

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

December 1, 2022

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 final 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 line with the recommendations from Phase 1 of our report ([here](#)), the Board has identified a list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner. In further response to the above proviso and given the additional resources the Legislature provided by the 2022 “Move Ahead Washington Act” for funding “Connecting Washington Act” projects, the Board and WSDOT concluded that no “additional shortfalls” exist.

Section 2: Outreach

In addition to the expertise of freight stakeholders on the Board, FMSIB relied on the project planning expertise of Washington’s 18 MPOs and RTPOs. The majority of those organizations participated in this FMSIB effort by reaching out to their varied membership to solicit investment ideas and projects. Many port districts were also contacted in this regional outreach. The Washington Public Ports Association also conducted outreach with all 75 of their members to encourage participation in generating investment and project ideas.

Section 3: Results of Outreach

The above Outreach generated 168 project investment ideas. Those are summarized on Attachment A by MPO/RTPO, by FMSIB Statutory Region, and by Proposed Construction year. Attachment B describes how the project investment ideas are categorized according to the Freight Target Areas (FTA) described in Phase 1 of FMSIB’s legislative report (delivered 12/1/21 and available [here](#)).

Section 4: Prioritization Methodology

The budget proviso requests that FMSIB “submit a prioritized list of freight investments that are geographically balanced across the state and can proceed to construction in a timely manner.” The Board developed an approach that includes a simple point scoring system to account for these factors:

1. Prioritize “Statewide Priority Projects” first (See Section 5 – Prioritization Results).
2. Secondly, prioritize projects that could be completed in 2023 and 2024.
3. Eliminate projects that indicate they are fully funded. Subsequent Validation efforts (see Section 6) may identify some project funding gaps that are not apparent with the level of data collection in this Phase 2 Report.
4. Use the following point-system to rank remaining 2023/2024 projects according to “project freight impact and project readiness:”
 - a. FGTS Classification
 - i. T1/R1 – 5 points
 - ii. T2/R3 – 3 points
 - iii. T3 – 1 point
 - iv. T4 or lower – Zero points
 - b. Regional Transportation Plan.
 - i. In the Regional Plan - 3 points
 - ii. Not in the Regional Plan – 0 points
 - c. Funding Gap (This is ranked according to the percentage of the project that has committed funding.)
 - i. 75% or higher - 5 points
 - ii. 50% to 75% - 3 points
 - iii. Zero to 50% - 1 point
 - d. Maximum point total = 13.
5. Apply same point-system ranking to 2025-28 projects.

Observations:

- While preservation of pavements and bridges are two of FMSIB's ten FTA's, the Board learned that preservation projects are not always identified individually in the MPO/RTPO planning process and sometimes not reflected in the regional transportation plan. It is likely that FMSIB's outreach approach did not fully capture the freight mobility preservation needs in Washington. Therefore, in order to fund high priority freight mobility preservation projects, FMSIB recommends a programmatic approach and potentially a competitive grant program.
- The FGTS point scoring approach focuses attention on the highest tonnage routes but may overlook key, lower tonnage, freight connectors or new routes that may be needed. Also, this point scoring approach does not consider whether a parallel route investment might benefit a higher tonnage route. In future work on this, FMSIB will evaluate an approach that accounts for the changing nature of freight, potentially taking into greater consideration the volume and/or value of freight as well as tonnage.

Section 5: Prioritization Results

In addition to the project investment ideas generated by MPO/RTPO and Port plans, the Board undertook a parallel assessment of strategic statewide investments that may not be identified by regional transportation plans. Following are the additional statewide investment opportunities FMSIB believes should be the state's highest priorities.

- Truck Parking: FMSIB and WSDOT discussed many of the recommendations in the 2022 JTC Action Plan, as well as truck parking projects that surfaced in FMSIB's solicitation from the regional transportation plans. The Board supports the investments described in WSDOT's October 2022 Report to the Governor.
- Marine Cargo Forecast: This is a regular collaboration with the WPPA to identify marine cargo loads and impacts on state, local, and private infrastructure. Estimated \$300,000 state / \$200,000 ports.
- Inland Intermodal Facility Feasibility Study: This is a collaboration with WSDOT and a follow-up to their WSU Research Study on the same topic. Estimated \$300,000.

The summary of the early action (i.e., 2023 and 2024) investments are shown in "Attachment C - Statewide Prioritized Investment / Project Tables (2023 and 2024) – Ranked by Point Score". The remainder of the six-year list (i.e., 2025-2028) are shown in "Attachment D - Statewide Prioritized Investment/Project Idea Tables (2025 -2028) – Ranked by Point Score".

Section 6: Needed Validation

Given the resources and time available to conduct outreach, the MPO's, RTPO's, WPPA, and FMSIB relied on investment information that was readily available in existing regional transportation plans.

FMSIB is conducting additional outreach to seek additional project readiness information from our MPO/RTPO/WPPA partners, and through them, from the designated project sponsors.

Following these efforts, FMSIB will submit a validated freight project funding list for Legislative consideration by January 13, 2023.

FMSIB's 2022 budget included another proviso, encouraging the Board to consider incorporating the provisions of the HEAL Act into Board decision making. The Board will consider language in the 2022 Annual Report providing a progress report on this HEAL Act proviso to the Legislature. It is important to note that the source of these investment and project ideas are regional transportation plans and many regional planning organizations and local government sponsors have their own environmental justice criteria and/or processes that affect how regions and communities prioritize projects. Future validation of project details should include an assessment of these environmental justice efforts by project sponsors.

Section 7: Recommendations on Future Prioritization Efforts

Because these priority investments were developed in consultation with board members and stakeholders who know and understand the needs of freight in Washington State, FMSIB believes the investment priorities 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 FTA 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 list and recommend any updates.

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, WSDOT, and freight stakeholders 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.

Attachments

Attachment A – Summary of Investment/Project Ideas by MPO/RTPO, by FMSIB Statutory Region, and by Proposed Construction year.

Attachment B – Summary of Investment/Project Ideas by Phase 1 Freight Target Area (FTA)

Attachment C - Statewide Prioritized Investment/Project Idea Tables (2023 and 2024) – Ranked by Point Score

Attachment D - Statewide Prioritized Investment/Project Idea Tables (2025 -2028) – Ranked by Point Score

ATTACHMENT B
FMSIB Statewide Freight Project Investment Categories and Outcomes
Summary of Phase 2 Submittals

Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts	Phase 2 Six-yr. Need Submitted
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%	\$ 43,542,000
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%	\$ 236,705,345
	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%	\$ 1,854,094,100
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%	\$ 95,288,350
Expanding the Existing System	Grade Separation Projects	Improve safety and equity by reducing road rail conflicts, reconnecting communities, preventing emergency vehicle delays, and improving mobility while reducing the impact of freight movements on the community.	10%	\$ 984,893,385
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	10%	\$ 1,364,557,941
Achieving the Freight System of the Future	Land Banks	Land acquisitions that border 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%	\$ 800,000
	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%	\$ 295,964,225
	Zero Emissions	Improve air quality and equity 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%	\$ 229,370,000

Total: \$ 5,105,215,346

ATTACHMENT C - FMSIB Freight Investment Priorities (2023 - 2024 Construction) - Ranked by Point Score

