

Freight Mobility Strategic Investment Board
December 1, 2023
9:00 a.m. to 1:00 p.m.

Downtown Hilton Pine/Spruce Room, 301 W 6th St., Vancouver, WA

Meeting will be webcast live on TVW: <https://www.tvw.org>

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

Note: Chair Lentz may adjust agenda topics and timing

AGENDA

9:00 AM	1 Welcome/Introductions	Temple Lentz	Informational
9:05 AM	2 Public Comment	Temple Lentz	Informational
9:10 AM	3 Approve Meeting Minutes (Sept 22 & Dec 17, 2023)	Temple Lentz	Action
9:15 AM	4 Board Member Reports	All	Informational
9:35 AM	5 Executive Director Report	Kjris Lund	Informational
9:45 AM	6 WSDOT Truck Parking Study Update	Jason Biggs Jason Beloso	Informational
10:00 AM	7 FMSIB Operating Budget	Kjris Lund	Informational
10:05 AM	8 FMSIB Capital Budget	Jay Drye	Informational
10:15 AM	9 Marine Cargo Forecast Scope of Work	Director Lund	Action
10:25 AM	10 Freight & Goods Transportation System (FGTS)	Wenjuan Zhao Aaron Garland	Informational
10:55 AM	11 Designation of Strategic Corridors	Ben Wick, FPAC Chair	Informational/ Action
11:00 AM	12 FMSIB Six-Year Plan Outreach Process and Schedule. a. Investment Categories and Outcomes b. Outreach Process and Schedule c. Intermodal Facilities Success Factors	Ben Wick, FPAC Chair	Motion Motion Motion
12:00 PM	13 Working Lunch	All	
12:30 PM	14 Day-on-the-Hill Plans, January 18, 2023	Temple Lentz	Informational
12:55 PM	15 Next Meeting: January 19, 2023 in Olympia	Temple Lentz	Action
1:00 PM	16 Adjourn	Temple Lentz	Informational



Written testimony for Public Comment may be submitted by email to: sees@fmsib.wa.gov.

Emailed testimony must be received 24 hours in advance of meeting. Please include your contact information.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

SPECIAL BOARD MEETING MINUTES

November 17, 2023 • 2:30 – 3:30 pm • Virtual Zoom call/In-person at FMSIB HQ offered

In Attendance

BOARD MEMBERS

Temple Lentz, Chair	Anne McEnerny-Ogle	<i>Not Present:</i>
Peter Bennett	Roger Millar	Leonard Barnes
Matt Ewers	Art Swannack	Erik Hansen
Johan Hellman	Ben Wick	Aaron Hunt
John McCarthy		

FMSIB STAFF

Kjristine Lund, Interim Executive Director
Sally A. See, Executive Assistant

GUEST PRESENTERS

There were no guest presenters at this meeting.

Meeting Convenes

Chair Lentz convenes the meeting at 2:30 pm.

Chair Lentz stated that this is an open public meeting and all provisions of the Open Public Meetings Act (OPMA) apply. This is a hybrid meeting and is being conducted via Zoom teleconferencing software. Please use the appropriate emoji when asking to be heard. The meeting is also live-streamed on TVW and archives of the broadcast will be available shortly after today's meeting.

Chair Temple Lentz requested that Board members introduce themselves, as well as FMSIB Staff. All guests were then asked to introduce themselves.

Public Comment

Chair Lentz: During today's meeting you may offer public testimony in person from FMSIB's Olympia offices or by remote attendance on Zoom. If you would like to offer public comment today, please use the raise hand icon on Zoom and I will call on you. Please state your name for the record.

No one stepped forward.

Airway Heights' Scope Change Request

The first item for action on the agenda is a motion to approve a scope of work change request for the 2023-2025 Biennium Airway Heights Project called the 6th/10th/12th Avenue Improvements Project.

Director Lund provided the staff report.

FPAC Chair Wick was asked if he had anything to add.

Commissioner McCarthy asked if this project would alleviate issues for freight traffic. Chair Wick acknowledged that this project would help all that travel through that choke-point.

Director Lund added that this project also works toward alleviating traffic from an overburdened community.

A copy of the request was sent to Members with today's agenda.

Motion Item: To approve Scope Change Request from Airway Heights for 2023-25 biennium. Project name: 6th/10th/12th Avenue Improvements.

Mayor McEnerny-Ogle made the motion. Mr. Ewers seconded.

Secretary Millar abstained from vote as he was unable to hear the conversation.

MOTION CARRIED

(See attached document: Airway Heights Project Scope Change Request.)

Specific Truck Parking Solutions Implementation Plan

The next item for action on the agenda is a motion to recommend submittal of the 2023-2025 Status Report regarding an Implementation Plan for Specific Truck Parking Solutions to the Legislative Transportation Committees by December 1, 2023.

Director Lund provided staff report.

FPAC Chair Wick was asked if he had anything to add.

Based on discussion with WSDOT, Director Lund suggested:

FMSIB's recommendation would be to fund **design of** the following projects in 2024 **to obtain construction cost estimates:** Cost estimates for **the design work necessary** to advance these projects will be forthcoming from WSDOT in the last quarter of 2023 through early first quarter of 2024. **The \$5.95 million identified by the legislature for future appropriation is likely insufficient to fund construction of all the identified projects below. Our recommendation to advance to 60 percent design would provide the information needed to more accurately project construction costs and schedules.**

Motion Item: To approve the submittal of the 2023-25 Status Report regarding the Implementation Plan for Specific Truck Parking Solutions to the Legislative Transportation Committees, due by December 1, 2023 with the updated language as stated.

Mr. Ewers made the motion. Mayor McEnerny-Ogle seconded.

MOTION CARRIED

(See attached document: Legislative Update.)

Next Meeting

Board Action Item: Adoption to affirm the next FMSIB Board meeting date of December 1, 2023, in Vancouver, WA.

Chair Wick made the motion. Commissioner Swannack seconded.

MOTION AFFIRMED

Meeting Adjourned

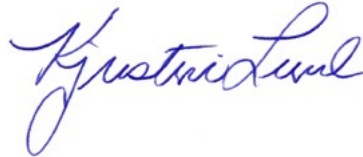
Chair Lentz adjourned the meeting at 3:30 pm.

Summary of Board Motions:

- 1) Approval of Airway Heights Scope Change Request. (Motion Carried)
- 2) Submittal of 2023-25 Status Report on Implementation Plan for Specific Truck Parking Solutions to Legislative Transportation Committees by December 1, 2023. (Motion Carried with update to letter)
- 3) Affirm the next FMSIB Board meeting on Dec 1, 2023 at Vancouver, WA. (Motion Carried)



Temple Lentz
Chair



Attest: Kjriss Lund
Interim Director

November 17, 2023

To: FMSIB members

From: Kjristine Lund, Interim Director

Re: Airway Heights Project Scope Change Request Recommendation

Background

FMSIB recommended and the legislature incorporated the following project into the 2023-2025 transportation budget and LEAP list:

Phase 1 Target Area	MPO/RTPO	Sponsor	Project Title	Proposed Funding
Expansion of Freight Corridors	SRTC	City of Airway Heights	6th/10th/12th Ave Improvements	\$ 2,420,000

The information provided to FMSIB/FPAC for the project described the project as 6th/10th/12th Ave Improvements to improve/widen road to arterial standard between Craig Road and Deer Heights Road thereby establishing an alternate E-W freight corridor. The project goals include relieving traffic on adjacent US 2, a congested and high freight traffic route. The total project budget is \$9,680,000 with a funding need of just over \$4 million. A phase was identified as possible at the \$2,420,000 funding level.

The scope of work provided to WSDOT Local Programs for the project:

To improve/widen road to arterial standard between Craig Road and Deer Heights Road.

Request

The City of Airway Heights is requesting \$2,420,000 for construction of the following scope:

To improve/widen road to arterial standard between Craig Road and Russell Street. (see attached map)

Justification

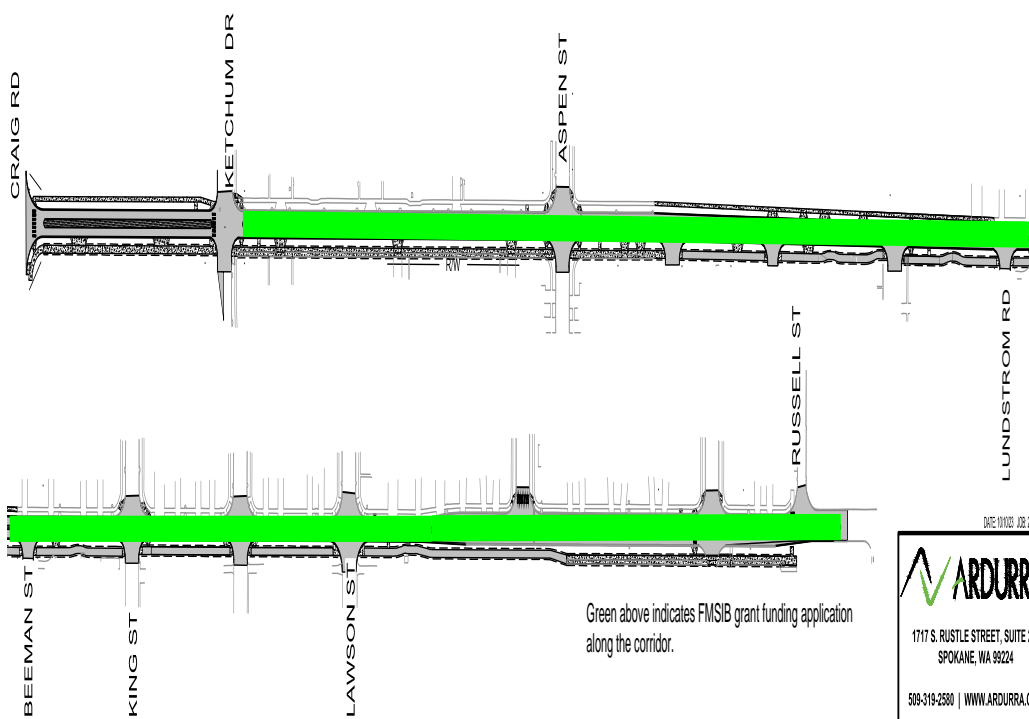
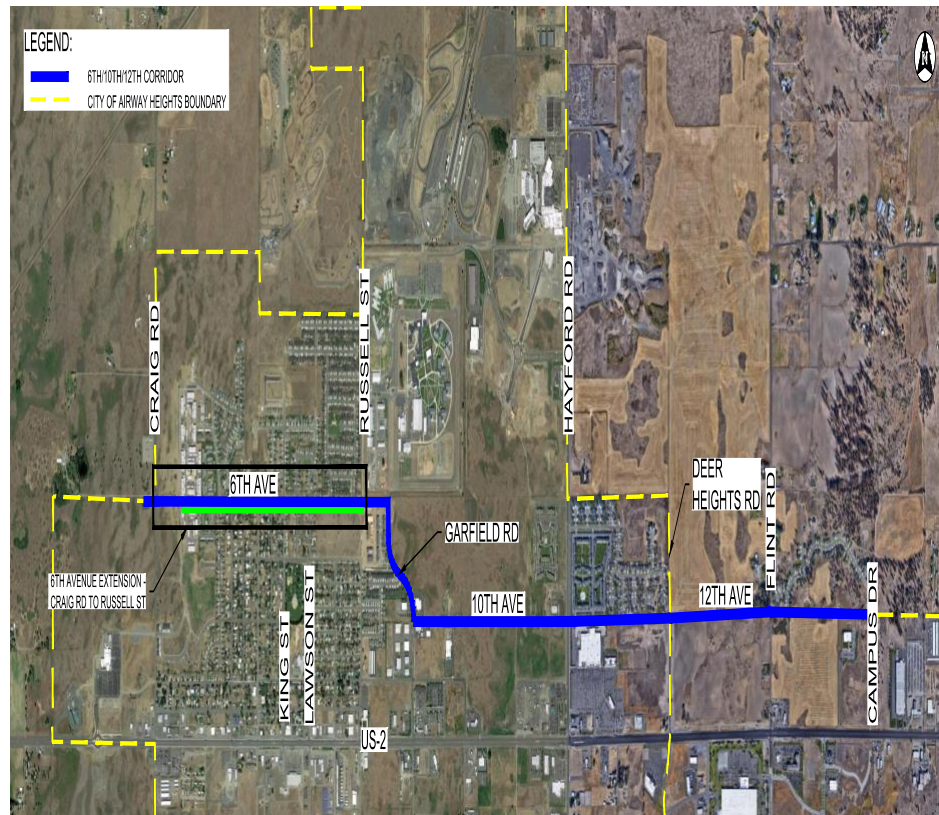
US 2 provides principal access to Airway Heights, Fairchild AFB, and the Kalispel and Spokane Tribe sites. It provides access to the commercial hub of west Spokane County, most of Lincoln County, and parts of Stevens and Ferry Counties. The 6th/10th/12th Ave Improvements project will be an alternate route to US 2 for local traffic and emergency services, reducing highway travel demands, and increasing safety on US 2 by reducing collision potentials.

While the project is scoped from Craig Road to Deer Heights Road, the segment from Garfield Road to Hayford Road along 10th Avenue has been funded with a combination of grants from Transportation Improvement Board (TIB), investment from the Kalispel Tribe of Indians, and the City of Airway Heights. This phase of the project has design completed and is scheduled to be built in 2024. If the scope on the FMSIB grant is updated to the segment from Craig Road to Russell Street along 6th Avenue, it would allow that phase to also go to construction in the summer of 2024.

Recommendation

FPAC met on October 17 and voted to recommend approval of this scope change. Representatives of Airway Heights and the Spokane Regional Transportation Council (SRTC) attended the FPAC meeting and spoke in favor of the scope change. Local Programs needs approval from FMSIB to change the scope of work.

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Green above indicates FMSIB grant funding application along the corridor.

DATE: 10/10/23 JOB: 202114

ARDURRA

1717 S. RUSTLE STREET, SUITE 201
SPOKANE, WA 99224

509-319-2580 | WWW.ARDURRA.COM

Legislative Update: 2023- 2025 Status Report on Implementation Plan for Specific Truck Parking Solutions

December 1, 2023

Introduction

This status report describes the direction given to FMSIB and WSDOT by the legislature related to specific truck parking solutions, the coordination process taking place between FMSIB and WSDOT, the analytical work underway, and a preliminary recommendation for near-term actions during the 2024 legislative session.

Legislative Direction

Engrossed Substitute House Bill 1125, Section 206 (4) states: \$400,000 of the multimodal transportation account – state appropriation is provided solely for the board, in consultation with the department of transportation, to develop an implementation plan for specific truck parking solutions. It is the intent of the legislature for the board to identify specific sites to increase truck parking capacity in the near term, as well as to recommend other steps that can be taken in the 2024 and 2025 legislative sessions to increase truck parking capacity. The board must provide a status report that includes funding recommendations for the 2024 legislative session to the transportation committees of the legislature by December 1, 2023, and a final report that includes detailed findings on additional specific sites and specific actions recommended to expand truck parking capacity in the near term to the transportation committees of the legislature by December 1, 2024.

The legislature also directed the Washington State Department of Transportation (WSDOT) to develop truck parking recommendations in the following sections of ESHB 1125:

Section 215 (12) \$2,500,000

Section 223 (4) - \$1,800,000

Section 304 (3) –(a)and (b)(c)(d) \$1,200,000

Section 309 (12) \$150,000

The legislature also included an appropriation for truck parking improvements:

Section 223 (5) \$5,950,000

Coordination between FMSIB and the WSDOT

With the start of the new biennium, FMSIB is actively working with Washington State Department of Transportation (WSDOT) on several fronts to achieve the goal of near-term truck parking solutions. FMSIB's Freight Policy Advisory Committee (FPAC) invited WSDOT to several Committee meetings to be briefed on the status of WSDOT truck parking studies, to learn about specific near-term truck parking options, and to learn about WSDOT's approach to direction provided in ESHB 1125. Those briefings have led to the following positive process outcomes:

- WSDOT is including FMSIB's truck parking study within the overall scope for a general engineering consultant contract that was advertised in October 2023. Consultant interviews will be held in early January 2024.
- WSDOT invited FMSIB Interim Director Lund to participate in their bi-weekly working group to better track progress, action items and ownership of truck parking work across several WSDOT divisions, including Rail Freight and Ports, Capital Facilities, Real Estate Services, Traffic Operations and Innovative Partnerships.

- FPAC identified candidate near-term truck parking projects from the currently available body of WSDOT studies and held a meeting with WSDOT representatives to discuss the viability of the projects from WSDOT's point of view.
- FPAC met and developed recommendations for advancing near-term parking options for legislative consideration taking into account WSDOT staff expertise on project delivery.
- WSDOT and FMSIB are coordinating on setting milestones for project delivery and cost estimates for the first quarter of 2024.

FMSIB Near-term Truck Parking Recommendations

We would like to acknowledge the substantial work already completed from the Joint Transportation Commissions 2021 Truck Parking Action Plan, the 2022 WSDOT State Freight Plan Truck Parking Assessment, WSDOT's 2022 truck parking recommendations for the Governor, the Draft 2023 Safety Rest Area Strategic Plan, and discussions at the FMSIB Board meetings.

We believe that there are meaningful truck parking solutions that would be worthy of investment in 2024. FMSIB's due diligence and consultation with WSDOT staff resulted in our recommendation to advance two specific projects through the project delivery pipeline as well as advancing four safety rest area sites to provide near-term truck parking solutions.

