Project Costs			\$37,148,000

Project Cost Breakout

Project Costs

Funding Sources

Source	Total Funds	Secured	Date Secured
FMSIB	\$6,667,000	✓	Jul 01, 2006
City of Fife	\$1,775,000	✓	
State Agency	\$0		
MPO	\$0		
Federal	\$11,106,500	✓	Jul 01, 2013
Private	\$500,000	✓	Oct 01, 2006
Other	\$7,100,000	✓	Nov 19, 2016
Other	\$1,300,000	✓	Oct 01, 2015
Total Funding	\$28,648,500		

FMSIB is (still) a Great Deal



- “Supply Chain” and “Freight Mobility” have been in the news more frequently because of commodity shortages.
- Freight mobility expertise on the Board (for free!).
- Project investments are highly leveraged (over 6:1).
- Very low administrative overhead (under 2%).
- And the economy of Washington is STILL highly trade dependent.
- Plus One more reason

“All Transportation is Local”



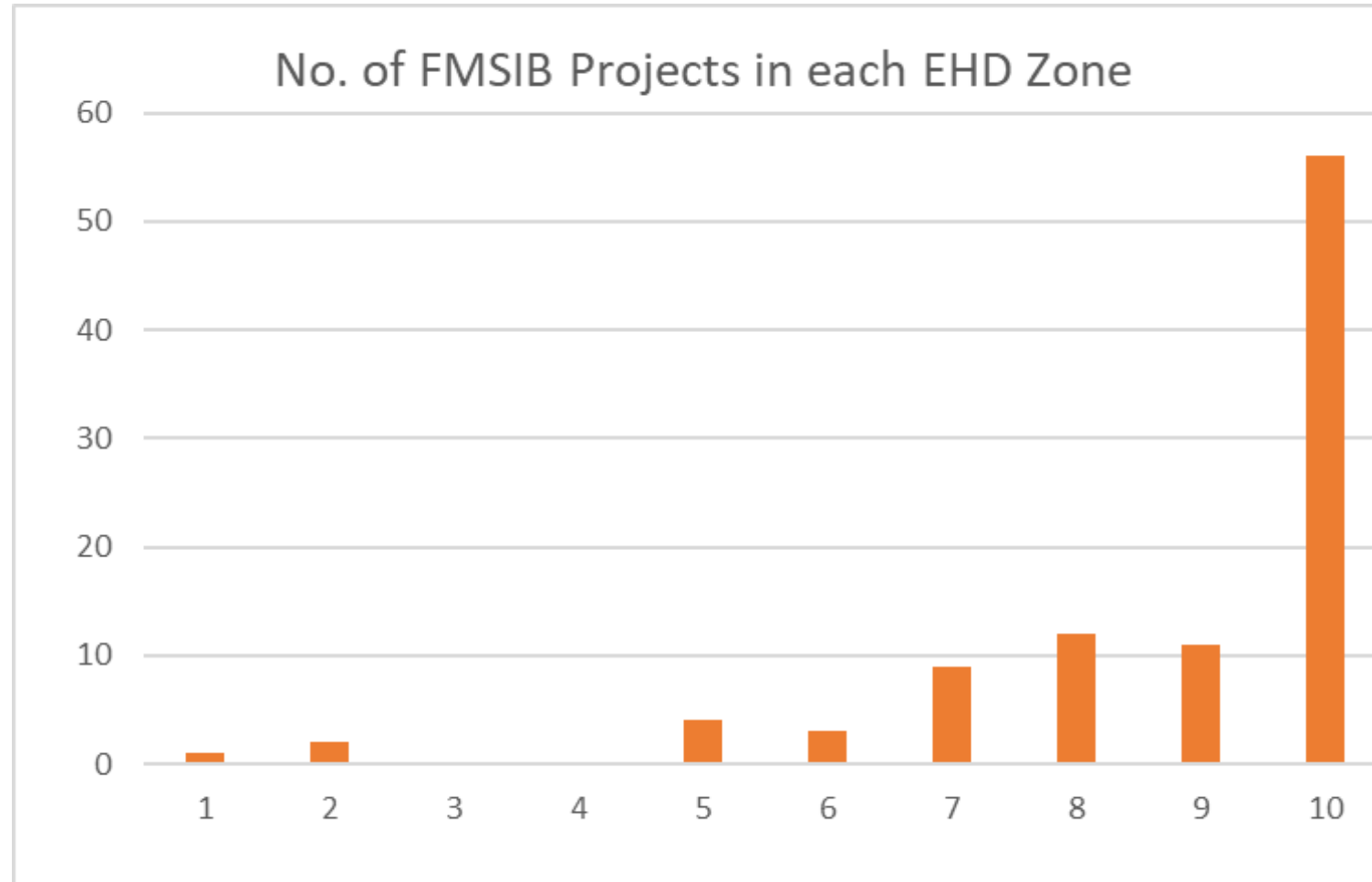
- Given these two facts:
 - State highways carry the bulk of freight tonnage, but
 - Nearly all freight trips start or end on a local roadwayOne would think most FMSIB applications would come from the state.
- However:
 - 95% of the applications come from local governments, and
 - 68% of the applications are on state routes or major connectors to state routes.
- One reason: Local governments know where the bottlenecks are, and they hear from the communities who are negatively affected by freight.
- Locals struggle more than the state to maintain and preserve roadways.