1. Phase 1 Target Area	2. MPO/RTPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost	8. Benefits to Freight	9. Total Need (Collocated)	10. Construction Start	11. Funding Source	12. Total Cost	13. Comments (Optional)
Expansion of Freight Corridors	PSRC	City of Fife	Port of Tacoma Rd Interchange	Port of Tacoma Rd	This project will improve the I-5/Port of Tacoma Rd interchange into a split diamond with one-way couplets on Port of Tacoma Rd (southbound) and I-5 (northbound) between 12th St and 20th St. The Phase 1 was completed in 2021. Phase 2a should start construction in late 2023, and Phase 2b in 2025. All work should be completed in 2027.	\$ 118,000,000	I-5/Port of Tacoma Rd Interchange will create efficiencies in the freight connections between the Port of Tacoma and local transit and warehousing and distribution centers in the city and region. This will also expand the Port's competitiveness opportunities with regional and international ports.	\$ 3,894,000	2023	5	13	
Grade Separation Projects	COTC	Wenatchee	BNF Grade Separations	McKittrick St/Miller St	Extend McKittrick St to the east under BNF tracks as a component of S193M Confluence Parkway project	\$ 39,000,000	Improve freight mobility, safety, and reliability	\$ 7,800,000	2023	5	11	Project also replaces at-grade Hawley St crossing of 8.1 rail corridor.
Bridge and Road Replacement	PSRC	Pierce County	CRP 5853 - 112th St S	112th St S	ADA additional turn lanes, pedestrian facilities, and illumination. Repave the roadway.	\$ 4,949,000	112th St S provides freight and transit access to SR-7. This project adds turn lanes and pedestrian facilities to improve access and traffic flow.	\$ -	2023	5	11	Sound Transit (60%), STP (32%), and local funds (28%).
Expansion of Freight Corridors	SRTC	Spokane County	Bigelow Gulch Corridor Safety & Mobility Project 2 (July funded)	Bigelow Gulch Rd	Replace and improve winding narrow road into a divided four lane roadway with 12-foot lanes, a 12-foot median, 8-foot shoulders, and center turn lanes.	\$14,535,705	Provides critical safety and mobility upgrades to a corridor connecting major industrial/manufacturing freight clusters in the cities of Spokane and Spokane Valley.	\$ -	2023	5	11	Project has secured full funding and is included to illustrate SRTC's ongoing commitment to the project through its completion.
Bridge and Road Replacement	PSRC	WSDOT /Tulalip Tribes lead (Marysville submitted)	I-5 - SR 528 - Marine Drive and 88th St NE Interchanges (SR 528)	SR 528	Replace 4 signalized intersections with roundabouts	\$ 20,000,000	Improve level of service for freight mobility at the I-5 /SR528 interchange serving businesses for both the Tulalip Tribes and City of Marysville.	\$ 5,000,000	2024	5	11	\$17M is funded by Connecting WA and \$3M from Tulalip Tribes. Design at 30%
Road Preservation	PSRC	Pierce County	CRP 5892 - Canyon Rd E Overlay	Canyon Rd E	Grind and overlay, ADA ramp improvements.	\$ 3,051,000	The Canyon Road East freight corridor provides the most direct connection between the Port of Tacoma and the Frederickson Manufacturing Industrial Center. This project preserves the roadway at the opportune time to minimize lifecycle cost.	\$ -	2023	5	10	STP (25%), NHFF (33%), and local funds (42%).
Intermodal Transfer Facilities	PSRC	Northwest Seaport Alliance	Terminal 5 Gate Complex	West Waterway	Construction of a new truck gate complex will double the on-terminal truck queuing capacity from 100 to 200 trucks by constructing 550-foot gate queue lanes inside the terminal.	\$ 16,000,000	Improves terminal operations to allow for streamlined movement of goods in and out, with a focus on agricultural exports.	\$ -	2023	5	10	Current authorization is \$2,950,000
Intermodal Transfer Facilities	BFCG	Port of Benton	White Bluff Rail SR40 Rail Crossing Project		The Port of Benton's railroad was built in the 1950s and contains 18 miles of rail from Columbia Center Boulevard to Horn Rapids Road in north Richland, WA. The Port of Benton is requesting funds to support its need to improve the overall safety and maintenance of its short line rail asset, in order to ensure and preserve long-term economic development and reliability of this system that serves state, national and global shippers.	\$ 5,000,000	in project description and included in attachments	\$ 4,325,000	2023	2	10	The Port continues to struggle to restore the industrial track, which runs through the City of Richland, back to the FRA Class 3 track conditions that were present when the Port received the rail line in 1998 from the Department of Energy, through a document known as the Indenture. The Port has debarbed and evicted its short line tenant that did not maintain the track which includes replacement and repairs to ties, crossings, bridges, and signals to an FRA Class 3 level. Currently, the track is designated as "Excepted Track" due to track and signal conditions and has been reduced to 5 mph. Excepted Track is the lowest standard under which rail movement may occur, and limits trains to 5 to 10 mph on a line that could easily see speeds of 25-40 mph when properly maintained. Improvements are urgently needed to preserve the line and preclude the line from being taken out of service, as it has the second highest annual freight tonnage of any short line in the state of Washington, currently over 1.3 million tons annually. Improvements to the track and crossing would decrease the time needed for trains to enter and exit the industrial track, thereby allowing additional rail cars onto the line each day, increasing commerce and reducing reliance on semi-trucks and the increased carbon emissions they represent to the region. This section of track is dually accessible to both the Union Pacific and Burlington Northern Santa Fe Class 1 rail carriers, who deliver directly to rail customers over 16 miles of track owned by the Port of Benton.
Intermodal Transfer Facilities	BFCG	Port of Pasco	The Reiman Industrial Center Industry Rail Project Phase #1B and Phase #2		The Reiman Industrial Center Industry Rail Project Phase #1B and Phase #2 will accomplish construction of the BNSF required Long Lead to handle new rail traffic from future companies locating at the Reiman. Phase #2 will specifically construct the second half of the Port-owned rail spur to serve the undeveloped 150 acres of the Reiman. Phase #2B estimate - \$3.6 million. Phase #2 estimate - \$2.6 million.	\$ 6,200,000	in project description and included in attachments	\$ 5,568,000	2023	2	10	
Intermodal Transfer Facilities	BFCG	Port of Pasco	The Reiman Industrial Center Industry Rail Project Phase #1B and Phase #2		OE Highway improvements project includes full depth reconstruction and widening to the north, curb, gutter and sidewalk on the north side of OE Highway, regrade to super-elevated roadway to slope south to roadside ditch, 4" HMA to accommodate truck traffic; and street lights at intersection only.	\$ 1,450,000	in project description and included in attachments	\$ 1,254,250	2023	2	10	
Intermodal Transfer Facilities	RTC	City of Prosser	Dallsport Industrial Park Improvement	Dallsport Industrial Park	Roads and Storage Stormwater Improvements	\$ 2,922,000	Intermodal facility rail spur repair/bridge deck/dock/drainage/roads	\$ 2,627,530	2023	2	10	This project repairs a rail spur for a multimodal freight facility connecting rail, water, and road freight movement.
Grade Separation Projects	RTC	Port of Vancouver	Terminal 5 Overpass (3rd leg)	Gateway Ave.	Construct a new mid-span ramp from the existing Gateway Avenue Grade Separation St	\$11,000,000	Eliminates 4 hours of delays each day due to gate-down time at RR High. SR 27 is 10% truck traffic with a peak hour truck volume of 180 trucks. The project reduces truck delays by 93 hours per day and reduces queuing by 1,193 vehicles per lane per day. Almost 70 trains cross the tracks every day, delaying people and goods as they work, live and play. This is a detriment to the economy, quality of life, and environment. Further, the shared-use path separates non-motorized users from the vehicle travelled way, making for a safer and more reliable freight route while connecting many of the City's most disadvantaged populations to transit services, schools, parks, and jobs that are blocked by the existing grade/rail crossing.	\$ 8,800,000	2024	2	10	To date, there are no state contributions towards this project. Non-state funds match amount will vary based on the type of grant funds secured for the balance of unfunded project costs.
Grade Separation Projects	SRTC	City of Spokane Valley	Pinus Rd/BNSF Grade Separation Project	SR 27/SR 290	Construct undercrossing of SR 27 (Pinus Rd.) below BNSF Railway tracks and replace signalized intersection with a multi-lane roundabout at the intersection of SR 27 and SR 290 (Trent Ave). Construct a new shared-use path through the intersection and a new parking lot and trailhead serving adjacent businesses. Amenities will include electric vehicle charging stations, bus pullout space, public parking, and restrooms.	\$40,166,380	Eliminates 4 hours of delays each day due to gate-down time at RR High. SR 27 is 10% truck traffic with a peak hour truck volume of 180 trucks. The project reduces truck delays by 93 hours per day and reduces queuing by 1,193 vehicles per lane per day. Almost 70 trains cross the tracks every day, delaying people and goods as they work, live and play. This is a detriment to the economy, quality of life, and environment. Further, the shared-use path separates non-motorized users from the vehicle travelled way, making for a safer and more reliable freight route while connecting many of the City's most disadvantaged populations to transit services, schools, parks, and jobs that are blocked by the existing grade/rail crossing.	\$ 23,296,563	2024	2	10	Non-secured funds will be provided by the Port in the form of both cash and loans and/or bonds. Port Commission has signed a resolution committing to funding. The Port is working with our Financial Advisors to determine best options.
Expansion of Freight Corridors	CWCOG	Port of Longview	Industrial Rail Corridor Expansions (IRCE)	Port of Longview IRCE	Expand existing two track rail corridor to an eight track rail corridor with inspection roadways. This phase of the project will construct the full six track rail bed embankment and two of the six tracks at 8,500' in length and extend the corridor's existing two tracks by another 1,000'. Schedule (Completion) Full Project Permitting: Q1 2024 NEPA/FRA: Q3 2023 Property Acquisition: Q2 2023 Engineering: Q4 2023 Bidding: Q2 2024 Construction: Q3 2027 Contract Closeout: Q4 2027	\$ 69,400,000	Freight Mobility: The addition of the two new tracks created by the IRCE will immediately increase production throughout the Longview rail network, improve efficiencies on the Port's rail infrastructure and provide needed storage on the Port's rail network. Looking forward, construction of the full six track rail bed will enable the ability to quickly scale up with additional tracks when needed, and to ensure efficient last mile connections from the Class 1 mainline. Safety: Completion of the IRCE will improve safety within the entire freight corridor serving the Port of Longview by facilitating a mode shift away from trucks and towards rail. A recent Project Benefit Cost Analysis (BCA), over the 20-year analysis 128 million vehicle miles traveled will be removed from the roadway, saving 1.4 lives and 5.2 severe injuries totaling over \$16 million in savings. In addition, there are design and operations safety benefits such as inspection roads on both sides making for easier safety inspections and reduced number of switching operations. Reliability: The proposed rail corridor has a projected useful life expectancy of 80 plus years. Typical of rail corridors, this useful life will require ongoing maintenance of the track bed and roadway sections, including the replacement of ballast and trackwork components and grading and repair of roadways subject to standard industrial use. The Port has a dedicated funding stream to pay for this cost through fees it charges its customers. Resilience: There are several resiliency concerns associated with this project: climate change (sea level/rise influence, severe storms, flooding), natural disasters (seismic activity, severe storms, flooding), and potential security concerns. All of these issues have been evaluated as part of the nine options the Port evaluated in order to best mitigate risks, such as flooding, embankment stability, etc. Security: While the Port's marine cargo activities are governed by maritime safety regulations, rail outside of the regulated area is not. Nevertheless, the rail utility infrastructure design will provide for the accommodation of future security cameras if needed.	\$ 48,580,000	2024	2	10	Non-secured funds will be provided by the Port in the form of both cash and loans and/or bonds. Port Commission has signed a resolution committing to funding. The Port is working with our Financial Advisors to determine best options.
Intermodal Transfer Facilities	BFCG	City of Kennewick	East Kennewick Freight Zone Infrastructure Improvements		It is an intermodal facility serving the transfer between roadway, rail and water port facilities. Proposed infrastructure improvements consist of roadway and safety improvements serving the whole freight area. Project will be adopted as an addendum to the six year transportation plan.	\$ 2,610,000	in project description and included in attachments	\$ 2,257,650	2024	2	10	90% design complete.
Bridge and Road Replacement	PSRC	City of Kent	76th Avenue S (South Phase)	76th Avenue S	Construct drainage and road improvements on 76th Avenue S from S 220th Street to S 223rd Street. The project will raise the existing road above the FEMA Flood elevation with a concrete roadway, remove deficient culverts, construct 3 bridge sections, expand the Mill Creek channel and include new storm and water systems, curb and gutter, sidewalks and street lights.	\$ 15,000,000	76th Ave. S floods several times a year due to deficient creek channel, resulting in road closures. The roadway is in the center of the Kent Valley industrial zone with significant heavy truck use. Large, national industrial and manufacturing companies and a large retail waste company serving adjacent jurisdictions use the roadway daily. Road closures negatively impact these businesses and create congestion elsewhere as result of detours. Improving the road to current standard will also improve traffic flow and safety on 76th Ave. S.	\$ 6,150,000	2023	3	9	NHPP (89%) and local funds (11%).
Road Preservation	PSRC	Pierce County	CRP 5942 - Steele St E	Steele St E	Grind and overlay, ADA ramp and push button improvements.	\$ 2,849,000	Steele St E connects directly to the Primary Highway Freight Network on SR 612. This project preserves the roadway at the opportune time to minimize lifecycle cost.	\$ -	2023	5	8	NHPP (90%) and local funds (10%).
Road Preservation	PSRC	Pierce County	CRP 5941 - 140 St E	140 St E	Grind and overlay, ADA ramp and push button improvements.	\$ 2,095,000	140 St E connects the Canyon Rd E Freight Corridor with SR 161. This project preserves the roadway at the opportune time to minimize lifecycle cost.	\$ -	2023	5	8	
Bridge Preservation	PSRC	City of Redmond	30th Street Bridge Deck Overlay	30th Street	Epoxy overlay of bridge deck, 2023-2024	\$ 742,000	Bridge preservation	\$ -	2023	5	8	
Bridge and Road Replacement	SRTC	City of Spokane	Wellsley Ave: Freya to Havana (Full funded)	Wellsley Ave	Rehabilitate existing arterial roadway by replacing pavement and adding pedestrian and bicycle infrastructure along Wellsley Ave, between Freya St and Havana St.	\$ 4,995,000	Rehabilitates an existing 7.2 freight route, improving access to the Hilliard industrial area.	\$ -	2024	5	8	Project has secured full funding and is included to illustrate SRTC's ongoing commitment to the project through its completion.
Grade Separation Projects	SCOG	City of Burlington	BNSF North-South Mainline		Construct overcrossing over BNSF rail tracks to connect east and west sides of city. This project requires coordination with BNSF. Project schedule is 2022-2025.	\$ 20,000,000	New overcrossing separates automotive traffic with train traffic truck freight would benefit from a grade separation, increasing mobility and reliability of the road system, with the only existing Burlington road rail grade separation at East Whittman Road a street adjacent to the Skagit River and susceptible to closure from flooding.	\$ 20,000,000	2024			
Expansion of Freight Corridors	RTC	City of Vancouver	Jefferson Street Realignment	Jefferson Street	Upgrade of an arterial to urban standards. Will facilitate freight movement on the west side of downtown Vancouver thereby eliminating freight traffic traveling on residential streets.	\$ 8,500,000	Once completed, the project will provide an improved freight route from industrial properties in the west side of downtown Vancouver to industrial S. The new arterial will provide increased freight mobility, safety, reliability, and resilience. The new arterial will shift freight traffic off of residential streets.	\$ 7,650,000	2024	2	8	\$17M is funded by Connecting WA and \$3M from Tulalip Tribes. Design at 30%
Bridge and Road Replacement	PSRC	WSDOT /Tulalip Tribes lead (Marysville submitted)	I-5 - SR 528 - Marine Drive and 88th St NE Interchanges (88th Street NE)	88th St NE	Replace 4 signalized intersections with roundabouts	\$ 40,000,000	Improve level of service for freight mobility at the I-5 /SR528 interchange serving businesses for both the Tulalip Tribes and City of Marysville.	\$ 20,000,000	2024	5	8	RAP (78%) and local funds (22%).
Road Preservation	PSRC	Pierce County	CRP 5960 - 304 St E	304 St E	Grind and overlay. Install guardrail.	\$ 1,300,000	304 St E connects SR 7 to SR 161 in Rural Pierce County. This project preserves the roadway at the opportune time to minimize lifecycle cost.	\$ -	2024	5	8	