We want to be clear that from our research there are no projects ready for construction completion during this biennium. The potential projects we identified are concepts culled from existing studies as having the highest potential for alleviating truck parking needs at strategic locations. Each of the concepts will still require scoping and cost estimates, preliminary engineering, environmental clearances, community engagement, design, and construction. Additionally, WSDOT staff capacity constraints will need to be addressed to advance these projects.

Our recommendations would be to fund the following projects in 2024: Cost estimates for advancing these projects will be forthcoming from WSDOT in the last quarter of 2023 through early in first quarter of 2024.

- **I-5 Fort Lewis Weight Station Truck Parking, Signage, and Restroom Improvements** – WSDOT completed a study of the I-5 Fort Lewis Weigh Station in 2021. The Fort Lewis Weigh Station, which was built in 1969 and served as the second-highest used weigh station statewide in 2020, was identified by WSDOT as in need of updating. Through the study, WSDOT identified needs and issues of the facility, informed by stakeholder input. Among the issues identified, the following are related to truck parking:
 - The 12 parking stalls for staff and trucks at the weigh station are not enough to accommodate the number of trucks traveling the I-5 corridor.
 - Weigh station signage is confusing.
 - The weigh station has two portable toilets located in the parking area, and no handwashing station is available.
- **SR 906 - Phase 3 to expand truck parking area.** WSDOT has marked parking spaces, bike lanes, and a shared use path along SR 906 in the vicinity of the existing rest stop on Snoqualmie Pass. This site near the Snoqualmie ski areas would be a viable location for truck parking, particularly during the off-season. The first phase (2022), included parallel parking for all vehicles, including trucks. In Phase 2 (2023), back-in angled parking and four truck-only parking spaces will be designated. With additional funding, WSDOT would be able to convert the adjacent WSDOT-

owned property into a permanent truck parking facility with seven additional truck parking spaces.

- WSDOT's Draft Safety Rest Area Strategic Plan identified four potential rest area projects as having high potential for truck parking expansion opportunities. These were identified as Smokey Point NB/SB, Silver Lake SB, SeaTac NB and Gee Creek NB/SB. These safety rest areas are located on freight corridors with the highest congestion; have ample water rights or availability of municipal water to support expansion and need additional truck parking. These safety rest areas should also be considered for advancement in the near-term. Progress on any of these sites will require funding for design. In addition, capital facilities maintenance issues and costs will need to be addressed.

We have discussed these options with WSDOT, and additional cost and project delivery estimating will need to occur to program these near-term truck parking solutions for delivery by WSDOT.

We urge the legislature to prioritize these near-term truck parking solutions within the WSDOT capital program so these projects can make progress toward construction.

Other Non-WSDOT Truck Parking Solutions

In the spirit of the legislature's direction to have FMSIB recommend other steps that can be taken in the 2024 and 2025 legislative sessions to increase truck parking capacity we want to acknowledge that the responsibility to resolve truck parking is not limited to WSDOT right of way. It also requires participation from the private sector, cities, counties, ports, and local communities.

FMSIB's truck parking study contract scope of work will include the identification of project implementation components to identify the most strategic investments for truck parking, not limited to WSDOT sites, but also including cities, counties, ports, and WSDOT's Innovative Partnerships Program.

FMSIB's six-year investment planning process which will get underway in January 2024 will include the truck parking solutions as well as other freight mobility projects.

We welcome the opportunity to meet with you to further discuss the direction we are recommending in this status report to accomplish near-term truck parking solutions.



December 1, 2023

To: FMSIB Members
 From: Kjristine Lund, Interim Executive Director
 Re: Director's Report

This report is a dashboard of the responsibilities for FMSIB outlined in 47.06 RCW to be facilitated by the Executive Director as well as tasks included in the Executive Director job description. The intent of this report is to update FMSIB on progress and to be transparent about my activities on behalf of FMSIB. This table will also help with transition to a permanent Executive Director.

Task	FMSIB Committee	Status <i>(September 18 – November 30, 2023)</i>
Legislative Reporting		
Interim Truck Parking Status Update	FPAC	Draft approved 11-17-23. Final sent week of Nov 20
Day on the Hill	Legislative	To be discussed December 1, 2023 meeting.
2025 Report to Legislature		Due December 1, 2024 including identification of strategic issues.
Legislative communications		Met with Chair Fey, Representative Ramos, Ranking minority member Barkis.
Studies		
Marine Cargo Forecast	FPAC	Scope to be approved on December 1, 2023
Truck Parking Study	FPAC	Scope in development. Will review with FPAC on December 15. Hiring Jan 2024.
Best Practices Overburdened Communities	New Initiatives	Met with potential vendor from DES approved list. Will meet with New Initiatives Committee to discuss scope and seek Board approval at January meeting.
Intermodal Facilities Success Factors	FPAC	Board discussion of intent on December 1, 2023.
Six-Year Investment Plan	FPAC	
Criteria		Approved September FMSIB meeting. Needs to be reaffirmed on December 1.
Outreach		Process to be presented at December 1 meeting
Project Evaluations		TBD after Board reviews process
Recommendations		Summer 2024
Strategic Corridors Designation	FPAC	December 1, 2023, FMSIB meeting

Task	FMSIB Committee	Status (September 18 – November 30, 2023)
WSDOT Coordination	Director	
Local Programs Project Implementation		On-going coordination on reporting mechanisms for capital projects.
Statewide Freight Plan		TBD
Federal Funding		TBD
Governance	Administrative	
Update Bylaws		Draft due to Administrative Committee by December 14, 2023.
Update WAC		In consultation with AAG.
Policies and Procedures		Awaiting legal advice about policies and procedures requirements.
On-boarding new members		Outreach made to Governor's Office .
Plan Board meetings/agendas/tour/training		Seeking Board ideas.
Hiring	Administrative	
Transportation Planner V		Job description to be reviewed by Administrative Committee by December 14. Target hiring March 2024.
Executive Director		Target hiring Spring/Summer 2024.
General personnel duties		On-going
Compliance	Administrative	
Budget Allotments		January 2024
Performance Measures		Need to research
2025-27 Budget		Due summer 2024
Supplemental Budget		Spring 2024
OMWBE		Completed first phase
Audit		TBD
Communications		
Weekly Director's Report to FMSIB		Weekly
Website		Needs content update.
Ribbon cuttings/media opportunities		Spokane Valley Project. Need to identify others.
Build interested parties list		On-going
FMSIB 101 Presentation		Drafting for January 18-19, 2024

Task	FMSIB Committee	Status <i>(September 18 – November 30, 2023)</i>
Stakeholder Outreach		
Trucking		Sherry Call, City of Auburn, City of Kent, City of North Bend, Zeem Solutions and LAZ Parking (private investors)
Rail		
Ports		WPPA, NW SeaPort Alliance, Port of Ephrata, Port of Seattle, Port of Vancouver
Maritime		
Cities		City of Airway Heights, AWC, TIB
Counties		CRAB, WSACE
Package Delivery		
Heavy Highway		
Freight Labor		
Environmental		State Department of Commerce on electrification
Overburdened Communities		
Interested Parties		WSP Engineering



FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

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

Temple Lentz,
Chair

Kjristine Lund
Interim Executive
Director

Board Members
Leonard Barnes

Peter Bennett

Matthew Ewers

Al French

Erik Hansen

Johan Hellman

John McCarthy

Anne McEnery-Ogle

Roger Millar

Arthur Swannack

Ben Wick

Website
www.fmsib.wa.gov

November 22, 2023

The Honorable Marko Liias
Washington State Senate
PO Box 40421
Olympia, WA 98504

The Honorable Curtis King
Washington State Senate
PO Box 40414
Olympia, WA 98504

The Honorable Jake Fey
Washington House of Representatives
PO Box 40600
Olympia, WA 98504

The Honorable Andrew Barkis
Washington House of Representatives
PO Box 40600
Olympia, WA 98504

Re: FMSIB Truck Parking Solutions Report

Dear Chairs Liias and Fey, Ranking Members King and Barkis, and Legislative Transportation Committees:

The Freight Mobility Strategic Investment Board is pleased to provide a status report on specific truck parking solutions to increase truck parking capacity. Engrossed Substitute House Bill 1125, Section 206 (4) required the Board to submit this report to the Legislative Transportation Committees by December 1, 2023.

FMSIB is actively working with Washington State Department of Transportation (WSDOT) on several fronts to achieve the goal of near-term truck parking solutions. Our recommendation is to advance two specific projects through the project delivery pipeline, as well as advancing four safety rest area sites to provide near-term truck parking solutions. We want to be clear that there are no projects ready for construction completion during this biennium.

We have discussed these options with WSDOT, and additional cost and project delivery estimating will need to occur to program these near-term truck parking solutions for delivery by WSDOT. Additionally, WSDOT staff capacity constraints will need to be addressed to advance these projects. We urge the Legislature to prioritize these near-term truck parking solutions within the WSDOT capital program so these projects can make progress toward construction.

We want to acknowledge that the responsibility to resolve truck parking is not limited to WSDOT right of way. It also requires participation from the private sector, cities, counties, ports, and local communities. FMSIB's Truck Parking Study contract for Scope of Work will include the identification of project implementation components to identify the most strategic investments for truck parking, not limited to WSDOT sites, but also including cities, counties, ports, and WSDOT's Innovative Partnership Program. FMSIB's six-year investment planning process, which will get underway in January 2024, will include the truck parking solutions, as well as other freight mobility projects.

Washington Legislative Transportation Committees
RE: FMSIB Truck Parking Solutions Report
November 22, 2023

We welcome the opportunity to meet with you to further discuss the direction we are recommending in this status report to accomplish near-term truck parking solutions. Thank you for your time and consideration. Please contact the Board Chair, Temple Lentz, at email: Temple.Lentz@gmail.com, Kjristine Lund, Interim Executive Director at email: lundk@fmsib.wa.gov or Sally See, Executive Assistant, at email: SeeS@fmsib.wa.gov, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Temple Lentz", written in a cursive style.

Temple Lentz
FMSIB Chair

cc: Governor Jay Inslee
Beth Redfield, Fiscal Analyst, Washington House Transportation Committee
Bryon Moore, Sr. Fiscal Analyst, Washington Senate Transportation Committee
Debbie Driver, Washington Governor's Office
FMSIB Board Members

Attachment



FMSIB Legislative Update:

2023- 2025 Status Report on Implementation Plan for Specific Truck Parking Solutions

November 22, 2023

Introduction

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 - The weigh station has two portable toilets located in the parking area, and no handwashing station is available.
- **SR 906 - Phase 3 to expand truck parking area.** WSDOT has marked parking spaces, bike lanes, and a shared use path along SR 906 in the vicinity of the existing rest stop on Snoqualmie Pass. This site near the Snoqualmie ski areas would be a viable location for truck parking, particularly during the off-season. The first phase (2022), included parallel parking for all vehicles, including trucks. In Phase 2 (2023), back-in angled parking and four truck-only parking spaces will be designated. With additional funding, WSDOT would be able to convert the adjacent WSDOT-owned property into a permanent truck parking facility with seven additional truck parking spaces.
 - WSDOT's Draft Safety Rest Area Strategic Plan identified four potential rest area projects as having high potential for truck parking expansion opportunities. These were identified as Smokey Point NB/SB, Silver Lake SB, SeaTac NB and Gee Creek NB/SB. These safety rest areas are located on freight corridors with the highest congestion; have ample water rights or availability of municipal water to support expansion and need additional truck parking. These safety rest areas should also be considered for advancement in the near-term. Progress on any of these sites will require funding for design. In addition, capital facilities maintenance issues and costs will need to be addressed.

We have discussed these options with WSDOT, and additional cost and project delivery estimating will need to occur to program these near-term truck parking solutions for delivery by WSDOT. We urge the legislature to prioritize these near-term truck parking solutions within the WSDOT capital program so these projects can make progress toward construction.

Other Non-WSDOT Truck Parking Solutions

In the spirit of the legislature's direction to have FMSIB recommend other steps that can be taken in the 2024 and 2025 legislative sessions to increase truck parking capacity we want to acknowledge that the responsibility to resolve truck parking is not limited to WSDOT right of way. It also requires participation from the private sector, cities, counties, ports, and local communities.

FMSIB's truck parking study contract scope of work will include the identification of project implementation components to identify the most strategic investments for truck parking, not limited to WSDOT sites, but also including cities, counties, ports, and WSDOT's Innovative Partnerships Program. FMSIB's six-year investment planning process which will get underway in January 2024 will include the truck parking solutions as well as other freight mobility projects.

We welcome the opportunity to meet with you to further discuss the direction we are recommending in this status report to accomplish near-term truck parking solutions.

Those briefings have led to the following positive process outcomes:

- WSDOT is including FMSIB's truck parking study within the overall scope for a general engineering consultant contract that was advertised in October 2023. Consultant interviews will be held in early January 2024.
- WSDOT invited FMSIB Interim Director Lund to participate in their bi-weekly working group to better track progress, action items and ownership of truck parking work across several WSDOT divisions, including Rail Freight and Ports, Capital Facilities, Real Estate Services, Traffic Operations and Innovative Partnerships.
- FPAC identified candidate near-term truck parking projects from the currently available body of WSDOT studies and held a meeting with WSDOT representatives to discuss the viability of the projects from WSDOT's point of view.
- FPAC met and developed recommendations for advancing near-term parking options for legislative consideration taking into account WSDOT staff expertise on project delivery.
- WSDOT and FMSIB are coordinating on setting milestones for project delivery and cost estimates for the first quarter of 2024.

FMSIB Near-term Truck Parking Recommendations

We would like to acknowledge the substantial work already completed from the Joint Transportation Commissions 2021 Truck Parking Action Plan, the 2022 WSDOT State Freight Plan Truck Parking Assessment, WSDOT's 2022 truck parking recommendations for the Governor, the Draft 2023 Safety Rest Area Strategic Plan, and discussions at the FMSIB Board meetings.

We believe that there are meaningful truck parking solutions that would be worthy of investment in 2024. FMSIB's due diligence and consultation with WSDOT staff resulted in our recommendation to advance two specific projects through the project delivery pipeline as well as advancing four safety rest area sites to provide near-term truck parking solutions.

We want to be clear that from our research there are no projects ready for construction completion during this biennium. The potential projects we identified are concepts culled from existing studies as having the highest potential for alleviating truck parking needs at strategic locations. Each of the concepts will still require scoping and cost estimates, preliminary engineering, environmental clearances, community engagement, design, and construction. Additionally, WSDOT staff capacity constraints will need to be addressed to advance these projects.

Our recommendation would be to fund design of the following projects in 2024 to obtain construction cost estimates: Cost estimates for the design work necessary to advance these projects will be forthcoming from WSDOT in the last quarter of 2023 through early in first quarter of 2024. The \$5.95 million identified by the legislature for future appropriation is likely insufficient to fund construction of all of the identified projects below. Our recommendation to advance to 60% design would provide the information needed to more accurately project construction costs and schedules.

- **I-5 Fort Lewis Weight Station Truck Parking, Signage, and Restroom Improvements** – WSDOT completed a study of the I-5 Fort Lewis Weigh Station in 2021. The Fort Lewis Weigh Station, which was built in 1969 and served as the second-highest used weigh station statewide in 2020, was identified by WSDOT as in need of updating.

Through the study, WSDOT identified needs and issues of the facility, informed by stakeholder input. Among the issues identified, the following are related to truck parking:

- The 12 parking stalls for staff and trucks at the weigh station are not enough to accommodate the number of trucks traveling the I-5 corridor.
 - Weigh station signage is confusing.
 - The weigh station has two portable toilets located in the parking area, and no handwashing station is available.
- **SR 906 - Phase 3 to expand truck parking area.** WSDOT has marked parking spaces, bike lanes, and a shared use path along SR 906 in the vicinity of the existing rest stop on Snoqualmie Pass. This site near the Snoqualmie ski areas would be a viable location for truck parking, particularly during the off-season. The first phase (2022), included parallel parking for all vehicles, including trucks. In Phase 2 (2023), back-in angled parking and four truck-only parking spaces will be designated. With additional funding, WSDOT would be able to convert the adjacent WSDOT-owned property into a permanent truck parking facility with seven additional truck parking spaces.
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In the spirit of the legislature's direction to have FMSIB recommend other steps that can be taken in the 2024 and 2025 legislative sessions to increase truck parking capacity we want to acknowledge that the responsibility to resolve truck parking is not limited to WSDOT right of way. It also requires participation from the private sector, cities, counties, ports, and local communities.

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We welcome the opportunity to meet with you to further discuss the direction we are recommending in this status report to accomplish near-term truck parking solutions.