How do FMSIB projects compare to the EHD Zones? (1/2)



- Over the last 23 years, FMSIB has reviewed several hundred projects around the state and funded approximately 100 projects.
- State law specifies a geographic allocation of FMSIB funding to three specific regions of the state (PS, WW, EW).
- FMSIB staff analyzed funded FMSIB projects against the EHD map and identified the primary Zone for each project.
- Results are shown in the following graph.

How do FMSIB projects compare to the EHD Zones? (2/2)



What do the results mean?



- Here's what we can say:
 - FMSIB funds freight mobility projects proposed by local governments (i.e., FMSIB does not generate freight mobility project ideas independently).
 - Nearly all local government proposed projects are in areas with significant environmental health disparities.
 - FMSIB's current project ranking system incorporates many of the 19 environmental health factors and it appears to affect which FMSIB projects are awarded funding.
- Here's what we don't know:
 - Do FMSIB projects specifically, and other transportation projects in general, produce measurable changes in the 19 environmental health factors?
 - Would changes in FMIB's project ranking criteria materially affect FMSIB's future portfolio?



FMSIB Project Review - Nov 2021 (First review May 2019)

Board action taken in Sept. 2020:
 Board action taken in July 2020:
 Board action taken in Jan. 2020:
 Board action taken in Sept. 2019:

Project	Agency	Project Name	Total Costs	FMSIB Funds	Awarded	Original Ad Date	Progress	Staff: Defer?	Board: Defer?
51-3	Seattle	Duwamish Spot Improvement	\$300,000	\$2,383,000	Jan-03	Apr-06	Completed	N	
35-0	Kent	S. 228th St Grade Separation	\$25,000,000	\$9,750,000	Jan-04	Oct-09	Completed	N	
64-1	Fife	Port of Tacoma Rd. I/C - Phase 1	\$27,148,000	\$6,667,000	Jan-06	Feb-18	Completed	N	
72-0	Tacoma	Puyallup River Bridge replacement	\$38,760,000	\$5,000,000	Jan-09	Apr-16	Completed	N	
73-0	Port of Seattle	E. Marginal /Diagonal and Argo	\$8,068,000	\$3,750,000	Jan-09	Jan-15	Completed	N	
77-0	Tukwila	SW 27th/Strander Blvd Connection- Phase 3	\$38,604,000	\$5,000,000	Jan-10	None	City Canceled	Y	Y
76-0	Fife	Port of Tacoma Rd. I/C - Phase 2	\$35,361,000	\$7,533,000	Jan-10	None	Still short \$20 million. Board presentation Jan. 2020. Second Board discussion Nov. 2021.	M	N
80-0	Spokane Valley	Barker Road/BNSF grade separation	\$29,200,000	\$9,000,000	Jan-10	Feb-15	In construction	N	
81-1	Spokane County	Bigelow Gulch/Forker Road Realignment - Phases 5A & 6	\$24,400,000	\$6,000,000	Jan-10	None	On Ad. NTP in Jan. 2022	N	N
87-0	Marysville	SR 529/I-5 Interchange Expansion	\$54,050,000	\$5,000,000	Jan-14	Sep-16	WSDOT agreement in process, funded in 21-23	N	
91-0	Seattle	South Lander Street Grade Separation	\$140,000,000	\$8,000,000	Jul-16	Dec-17	Completed	N	
89-0	Fife	I-5/54th Avenue E Interchange Improvement Project - Phase 1A	\$23,700,000	\$500,000	Jul-16	Jan-19	Completed	N	
89-1	Fife	I-5/54th Avenue E Interchange Improvement Project	\$23,700,000	\$2,500,000	Jul-16	Jul-19	Deferred	M	Y
94-0	Tacoma	Taylor Way Rehabilitation Project	\$18,598,000	\$2,500,000	Jul-16	Mar-18	In construction, Nov. 2021 completion?	N	
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	\$18,540,000	\$2,500,000	Jul-16	Sep-18	Completed	N	
90-0	Longview	SR 432-SR 411 Intersection Improvements Project	\$4,200,000	\$2,100,000	Jul-16	Apr-18	Completed	N	
100-0	Seattle	East Marginal Way Heavy Haul Corridor	\$48,600,000	\$6,100,000	Jul-18	Apr-21	\$23 m of \$48 m secured. Phase 1 Ad date: Feb. 2022	N	N
95-0	Fife	70th Ave. East Freight Bottleneck Relief	\$41,371,624	\$5,000,000	Jul-18	Feb-19	Completed	N	
98-0	Chelan County	West Cashmere Bridge	\$23,500,000	\$3,000,000	Jul-18	Feb-20	In construction	N	
101-0	Sumner	Stewart Road Corridor - White River Bridge Replace	\$21,489,033	\$3,000,000	Jul-18	Mar-21	Summer 2022 Ad. \$7 m of \$25 m secured. Board increased FMSIB award by \$700,000.	N	N
96-0	Port of Kalama	Industrial Rail Additions	\$11,750,000	\$2,400,000	Jul-18	Feb-20	Deferred by 2020 Legislature into 2021-23	N	
99-1,2,3	Spokane Valley	Barker Road Corridor Widening	\$8,400,000	\$1,680,000	Jul-18	Jun-20	Phase 1 and 2 complete. Phase 3 awaiting UPRR agreement. Ad date: Jan 2022	N	
97-0	Spokane County	Bigelow Gulch - Phase 3	\$6,925,710	\$2,270,000	Jul-18	Feb-21	In construction.	N	
24 Projects			Total: \$671,665,367	\$101,633,000					

Active Projects that could be Deferred

FMSIB Projects Completed in 2021

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

No.	Owner	Name	Date	Comments
99-3	Spokane Valley	Barker Road Corridor Widening-Phase 3	Oct. 2020	
93-0	Sumner	SR 410 Traffic Avenue/ East Main Project	Feb. 2021	
35-0	Kent	S. 228th St UP Grade Separation	Apr. 2021	
90-0	Longview	SR 432-SR 411 Intersection Improvements	May 2021	
94-0	Tacoma	Taylor Way Rehabilitation Project	Nov. 2021	Anticipated completion
98-0	Chelan County	West Cashmere Bridge	Nov. 2021	Anticipated completion
97-0	Spokane County	Bigelow Gulch - Phase 3	Nov. 2021	Anticipated completion
95-0	Fife	70th Ave. East Freight Bottleneck Relief	Dec. 2021	Anticipated completion