FMSIB Freight Investment Priorities (2023 - 2024 Construction) - Ranked by Point Score - ATTACHMENT C

1. Phase 1 Target Area	2. MPO/RTPO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost (Estimated)	8. Construction Start	9. Funding Source	10. Total Cost	11. Benefits to Freight	12. Construction Start	13. Funding Source	14. Total Cost	15. Comments (Optional)	
Expansion of Freight Corridors	PSRC	Pierce County	CRP 5763 - 122 Ave E	122 Ave E	Widen to 3 lanes plus two-way left turn lane. Add sidewalks.	\$ 24,500,000				122nd Ave E provides freight access to South Hill, Puyallup, and the Daring Valley. This project will relieve a concurrency failure which is limiting this route's usefulness as an alternative to SR-161.				Local funds (100%)	
Intermodal Transfer Facilities	PSRC	Northwest Seaport Alliance	Terminal 2B Improvements	East Waterway	Improvements include dock rehabilitation to keep the dock in a state of good repair. Dock rehabilitation will include improvements to the pile cap, deck, seals, bollards and related infrastructure. Dredge to restore berths to 50' MLLW requirements.	\$ 75,000,000				Dock rehab will preserve and extend service life of port facility to allow for ongoing cargo imports and exports. Removes high spots in the waterway that limit ocean going vessel access to the port facility. Allows for safe vessel operation and fulfills requirements.				Managing Members have authorized a total of \$1,700,000 for various project elements of October 2022. These projects are in the capital improvement budget.	
Expansion of Freight Corridors	SRTC	City of Airway Heights	60th Ave/20th Ave Intersections	60th Ave/20th Ave/120th Ave	Improve roadwork to arterial standard. Schedule dependent on securing full funding.	\$ 9,680,000				Provides alternative E-W corridors. Relieves traffic on adjacent HWY 2, a congested and high freight traffic route.					
Road Preservation	WH/MPO	Colgate Place	C Street & Myers Road Improvements	C Street & Myers Road	Major pothole repair and signage.	\$ 4,065,000	2023			Project will improve freight movement by increasing merging area and intersection way.					
Intermodal Transfer Facilities	CKWCOG	Port of Gray Harbor	Gray Harbor Terminal 4 Expansion and Redevelopment Project	Port of Gray Harbor	This multimodal project uses existing dual berth at Terminal 4 and adjacent Port owned uplands to improve cargo flow into and through the international shipping complex. Critical construction elements include: Construction of additional 50,248 sq ft of rail for efficient unit train off-loading, rail car storage and unit train assembly, repurposing a 30-acre brownfield into cargo laydown area for breakbulk, cargo yard relocation, construction of secured site access and roadway improvements for the safe, secure and efficient flow of freight into and through the site; replacement of marine terminal loader system and related site improvements. Permitting 2020-2024 with phased construction 2023-2026.	\$ 46,850,000				Rail and vessel movement improvements and improvements to site access will significantly benefit freight and accommodate the private investment in a new ship loading facility at the dual berth Terminal 4. A third rail line will be provided to Terminal 4 eliminating conflicts with operations at Terminal 2 and Terminal 1. All three loop tracks will operate simultaneously. Three additional storage tracks will create storage for an additional 600 rail cars bringing total rail car storage to 1,100 cars. Annual vessel count will increase to 120 vessels reducing loading time on the dock from 3.5 days to 1.1 days. Site improvements will provide laydown areas for continued ro-ro, break-bulk and military cargo movement at Terminal 4A in parallel with the new ship loader at Terminal 4B.					
Intermodal Transfer Facilities	PSRC	Northwest Seaport Alliance	Terminal 4E Improvements	Elliott Bay	Project includes south bulkhead repairs and wood dock replacement at Terminal 4E. This project may change pending future conversations with the USCG. Schedule TBD.	\$ 63,000,000				Preserve and extend service life of port facility to allow for ongoing cargo imports and exports. P				Contact Kris Kooki, Port Engineer, for more information: 360.531.9495, kksk@portseattle.org	
Expansion of Freight Corridors	SRTC	City of Spokane Valley	South Barker Rd Corridor Improvements	S Barker Rd	Widen and improve Mission to Appleway (excluding I-90 interchange) to a 5-lane urban section. Widen and improve Appleway to 8th Ave. to a 3-lane urban section. Install roundabouts at Sprague, 4th, and 8th Avenues.	\$ 18,800,000				Accommodate the booming industrial growth north of I-90 in the City's Northeast Industrial Area and the equally booming residential growth in south Spokane Valley and the adjacent Liberty Lane and Spokane County urban growth areas that rely on Barker to live, work and play by traveling via Barker to I-90, Sprague and Appleway. The project adds sidewalk and bike lanes to a corridor that currently has neither. Signal improvements at Appleway and a center turn lane south of Mission will accommodate more efficient and reliable travel times as freight navigates to and from I-90.				Phase 1 Target Area may also be classified as "bridge and road replacement." The corridor is phased to incrementally improve segments as funding becomes available. Non-state funds match amount is based on secured funds to date and will vary based on the type of grant funds secured for the balance of unfunded project costs.	
Transportation Systems Management and Operations (TSMO)	SRTC	WSDOT	I-90 Transportation System Management & Operation (TSMO) Improvements	I-90	Various TSMO improvements from I-90/R 904 interchange to Idaho state line including additional variable message signs, ramp meters, variable speed limits, queue warning detection/messaging with ATMS (automated traffic management system) lane assignment, and wrong way detection/notification.	\$ 20,000,000				Implements cost-effective strategies enhancing existing infrastructure to improve safety and mobility on an important high-volume freight route.					
Intermodal Transfer Facilities	RTC	Port of Midkittat	Binawa Point Freight Improvements	Binawa Point	Local Freight Roadway	\$ 5,721,000				Roads					
Bridge and Road Replacement	SRTC	Spokane International Airport	Airport Dr & Spotted Rd Safety & Multimodal Improvements Project	Airport Dr/Spotted Rd	Relocate Spotted Rd outside of a Runway Protection Zone and construct a grade-separated interchange between the inbound/outbound roadways at Spokane International Airport.	\$ 28,700,000				Improves multimodal safety, freight mobility, and connectivity to Spokane International Airport and the surrounding industrial/manufacturing lands located between I-90 and US 2.				This project loses the road systems for additional freight access to BPT.	
Transportation Systems Management and Operations (TSMO)	RTC	Skamania County	Carson Freight Mobility Project	Wind River Road	Enhance road for freight movement	\$ 856,350				Freight mobility and safety					
Expansion of Freight Corridors	CDTC	Wenatchee	North Wenatchee Avenue/Hawley St	North Wenatchee Ave	Improve intersection to include a turn and Median barrier connecting to projects north	\$ 7,000,000	2023			Improve freight mobility					
Expansion of Freight Corridors	CDTC	East Wenatchee	3rd St SE/Rock Island Rd Improvement	3rd St SE	Traffic Signal or Roundabout	\$ 860,000	2023			Improve freight mobility					
Road Preservation	RTC	Skamania County	Wind River Side Project	Wind River Road	Signage rehabilitation	\$ 3,100,000	2024			Freight mobility and safety					
Intermodal Transfer Facilities	TRPC	Port of Olympia	Olympia Port Centennial Marine Terminal Improvement	South Puget Sound - Buad Inlet	Project consists of 3 Components identified in a 2019 Asset Assessment. [Component #1] Marine Terminal Berth 1 Repair: Repair identified corrosion in the concrete pile caps at Berth 1, including concrete spall and reinforced steel repairs, and anodes maintenance. The proposed repair extends its useful life 25 years. - \$1,738,802. [Component #2] Marine Terminal Maintenance Facility: Replace approximately 25 acres of paved surfaces on the marine terminal facility, which is built on fill and experiences significant impacts from frequent and heavy equipment operations, as well as log and other cargo storage. Proposed project includes removal and replacement, planning and sealing edges, localized substrate repairs and new surfacing. \$8,889,008 [Component #3] Maintenance Facility: Replace deteriorated maintenance facility with 4000 sq ft full shop & one-story extension building. Both existing buildings are in significant disrepair. The Marine Terminal maintenance staff is working in outdoor conditions to repair equipment because of the status of the current building. Proposing full tear down and replace. \$1,736,415. Anticipated schedule: Grant Award, Fall 2022; Contracting, Fall 2023; Final Design/Permitting, Fall 2023; Construction, Summer 2024	\$ 12,361,225					Rebuild and restore these assets for their intended use by maximizing previous investments while eliminating or preventing weight restrictions, safety, and increased marine terminal use.				