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 23-25 Budget \$ 1,991,000					
Expenditure Detail through: October 31, 2023					
	Biennium Budget July 1, 2023 - June 30, 2025	Actual Expenditures Jul 2023 - Oct 2023	Balance Biennium Budget less Actual	Projected Remaining Expenditures Nov 2023 - Jun 2025	Balance Biennium Budget less Actual less Project Remaining Exp.
FMSIB Budget					
Salary	853,000	65,215	787,785	772,000	\$ 15,784.82
Travel	105,000	-	105,000	96,000	\$ 9,000.00
Goods & Services	183,000	12,862	170,138	169,000	\$ 1,138.11
Personal Service Contracts	850,000	-	850,000	825,000	\$ 25,000.00
Total:	\$ 1,991,000	78,077	1,912,923	1,862,000	\$ 50,922.93
Expenditure Detail	Budgeted Expenditures July 1, 2021 - June 30, 2023	Actual Expenditures Jul 2023 - Oct 2023	Balance Biennium Budget less Actual	Projected Remaining Expenditures Nov 2023 - Jun 2025	Balance Budget less Actual less Projected Remaining Exp.
Salaries:					
Staff Salary	853,000	65,215	787,785	772,000	15,785
Total Salary	\$ 853,000	65,215	787,785	772,000	15,785
Travel:					
Staff Travel	51,500	-	51,500	47,500	4,000
Board Travel	53,500	-	53,500	48,500	5,000
Total Travel	\$ 105,000	-	105,000	96,000	\$ 9,000
Goods & Services:					
Other State Agency Services					
WSDOT Labor & Svcs/Auditor/CRAB	30,000	1,171	28,829	28,000	\$ 829
WS DES Services	33,000	4,904	28,096	28,700	\$ (604)
WS TIB - Office Rent & Utilities	36,000	4,484	31,516	30,000	\$ 1,516
WS Attorney General	2,000	-	2,000	2,000	\$ -
Misc. Operating Expenses					
Misc. Office, Mtg, Equipment Costs	82,000	2,303	79,697	80,300	\$ (603)
Total Goods & Services	\$ 183,000	12,862	170,138	169,000	\$ 1,138
Personal Service Contracts:					
Consultant Expenses					
FY24 - 2023 Annual Report	25,000	-	25,000	20,000	5,000
FY25 - 2024 Annual Report	25,000	-	25,000	25,000	-
Truck Study	400,000	-	400,000	390,000	10,000
Best Practices Study	400,000	-	400,000	390,000	10,000
Total Personal Service Contracts	\$ 850,000		50,000	825,000	\$ 25,000
Total:	\$ 1,991,000	78,077	1,112,923	1,862,000	\$ 50,923

FREIGHT MOBILITY Projects
2023-25 Capital Budget Summary - October 2023

Projects under Agreement

(Dollars in thousands)

			FMSIB Capital			
Agency	Project Title	Yr. Selected	FMSIB Selections	Prior Expenditures		
* Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	6,000		
* Chelan Co	West Cashmere Bridge	2018	3,000	3,000		
* Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	5,000		
	Port of Kalama	2018	3,900	314		
* Tacoma	Taylor Way Rehabilitation	2016	2,500	2,500		
* Spokane Co	Bigelow Gulch Phase 3	2018	2,270	1,553		
Totals				24,910		

* Awaiting final documentation for closure.

(Dollars in thousands)

			WSDOT-Local Programs Capital			
Agency	Project Title	Yr. Selected	FMSIB Selections	Prior Expenditures	23-25 Expenditures	
NEW	Airway Heights	2023	2,420	-	-	
	Fife	2010	7,533	915	-	
NEW	FMSIB/WSDOT	2023	300	-	-	
NEW	Kent	2023	5,000	-	-	
	WSDOT (Marysville)	2014	5,000	-	-	
NEW	Port of Olympia	2023	1,300	-	-	
NEW	Port of Seattle	2023	75	-	-	
NEW	Port of Vancouver	2023	200	-	-	
	Seattle	2018	6,100	-	-	
NEW	Spokane Co	2022	2,290	-	-	
	Spokane Valley (WSDOT)	2013	6,000	3,511	-	
	Spokane Valley	2018	1,680	975	-	
NEW	Spokane Valley	2023	3,000	-	-	
	Sumner	2018	3,000	700	-	
NEW	Vancouver	2023	3,000	-	-	
NEW	Waitsburg	2023	80	-	-	
NEW	Wenatchee	2023	3,000	-	-	
NEW	WPPA/FMSIB	2023	300	-	-	
NEW	WSDOT	2023	600	-	-	
	Statewide	TBD	28,500,000	-	-	
Total				6,101	0	

Marine Cargo Forecast Scope of Work

Project Sponsor: Washington Public Ports Association

Point of Contact: Chris Herman

1501 Capitol Way, Suite 304, Post Office Box 1518, Olympia WA 98501.

Study Content

The 2024 Marine Cargo Forecast Study will update and build upon the 2017 Marine Cargo Forecast Study.

The study will include data and analysis on the following topics:

- International trade cargo types i.e. containers, bulk, breakbulk, and neobulk
- Selected commodity analysis
- Landside modal splits of cargo
- Rail capacity
- Emerging trends
- Identification of projects intended to achieve the desired outcomes for freight movement that benefit the State of Washington.

Study Method

WPPA will contract with a consultant that will achieve the desired outcomes set forth in the scope of work and schedule and direct work as required.

Review Process

FMSIB and the WPPA will jointly manage and administer the 2024 Marine Cargo Forecast study in consultation with a Technical Advisory Committee (TAC).

WPPA will establish the TAC to include representatives of FMSIB, the WPPA and individual ports, railroads and other freight stakeholders including the Washington Department of Transportation.

FMSIB and WPPA will meet monthly or otherwise as necessary to coordinate the participation of their agencies in the 2024 Marine Cargo Forecast.

Deliverables

- (1) Monthly progress reports
- (2) A folio digital executive summary for widespread use by elected officials
- (3) Draft report
- (4) Final report - Five printed copies for FMSIB records
- (5) Electronic data files or tables, graphs, and other exhibits in the final report
- (6) PDF file of the final report suitable for posting on the FMSIB and WPPA website

Milestones

Monthly progress reports

Draft report to FMSIB November 2024

Progress report to legislature by December 1, 2024

Final report, electronic files, and PDF by January/February, 2025

Project closeout by June 30, 2025

Compensation

Total compensation, including expenses payable to WPPA by FMSIB for performance of the work under this Agreement shall not exceed three hundred thousand dollars (\$300,000).

WPPA will submit vouchers, not to exceed one every month, to Local Programs for payment of sixty-five (65%) of the total allowable and appropriate expenses. Vouchers will summarize the work performed, indicate progress made and identify the items of costs incurred.

A final voucher for payment will be submitted to Local Programs no later than June 30, 2025.

2023 Update of Freight and Goods Transportation System

Freight Mobility Strategic Investment Board Meeting

Wenjuan Zhao

Aaron Garland

WSDOT Rail, Freight, and Ports Division

December 1, 2023

Outline

- What is FGTS?
- Why do we update it?
- What is the update process and how is data collected?
- What are the updated results for the 2023 Strategic Freight Corridors?
- Next steps


What is FGTS?

- FGTS stands for Freight and Goods Transportation System

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

- FMSIB Strategic Freight Corridors are a subset of FGTS designation

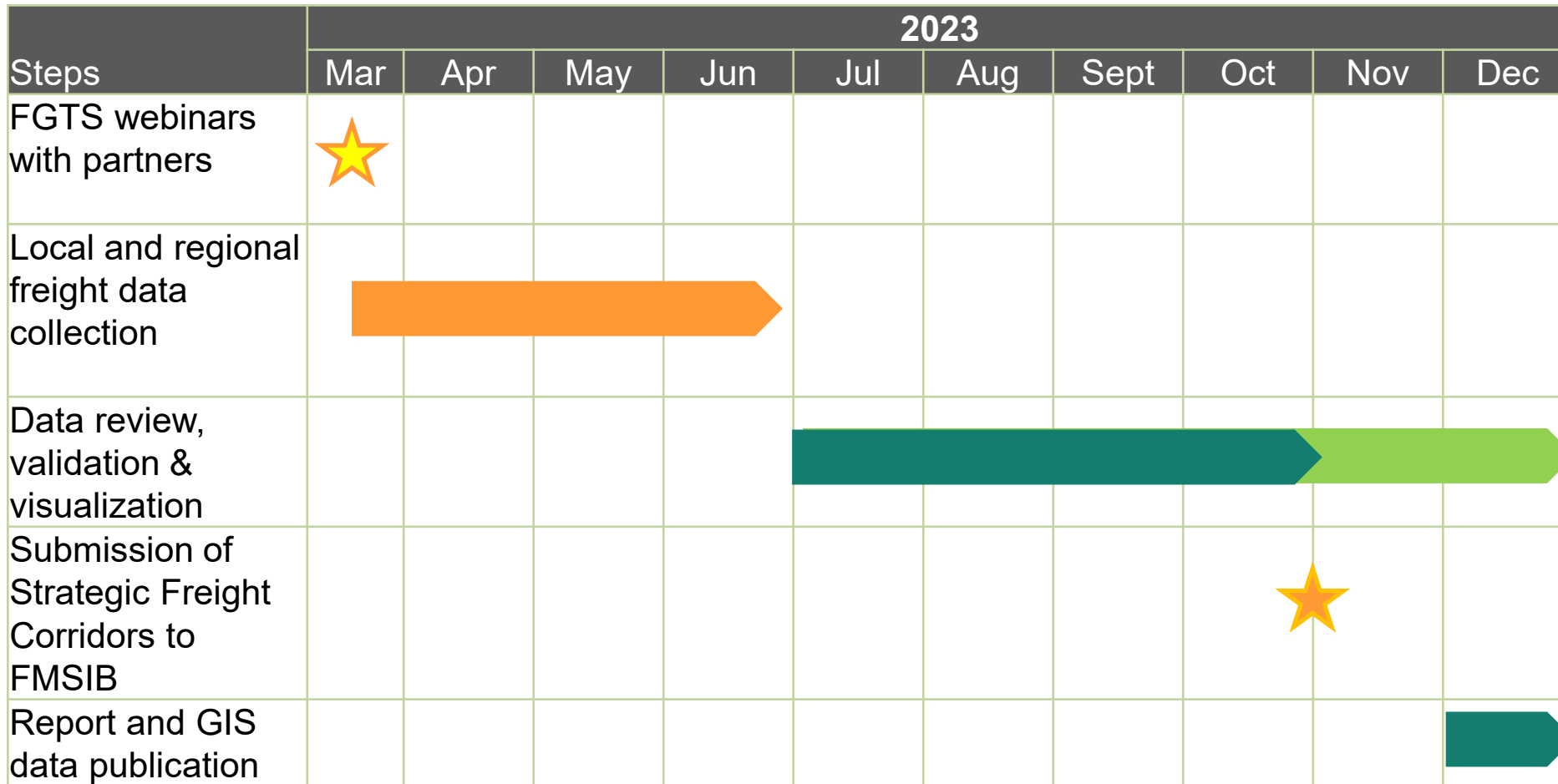
- What are the components of FGTS?

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

Why do we update FGTS?

- FMSIB is required to ([RCW 47.06A.02\(4\)](#)):
 - (a) **Designate strategic freight corridors within the state.** The board shall update the list of designated strategic corridors not less than every two years, and shall establish a method of collecting and verifying data, including information on city and county-owned roadways
 - (b) For the purposes of **developing the six-year program** of highest priority freight mobility investments, **utilize threshold project eligibility criteria** that, at a minimum, include the following
 - (i) The project must be on a **strategic freight corridor**
- WSDOT is required to ([RCW 47.05.021\(4\)](#)):
 - Designate a freight and goods transportation system. This statewide system shall include state highways, county roads, and city streets

What is the 2023 FGTS update process?



How is FGTS data collected?



Truck Corridors

- Use most recent truck volume data to estimate truck tonnage and determine corridor classification
- State highways: WSDOT collect truck volume data through traffic counting program
- City streets: coordinate with MPO/RTPOs to request city data
- County roads: coordinate with County Road Administration Board (CRAB) to request county data
- Cities and counties, and sometimes MPOs collect and assemble data for local routes and report FGTS classification



Rail Corridors

Request 2022 rail tonnage and classification data from class I railroad and shortline rail operators



Waterway Corridors

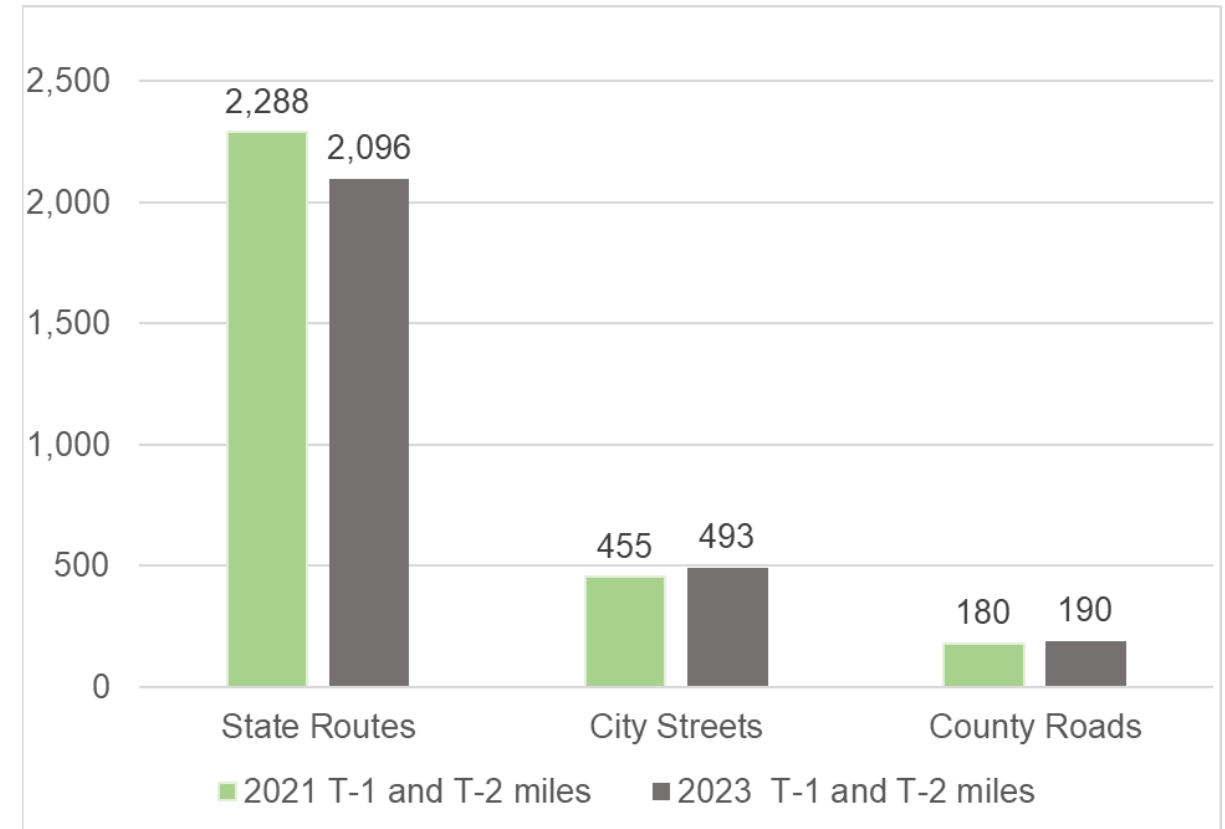
Use 2021 waterway tonnage data from federal source US Army Corps of Engineers

2023 Result highlights

- Used post-COVID freight volume data when available to classify freight corridors
- 2023 Strategic freight corridor classification includes:
 - 2,780 miles of strategic truck freight corridors, a net decrease of 143 miles in T-1 and T-2 corridors (5% drop) since 2021
 - 1,492 miles of strategic rail freight corridors, a net decrease of 17 miles in R-1 corridors (1% drop) since 2021
 - 741 miles of strategic waterway freight corridors, no change since 2021