This request seeks 25% of the total cost for the Seaport's US DOT Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) project that has a total cost of \$12,361,225. The PIDP application requesting \$3,090,306 in grant funds from USDOT was submitted on May 18, 2022. The Port is seeking FMSIB funding in the amount of \$3,090,306. The total project cost is \$12,361,225. The Port of Olympia Seaport (Marine Terminal) provides a strategic Pacific Northwest location as the southernmost deep water port on Puget Sound. It is centrally located to serve Thurston County and the surrounding Region, providing ready access to local, regional and international markets. It is within one mile of Interstate 5, ten miles from the Olympia Regional Airport, and daily miles from Seattle-Tacoma International Airport. The marine terminal is within twenty miles of both Bain Lewis-Ketchikan, and it is viewed as a critical facility in the event of a natural disaster that significantly damages Interstate 5 in the Nisqually Basin area, necessary to ensure continued movement of resources and goods between the Seattle and Portland metropolitan areas. The marine terminal handles breakbulk cargo (lumber, corn, rice, logs, equipment, cattle) shipping needs with three deepwater berths (1,175 feet long). Additional facilities on the terminal include direct discharge to on-dock rail service provided by Union Pacific and Burlington Northern Santa Fe, 140 MT mobile harbor crane, on-site bulk and breakbulk yard handling equipment, and a 30,000 square foot open beam warehouse facility. In 2022, the terminal has provided relief to container ship supply chain back ups by offering innovative solutions to container shipping for cargo including sensitive rice, steel pipe, coils and modules. The primary exports from the terminal include hay, dairy cattle and forest products.
Road Preservation	TRPC	Port of Olympia	Marine Drive Heavy Haul Freight Corridor Restoration	Marine Drive NE, Olympia, WA	Grind and overlay 5700' of pavement between existing cuts to create a structural roadway to handle heavy freight traffic throughout of the Port's marine terminal. The project will maintain/replace the existing stormwater system. Proposed Schedule: Design and permitting, 2024; Construction, 2025	\$ 1,300,000				The current roadway is owned and maintained by the Port of Olympia, and it serves as the primary access for all trucked cargo coming into and out of the Port's marine terminal, and in part for accessing the Lopez Olympia Turnwater Thurston (LOTT) regional water treatment facility. Additionally, it is a primary access point for travelers coming from the north and east seeking to access community assets in the area such as the Olympia Farmer's Market, the Port Plaza and Boardwalk, the Billy Frank Jr. trail, Swinomish Marina (733 slip facility) and Boatworks, and various areas along the Port Peninsula that are used for enjoying access and scenic vistas in the area. The project is necessary to repair the significantly compromised surface and maintain this asset for its vital intended uses, including the movement of heavy freight traffic as well as tourists and recreational visitors.				This corridor project is the heavy haul freight route connecting the Port of Olympia's working waterfront to the I-5 corridor (one mile away). The proposed road improvement project is 5,700' in length. Improvements are for the heavy haul section of the road where Marine Drive (Port-owned road) intersections with Olympia Avenue ending at the Marine Terminal Main Gate. Due to increased heavy traffic loads and freight activity, this important corridor has deteriorated quickly in 2022.	
Expansion of Freight Corridors	CDTC	Chelan County	Malaga Alcoa Hwy/28th Creek Rd Intersection Improvement	Malaga Alcoa Highway	Evaluate intersections and reconstruct	\$ 2,500,000	2024			Improve freight mobility on farm to market route					
Expansion of Freight Corridors	CDTC	Douglas County	Grant Rd/Neveda Ave Intersection	Grant Rd	Reconstruct the intersection of Grant Rd and Nevada Ave to improve safety and increase	\$ 2,250,000	2024			Maintain farm to market route					
Expansion of Freight Corridors	CDTC	Douglas County	Grant Rd/Mary Ave Intersection	Grant Rd	Reconstruct the intersection of Grant Rd and Mary Ave to improve safety and increase	\$ 2,250,000	2024			Maintain farm to market route					
Bridge and Road Replacement	WW/MPO	Walla Walla County	Fishhook Park Road MP 1.40 to MP 2.50	Fishhook Park Road	Road reconstruction	\$ 1,500,000	2024			Project will reconstruct roadway to improve freight throughput and safety along this im					
Expansion of Freight Corridors	CDTC	East Wenatchee	Eastmont Ave/29th St NE Intersection	Eastmont Ave	Traffic Signal or Roundabout	\$ 950,000	2024			Improve freight mobility					
Expansion of Freight Corridors	CDTC	Wenatchee	Chelan Ave/21st St Intersection	Chelan Ave	Construct New Traffic Signal	\$ 500,000	2024			Improve freight mobility					
Zero Emissions	TRPC	Port of Olympia	Capital City - Seaport - Carbon Reduction Initiative/Pilot	Intermodal - Marine Terminal and/or Airport location	The Port of Olympia is updating the Seaport (Marine Terminal) Master Site Plan, completed in 2023. As the Port addresses our Marine Terminal infrastructure (as noted above), electrify, paving, an opportunity presents itself. As paving is underway, the Port can lay the groundwork and infrastructure to electrify the site at the marine terminal. This grid will have the capacity to support heavy freight traffic/dragage equipment and ship-to-shore power. And, understood, the technology for addressing zero emissions is fast changing (e.g., marine charging), the Port is well situated and close to the I-5 corridor in both the Seaport and Airport locations. The Port is looking to provide a hydrogen hub by building an onsite hydrogen electrolysis fueling station at the airport or the marine terminal. This project could begin as early as 2025 to implement Phase 1 planning and design with final construction 2026/27.	\$ 1,170,000					WA State is an innovative capacity builder for addressing zero emissions. Transportation is one of the highest producers of greenhouse gases. Carbon reduction benefits the communities we serve with improved air quality and supports economic development by leading the way in providing heavy haul loads easy access options to "refuel" with either hydrogen or BEV. The Port of Olympia is an intermodal port in the shadow of the Capital and ideally situated to pilot the way with zero emissions. The Port of Olympia can showcase the state's commitment by setting the stage and electrifying our support fleets, dragage equipment - railway, airport, and ship-to-shore power.				The Port of Olympia is part of the Green Marine environmental certification program, making it one of the first 48 Port Authorities to do so globally, and the fourth regional Port. The work required for this Project includes the installation of medium voltage (13.8KV to 6.6KV) electrical shore to ship power systems, including substitution and equipment (transformers, switchgear assemblies, walk-in enclosures including shore power switches, relays, controls, metering, status indicators, and revenue metering installation), and 2750 three power receptacles. Work includes installation of one new shore power vault on the Port's bulk rail, wharf modification, and trenching work.
Expansion of Freight Corridors	CDTC	East Wenatchee	19th St NW Reconstruction	19th St NW	Center turn lane, curb, gutter and sidewalk, stormwater conveyance street illumination	\$ 2,694,000	2024			Improve freight mobility					
Intermodal Transfer Facilities	PSRC	Snohomish County	Snohomish County Intermodal Facility Expansion	Ball's Station	Add siding and impervious surface to handle growth in Snohomish County waste by-rail system	\$ 2,750,000	2024			Increased efficiencies by allowing more cars to be moved each switch				This will help alleviate the backup of solid waste in Snohomish County, and by improving the efficiency of BNSF operations may assist other Counties utilizing waste by rail (Specifically Island and Skagit County)	
Road Preservation	WW/MPO	Wahburg	Bolles Road Overlay (WA-68837) - Wash	Bolles Road	Road reconstruction	\$ 822,000	2024			Road/rail improvements to better facilitate freight movement					
Transportation Systems Management	PSRC	Port of Seattle	Re-DESIGN of I-95 Gate & Access Road	Garfield entrance into T91	Design gate approach to enhance access to PDS T 91	\$ 145,000	2024			Secure access for rail/military. Access to Smith Cove for cruise and ship visitors, support access to commercial area enhancing productivity and throughput for maritime supply chain.					
Road Preservation	CDTC	Douglas County	Enterprise Ave/Nelzor Dr Reconstruction	Enterprise Ave/Nelzor Dr	Reconstruct the surface and base of a segment of Enterprise Dr and the canalized leaver	\$ 833,000	2024			Final mile connection				Submitted to NEHP	
Expansion of Freight Corridors	CDTC	Douglas County	Enterprise Ave Extension	Enterprise Ave	Construct a new section of Enterprise Dr to connect Enterprise Dr to the Canalized leaver	\$ 3,258,559	2024			Final/Last mile connection				Submitted to NEHP	
						\$ 794,266,221									

ATTACHMENT D - FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score

1. Phase / Target Area	2. MPO/STDO	3. Project / Investment Sponsor	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost	8. Benefits to Freight	9. Total Road Investment	10. Construction Start	11. Target Score	12. Comments (Optional)
Bridge and Road Replacement	RTC	Clark County	NE Dellif Road (NE 179th Street - NE 184th Street)	NE Dellif Road	Includes realignment of NE Dellif Road north between NE 179th Street and NE 184th Street. Pavement overlay, 2024-2028	\$ 515,300,000	The NE Dellif Road (NE 179th Street - NE 184th Street) re-alignment and roundabout or roadway preservation	\$ -	2025	11	The area around the NE Dellif Road (NE 179th Street - NE 184th Street) project site and NE 179th Street corridor has over 5,900
Expansion of Freight Corridors	PSRC	City of Everett	41st Street Rucker Avenue Freight	41st Street to Rucker Avenue to West	Arterial and access improvements from Port of Everett to I-5 on West Marine View industrial park located south of the intersection of Vineyard Drive West and North	\$ 37,631,500	Improvements to better accommodate over-dimensional freight traffic and increasing	\$ 1,881,575	2025	11	Connecting Washington funds are a 2015 Estimate with concerns for current inflation
Bridge and Road Replacement	BFCS	Franklin County	Railroad Avenue Intersection		Industrial park located south of the intersection of Vineyard Drive West and North	\$ 2,832,000	in project description and included in attachments	\$ 2,449,680	2025	10	
Bridge and Road Replacement	BFCS	City of Pasco	Tank Farm Road		Intersections (overpasses) and by combining the two intersections into a single	\$ 25,000,000	in project description and included in attachments	\$ 21,635,000	2025	10	
Bridge and Road Replacement	BFCS	Franklin County	North Railroad Avenue		The project will improve mobility issues created by recent development of a new industrial park on North Railroad Avenue. N. Railroad Ave (previously PH11/SR-395) is an urban minor arterial/real major north-south collector arterial running parallel between BNSF's Pasco Yard and SR-395 (MP 30.18). With excellent access to Highway 395 and the BNSF rail network, natural gas on-site, and electrical transmission in place, this project will support the rapidly expanding industrial area along N Railroad	\$ 3,350,000	in project description and included in attachments	\$ 2,897,750	2025	10	
Bridge and Road Replacement	BFCS	City of Pasco	Heritage Blvd - 'A' Street to Hwy 12		Construct safety and efficiency improvements along Heritage Boulevard corridor from the intersection of 'A' Street to Highway 12 interchange.	\$ 11,000,000	in project description and included in attachments	\$ 9,515,000	2025	10	
Transportation Systems Management	PSRC	City of Everett	SR 526 Corridor Improvements	SR 526	Corridor upgrades for traffic flow to and from SW Everett Aerospace and Paine Field Manufacturing and Industrial Center				2025	8	Connecting Washington funds are a 2015 Estimate with concerns for current inflation
Bridge and Road Replacement	PSRC	Snohomish County	Granite Falls Bridge #102	Mountain Loop Highway	Bridge Replacement; Design Report (30%) completed. Advancing to 60% design.	\$28,739,000	This project will generate state of good repair benefits by designing and constructing a	\$ 3,994,721	2025	8	There are timber sales active and/or planned through 2030 that will produce an estimated 44MMBF that will exit Mount Baker
Bridge and Road Replacement	PSRC	City of Seattle	East Marginal Way Corridor Improvement Project - Central Segment	East Marginal Way 5	Reconstruct surface street to Heavy Haul standards between S Spokane St and Duwamish Ave S, improve turning radii for truck movements, improve wayfinding and lighting, upgrade ITS connections, and install separated non-motorized facilities. Proposed schedule includes Design update in 2024 and Construction in 2025.	\$ 10,617,000	Rebuild crumbling pavement, improve truck operations, and minimize conflicts between freight and non-motorized users		2025	8	We are seeking various state and federal grants, and the percentage of state vs. non-state funds is an estimate assuming grants are awarded. In conjunction with SCDT's North Segment project which rebuilds East Marginal Way 5 to Heavy Haul standards north of S Spokane St, and a pending WSDOT project to repave SR-99 from Duwamish Ave S to Diagonal Ave S (and beyond), this project would be the final step to upgrading East Marginal Way 5 to Heavy Haul standards.
Bridge Preservation	SRTC	City of Spokane	Freya/Greene/Market Corridor: Bridges Deck & Surface Preservation	Freya St/Greene St	Repair deck spalling and apply a thin modified concrete layer to preserve and extend the life of the bridge deck. Schedule dependent on securing funding.	\$2,000,000	Preserves bridge condition on T-1 freight route avoiding potential load/weight restrictions.	\$ 1,730,000	2025	7	
Expansion of Freight Corridors	PSRC	Port of Seattle	West Waterway Deepening	West Waterway	Deepen the West Waterway Federal Channel to -57 MLLW.	TBD	Greater access to port facilities for ocean-going vessels to load and unload cargo		2025	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Expansion of Freight Corridors	RTC	City of Battle Ground	SW Eaton Blvd Improvements	SW Eaton Blvd	Widen from 2 to 3 lanes; adds sidewalks, landscaping, streetlights, installation of signal	\$7,620,580	Improved LOS at both intersections within project limits which are in concurrency failure	\$ 4,920,581	2025	5	
Road Preservation	PSRC	King County	SE Perovitsky Road at 134th Avenue	SE Perovitsky Road	Scope: Improve road safety and reduce risk of road closure by replacing two	700,000	SE Perovitsky Road is a high volume freight route at 134th Ave SE, the west leg is	\$ 6,441,840	2025	5	This project has multiple benefits in addition to freight benefits. This route is a designated lifeline for emergency planning, it
Expansion of Freight Corridors	RTC	City of Battle Ground	SE Grace Ave Ph II	SE Grace Ave	Widen from 2 to 3 lanes; adds sidewalks, landscaping, streetlights; adds signal at E Main	\$6,310,056	Improved LOS at intersection of E Main which is in concurrency failure. Additional mo	\$ 3,310,056	2025	5	
Grade Separation Projects	SCOG	City of Sedro-Woolley	Jones/John Liner Railroad	BNSF Burlington-Sumas Branch Line	Construct new BNSF railroad undercrossing and new major collector from East Jones	\$ 1,003,000	New undercrossing separates automotive traffic with train traffic; project would assa	\$ 9,462,580	2025	5	
Bridge and Road Replacement	SRTC	City of Spokane	Freya St: Rowan to Francis	Freya St	Reconstruct roadway, add complete street and drainage improvements. Schedule dependent on securing funding.	\$9,000,000	Improves critical and primary N-S freight route in Hillary industrial area. Provides		2025	5	
Expansion of Freight Corridors	PSRC	Northwest Seaport	Berth Deepening Along the Blair	Blair Waterway	Deepen terminal berths to -57 MLLW to match the future depth of the Blair	\$ 46,000,000	Expanded access to port facilities for ocean-going vessels to load and unload cargo	\$ 7,785,000	2025	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Transportation Systems Management	WWVMO	WSDOT	US 12/Walla Walla to Clarkston - ITS In	US-12	Technology upgrades to improve corridor safety	600,000	Project will add ITS technology upgrades to this regionally significant freight corridor to	\$ 600,000	2025	3	
Bridge and Road Replacement	WWVMO	WSDOT/Walla Walla	US 12/Preston Ave Bridge Replacement	US-12	Bridge replacement	5,500,000	Project will replace a structurally deficient bridge that is critical to regional freight. an	\$ 5,500,000	2025	3	
Grade Separation Projects	WWVMO	WSDOT	US 12/Clinton Interchange	US-12	Replace at grade highway intersection with a grade-separated interchange	42,000,000	Project will create a grade-separated interchange, improving freight and agricultural me	\$ 42,000,000	2025	3	
Expansion of Freight Corridors	PSRC	City of Tukwila	Strander Blvd./SW 27th St Extension Phase 1	Strander Blvd. connecting to SW 27th St	Design and construct an undercrossing at the Union Pacific (UP) railroad tracks and a four-lane, grade-separated roadway connecting SW 27th St (in Renton) to Strander Blvd (in Tukwila). The project will also include a connection to the Tukwila Commuter Rail Station and the regional Interurban Trail. The goal is to design completed by end of 2025, and construction completed by 2028.	\$110,230,874	This project provides regional connections and increases capacity for trucks, resulting in more efficient movement of goods from the Green River Valley, which is the second largest warehousing district on the West Coast, to key distribution centers such as Seattle-Tacoma International Airport and the Ports of Seattle and Tacoma. It will stimulate the region's economy by providing construction jobs, increasing freight movement, and facilitating better access to the Southcenter retail core.	\$ 110,230,874			
Bridge and Road Replacement	WWVMO	Walla Walla County	School Avenue MP 0.00 To MP 1.11 (W)	School Avenue	Road reconstruction	2,400,000	Project will reconstruct roadway along this important north-south corridor that serves	\$ 2,400,000	2025	3	
Expansion of Freight Corridors	CDTC	Douglas County	NW Cascade Ave Reconstruction	NW Cascade Ave	Reconstruct a section of NW Cascade Ave to add capacity, stormwater control, and ped	\$ 2,285,000	Improve freight mobility on farm to market route	\$ 2,285,000	2025	3	
Expansion of Freight Corridors	PSRC	Pierce County	OSP 589S - 122 Av E	122 Av E	Widen to 3 lanes plus two-way left-turn lane. Add sidewalks.	\$ 16,100,000	122nd Av E provides freight access to South Hill, Puyallup, and the Oring Valley. This project will relieve a concurrency failure which is limiting this route's usefulness as an alternative to SR-161.	\$ 6,279,000	2025	3	Local Funds (100%) Construction date is dependent on securing full funding.
Bridge and Road Replacement	CDTC	Douglas County	Badger Mtn Rd Realignment	Badger Mtn Rd	Realign an urban section of Badger Mtn Rd to avoid an active landslide. This new segm	\$ 6,212,100	Maintain farm to market route	\$ 6,212,100	2025	3	
Transportation Systems Management	Peninsula RTJ	Jamestown S'Klallam Tribe	US 101 Intersection Improvements from Knapp Rd to Dtd Gardner Rd	US 101	Analyze three highway intersections and design intersection improvements for safety and efficiency for truck traffic and recreational vehicles, resulting in construction ready access. Reopening 2023 to increase for 2025 development.	\$ 400,000	A major truck facility will be built to serve trucking industry and a State Park expansion will generate more trip and turning movements. The Tribe is working to increase compatibility of these new uses with the existing road capacity. Intersection	\$ 360,000	2025	2	Tribal sovereignty projects in this region will bring economic development for the North Olympic Peninsula. Future enterprise will be on tribal trust land.
Intermodal Transfer Facilities	SCOG	Port of Anacortes	T-Deck Replacement	Cap Sante Waterway	Redesign footprint of T-Deck to increase access points, structural capacity and increase working area of critical commercial mooring/fishing dock. Project schedule is 2022-2025.	\$ 7,300,000	Decrease the choke point at dock entrance by increasing access area to the dock; increase the laydown and working area of the dock, which allows for more cargo to be set and more surface for net work; increase dock structural capacity; conversion from timber to hard surface reduces future M&M costs significantly.	\$ 7,300,000	2025	0	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Bridge and Road Replacement	PSRC	Port of Seattle	T-91 West Gate & Access Road long	Garfield entrance into T91	Construction of gate approach and western ring road	\$ 10,000,000	Secondary access for resiliency. Access to Smith Cove for cruise and day visitors.	\$ 10,000,000	2025	0	
Road Preservation	SCOG	Skagit County	Josh Wilson Road Phase 2	Josh Wilson Road	This project will stabilize and reconstruct the falling road base and will include bringing the roadway up to current design standards. Project schedule is 2023-2026.	\$ 8,200,000	Connection from Interstate 5 to intermodal facility at Skagit Regional Airport; connection from Interstate 5 to intermodal point of entry at Skagit Regional Airport.	\$ 8,200,000	2025	0	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Zero Emissions	PSRC	Port of Everett	Greene Marine Highways	M-5	Scope includes design and construction of upgraded electrical service and charaine	\$22,000,000	Project upgrades electrical systems to accommodate hotline and charaine of all-	\$ 22,000,000	2025	0	
Expansion of Freight Corridors	CDTC	Wenatchee	9th St Corridor Safety Improvements	9th St	Reduce through lanes, add turn lanes and bike lanes, upgrade sidewalks and signal con	\$ 850,000	Improve freight mobility	\$ 850,000	2025	0	In CDTC Freight Study