2023 Strategic truck freight corridors

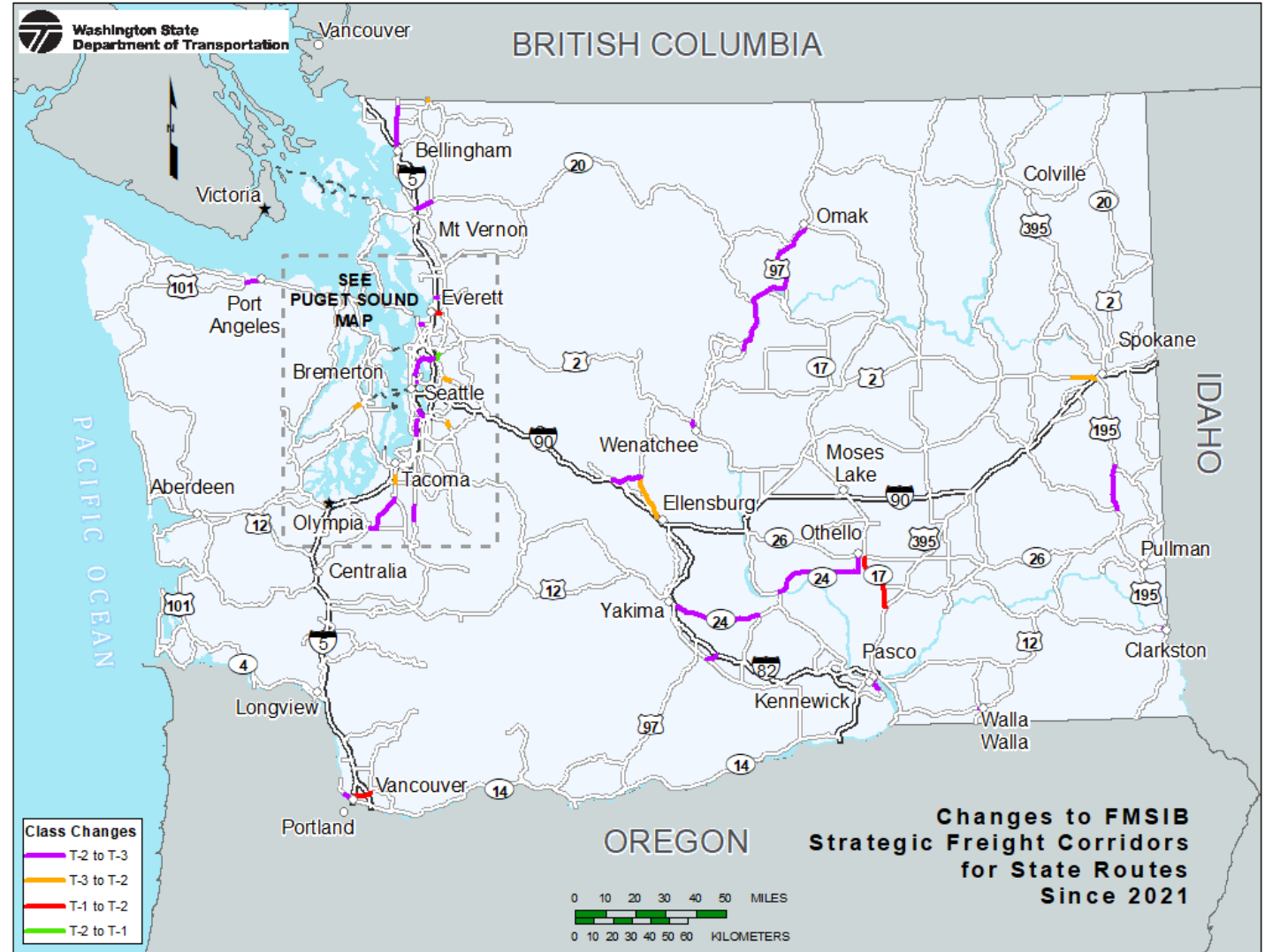
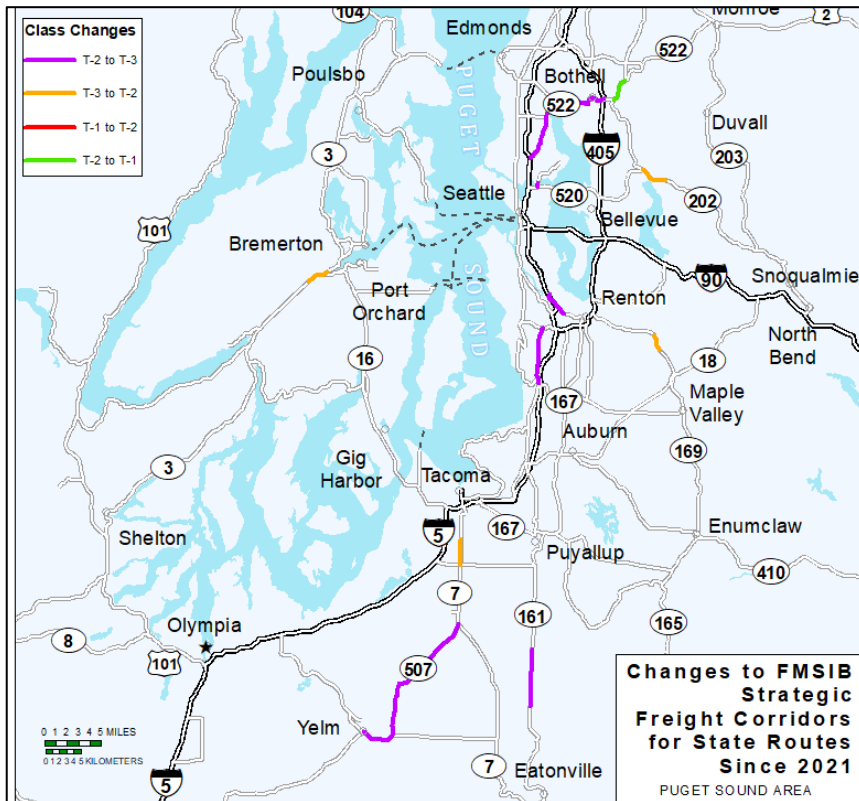
- 2,780 miles of truck corridors classified as T-1/T-2 corridors
- 5% decline in total T-1 and T-2 mileage compared to 2021
 - Significant mileage drop on state highways (-192 miles)
 - Moderate mileage increase on city streets (+38 miles)
 - Minor increase on county roads (+10 miles)
- Truck volume change varies by corridor types and locations



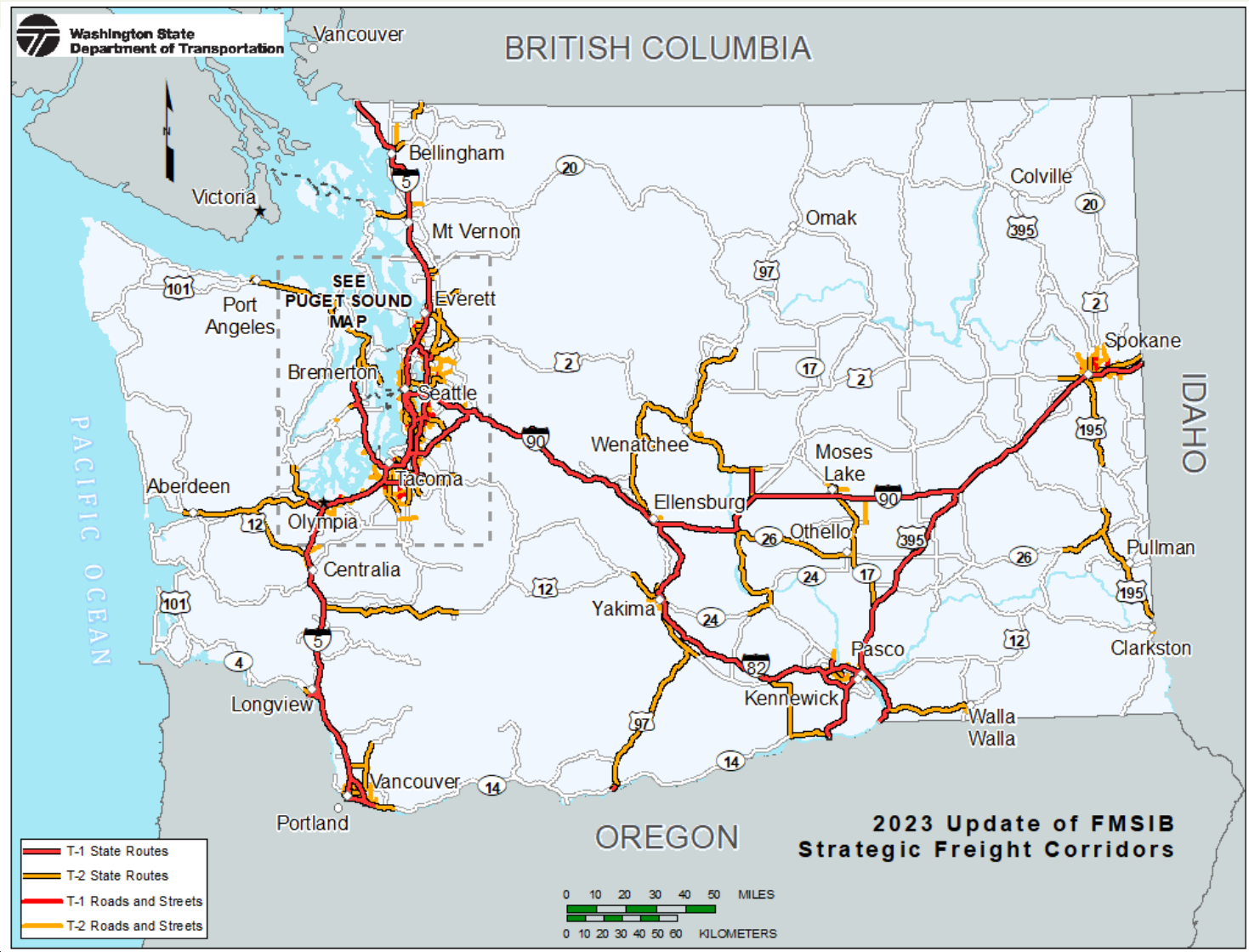
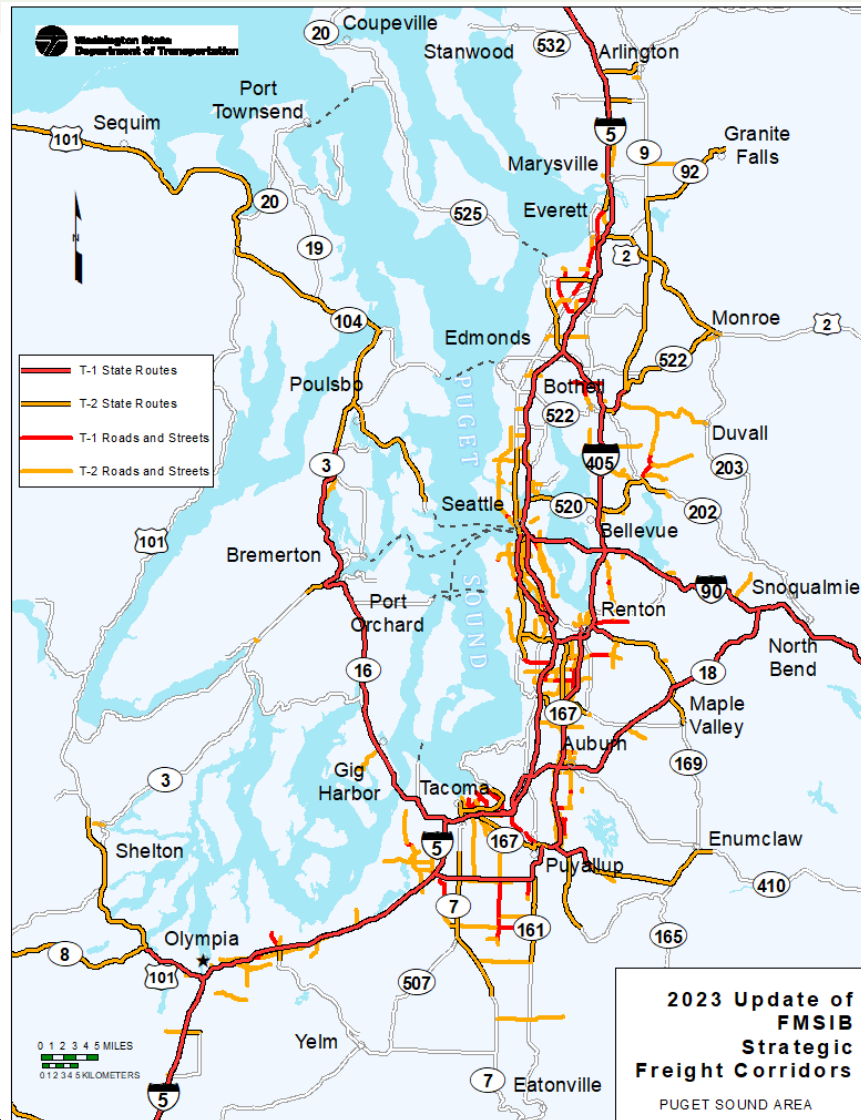
Mileage change to T-1 and T-2 corridors
between 2021 and 2023

Changes to T-1 and T-2 corridors on state highways

Western and Central WA see the greatest amount of reduction in strategic corridors

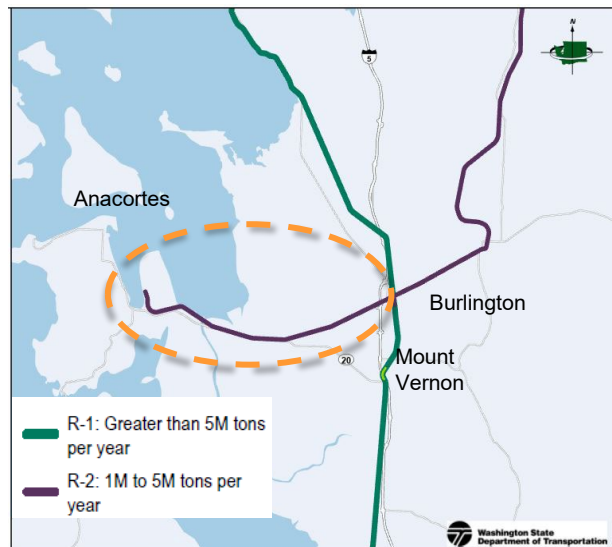


2023 Strategic Truck Freight Corridors



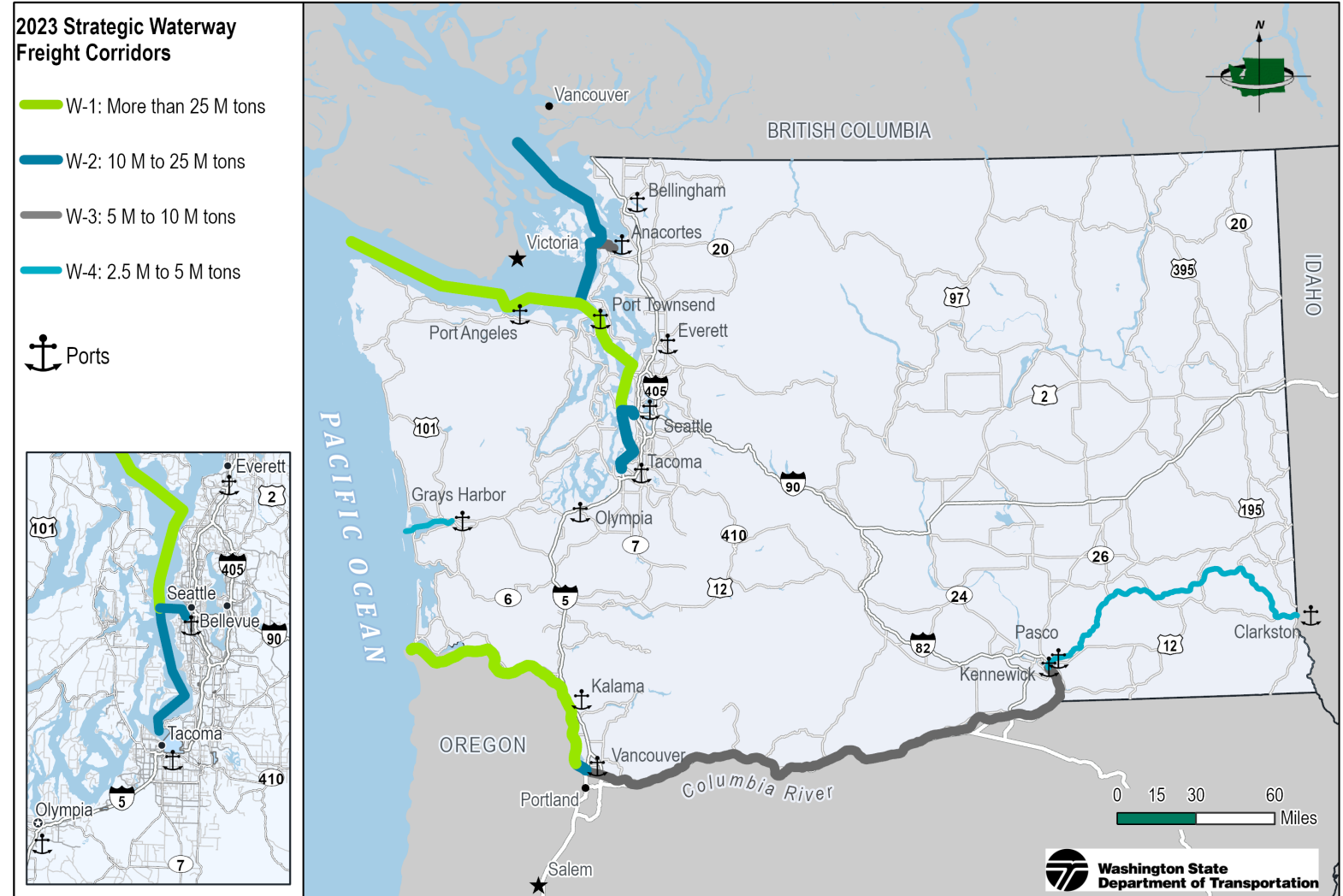
Minor change to strategic rail freight corridors

- 1,492 miles of strategic rail freight corridors, mostly the same as 2021 designation
- Removed 17 miles of rail line from Burlington to Anacortes from R-1 classification