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

1. Phase / Target Area	2. MPO/VTDO	3. Project / Investment Source	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost	8. Benefits to Freight	9. Total Road (Construction)	10. Construction Start	11. Construction End	12. Total Score	13. Comments (Optional)
Grade Separation Projects	PSRC	Pierce County	CRP 5643 - Canyon Road Regional Connection	Canyon Rd E	Construct new 4-lane roadway, pedestrian facilities, and bridge over BNSF rail.	\$100,000,000	This project is essential for completing Canyon Road East, a Critical Urban Freight Corridor which connects the Port of Tacoma with Fredrickson Manufacturing/Industrial Center. It also provides grade separation over the BNSF railroad.	\$ -	2026	2026	13	This is a new roadway connecting Canyon Rd. E. to Fife. Once completed the road is expected to be a T1 or T2 route.
Expansion of Freight Corridors	PSRC	City of Fife	I-5 and 54th Avenue E Interchange	54th Avenue E	This five phase project will reduce traffic congestion at the interchange and on	\$ 111,700,000	The project will relieve freight congestion by improving traffic distribution and	\$ 19,000,000	2026	2026	10	
Road Preservation	PSRC	Pierce County	CRP 5961 - Canyon Rd E Overlay	Canyon Rd E	Grind and overlay ADA ramp improvements.	\$3,528,000	The Canyon Road East freight corridor provides the most direct connection between	\$ -	2026	2026	10	STP (21%) and local funds (79%).
Expansion of Freight Corridors	WVWMPMO	WSDOT	US 12 & US 730 Junction - Safety Impr	US 12 & US 730 JCT	Modify the highway junction to improve safety for all modes and reduce pull-out wait	\$ 5,500,000	Project will improve safety at this dangerous highway junction and reduce pull-out wait	\$ 5,500,000	2026	2026	8	
Road Preservation	PSRC	Pierce County	CRP 5962 - Nisqually Rd SW	Nisqually Rd SW	Pre-level and overlay the road, replace guardrail.	\$ 2,960,000	Nisqually Rd SW connects rural Pierce and Thurston Counties to the Primary Highway Freight Network on I-5. This project preserves the roadway at the opportune time to minimize lifecycle cost.	\$ -	2026	2026	8	STP (83%) and local funds (16%)
Grade Separation Projects	CWCOG	City of Aberdeen	Aberdeen US 12 Highway-Rail Separation Project	US 12	Preliminary Engineering (underway), Right of Way (beginning in 2024), and Construction (beginning in 2026) for a multimodal grade separation at the intersection of Chehalis Street and US 12/Wishkah Street.	\$ 11,724,000	Once completed the project on US 12 will improve freight mobility and access, and create free flow of traffic to the Port of Grays Harbor and surrounding areas. Idle times will be reduced thereby improving system reliability. Multimodal safety is greatly increased by removing pedestrian, freight and rail conflicts.	\$ -	2026	2026	8	Seven at-grade rail crossings cause bottle necks and choke points on US 12. Freight traffic to the Port of Grays Harbor and surrounding areas is slowed and stopped. This loss of mobility causes delays due to lengthy increased wait times and increases greenhouse gas emissions. First responder access to an extremely busy section of town is cut off.
Expansion of Freight Corridors	SRTC	Spokane County	Argonne Rd & Upriver Dr Intersection Improvement	Argonne Rd/Upriver Dr	Improve intersection at Argonne Rd and Upriver Dr to improve capacity and increase freight circulation, while reducing delay and air pollution from idling.	\$8,800,000	Provides safety and mobility enhancements to a major intersection located on a T-1 freight route, improving a vital connection for regional freight movements.	\$ -	2026	2026	7	
Road Preservation	PSRC	City of Redmond	Avondale Road Pavement Management (109th St to 116th St)	Avondale Road	Pavement overlay, 2025-2027	\$ 3,660,000	Roadway preservation	\$ 8,456,800	2026	2026	6	
Expansion of Freight Corridors	PSRC	City of Redmond	148th Avenue NE 2nd left turn lane on NE 24th Street Intersection	NE 24th St	Widen roadway to accommodate new second left turn lanes on NE 24th Street, 2025-2028	\$24,612,000	Road capacity increase	\$ 3,660,000	2026	2026	6	
Intermodal Transfer Facilities	PSRC	Northwest Seaport	Terminal 30 Dock Rehabilitation	East Waterway	Damage to under wharf structure will be repaired. Schedule TBD.	\$9,500,000	Preserve and extend service life of port facility to allow for ongoing cargo imports and	\$ 24,612,000	2026	2026	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Expansion of Freight Corridors	Peninsula RTF	Port Angeles	SR 127 Truck Route at US 101 Interchange Improvements	US 101 at SR 127	Enable full directionality at the US 101/99 127 interchange, adding new ramps and channelization to eliminate turning conflicts for trucks desirating Port of PA and	\$ 7,750,000	Project will improve safety and travel time reliability by eliminating existing left turn	\$ 9,500,000	2026	2026	5	Cost is presented for the whole project. City has committed \$25,000 in Transportation Benefit District (TBD) revenue towards PE and is working to leverage this as 30% match towards a grant for remaining PE costs. City has not secured CN funding. This is
Intermodal Transfer Facilities	PSRC	Port of Everett	Smith Island Loop Rail	BNSF Mainline	Everett Avenue	Expand intermodal freight connections at BNSF western terminus (Everett) with	\$ 34,000,000	Improve access to land industrial area	\$ 34,000,000	2026	5	In 2009 City of Everett Freight Plan; City currently seeking a federal RAIS planning grant
Grade Separation Projects	PSRC	City of Everett	East Everett Avenue/BNSF Overcrossing	East Everett Avenue	Add a grade separated crossing to 65 acres industrial area	\$22,000,000	Improve access to land industrial area	\$ -	2026	2026	5	
Expansion of Freight Corridors	PSRC	Pierce County	CRP 5458 - Canyon Road Regional Connection	Canyon Rd E	Construct new 4-lane roadway, pedestrian facilities, and bridge over Puyallup River.	\$ 200,000,000	This project is essential for completing Canyon Road East, a Critical Urban Freight Corridor which connects the Port of Tacoma with Fredrickson Manufacturing/Industrial Center.	\$ 22,000,000	2026	2026	5	This is a new roadway connecting Canyon Rd. E. to Fife. Once completed the road is expected to be a T1 or T2 route.
Expansion of Freight Corridors	PSRC	Port of Tacoma and US Army Corps of Engineers (RWSA submitted)	Blair Waterway Deepening	Blair Waterway	Joint project with the US Army Corps to deepen the Blair Waterway to -57' MLW. Anticipated construction start 2026.	\$80,000,000	Greater access to port facilities for ocean-going vessels to load and unload cargo	\$ 122,000,000	2026	2026	5	Project is in the capital improvement budget, so funding will be made available upon project authorization
Expansion of Freight Corridors	CDTC	East Wenatchee	Valley Mall Parkway Enhancements - 2a	Valley Mall Pkwy	Widen sidewalks, reconfigure on street parking.	\$ 928,000	Improve freight mobility	\$ 80,000,000	2026	2026	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	Eastmont Ave/11 St NE Intersection	Eastmont Ave	Traffic Signal or Roundabout	\$ 920,000	Improve freight mobility	\$ 928,000	2026	2026	3	
Transportation Systems Management and Operations (TSMO)	SCOG	City of Sedro-Woolley	Cook Road / South Trail Road Intersection Improvements	Cook Road	Replace the existing 1-way stop intersection with a three-leg roundabout. Project schedule is 2024-2026.	\$ 2,948,000	Improve safety of existing intersection by constructing roundabout.	\$ 920,000	2026	2026	3	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Expansion of Freight Corridors	CDTC	Chelan County	Chumuck Highway/North Rd Intersect	Chumuck Highway	Construct a roundabout to improve intersection function and mobility.	\$ 1,372,000	Improve freight mobility on farm to market route	\$ 2,948,000	2026	2026	3	
Road Preservation	SCOG	City of Mount Vernon	Riverside Drive Improvements - 2	Riverside Drive	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, implement data traffic data collection capability and underground overhead utilities. Project schedule is 2022-2027.	\$ 3,083,000	Preservation project on alternate north-south route to Interstate 5. National Highway System facility in Fair and Poor pavement conditions per WSDOT in 2018 addressing FHWA performance management requirements. Project would result in Good pavement conditions once complete, benefiting freight.	\$ 1,372,000	2026	2026	2	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Expansion of Freight Corridors	PSRC	Pierce County	CRP 5786 - 122 Av E	122 Av E	Widen to 3 lanes plus two-way left turn lane. Add sidewalks.	\$9,600,000	122nd Av E provides freight access to South Hill, Puyallup, and the Orting Valley. This project will relieve a congestion point which is limiting this route's usefulness as an	\$ 2,337,535	2026	2026	2	Local Funds (100%). Construction date is dependent on securing full funding.
Bridge and Road Replacement	Peninsula RTF	Jefferson County	Yarr Bridge Replacement	Center Road	Project scope includes preliminary and final design, permitting, right-of-way, bidding and contract award, and construction. Assuming project funds are awarded in 2023, it is anticipated that the project would be completed in 2025 or 2026.	\$ 3,564,000	Built in 1955, the Yarr Bridge is located on Center Road, which is Jefferson County's primary north-south route for freight mobility. The Yarr Bridge is currently on an increased inspection frequency and will likely need to be posted for load restrictions.	\$ 6,240,000	2026	2026	0	Center Road is the only corridor between Chinamuck/Port Townsend environs and Quilcene and the US 101 corridor. It serves important agricultural and industrial areas of Jefferson County. There are no practical alternate routes. Load restrictions will entail long and costly detours and disruptions.
Transportation Systems Management	PSRC	King County	SE Kent Kangley Rd and Landsburg Ave SE Intersection Improvement	SE Kent Kangley Rd	Scope: Address a high collision location and truck-incompatible skewed intersection by improving the SE Kent Kangley Rd (T-3) and Landsburg Ave SE (T-3) intersection. The project is in the alternatives analysis stage. The current preferred alternative is to construct a single-lane rural roundabout, construction of a signal with left turn lane pockets is also under consideration. The improvements will include roadway reconstruction, cement concrete curb, marked crosswalks, 8' foot shoulders.	\$5,220,000	The project will improve intersection safety for all road users and will reconstruct and realign the south leg to eliminate a skew that restricts heavy vehicles from maneuvering through the intersection. The skew causes truck drivers to detour through residential streets to circumvent the intersection and travel southward.	\$ 3,564,000	2026	2026	0	Roads funded a \$100,000 alternatives analysis and a \$300,000 interim traffic safety solution with local funds (not included in this project's cost estimates). This project is in the county's 20-year Transportation Needs Report.
Intermodal Transfer Facilities	WVWMPMO	Port of Walla Walla	Dodd Road Rail Loop Expansion and Air Cargo Rd Phase 2	Dodd Road Rail Loop	Expand and extend existing rail lines near intermodal facility	\$ 5,000,000	Project will increase the railcar capacity of the intermodal facility, allowing more rail to	\$ 5,000,000	2026	2026	0	
Road Preservation	PSRC	Port of Seattle Airport	Air Cargo Rd Phase 2	Air Cargo Rd	Replaces worn out HMA pavement on Air Cargo Rd from S 144-166 St, and on S 161 St that has reached the end of its service life. Also installs a peed sidewalk along the west side of Air Cargo Rd, with bus stop pads as well. Also installs bike lane capacity, & shifts the	\$ 15,000,000	Replaces the existing slower expansion lanes, remove and replace the seed	\$ 15,000,000	2026	2026	0	
Bridge and Road Replacement	PSRC	City of Kent	S 212th Street Preservation - Green	S 212th Street	Grind, replace failing pavement sections and full-width ACP overlay of the roadbed.	\$3,346,000	S 212th Street is a designated Critical Urban Freight Corridor connecting I-5 to SR 167	\$ 19,000,000	2027	2027	11	
Road Preservation	PSRC	City of Redmond	Avondale Road Pavement	Avondale Road	Pavement overlay, 2027-2028	\$7,132,000	Roadway preservation	\$ 1,505,700	2027	2027	11	
Expansion of Freight Corridors	WVWMPMO	WSDOT	US 12 Phase 8 Construction	US 12	New divided highway between Frenchman and Wallula	\$25,000,000	Completing this divided highway will dramatically increase safety for all road users and	\$ -	2027	2027	8	
Bridge Preservation	PSRC	City of Kent	S 212th Street Green River Bridge	S 212th Street	Replaces the existing former expansion lanes, remove and replace the seed	\$ 1,300,000	S 212th Street is a major corridor connecting I-5 to SR 167 and SR 515. Strengthening	\$ 217,510,000	2027	2027	8	
Expansion of Freight Corridors	PSRC	City of Redmond	148th Ave NE NB Thru Lane	148th Ave NE	Reconstruct north leg of intersection to accommodate third northbound through lane, 2025-2028	\$ 9,072,000	Road capacity increase	\$ 1,300,000	2027	2027	6	
						\$ 9,072,000		\$ -				

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

1. Phase 1 Target Area	2. MPO/STPO	3. Project / Investment Scope	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost	8. Benefits to Freight	9. Total Need (Estimated)	10. Construction Start	11. Target Score	12. Comments (Optional)
Expansion of Freight Corridors	SCOG	Skagit County	Peterson Road (Urban)	Peterson Road	Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards. This will include but not be limited to adding or improving sidewalks, walkways and bicycle wayfinding. Project schedule is 2025-2028.	\$ 2,721,989	Serves Port of Skagit and provides critical first/last mile connection between Skagit Regional Airport and planned Amazon fulfillment center on Bay Ridge Drive.		2027	5	
Expansion of Freight Corridors	CDTC	East Wenatchee	19th St NE Reconstruction Phase III	19th St NE	Full reconstruction project, center turn lane, curb, gutter and sidewalk, storm-	\$ 3,736,000	Improve freight mobility	\$ 3,736,000	2027	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	19th St NE Reconstruction Phase II	19th St NE	Full reconstruction project, Center turn lane, curb, stormwater conveyance and street f-	\$ 1,669,680	Improve freight mobility	\$ 1,669,680	2027	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	148th Ave Pavement Management (Willow Rd to Old Redmond Rd)	148th Ave NE	Pavement overlay, 2027-2038	\$ 5,982,000	Roadway preservation	\$ 5,982,000	2027	3	
Expansion of Freight Corridors	CDTC	Chelan County	Easy St/School St Intersection Improvement	Easy St	Construct a roundabout to improve intersection function and mobility.	\$ 2,000,000	Improve freight mobility on farm to market route	\$ 1,700,000	2027	5	
Expansion of Freight Corridors	CDTC	East Wenatchee	Valley Mall Parkway Enhancements - Sta	Valley Mall Pkwy	Widen sidewalks, reconfigure on street parking.	\$ 720,000	Improve freight mobility	\$ 720,000	2027	3	
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 7.30 to MP 9.40 (WA	Sheffer Road	Road reconstruction	\$ 1,070,000	Project will reconstruct roadway to improve freight throughput and safety along this int	\$ 1,070,000	2027	3	
Expansion of Freight Corridors	CDTC	Douglas County	5 Van Well Ave (Grant Rd) and 4th St S	5 Van Well Ave	Reconstruct the intersection of 5 Van Well Ave and 4th St SE to improve safety and ineq-	\$ 2,250,000	Improve freight mobility on farm to market route	\$ 2,250,000	2027	3	
Expansion of Freight Corridors	CDTC	Wenatchee	North Wenatchee Avenue/Maple St	North Wenatchee Ave	Reconfigure intersection to enhance capacity and accommodate the Confluence Parki-	\$ 850,000	Improve freight mobility	\$ 850,000	2027	3	
Expansion of Freight Corridors	CDTC	Douglas County	Grant Rd/San Van Well Ave Intersection	Grant Rd	Reconstruct the intersection of Grant Rd and 5 Van Well Ave to improve safety and ineq-	\$ 2,250,000	Improve freight mobility on farm to market route	\$ 2,250,000	2027	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	9th St NE/Baker Ave Improvement	9th St NE	Traffic Signal or Roundabout	\$ 950,000	Improve freight mobility	\$ 950,000	2027	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	19th St NE Reconstruction Phase III	19th St NE	Full reconstruction project, center turn lane, curb, gutter and sidewalk, storm-	\$ 3,736,000	Improve freight mobility	\$ 3,736,000	2027	3	
Expansion of Freight Corridors	CDTC	East Wenatchee	19th St NE Reconstruction Phase II	19th St NE	Full reconstruction project, Center turn lane, curb, stormwater conveyance and street f-	\$ 1,669,680	Improve freight mobility	\$ 1,669,680	2027	3	
Road Preservation	PSRC	City of Redmond	148th Ave Pavement Management (Willow Rd to Old Redmond Rd)	148th Ave NE	Pavement overlay, 2027-2038	\$ 5,982,000	Roadway preservation	\$ 5,982,000	2027	3	
Road Preservation	SCOG	City of Mount Vernon	Riverside Drive Improvements - 1	Riverside Drive	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities. Project schedule is 2027-2028.	\$ 3,673,145	Preservation project on alternate north-south route to Interstate 5. National Highway System facility with pavement in unknown condition per 2018 WSDOT inventory	\$ 3,199,309	2027	2	Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Expansion of Freight Corridors	RTC	City of Vancouver	NW 32nd Avenue (SR 501 to 78th Street)	NW 32nd Avenue	A new arterial roadway to provide improved freight mobility with better access to the P-	\$ 5125,000,000	Once completed, the project will provide an improved freight route from the Port of Va-	\$ 118,750,000	2028	8	Project will be built in 5 phases due to length and cost of project. Project will alleviate congestion on the Mill Plain corridor through
Road Preservation	PSRC	City of Tacoma	Portland Avenue Freight and Access Improvements Phase I	Portland Ave	The designed project along Portland Ave extends from the Lincoln Ave to E 27th St (I-5 Interchange) and east along Lincoln Avenue to the Lincoln Avenue bridge deck. For	\$ 6,705,200	Improve freight mobility on farm to market route	\$ 5,350,750	2028	7	This project does not need to be on the Regional Transportation Plan based on the scope and street classification. At the time of application the total project cost for Phase I was undetermined; however, Phase II will be ready for construction in 2028 if
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 9.40 to MP 10.60 (WA	Sheffer Road	Road reconstruction	\$ 1,070,000	Project will reconstruct roadway to improve freight throughput and safety along this int	\$ 1,070,000	2028	3	
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 3.90 to MP 5.39 (WA	Sheffer Road	Road reconstruction	\$ 1,580,000	Project will reconstruct roadway to improve freight throughput and safety along this int	\$ 1,580,000	2028	3	
Bridge and Road Replacement	WWWMPO	Walla Walla County	Sheffer Road MP 11.20 to MP 11.90 (WA	Sheffer Road	Road reconstruction	\$ 960,000	Project will reconstruct roadway to improve freight throughput and safety along this int	\$ 960,000	2028	3	
Bridge Preservation	CDTC	Chelan County	Perishan Bridge Replacement	Main St	Replace or retrofit to improve multi-modal and freight traffic	\$ 35,000,000	Improve freight mobility on farm to market route	\$ 35,000,000	2028	3	
Road Preservation	PSRC	City of Redmond	Pavement Management Project 40th	NE 40th St	Pavement overlay, 2027-2038	\$ 5,157,000	Roadway preservation	\$ 5,157,000	2028	3	
Expansion of Freight Corridors	CDTC	Chelan County	North Rd Phase II	North Rd	Replace or retrofit to improve multi-modal and freight traffic	\$ 3,450,000	Improve freight mobility on farm to market route		2028	3	
Bridge and Road Replacement	WWWMPO	Walla Walla County	Eureka North Road MP 2.80 to MP 3.60	Eureka North Road	Road reconstruction	\$ 850,000	Project will reconstruct roadway to improve freight throughput and safety along this int	\$ 850,000	2028	3	
Expansion of Freight Corridors	WWWMPO	College Place/WSDOT	College Ave/1215 Intersection (WA-1)	College Avenue & SR-125	Intersection improvements to handle current and anticipated traffic growth in immedia	\$ 1,000,000	Project will allow intersection to properly handle increases in freight traffic from nearby	\$ 1,000,000	2028	3	
Road Preservation	CDTC	Chelan County	Chumstick Highway Preservation	Chumstick Highway	Applying for RAMP, 3-R, Resurfacing, restoration, or rehabilitation to extend service life	\$ 35,000,000	Maintain farm to market route	\$ 35,000,000	2028	3	
Road Preservation	CDTC	Chelan County	Wenatchee Heights Road, Phase II	Wenatchee Heights Rd	2-R, Resurfacing and restoration to provide structural adequacy and minor safety	\$ 1,000,000	Maintain farm to market route	\$ 1,000,000	2028	0	CDTC RTP programatically addresses preservation need - no project list
Road Preservation	CDTC	Chelan County	Wapato Lake Rd Preservation	Wapato Lake Rd	3-R, Resurfacing, restoration, or rehabilitation to extend service life and enhance multi-	\$ 3,500,000	Maintain farm to market route	\$ 3,500,000	2028	0	CDTC RTP programatically addresses preservation need - no project list
Bridge and Road Replacement	CDTC	Chelan County	Stemilt Hill Rd Slope Stabilization	Stemilt Hill Rd	Mitigate slope instability and restore roadway	\$ 2,500,000	Maintain farm to market route	\$ 2,500,000	2028	0	CDTC RTP programatically addresses preservation need - no project list
Road Preservation	CDTC	Chelan County	Squilchuck Road Preservation	Squilchuck Rd	3-R, Resurfacing, restoration, or rehabilitation to extend service life and enhance multi-	\$ 2,100,000	Maintain farm to market route	\$ 2,100,000	2028	0	CDTC RTP programatically addresses preservation need - no project list
Bridge Preservation	CDTC	Chelan County	Monitor Bridge Rehabilitation	Main St	Repair structural elements and assess whether deck can be widened	\$ 4,500,000	Maintain farm to market route	\$ 4,500,000	2028	0	CDTC RTP programatically addresses preservation need - no project list
Bridge and Road Replacement	PSRC	City of Maryville	156th St NE	156th St NE	Build new I-5 interchange	\$ 60,000,000	Provide new I-5 interchange connecting into Cascade Industrial Center	\$ 18,000,000	Other	11	\$42M is funded by Connecting WA. Construction begin 2029
Transportation Systems Management and Operations (TSMO)	SCOG	WSDOT	Interstate 5 Active Traffic Management	Interstate 5	A wide range of technologies and strategies used to optimize traffic throughput and improve safety during periods of peak travel demand, or when incidents and events occur that affect traffic flow and safety. Active Traffic Management may include adaptive ramp metering, adaptive intersection signal systems, variable message signs, variable speed limits and lane use control signs. This project requires coordination with Skagit County, Mount Vernon and Burlington. Planning begins on this project in 2021, and construction is expected to begin in 2031.	\$ 60,770,000	Benefits to freight include easing of congestion on Interstate 5 through the Mount Vernon Urbanized Area through utilization of Intelligent Transportation Systems measures.		Other	8	Construction currently planned for 2031 but could be advanced if funding provided for this phase. Phase 1 planning study for project concluded in 2021.
Road Preservation	PSRC	City of Seattle	West Marginal Way Reconstruction	West Marginal Way S	Rehabilitate and improve roadway, schedule TBD	\$ 50,000,000	Maintain state of good repair	\$ 50,000,000	Other	5	This project has received minimal design, and the schedule and cost are preliminary estimates.
Bridge and Road Replacement	PSRC	King County	Berrudale Bridge #3086CX Corridor	Kent Black Diamond Rd	Scope: Improve structural, traffic, and freight rail safety by in-mooring interconnected	\$ 28,800,000	The Berrudale Bridge carries a T-3 road over an R-1 BNSF railroad that connects the	\$ 28,800,000	Other	5	The project provides multiple non-freight benefits. The replacement bridge will add two 8' wide shoulders for vehicular safety
Bridge and Road Replacement	PSRC	City of Seattle	Ballard Bridge	15th Ave NW	Replace bridge, schedule TBD	\$ 700,000,000	Maintain state of good repair	\$ 700,000,000	Other	5	This project has received minimal design, and the schedule and cost are preliminary estimates.
Bridge and Road Replacement	PSRC	City of Seattle	1st Ave and 4th Ave Over ARGO Bridges	1st Ave S & 4th Ave S	Replace bridges, schedule TBD	\$ 800,000,000	Maintain state of good repair	\$ 800,000,000	Other	5	This project has received minimal design, and the schedule and cost are preliminary estimates.
Expansion of Freight Corridors	SCOG	City of Sedro-Woolley	Cook Road / North Trail Road Intersection Improvements	Cook Road	Construct a new intersection to tie the new North Trail Road portion of the corridor to Cook Road. Project schedule is 2029-2030.	\$ 3,069,000	Improve mobility through Sedro-Woolley by providing alternate east-west route, beginning/concluding at this intersection on Cook Road, including access to the Jones/John Liner Railroad Undercrossing.		Other	3	Construction currently planned for 2030 but could be advanced if funding provided for this phase. Project is consistent with the Skagit 2045 Regional Transportation Plan, but is not identified in the plan due to SCOG's criteria for defining Regionally Significant Projects that appear in the plan.
Transportation Systems Management and Operations (TSMO)	PSRC	City of Maryville	Grove St Overcrossing	Grove St	Build overcrossing at BNSF railroad crossing on Grove St, design start 2022	\$ 530,000,000	Provide overcrossing of BNSF mainline within Downtown Maryville	\$ 26,400,000	Other	2	\$5M is funded by Move Ahead WA. \$500K City funds secured
Grade Separation Projects	PSRC	City of Maryville	156th St NE Overcrossing	156th St NE	Build overcrossing at BNSF railroad crossing on 156th St NE, design start 2025	\$ 18,000,000	The overcrossing will provide a bypass for traffic to the west/Lakewood area and therefore alleviate the congestion at 172nd to allow freight movement into Cascade	\$ 17,496,000	Other	2	\$500K is funded by Move Ahead WA available after 2023. \$500K City funds secured
Road Preservation	PSRC	City of Seattle	Harbor Island Rehabilitation	N/A	Rehabilitate and improve streets throughout the island, schedule TBD	\$ 50,000,000	Rebuild crumbling pavement, improve truck operations		Other	0	This project has received minimal design, and the schedule and cost are preliminary estimates.
Grade Separation Projects	PSRC	City of Seattle	Duwamish Rail Overcrosses	S Holgate St	Build new rail overpass	\$ 600,000,000	Grade separation, schedule TBD	\$ 600,000,000	Other	0	This project has received minimal design, and the schedule and cost are preliminary estimates.
Truck Parking	PSRC	Northwest Seaport	Terminal 25 South Truck Parking	East Waterway	Redevelopment of 11 acre site to accommodate truck and chassis parking.	TBD	Provides truck parking and amenities for drayage truck drivers that move cargo		5	Project is in planning alternatives phase, no capital funding has been reserved for the project yet	
Zero Emissions	PSRC	Northwest Seaport	Pierce County Terminal Refuel Expansion	Blair Waterway	Install 300 refuel plugs on the terminal. Schedule TBD.	\$ 6,000,000	Adds refrigerated cargo container plug-ins and eliminates diesel emissions by replacing a diesel generator.	\$ 6,000,000	5	Project is in the capital improvement budget, so funding will be made available upon project authorization	
Road Preservation	RTC	City of Ridgefield	Union Ridge Parkway Rehab	Union Ridge Pkwy	Project will address faded and worn out asphalt on this roadway to bring it back up to	N/A, working on design	Will improve mobility of freight by bringing the asphalt back up to an acceptable condit	\$ -	3	Ridgefield is working on project cost estimate. Pavement rehabilitation on S Union Ridge Parkway (an extension of NE 259th Street	
Transportation Systems Management	WSDOT	(Port of Seattle)	SR 518 Freight Data Collection	SR518	SR518 Corridor Ring Study, collect freight data to support future decisions in corridor	\$ 1,000,000	quantify freight use to support investment to serve air cargo facility & regional traffic	\$ 1,000,000	3	WSDOT study	
Expansion of Freight Corridors	PSRC	City of File	SR 167/Valley Ave East					\$ -	0		