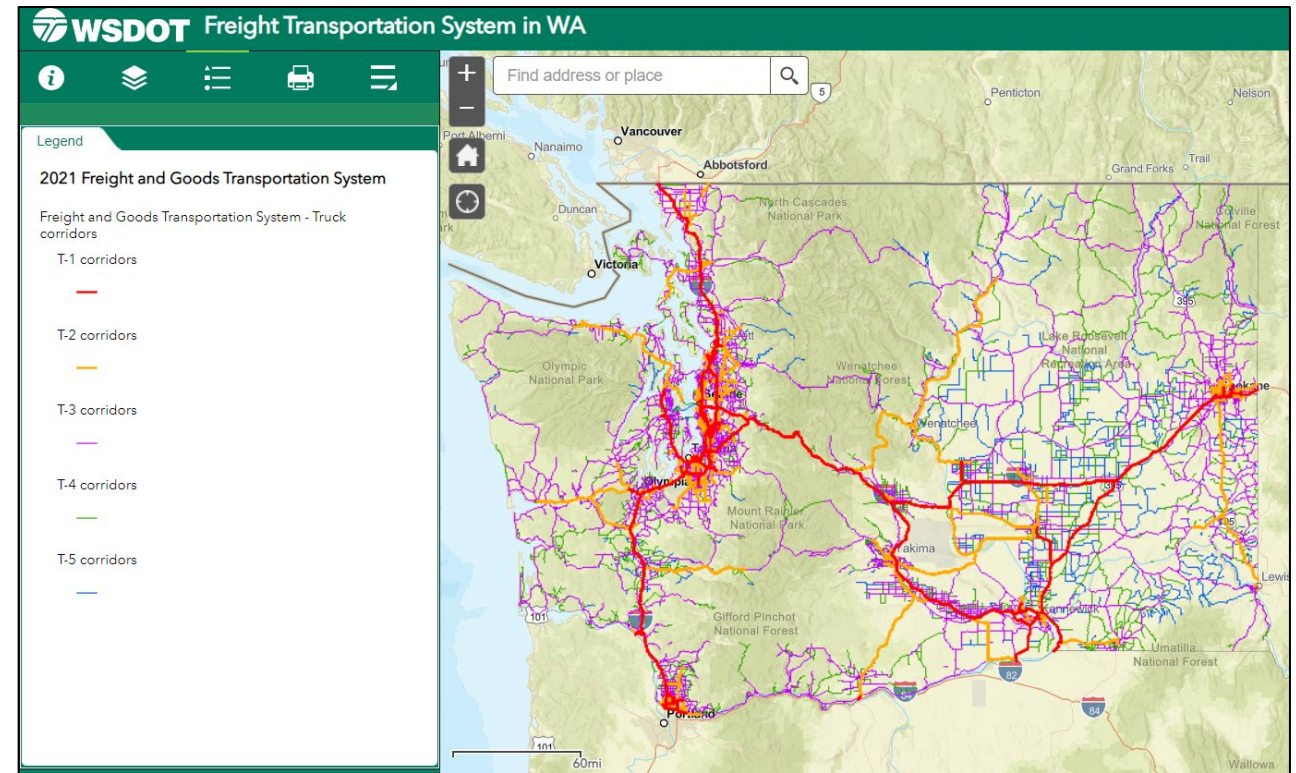
No change to strategic waterway freight corridors

- 741 miles of strategic waterway freight corridors with no change since 2021



Next steps

- 2023 FGTS data report and interactive map application to be completed by the end of December
- Next FGTS update will occur in 2025



FGTS map application

Contact



For more information,
please contact:

Wenjuan Zhao

zhaow@wsdot.wa.gov

Aaron Garland

garlana@wsdot.wa.gov

Documents will be available at the
WSDOT freight site:

www.wsdot.wa.gov/freight



TO: The Freight Mobility Strategic Investment Board Members

FROM: Wenjuan Zhao, WSDOT Multimodal Freight System Planning Engineer

CC: Jason Biggs, WSDOT Rail, Freight, and Ports Division Director

DATE: November 17th, 2023

SUBJECT: 2023 Update of Strategic Freight Corridors for FMSIB Adoption

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

2023 FGTS highlights:

- Used post-COVID freight volume data when available to classify freight corridors
- 2,780 miles of strategic truck freight corridors, a net decrease of 143 miles in T-1 and T-2 corridors (5% drop) since 2021
- 1,492 miles of strategic rail freight corridors, a net decrease of 17 miles in R-1 corridors (1% drop) since 2021
- 741 miles of strategic waterway freight corridors, no change since 2021

The following tabular and graphic information for 2023 is being provided for FMSIB’s use in updating the designated strategic freight corridor list:

- Graphic Information:
 1. Statewide Map of 2023 FMSIB Strategic Truck Freight Corridors
 2. Puget Sound Area Map of 2023 FMSIB Strategic Truck Freight Corridors
 3. Statewide Map of Changes to FMSIB Strategic Truck Freight Corridors for State Routes Since 2021
 4. Puget Sound Area Map of Changes to FMSIB Strategic Truck Freight Corridors for State Routes Since 2021
 5. Statewide map of 2023 Strategic Rail Freight Corridors
 6. Statewide map of 2023 Strategic Waterway Freight Corridors
- Tabular Information:
 1. 2023 FMSIB Strategic Freight Truck Corridors for State Routes
 2. Changes to FMSIB Strategic Truck Freight Corridors for State Routes, 2021 to 2023
 3. 2023 FMSIB Strategic Truck Freight Corridors for County Roads
 4. Changes to FMSIB Strategic Truck Freight Corridors for County Roads, 2021 to 2023
 5. 2023 FMSIB Strategic Truck Freight Corridors for City Streets
 6. Changes to FMSIB Strategic Truck Freight Corridors for City Streets, 2021 to 2023
 7. 2023 FMSIB Strategic Rail Freight Corridors

8. 2023 FMSIB Strategic Waterway Freight Corridors

The FGTS tonnage classification criteria

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

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

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

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

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

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

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

Next steps

The 2023 FGTS data report and interactive map application are still under development, and will be available by the end of December 2023 on the WSDOT website:

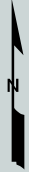
<https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans>



Washington State
Department of Transportation

Vancouver

BRITISH COLUMBIA



Victoria

Bellingham

Mt Vernon

Everett

Seattle

Tacoma

Olympia

Centralia

Aberdeen

Longview

Portland

Vancouver

20

2

12

14

97

14

97

17

2

90

24

26

17

395

0 10 20 30 40 50 MILES

0 10 20 30 40 50 60 KILOMETERS

Colville

20

395

Omak

2

195

26

12

Clarkston

Pullman

195

Spokane

IDAHO

2023 Update of FMSIB
Strategic Freight Corridors

OREGON

PACIFIC OCEAN

SEE
PUGET SOUND
MAP

Port
Angeles

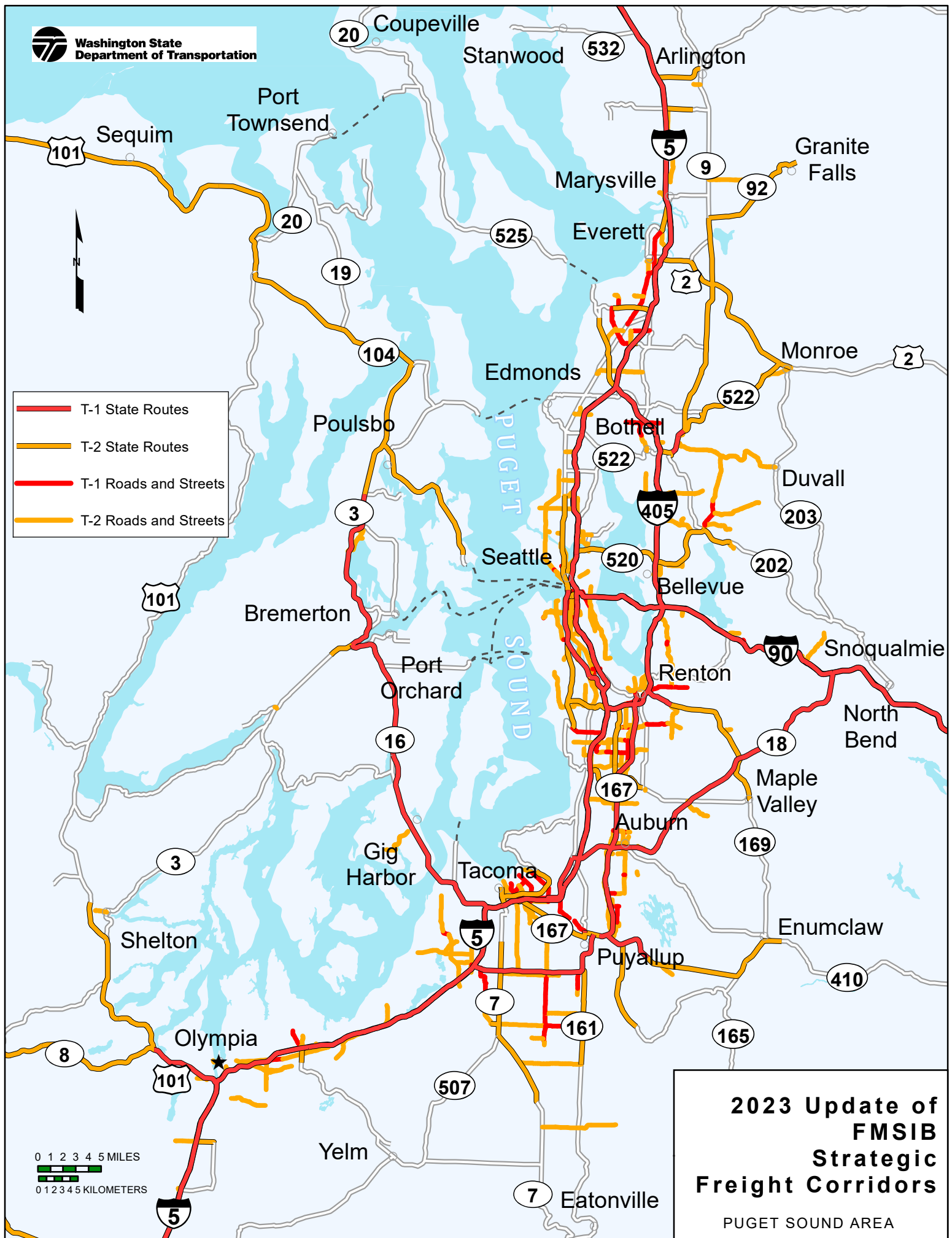
Bremerton

4

101

101

- T-1 State Routes
- T-2 State Routes
- T-1 Roads and Streets
- T-2 Roads and Streets

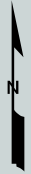




Washington State
Department of Transportation

Vancouver

BRITISH COLUMBIA



Victoria

Bellingham

Mt Vernon

Everett

SEE
PUGET SOUND
MAP

Port
Angeles

Bremerton

Seattle

Aberdeen

Olympia

Centralia

Longview

Portland

Tacoma

Wenatchee

Ellensburg

Yakima

Kennewick

Moses Lake

Othello

Pasco

Walla
Walla

Colville

Spokane

Pullman

Clarkston

IDAHO

OREGON

Changes to FMSIB
Strategic Freight Corridors
for State Routes
Since 2021





Class Changes

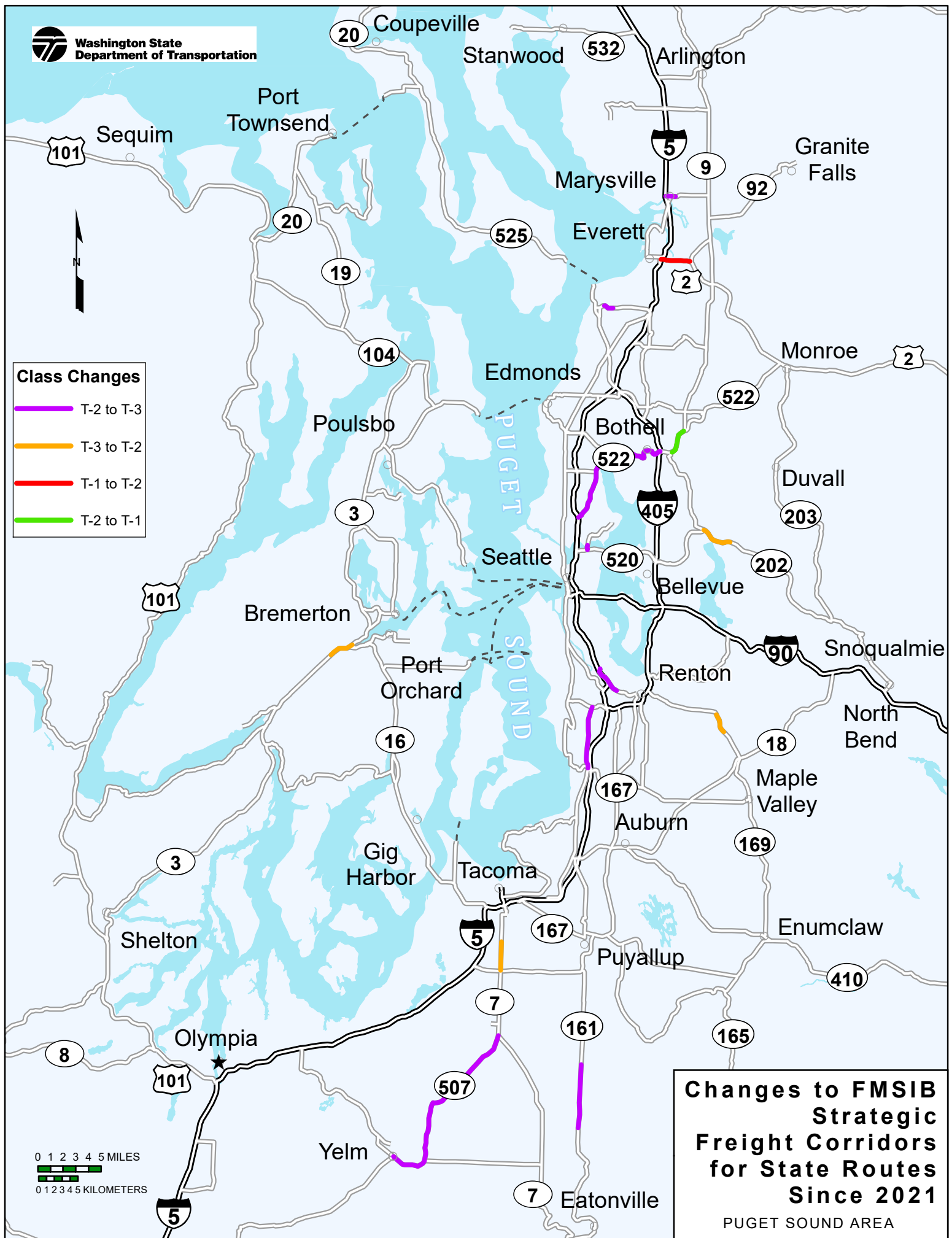
- T-2 to T-3
- T-3 to T-2
- T-1 to T-2
- T-2 to T-1

0 10 20 30 40 50 MILES

0 10 20 30 40 50 60 KILOMETERS

PACIFIC OCEAN

Class Changes	
	T-2 to T-3
	T-3 to T-2
	T-1 to T-2
	T-2 to T-1

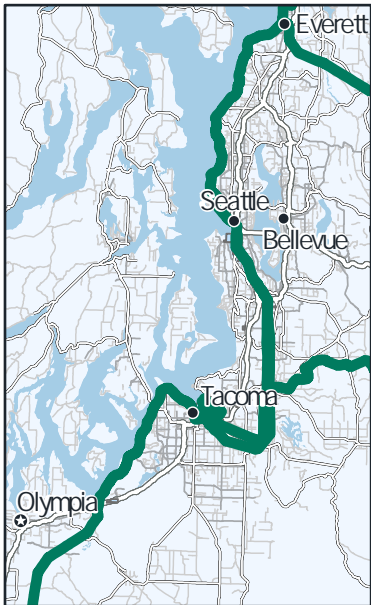


**Changes to FMSIB
Strategic
Freight Corridors
for State Routes
Since 2021**

PUGET SOUND AREA

2023 Strategic Rail Freight Corridors

 R-1: Greater than 5M tons per year



2023 Strategic Waterway Freight Corridors

W-1: More than 25 Mtons

W-2: 10 M to 25 M tons

W-3: 5 M to 10 M tons

W-4: 2.5 M to 5 M tons

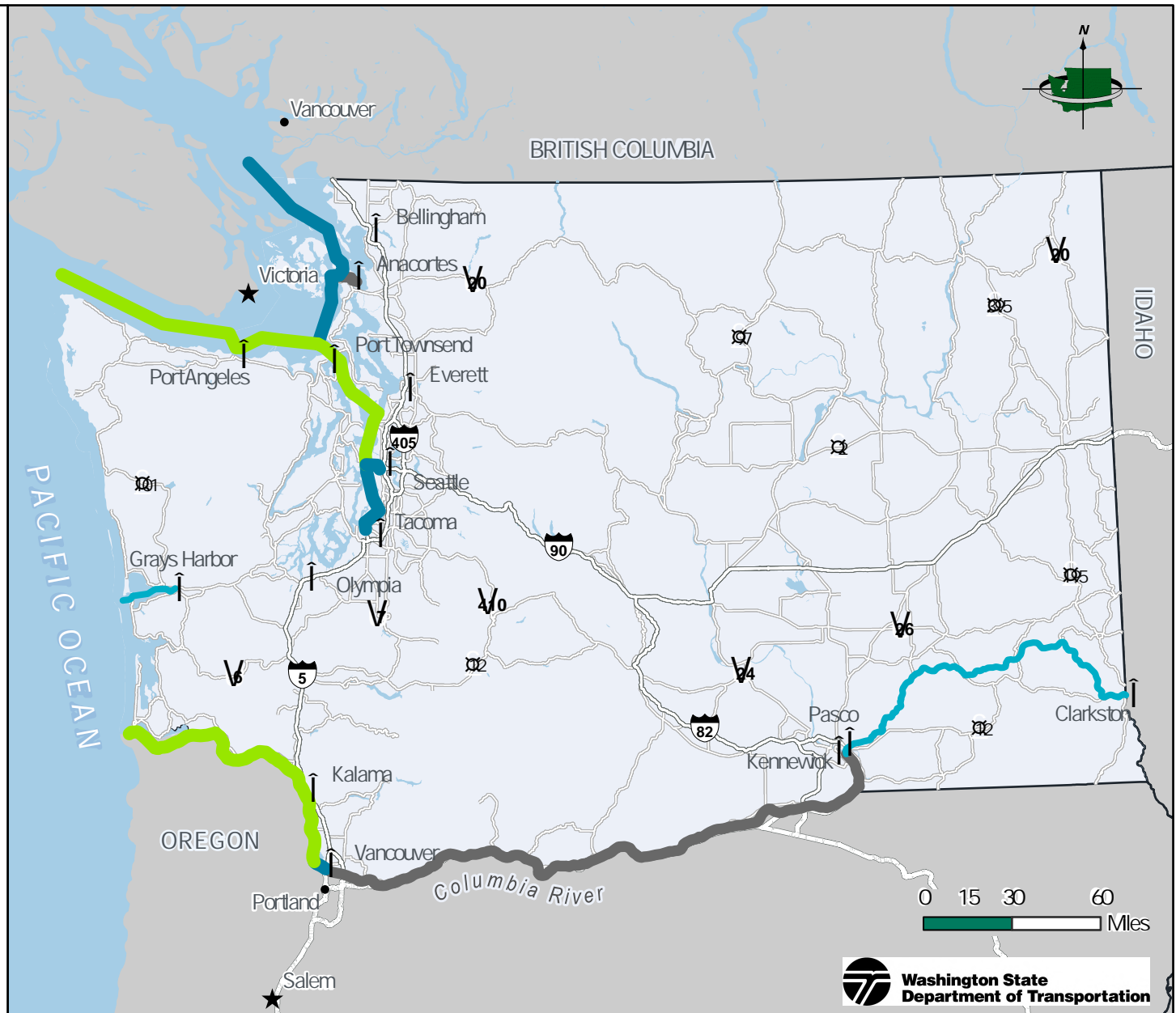
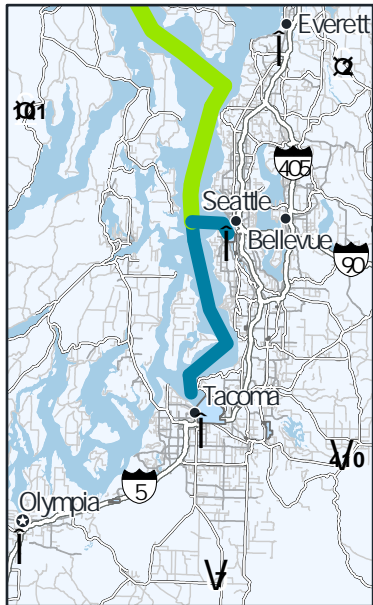