FMSIB Freight Investment Priorities (2025 - 2028 Construction) - Ranked by Point Score - ATTACHMENT D

1. Phase / Target Area	2. MPO/RTPO	3. Project / Investment Source	4. Project Title	5. Route Name	6. Scope and Schedule	7. Total Cost	8. Benefits to Freight	9. Total Need (if applicable)	10. Construction Cost	11. Total Score	12. Comments (Optional)
Expansion of Freight Corridors	PSRC	WSDOT (Port of Seattle Airport support)	S 152nd St On-ramp to WB SR 518, Collector Distributor	SRS18	The project is identified in the WSDOT SRS18 Corridor Planning Study (Project #15). By adding an on-ramp from S 152nd St & 24th Ave S to WB SRS18, as a collector-distributor, the project supports freight movement & improves access to WB SRS18. Construction schedule: TBD	\$ 20,000,000	Improves access to WB SRS18 for trucks accessing the Airport's North Cargo Area & planned cargo warehouse development on adjacent PDS-owned property as envisioned in the Port's Sustainable Airport Master Plan.	\$ 20,000,000	0	0	WSDOT study recommends; PDS supports
Expansion of Freight Corridors	PSRC	WSDOT (Port of Seattle Airport support) (Port)	S 152nd St On-ramp to WB SR 518, Collector Distributor	SRS18	The project is identified in the WSDOT SRS18 Corridor Planning Study (Project #15). By adding an on-ramp from S 152nd St & 24th Ave S to WB SRS18, as a collector-	\$ 20,000,000	Improves access to WB SRS18 for trucks accessing the Airport's North Cargo Area & planned cargo warehouse development on adjacent PDS-owned property as	\$ 20,000,000	0	0	WSDOT study recommends; PDS supports
All	Statewide	FMSIB	Local Government Freight Mobility Grant Program		Provide grants to local freight bottlenecks and chokepoints, identified in a competitive p	\$ -	Provide nimble and targeted responses to critical local freight mobility problems.	\$ -	0	0	
Zero Emissions	PSRC	Northwest Seaport Alliance	Implementation of the Northwest Ports Clean Air Strategy		Support transition to zero-emission cargo operations through implementation of the Northwest Ports Clean Air Strategy. Projects include shore power, infrastructure and equipment for the clean truck program and deploying reduced and zero-emission cargo-handling equipment, and charging equipment for passenger and fleet vehicles. Projects will be carried out in both harbors on a rolling basis.	\$ 200,000,000	Phasing out emissions from seaport related activities by 2050 will support cleaner air for our local communities and fulfill our shared responsibility to help limit global temperature rise to 1.5°C.			0	This is a gateway-wide project at multiple terminals in Seattle and Tacoma Harbors.
Zero Emissions	PSRC	Port of Seattle Fleet Maintenance	EV charging facilities	Port facilities	provide EV charging for Port fleets	TBD	reduces freight emissions consistent with NW Ports Clean Air Strategy	\$ 200,000,000		0	as yet unscopd
						\$ 4,329,549,125		\$ 3,966,479,871			