Table 1: 2023 FMSIB Strategic Freight Corridors for State Routes

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
002	Chelan/Douglas Co. Line to SR 28	119.92	127.86	0.88	T-2	8,090,000	2,000	8.1%	Douglas
002	Fairchild Air Force Base to I-90/coincident	275.33	283.22	7.89	T-2	6,060,000	1,400	5.0%	Spokane
002	I-5 (Everett) to SR 204	0	2.45	2.45	T-2	9,310,000	2,800	4.2%	Snohomish
002	I-90 to US 395 (includes Browne and Division Couplets)	286.87	292.86	6.03	T-2	4,260,000	1,200	2.8%	Spokane
002	SR 204 to SR 522	2.45	14.27	11.77	T-2	6,120,000	1,700	6.5%	Snohomish
002	SR 28 to SR 97 (Orondo)	127.86	139.85	11.89	T-2	5,680,000	1,300	15.9%	Douglas
002	SR 285 to Chelan/Douglas Co. Line	118.92	119.92	1.15	T-2	8,090,000	2,000	8.1%	Chelan
002	SR 522 to Old Owen Rd	14.27	15.22	0.95	T-2	8,090,000	2,200	6.6%	Snohomish
002	US 97 to SR 285 (Wenatchee)/physical gap	104.5	118.9	14.4	T-2	6,810,000	1,600	7.9%	Chelan
002COBROW NE	Browne Street Couplet (included in mainline)	287.45	288.08	0.63	T-2	4,260,000	1,200	2.8%	Spokane
002CODIVIS N	Division Street Couplet (included in mainline)	289.19	290.72	1.53	T-2	4,260,000	1,200	2.8%	Spokane
003	SR 16 (Gorst) to SR 308	34.67	48.48	13.79	T-1	10,470,000	2,900	5.3%	Kitsap
003	SR 308 to SR 104	48.48	60.02	11.38	T-2	8,440,000	2,200	8.1%	Kitsap
003	Sunnyslope Rd to SR 16 (Gorst)	32.6	34.67	2.07	T-2	4,220,000	1,300	5.7%	Kitsap
005	36th St to SR 548	252.5	265.98	13.48	T-1	19,800,000	3,900	7.8%	Whatcom
005	Clark/Cowlitz Co. line to Cowlitz/Clark Co. line	19.98	20.29	0.31	T-1	75,790,000	14,000	16.4%	Cowlitz
005	Clark/Cowlitz Co. line to SR 503	20.78	21.08	0.3	T-1	75,790,000	14,000	16.4%	Cowlitz
005	Cowlitz/Clark Co. line to Clark/Cowlitz Co. line	20.29	20.78	0.49	T-1	75,790,000	14,000	16.4%	Clark
005	Cowlitz/Lewis Co. line to SR 12	57.13	68.41	11.28	T-1	67,900,000	12,000	21.4%	Lewis
005	I-205 to SR 501	8.24	14.17	5.93	T-1	97,940,000	18,000	16.4%	Clark
005	I-90 to SR 520 (includes Express Lanes)	163.96	167.72	3.76	T-1	49,560,000	11,000	5.7%	King
005	King/Pierce Co. line to SR 599 (includes HOV)	139.5	155.94	16.44	T-1	71,000,000	15,000	7.6%	King
005	King/Snohomish Co. line to SR 531	177.76	206.08	28.31	T-1	43,230,000	9,400	6.4%	Snohomish
005	Lewis/Thurston Co. line to SR 510	85.51	112.47	26.96	T-1	65,560,000	12,000	14.7%	Thurston
005	Oregon State Line to SR 205	0	8.24	8.24	T-1	35,340,000	7,000	8.1%	Clark
005	Pacific Ave (SR 705) to Pierce/King Co. line	133.7	139.5	5.8	T-1	71,000,000	15,000	7.6%	Pierce
005	Skagit/Whatcom Co. line to 36th St	242.63	252.5	9.87	T-1	18,550,000	3,700	7.6%	Whatcom
005	Snohomish/Skagit Co. line to SR 20	217.66	230.14	12.49	T-1	34,680,000	7,100	10.1%	Skagit
005	SR 12 to SR 507	68.41	82.08	13.67	T-1	82,590,000	14,000	23.4%	Lewis
005	SR 20 to Skagit/Whatcom Co. line	230.14	242.63	12.49	T-1	18,550,000	3,700	7.6%	Skagit
005	SR 501 to Clark/Cowlitz Co. line	14.17	19.98	5.81	T-1	75,790,000	14,000	16.4%	Clark
005	SR 503 to Cowlitz/Lewis Co. line	21.08	57.13	36.12	T-1	67,900,000	12,000	21.4%	Cowlitz
005	SR 507 to Lewis/Thurston Co. line	82.08	85.51	3.43	T-1	65,560,000	12,000	14.7%	Lewis
005	SR 510 to Thurston/Pierce Co. line	112.47	114.93	2.46	T-1	75,360,000	15,000	11.2%	Thurston
005	SR 520 to SR 523 (includes Express Lanes)	167.72	174.58	6.86	T-1	42,980,000	9,400	4.9%	King

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
005	SR 523 to King/Snohomish Co. line	174.58	177.76	3.18	T-1	43,230,000	9,400	6.4%	King
005	SR 531 to Snohomish/Skagit Co. line	206.08	217.66	11.58	T-1	34,680,000	7,100	10.1%	Snohomish
005	SR 548 to SR 543	265.98	275.15	9.17	T-1	12,160,000	2,200	11.4%	Whatcom
005	SR 599 to I-90	155.94	163.96	8.02	T-1	73,890,000	15,000	7.6%	King
005	Thurston/Pierce Co. line to Pacific Ave (SR 705)	114.93	133.7	18.68	T-1	75,360,000	15,000	11.2%	Pierce
007	SR 507 to SR 512	47.38	52.58	5.2	T-2	6,340,000	1,900	5.6%	Pierce
007	SR 512 to S 72nd St	52.58	54.87	2.29	T-2	4,250,000	1,300	5.6%	Pierce
007	Weiler Rd to SR 507	41.18	47.38	6.2	T-2	4,590,000	1,400	7.5%	Pierce
008	Grays Harbor/Thurston Co. line to US 101	10.54	20.67	10.13	T-2	7,510,000	1,700	8.9%	Thurston
008	US 12 to Grays Harbor/Thurston Co. Line	0	10.54	10.54	T-2	7,510,000	1,700	8.9%	Grays Harbor
009	Garfield St to Canadian Border (includes Sumas Spur)	98	98.17	0.17	T-2	8,130,000	1,300	29.3%	Whatcom
009	South Pass Rd to SR 546	90.31	93.61	3.3	T-2	5,210,000	950	22.2%	Whatcom
009	SR 522 to SR 92	0	17.49	17.49	T-2	6,740,000	2,100	8.0%	Snohomish
009	SR 546 to Garfield St	93.61	98	4.01	T-2	5,530,000	960	18.4%	Whatcom
009SPSUMA S	Sumas Spur (included in mainline)	98	98.24	0.24	T-2	8,130,000	1,300	29.3%	Whatcom
012	Elderberry St (Old Hwy 99) to I-5/coincident	46.37	46.62	0.25	T-2	8,910,000	1,900	9.1%	Thurston
012	16th Ave to I-82/coincident	202.04	202.75	0.71	T-1	17,530,000	3,900	12.3%	Yakima
012	Franklin/Walla Walla Co. line to US 730	294.7	307.41	12.71	T-1	17,320,000	3,100	19.6%	Walla Walla
012	Grays Harbor/Thurston Co. line to Elderberry St (Old Hwy 99)	38.84	46.37	7.53	T-2	4,600,000	980	12.4%	Thurston
012	I-182 to Franklin/Walla Walla Co. line	291.67	294.7	3.07	T-1	17,320,000	3,100	19.6%	Franklin
012	I-5 (Napavine) to Gharet Rd	66.54	116.87	50.34	T-2	5,830,000	1,200	19.6%	Lewis
012	S Naches Rd to 16th Ave	189.87	202.04	12.19	T-2	7,670,000	1,700	11.6%	Yakima
012	SR 8 to Grays Harbor/Thurston Co. line	21.3	38.84	17.54	T-2	4,600,000	980	12.4%	Grays Harbor
012	US 101 to SR 8 (Elma)/physical	0	20.99	20.99	T-2	6,740,000	1,700	7.3%	Grays Harbor
012	US 730 to SR 125 Spur	307.41	335.33	27.92	T-2	6,000,000	1,200	16.3%	Walla Walla
012COABER DN	Aberdeen Couplet (included in mainline)	0.33	0.68	0.35	T-2	6,740,000	1,700	7.3%	Grays Harbor
014	I-5 (Vancouver) to SE 192nd Ave	0	10.09	10.1	T-1	11,400,000	2,700	5.8%	Clark
014	SE 192nd Ave to SR 500	10.09	14.1	4.01	T-2	8,450,000	2,100	5.9%	Clark
014	SR 221 to I-82 (Plymouth)	167.25	180.77	13.52	T-2	6,700,000	1,100	36.4%	Benton
014	SR 500 to 32nd St (Washougal)	14.1	17.05	2.95	T-2	7,760,000	1,800	8.4%	Clark
016	Pierce/Kitsap Co. line to Gorst	18.1	29.19	11.14	T-1	13,800,000	3,700	5.8%	Kitsap
016	SR 163 to Pierce/Kitsap Co. line (includes alternate route)	3.95	18.1	11.92	T-1	13,890,000	3,700	5.8%	Pierce
016	Tacoma to SR 163	0	3.95	4.1	T-1	21,000,000	5,800	5.8%	Pierce
016AR	Alt Rt., SR 16 EB to SR 16 EB, Tollbooth (included in mainline)	9.16	9.84	0.68	T-1	13,890,000	3,700	5.8%	Pierce
017	Adams/Grant Co. line to I-90	35.6	50.77	15.17	T-2	7,070,000	1,400	15.3%	Grant
017	Franklin/Adams Co. line to SR 26	21.8	27.96	6.16	T-2	8,250,000	1,500	26.3%	Adams
017	I-90 to Patton Blvd.	50.77	56.56	5.77	T-2	5,330,000	1,200	7.6%	Grant
017	SR 26 to Adams/Grant Co. line	27.96	35.6	7.64	T-2	8,320,000	1,500	19.6%	Adams
017	SR 395 to Franklin/Adams Co. line	7.43	21.8	14.31	T-2	8,250,000	1,500	26.3%	Franklin

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
018	SR 164 to SR 516	4.47	11.39	6.92	T-1	31,620,000	6,300	11.7%	King
018	SR 516 to I-90	11.39	27.91	16.49	T-1	24,230,000	4,600	15.9%	King
018	SR 99 to SR 164 (Auburn)	2.2	4.47	5	T-1	37,880,000	7,700	10.2%	King
020	Island/Skagit Co. line to SR 20 Spur	41.9	47.89	5.96	T-2	3,880,000	1,100	5.8%	Skagit
020	SR 20 Spur to SR 536	47.89	55.09	7.2	T-2	8,230,000	2,300	6.4%	Skagit
020	SR 536 to S Burlington Blvd. & Avon Ave	55.09	60.27	5.18	T-2	8,330,000	2,100	7.8%	Skagit
020	Swantown Rd to Island/Skagit Co. line	30.85	41.9	11.04	T-2	3,880,000	1,100	5.8%	Island
022	SR 221 to I-82	35.74	36.52	0.78	T-2	6,660,000	1,200	21.6%	Benton
022	SR 97 to SR 223	4	8.6	4.61	T-2	4,310,000	760	14.0%	Yakima
024	Benton/Grant Co. line to SR 243	43.79	44.13	0.34	T-2	6,260,000	1,100	20.5%	Grant
024	I-82 to Riverside Rd / University Pkwy	0	1.28	1.28	T-2	5,600,000	1,200	5.6%	Yakima
024	SR 240 to Benton/Grant Co. line	38.71	43.79	5.08	T-2	6,260,000	1,100	20.5%	Benton
024	SR 241 to Yakima/Benton Co. line	30.45	30.76	0.31	T-2	7,130,000	1,000	30.7%	Yakima
024	Yakima/Benton Co. line to SR 240	30.76	38.71	7.72	T-2	7,130,000	1,000	30.7%	Benton
026	Grant/Adams Co. line to SR 17	31.17	42.58	11.41	T-2	5,250,000	860	23.6%	Adams
026	I-90 to Grant/Adams Co. Line	0	31.17	31.17	T-2	5,250,000	860	23.6%	Grant
026	SR 127 to US 195	116.92	133.53	16.61	T-2	5,490,000	900	30.2%	Whitman
028	15th St to SR 285 (includes Wenatchee Couplet northern section)	2.78	4.05	1.27	T-2	8,470,000	1,800	9.7%	Douglas
028	7th Ave SW to SR 281	29.26	29.77	0.51	T-2	6,530,000	1,300	9.0%	Grant
028	Douglas/Grant Co. line to 7th Ave SW	22.03	29.26	7.23	T-2	7,530,000	1,500	14.3%	Grant
028	SR 28 SPWENTCH (SPUR) to Douglas/Grant Co. line	0.87	22.03	21.16	T-2	7,530,000	1,500	14.3%	Douglas
028	SR 281 to Adams Rd	29.77	33.79	4.02	T-2	4,530,000	1,000	11.9%	Grant
028	SR 285 to SR 28 Wenatchee Spur (includes Wenatchee Couplet southern section and Wenatchee Spur)	4.05	0.87	0.89	T-2	7,060,000	1,500	7.9%	Douglas
028	US 2 to 15th St	0	2.78	2.78	T-2	7,230,000	1,600	9.4%	Douglas
028COWENT CH	Wenatchee Couplet (included in northern mainline)	4.35	4.58	0.23	T-2	8,470,000	1,800	9.7%	Douglas
028COWENT CH	Wenatchee Couplet (included in southern mainline)	4.25	4.35	0.1	T-2	7,060,000	1,500	7.9%	Douglas
028SPWENT CH	Wenatchee Spur (included in southern mainline)	4.25	5.01	0.76	T-2	7,060,000	1,500	7.9%	Douglas
082	I-182 to US 395	102.87	113.75	10.88	T-1	17,950,000	3,100	21.5%	Benton
082	I-90 to Kittitas/Yakima Co. line	0	19.88	19.88	T-1	27,720,000	4,800	19.5%	Kittitas
082	Kittitas/Yakima Co. line to SR 22	19.88	50.63	30.72	T-1	27,720,000	4,800	19.5%	Yakima
082	SR 22 to Yakima/Benton Co. line	50.63	75.37	24.74	T-1	21,780,000	3,900	15.9%	Yakima
082	US 395 to Oregon State Line	113.75	132.6	18.85	T-1	27,190,000	4,700	21.5%	Benton
082	Yakima/Benton Co. line to I-182	75.37	102.87	27.5	T-1	20,740,000	3,700	15.9%	Benton
090	Kittitas/Grant Co. line to SR 17	137.57	179.81	42.24	T-1	27,560,000	4,600	27.4%	Grant
090	4th to I-5 (Seattle)	1.94	2.58	0.64	T-2	4,300,000	1,100	4.0%	King
090	Adams/Lincoln Co. line								
090	Lincoln/Spokane Co. line	239.11	255.29	16.18	T-1	31,630,000	5,500	26.2%	Lincoln
090	Grant/Adams Co. line to SR 395	191.89	221.55	29.09	T-1	16,890,000	2,900	24.4%	Adams

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
090	I-5 (Seattle) to SR 18	2.58	25.65	23.08	T-1	20,960,000	4,700	5.1%	King
090	I-82 to Kittitas/Grant Co. line	110.11	137.57	27.46	T-1	27,560,000	4,600	27.4%	Kittitas
090	King/Kittitas Co. line to I-82	52.61	110.11	57.44	T-1	42,780,000	7,100	21.6%	Kittitas
090	Lincoln/Spokane Co. line to SR 904	255.29	271.03	15.74	T-1	31,630,000	5,500	26.2%	Spokane
090	SR 17 to Grant/Adams Co. line	179.81	191.89	12.08	T-1	16,890,000	2,900	24.4%	Grant
090	SR 18 to SR 202, North Bend	25.65	31	5.35	T-1	50,380,000	8,900	17.8%	King
090	SR 202 to King/Kittitas Co. line	31	52.61	21.88	T-1	42,780,000	7,100	21.6%	King
090	SR 395 to Adams/Lincoln Co. line	221.55	239.11	17.56	T-1	31,630,000	5,500	26.2%	Adams
090	SR 904 to US 2	271.03	278.4	7.37	T-1	42,070,000	7,300	16.5%	Spokane
090	US 2 to Idaho State line	278.4	299.82	21.4	T-1	33,340,000	7,300	8.1%	Spokane
092	SR 9 to Granite Falls	0	9.16	9.16	T-2	4,850,000	1,400	10.6%	Snohomish
096	I-5 (Mill Creek) to 3rd Ave SE	0	0.3	0.3	T-2	4,410,000	1,700	3.7%	Snohomish
097	Douglas/Chelan Co. line to SR 150	234.87	235.1	0.23	T-2	4,130,000	840	15.5%	Chelan
097	I-90 to SR 970	133.9	149.69	15.92	T-2	4,270,000	840	23.0%	Kittitas
097	Kittitas/Chelan Co. line to US 2 (Peshastin)/coincident	163.98	184.95	20.97	T-2	6,710,000	1,300	20.7%	Chelan
097	Klickitat/Yakima Co. line to W 1st Ave	33.52	61.98	28.37	T-2	9,080,000	1,500	33.8%	Yakima
097	Oregon State line to SR 14	0	2.31	2.55	T-1	10,810,000	1,900	32.4%	Klickitat
097	SR 14 to Klickitat/Yakima Co. line (includes Maryhill Couplet)	2.31	33.52	30.67	T-2	9,090,000	1,500	33.8%	Klickitat
097	SR 970 to Kittitas/Chelan Co. line	149.69	163.98	14.29	T-2	6,710,000	1,300	20.7%	Kittitas
097	US 2 (Orondo) to Douglas/Chelan Co. line	213	234.87	21.87	T-2	4,130,000	840	15.5%	Douglas
097	W 1st Ave to I-82/coincident	61.98	76.36	14.34	T-2	8,100,000	1,500	10.0%	Yakima
097AR	Alt. Rt., US 2 to Ohme Garden Rd /Warehouse Rd	199.83	200.47	0.64	T-2	4,540,000	1,200	11.9%	Chelan
097COMARY HL	Maryhill Couplet (included in mainline)	2.59	2.68	0.09	T-2	9,090,000	1,500	33.8%	Klickitat
099	70th Ave E to Pierce/King Co. line	1.18	6.15	1.32	T-1	10,270,000	2,400	9.9%	Pierce
099	E Marginal Way to Royal Brougham Way	26.55	30.66	4.15	T-1	11,120,000	3,100	6.9%	King
099	I-5 (Fife) to 70th Ave E	0	1.18	1.18	T-1	16,060,000	3,400	14.0%	Pierce
099	Mercer Street to N 105th St/ N Northgate Way	32.7	38.47	5.61	T-2	4,350,000	1,500	3.9%	King
099	Physical gap/SR 599 to E Marginal Way	22.97	26.42	3.45	T-1	15,130,000	3,300	11.1%	King
099	Pierce/King Co. line to SR 18	6.15	8.14	1.99	T-1	10,270,000	2,400	9.9%	King
099	Royal Brougham Way to Mercer Street (includes Alaskan Way Tunnel Couplet)	30.66	32.7	2.04	T-2	8,130,000	2,400	5.5%	King
099COTUNN EL	Alaskan Way Tunnel Couplet (included in mainline)	32.7	35.1	2.4	T-2	8,130,000	2,400	5.5%	King
101	1st St /Lincoln St to Golf Course Rd (includes Port Angeles Couplet)	248.06	249.65	1.59	T-2	4,120,000	1,300	4.1%	Clallam
101	Clallam/Jefferson Co. line to SR 104	274.65	284.95	10.3	T-2	5,240,000	1,300	7.3%	Jefferson
101	Golf Course Rd to Clallam/Jefferson Co. line	249.65	274.65	24.7	T-2	5,240,000	1,300	7.3%	Clallam
101	Mason/Thurston Co. line to SR 8/physical gap	356.92	361.4	4.48	T-2	7,330,000	1,800	6.6%	Thurston

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
101	SR 105 (Aberdeen) to Aberdeen Couplet (includes Aberdeen and Heron Couplets)	83.17	87.49	4.42	T-2	4,520,000	1,200	5.7%	Grays Harbor
101	SR 3 to Mason/Thurston Co. line	349.16	356.92	6.99	T-2	7,330,000	1,800	6.6%	Mason
101	SR 8 to I-5	361.52	367.41	5.89	T-1	11,570,000	2,900	5.7%	Thurston
101	Wallace Blvd. to SR 3	345.65	349.16	3.51	T-2	4,740,000	1,200	6.8%	Mason
101COABER DN	Aberdeen Couplet, 5th St /Simpson Ave to SR 101 (included in mainline)	87.6	91.66	4.06	T-2	4,520,000	1,200	5.7%	Grays Harbor
101COABER DN	Aberdeen Couplet, SR 101 (Hoquiam) to 5th St /Simpson Ave (included in mainline)	87.49	87.6	0.11	T-2	4,520,000	1,200	5.7%	Grays Harbor
101COHERO N	Heron Street Couplet (included in mainline)	83.75	83.88	0.13	T-2	4,520,000	1,200	5.7%	Grays Harbor
101COPRTA NG	Port Angeles Couplet (included in mainline)	249.65	251.32	1.67	T-2	4,120,000	1,300	4.1%	Clallam
104	Jefferson/Kitsap Co. line to SR 3	14.67	15.54	0.87	T-2	7,030,000	1,600	10.2%	Kitsap
104	SR 19 to Jefferson/Kitsap Co. line	8.87	14.67	5.8	T-2	7,030,000	1,600	10.2%	Jefferson
104	US 101 to SR 19	0.2	8.87	8.67	T-2	4,460,000	930	11.4%	Jefferson
117	US 101 to Port Docks	0	1.4	1.4	T-2	4,670,000	1,200	19.5%	Clallam
121	93rd Ave to I-5	6.24	7.67	1.43	T-2	4,150,000	1,000	10.1%	Thurston
161	224th St E to SR 512/coincident	18.19	25.83	7.64	T-2	5,570,000	1,700	4.4%	Pierce
161	SR 167 to Valley Ave	29.87	30.02	0.15	T-1	10,780,000	2,600	8.6%	Pierce
162	SR 410(Sumner) to Calistoga St W	0	9.54	7.16	T-2	7,480,000	1,700	8.5%	Pierce
167	I-405 to SR 900	25.85	27.18	1.33	T-1	18,090,000	4,500	6.4%	King
167	I-5 (Tacoma) to SR 512	0	6.44	7.68	T-2	8,320,000	2,000	6.9%	Pierce
167	Pierce/King Co. line to SR 516	11.17	19.6	8.47	T-1	41,900,000	9,300	9.1%	King
167	SR 512 to Pierce/King Co. line	6.44	11.17	4.73	T-1	41,900,000	9,300	9.1%	Pierce
167	SR 516 to I-405	19.6	25.85	6.25	T-1	35,880,000	8,300	7.1%	King
169	140th Way SE to Renton	22.99	25.23	2.24	T-1	10,080,000	2,300	5.8%	King
169	196th Ave SE to 140th Way SE	19.22	22.99	3.77	T-2	9,810,000	2,300	9.2%	King
169	Cedar Grove Rd to 196th Ave SE	17.68	19.22	1.54	T-2	8,050,000	1,900	9.1%	King
169	SR 516 to Cedar Grove Rd	11.44	17.68	6.24	T-2	7,120,000	1,800	7.9%	King
181	Longacres Way to I-405 (Renton)	11.18	11.37	0.19	T-1	9,790,000	2,900	8.8%	King
181	S 228th St to Longacres Way	6.7	11.18	4.48	T-1	9,860,000	2,700	9.1%	King
181	SR 516 (Kent) to S 228th St	5.32	6.7	1.38	T-2	8,860,000	2,400	8.7%	King
182	Benton/Franklin Co. line to US 395/SR 397	6.04	14.37	8.33	T-1	19,680,000	4,500	8.1%	Franklin
182	I-82 to SR 240/Thayer Dr	0	3.83	3.83	T-1	23,110,000	4,500	15.8%	Benton
182	SR 240/Thayer Dr to Benton/Franklin Co. line	3.83	6.04	2.21	T-1	19,680,000	4,500	8.1%	Benton
182	US 395/SR 397 to US 12	14.37	15.19	0.82	T-1	18,580,000	3,600	14.6%	Franklin
195	Whitman/Spokane Co. line to Cheney-Spokane Rd	66.22	93.88	26.9	T-2	4,050,000	820	12.1%	Spokane
195	Cheney-Spokane Rd to I-90	93.88	95.99	2.11	T-2	6,440,000	1,500	7.6%	Spokane
195	Idaho State line to SR 23	0	47.99	46.13	T-2	4,120,000	830	13.8%	Whitman
195	SR 271 to Whitman/Spokane Co. line	62.94	66.22	3.28	T-2	4,050,000	820	12.1%	Whitman
202	SR 520 to Sahalee Way	7.75	10.27	2.5	T-2	4,020,000	1,400	4.0%	King
202	SR 522 to NE 175th St	0	0.31	0.31	T-2	4,290,000	1,400	3.9%	King
205	Oregon State Line to I-5	26.59	37.16	10.57	T-1	26,810,000	5,800	6.8%	Clark
221	SR 14 /Patterson to SR 22	0	26.07	25.95	T-2	4,530,000	750	36.1%	Benton

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
240	I-182 to Columbia Center Blvd.	36.05	38.91	2.83	T-2	4,560,000	1,600	2.9%	Benton
240	Jadwin Ave/Stevens Dr to I-182/coincident	30.63	34.87	4.24	T-1	12,140,000	2,700	7.3%	Benton
241	I-82 to Yakima Valley Hwy	7.61	7.96	0.35	T-2	4,750,000	940	6.6%	Yakima
243	SR 24 (Vernita) to SR 26	0	28.26	28.23	T-2	5,080,000	870	17.9%	Grant
281	I-90 to SR 281 Spur	0	2.65	2.65	T-2	8,180,000	1,400	24.3%	Grant
281	SR 281 Spur to SR 28 (Quincy)	2.65	10.55	7.9	T-1	10,760,000	1,900	24.7%	Grant
285	Douglas/Chelan Co. line to Mission St	0.28	0.61	0.33	T-2	3,920,000	1,300	3.1%	Chelan
285	SR 28 to Douglas/Chelan Co. line	0	0.28	0.28	T-2	3,920,000	1,300	3.1%	Douglas
290	Havana St to Idaho State line	3.22	18.38	15.18	T-2	5,900,000	1,600	9.0%	Spokane
290	I-90 to Trent Ave /Hamilton St	0.07	0.74	0.67	T-2	4,530,000	1,100	4.9%	Spokane
305	High School Rd to SR 307	0.98	12.82	11.84	T-2	4,340,000	1,100	5.3%	Kitsap
305	SR 307 to SR 3	12.82	13.52	0.7	T-2	5,180,000	1,700	4.8%	Kitsap
395	Benton/Franklin Co. line to I-182/coincident	18.93	20.59	1.66	T-1	16,220,000	3,300	9.9%	Franklin
395	Franklin/Adams Co. line to I-90/coincident	61.24	96.13	34.89	T-1	15,480,000	2,600	26.2%	Adams
395	I-182 to SR 17	22.72	45.33	22.61	T-1	26,600,000	4,700	24.6%	Franklin
395	I-82 to Benton/Franklin Co. line	13.05	18.93	5.88	T-1	16,220,000	3,300	9.9%	Benton
395	SR 17 to Franklin/Adams Co. line	45.33	61.24	15.71	T-1	15,480,000	2,600	26.2%	Franklin
397	Oregon Ave to I-182 End Route	19.87	22.31	2.44	T-2	4,370,000	1,000	11.4%	Franklin
405	I-5 (Tukwila) to SR 522	0	22.53	22.52	T-1	36,810,000	9,000	5.9%	King
405	King/Snohomish Co. line to I-5 (Swamp Creek)	25.02	30.32	5.3	T-1	22,540,000	5,700	4.9%	Snohomish
405	SR 522 to King/Snohomish Co. line	22.53	25.02	2.48	T-1	22,540,000	5,700	4.9%	King
410	244th Ave SE (Enumclaw) to 284th Ave SE	22.46	25.64	3.18	T-2	4,140,000	1,100	9.6%	King
410	Pierce/King Co. line to 244th Ave SE (Enumclaw)	22.02	22.46	0.44	T-2	5,300,000	1,400	5.9%	King
410	SR 167 to Sumner Buckley Highway/181st St	8.84	13.37	4.53	T-1	15,410,000	3,800	7.1%	Pierce
410	Sumner Buckley Hwy to Pierce/King Co. line	13.37	22.02	8.65	T-2	5,300,000	1,400	5.9%	Pierce
432	38th Ave to SR 433	3.3	6.1	2.8	T-2	6,280,000	1,600	15.8%	Cowlitz
432	physical gap to I-5	7.64	10.33	2.69	T-1	18,580,000	3,700	10.5%	Cowlitz
432	SR 433 to physical gap	6.1	7.62	1.52	T-1	21,580,000	4,200	18.8%	Cowlitz
433	Oregon State line to SR 432	0	0.94	0.94	T-1	10,620,000	2,400	11.4%	Cowlitz
500	I-5 (Vancouver) to NE 4th Plain Rd	0	5.96	5.96	T-2	8,800,000	2,400	4.5%	Clark
500	NE 4th Plain Rd to SR 503	5.96	6.98	1.02	T-2	5,590,000	1,500	4.5%	Clark
501	I-5 (Vancouver) to Fourth Plain Blvd (includes Vancouver Couplet)	0	2.24	1.94	T-2	9,790,000	2,000	16.3%	Clark
501COVANC VR	Vancouver Couplet (included in mainline)	0.61	1.16	0.55	T-2	9,790,000	2,000	16.3%	Clark
502	I-5 to SR 503 (Battleground)	0	6.12	6.12	T-2	7,230,000	1,900	8.3%	Clark
503	SR 500 to SR 502	1.02	8.09	6.85	T-2	7,770,000	2,200	7.7%	Clark
503	SR 502 to NE 156th Ave	8.09	16.11	8.02	T-2	4,600,000	1,000	8.0%	Clark
509	Des Moines Way S/S 188th St to SR 99	24.35	29.92	7.07	T-2	4,320,000	1,400	3.6%	King
509	I-705 to Norpoint Way	0	5.7	5.7	T-2	6,790,000	1,700	6.2%	Pierce
510	I-5 (Lacey) to Steilacoom Rd SE	0.01	3.31	1.18	T-2	5,660,000	1,400	5.8%	Thurston
512	I-5 (Lakewood) To SR 167 (Puyallup)	0	12.06	12.06	T-1	30,380,000	6,700	8.2%	Pierce

State Route (SR)	Location Description	Begin SR Milepost	End SR Milepost	Length (Miles)	2023 FGTS Class	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County
516	SR 167 to SR 515	4.64	7.35	2.71	T-2	4,730,000	1,500	5.9%	King
516	SR 99 to SR 167	1.79	4.64	3.12	T-2	4,360,000	1,300	4.7%	King
518	SR 509 to SR 99	0	2.49	2.1	T-2	4,290,000	1,400	2.3%	King
518	SR 99 to I-5	2.49	3.81	1.32	T-2	7,030,000	2,200	2.3%	King
519	1st Ave S to Ferry Terminal	0.38	1.14	0.71	T-2	4,650,000	1,200	5.9%	King
519	I-90 to 1st Ave S	0	0.38	0.38	T-2	6,430,000	1,700	5.9%	King
520	I-5 (Seattle) to SR 202	0	12.83	12.82	T-2	6,520,000	1,900	3.1%	King
522	I-405 (Bothell) to SR 202	11.1	12.06	0.96	T-2	3,720,000	1,500	3.2%	King
522	King/Snohomish Co. line to SR 9	13.45	14.09	0.64	T-1	11,000,000	3,300	6.2%	Snohomish
522	SR 202 (Woodinville) to King/Snohomish Co. line	12.06	13.45	1.4	T-1	11,000,000	3,300	6.2%	King
522	SR 9 to US 2	14.09	24.68	10.59	T-2	8,710,000	2,500	8.2%	Snohomish
524	Yew Way to SR 522	14.31	14.56	0.25	T-2	5,590,000	1,600	12.8%	Snohomish
525	I-5 (Lynnwood) to SR 525 Spur	0	5.6	5.77	T-2	6,390,000	2,000	4.1%	Snohomish
526	Airport Rd to Evergreen Way	1.52	3.73	2.21	T-2	4,690,000	1,900	3.4%	Snohomish
526	Evergreen Way to I-5	3.73	4.52	0.79	T-2	4,400,000	1,800	3.4%	Snohomish
527	I-405 to SR 524	2.63	3.73	1.1	T-2	3,910,000	1,500	3.3%	Snohomish
529	Broadway Ave to I-5 (Marysville)	3.74	5.83	2.09	T-2	7,360,000	1,800	5.8%	Snohomish
530	I-5 (Arlington) to SR 9/coincident	16.95	20.79	3.84	T-2	5,850,000	1,500	7.6%	Snohomish
531	I-5 (Smokey Point) to 67th Ave NE	6.38	8.59	2.21	T-2	5,600,000	1,600	7.1%	Snohomish
536	Wall St to 1st St	4.49	4.92	0.43	T-2	3,970,000	1,000	5.5%	Skagit
542	I-5 (Bellingham) to Everson Goshen Rd	0	4.8	4.8	T-2	4,480,000	1,100	6.1%	Whatcom
543	I-5 (Bellingham) to Canadian Border	0	1.09	1.09	T-1	23,090,000	3,700	38.1%	Whatcom
599	I-5 (Tukwila) to SR 99	0	1.75	1.75	T-1	17,260,000	3,800	9.2%	King
704	Spanaway Loop Rd to SR 7	5.29	5.92	0.63	T-2	5,520,000	1,300	5.7%	Pierce
705	I-5 (Tacoma) to Schuster Parkway	0	1.5	1.5	T-2	4,860,000	1,700	3.8%	Pierce
730	Oregon State Line to US 12 (Walla Walla)	0	6.08	6.08	T-1	10,920,000	1,700	50.6%	Walla Walla
823	First St to N Wenas Rd	1.06	2.82	1.7	T-2	4,650,000	870	6.2%	Yakima
823	I-82 to First St	0.04	1.06	1.02	T-2	6,190,000	1,400	4.6%	Yakima

Table 2: Changes to FMSIB Strategic Truck Freight Corridors for State Routes, 2021 to 2023

Summary of State Route T-1 and T-2 Miles Changes, 2021 to 2023			
	2021 miles	2023 miles	Change in Miles
T-1	1060.55	1031.22	-29.33
T-2	1227.19	1065.16	-162.03
Total	2287.74	2096.38	-191.36

T-1 to T-2 State Route Classification Changes, 2021 to 2023

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2023 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
017	21.8	27.96	6.16	T-2	Franklin/Adams Co. line to SR 26	8,250,000	1,500	26.3%	Adams	T-1 to T-2
002	0	2.45	2.45	T-2	I-5 (Everett) to SR 204	9,310,000	2,800	4.2%	Snohomish	T-1 to T-2
501	0	2.24	1.94	T-2	I-5 (Vancouver) to Fourth Plain Blvd (includes Vancouver Couplet)	9,790,000	2,000	16.3%	Clark	T-1 to T-2
500	0	5.96	5.96	T-2	Plain Rd	8,800,000	2,400	4.5%	Clark	T-1 to T-2
017	7.43	21.8	14.31	T-2	SR 395 to Franklin/Adams Co. line	8,250,000	1,500	26.3%	Franklin	T-1 to T-2
501COVANC VR	0.61	1.16	0.55	T-2	Vancouver Couplet (included in mainline)	9,790,000	2,000	16.3%	Clark	T-1 to T-2
Total Miles			31.37							

T-2 to T-1 State Route Classification Changes, 2021 to 2023

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2023 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
522	13.45	14.09	0.64	T-1	King/Snohomish Co. line to SR 9	11,000,000	3,300	6.2%	Snohomish	T-2 to T-1
522	12.06	13.45	1.4	T-1	SR 202 (Woodinville) to King/Snohomish Co. line	11,000,000	3,300	6.2%	King	T-2 to T-1
Total Miles			2.04							

T-2 to T-3 State Route Classification Changes, 2021 to 2023 (Removed Strategic Corridor)

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2023 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
128	0.39	0.51	0.12	T-3	Asotin/Whitman Co. line to SR 193	3,640,000	870	17.0%	Whitman	T-2 to T-3
397	18.32	19.87	1.55	T-3	Benton/Franklin Co. line to Oregon Ave	3,740,000	1,000	8.5%	Franklin	T-2 to T-3
526	0.79	1.52	0.73	T-3	Boeing Entrance to Airport Rd	2,940,000	1,200	3.4%	Snohomish	T-2 to T-3
097	246.97	253.38	6.41	T-3	Chelan/Okanogan Co. line to SR 153	3,520,000	700	16.0%	Okanogan	T-2 to T-3
501	2.24	4.1	1.86	T-3	Fourth Plain Blvd to Old Lower River Rd	3,870,000	910	19.7%	Clark	T-2 to T-3
024	65.2	69.33	4.13	T-3	Grant/Adams Co. line to Mt Vista Rd	2,280,000	380	21.3%	Adams	T-2 to T-3
397	13.89	18.32	4.43	T-3	Haney Rd to Benton/Franklin Co. line	3,740,000	1,000	8.5%	Benton	T-2 to T-3
285	3.68	5.04	1.36	T-3	Hawley St to US 2	3,620,000	1,300	4.0%	Chelan	T-2 to T-3
125SP125SP	6.73	6.82	0.09	T-3	Heritage Rd to US 12	1,320,000	370	7.8%	Walla Walla	T-2 to T-3
539	0	12.54	12.54	T-3	I-5 (Bellingham) to SR 546	3,580,000	860	4.4%	Whatcom	T-2 to T-3
528	0	0.8	0.8	T-3	I-5 (Marysville) to 47th Ave NE	3,340,000	970	4.1%	Snohomish	T-2 to T-3
522	0	2.52	2.52	T-3	I-5 (Seattle) to Northgate Way	1,430,000	510	2.0%	King	T-2 to T-3
900	5.93	8.27	2.34	T-3	I-5 (Tukwila) to 68th Ave S	3,800,000	1,100	3.9%	King	T-2 to T-3
970	0	0.36	0.36	T-3	I-90 to SR 903	3,780,000	690	17.9%	Kittitas	T-2 to T-3

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2023 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
161	13.15	18.19	5.04	T-3	Kapowsin Highway to 224th St E	3,670,000	960	7.7%	Pierce	T-2 to T-3
024	69.33	79.64	10.13	T-3	Mt Vista Rd to SR 26	3,030,000	530	12.8%	Adams	T-2 to T-3
522	2.52	11.1	8.53	T-3	Northgate Way to I-405 (Bothell)	2,610,000	1,000	3.0%	King	T-2 to T-3
024	1.28	30.45	29.12	T-3	Riverside Rd / University Pkwy to SR 241	3,260,000	550	13.4%	Yakima	T-2 to T-3
020	60.27	66.08	5.81	T-3	S Burlington Blvd. & Avon Ave to SR 9	2,650,000	850	5.1%	Skagit	T-2 to T-3
101	242.61	246.07	3.46	T-3	SR 112 to SR 117	3,720,000	990	8.7%	Clallam	T-2 to T-3
097	235.1	246.97	11.87	T-3	SR 150 to Chelan/Okanogan Co. line	3,520,000	700	16.0%	Chelan	T-2 to T-3
097	253.38	291.24	37.85	T-3	SR 153 to SR 155	3,490,000	760	16.2%	Okanogan	T-2 to T-3
223	0	3.81	3.8	T-3	SR 22 to SR 82 (Granger)	3,540,000	680	11.5%	Yakima	T-2 to T-3
195	47.99	62.94	14.95	T-3	SR 23 to SR 271	3,390,000	640	16.0%	Whitman	T-2 to T-3
024	44.13	65.2	21.12	T-3	SR 243 to Grant/Adams Co. line	2,280,000	380	21.3%	Grant	T-2 to T-3
507	28.24	30.67	2.43	T-3	SR 510 to Thurston/Pierce Co. line	3,680,000	960	7.4%	Thurston	T-2 to T-3
099	15.49	20.43	4.94	T-3	SR 516 to SR 518/physical gap	3,560,000	1,300	5.5%	King	T-2 to T-3
513	0	0.34	0.34	T-3	SR 520 to NE Pacific St	3,340,000	1,400	2.8%	King	T-2 to T-3
970	0.36	10.31	9.95	T-3	SR 903 to US 97	3,590,000	730	12.4%	Kittitas	T-2 to T-3
507	30.67	43.57	12.89	T-3	Thurston/Pierce Co. line to SR 7	3,680,000	960	7.4%	Pierce	T-2 to T-3
128	0	0.39	0.39	T-3	US 12 to Asotin/Whitman Co. line	3,640,000	870	17.0%	Asotin	T-2 to T-3
Total Miles			221.86							

T-3 to T-2 State Route Classification Changes, 2021 to 2023 (Added Strategic Corridors)

State Route (SR)	Begin SR Milepost	End SR Milepost	Length (miles)	2023 FGTS Class	Location Description	Annual Truck Tonnage	Average Annual Daily Truck Volume	Truck Percentage	County	Comments
169	17.68	19.22	1.54	T-2	Cedar Grove Rd to 196th Ave SE	8,050,000	1,900	9.1%	King	T-3 to T-2
002	275.33	283.22	7.89	T-2	Fairchild Air Force Base to I-90/coincident	6,060,000	1,400	5.0%	Spokane	T-3 to T-2
009	98	98.17	0.17	T-2	Garfield St to Canadian Border (includes Sumas Spur)	8,130,000	1,300	29.3%	Whatcom	T-3 to T-2
097	133.9	149.69	15.92	T-2	I-90 to SR 970	4,270,000	840	23.0%	Kittitas	T-3 to T-2
007	52.58	54.87	2.29	T-2	SR 512 to S 72nd St	4,250,000	1,300	5.6%	Pierce	T-3 to T-2
202	7.75	10.27	2.5	T-2	SR 520 to Sahalee Way	4,020,000	1,400	4.0%	King	T-3 to T-2
003	32.6	34.67	2.07	T-2	Sunnyslope Rd to SR 16 (Gorst)	4,220,000	1,300	5.7%	Kitsap	T-3 to T-2
Total Miles			32.38							

Table 3: 2023 FMSIB Strategic Truck Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2023 FGTS Class	Average Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Asotin	05700	FLESHMAN WAY	at WA./ID. STATE LINE (BRIDGE)	21 ft. SE of END SR129 UNDERPASS	0	0.15	0.15	T-2			
Clark	14510	NE 99TH ST	at NE HAZEL DELL AVE	at NE 99TH ST	1.87	2.48	0.61	T-2			
Clark	22468	NE 55TH AVE	at NE 78TH ST	at NE PADDEN PARKWAY	0	0.09	0.09	T-2			
Clark	22469	NE PADDEN PARKWAY	0.140 mi. West of NE PADDEN PARKWAY	at NE 78TH ST	0.14	0.85	0.71	T-2			
Clark	22470	NE PADDEN PARKWAY	106 ft. East of I-205 NB ON RAMP & I-205 NB OFF RAMP	at SR 503	0.54	2.41	1.87	T-2			
Clark	23230	NE 107TH AVE	at NE 88TH ST	at NE 76TH ST	0.47	1.07	0.6	T-2	2,194	6,582,000	2022
Clark	23650	NE COVINGTON RD	106 ft. North of NE 109TH	at NE 100TH AVE	0.06	0.78	0.72	T-2	1,736	5,033,750	2022
Clark	41120	NE 139TH ST	at NE 139TH ST	at NE 139TH ST	0	0.5	0.5	T-2	1,631	5,146,750	2019
Clark	41151	NE 139TH ST	at NE TENNEY RD NORTH	at NE TENNEY RD SOUTH	0.19	0.31	0.12	T-2	1,328	4,152,750	2018
Clark	43110	NE 20TH AVE	at NE HIGHWAY 99	at NE 134TH ST	0	0.13	0.13	T-2	2,047	7,181,000	2018
Clark	91110	NE HIGHWAY 99	at NE 63RD ST	at NE 68TH ST	3.16	3.42	0.26	T-2			
Clark	91110	NE HIGHWAY 99	at NE 99TH ST	at NE 117TH ST	4.97	5.89	0.92	T-2			
Clark	91110	NE HIGHWAY 99	at NE 129TH ST	at NE 20TH AVE	6.55	6.67	0.12	T-2	1,599	4,512,000	2019
Clark	91110	NE 134TH ST	at NE 134TH ST	at NE 134TH ST	6.82	6.98	0.16	T-2			
Clark	91250	NE ST JOHNS RD	at NE 68TH ST	at NE 78TH ST	0	0.72	0.72	T-2			
Clark	91250	NE ST JOHNS RD	at NE 88TH ST	at NE 50TH AVE	1.23	1.57	0.34	T-2	2,001	6,003,000	2022
Clark	91250	NE 72ND AVE	at NE 72ND AVE	at NE 119TH ST	2.93	3.26	0.33	T-2	3,169	9,507,000	2022
Clark	91300	NW 78TH ST	at NW LAKESHORE AVE	at NW ANDERSON AVE	2.7	3.41	0.71	T-2	1,718	4,144,250	2022
Clark	91300	NE 78TH ST	at NW ANDERSON AVE	158 ft. East of NW 5TH AVE	3.41	3.53	0.12	T-2			
Clark	91300	NW 78TH ST	158 ft. East of NW 5TH AVE	at NW 1ST AVE	3.53	3.76	0.23	T-2			
Clark	91300	NE 78TH ST	at NW 1ST AVE	at NE PADDEN PARKWAY	3.76	6.27	2.51	T-2			
Clark	91300	NE 76TH ST	at NE 107TH AVE	at NE 76TH ST	8.97	9.49	0.52	T-2			
Clark	92190	NE ANDRESEN RD	106 ft. South of NE 88TH ST	at NE 88TH ST	5.9	5.92	0.02	T-2	2,041	6,144,250	2019
Clark	92190	NE 72ND AVE	at NE 88TH ST	at NE 72ND AVE	5.92	7.03	1.11	T-2	1,625	4,764,000	2022
Clark	92600	NE FOURTH PLAIN BLVD	at NE 102ND AVE	370 ft. SW of NE 105TH AVE	1.98	2.09	0.11	T-2			
Clark	94200	NE TENNEY RD	at NE 10TH AVE	at NE 12TH AVE	2.81	2.89	0.08	T-2			
Clark	94200	NE 134TH ST	at NE 12TH AVE	at NE 134TH ST	2.89	3.03	0.14	T-2			
Clark	95050	NE WARD RD	at NE 162ND AVE	at NE 172ND AVE	1.16	1.95	0.79	T-2	2,040	6,120,000	2022
Cowlitz	10310	FIBRE WAY	at CITY LIMITS	at LONGVIEW FIBRE & PRIVATE ROAD	0.3	1.17	0.87	T-2	1,321	6,080,500	2021
Douglas	93130	GRANT RD	at S KENTUCKY	26 ft. East of Urban Industrial Avenue	1.37	4.035	2.665	T-2	1,586	6,218,000	2022
Grant	45170	PATTON BLVD	at SR 17	at CRAIG ST EAST	0	1.6	1.6	T-2			
Grant	45170	PATTON BLVD	at RANDOLPH RD	at ANDREWS ST	1.87	2.29	0.42	T-2			
Grant	92035	U SE	at 7 SE	at 2 SE	5.57	10.76	5.19	T-2			
Grant	92035	U SE (south)	at 2 SE	at WASTEWAY	10.76	10.99	0.23	T-2			
Grant	92035	U SE	at WASTEWAY	at 1 SE	10.99	11.54	0.55	T-2			
Grant	92035	U SE (north)	at 1 SE	at SOUTH END OF BR #212	11.54	11.56	0.02	T-2			
Grant	92035	U SE	at SOUTH END OF BR #212	at I-90 ON/OFF RAMP	11.56	12.64	1.08	T-2			
Grant	94000	3 NE	at N NE	at O NE	3.88	5.03	1.15	T-2			
Grant	94025	STRATFORD RD (MOSES LAKE)	at SR 17 ON/OFF RAMP	at SR 17 ON/OFF RAMP	0.77	0.88	0.11	T-2			
King	33520	SE COVINGTON WY	at COVINGTON WY SE	at NAME CHANGE	0	0.08	0.08	T-2			
King	33520	SE COVINGTON WY / SE COVINGTON SAWYER RD	at NAME CHANGE	at 173 PL SE	0.08	0.27	0.19	T-2			
King	33520	SE COVINGTON SAWYER RD	at 173 PL SE	at 188 AVE SE	0.27	1.38	1.11	T-2			
King	67300	NE UNION HILL RD	at NE UNION HILL RD	at 208 AVE NE	0	0.96	0.96	T-2			
King	82730	SE 82 ST	at SE HIGH PT WY	at ON/OFF RAMP	0	0.17	0.17	T-2			
King	90113	DES MOINES WY S	at DES MOINES MEMORIAL DR S	at 14 AVE S	0	0.21	0.21	T-2	1,014	3,749,500	2019
King	90113	14 AVE S	at 14 AVE S	at CL SEATTLE	0.21	0.31	0.1	T-2	1,014	3,749,500	2019
King	90113	14 AVE S	at DALLAS AVE S	at C/L TUKWILA	0.67	0.82	0.15	T-2			
King	91568	SE PETROVITSKY RD	at 134 AVE SE	at 151 AVE SE	1.694	2.787	1.093	T-2			
King	91577	140 AVE SE	at SE 192 ST	at SE FAIRWOOD BLVD	8.286	10.102	1.816	T-2	1,536	4,881,250	2019
King	91577	140 WAY SE	at SE FAIRWOOD BLVD	at C/L RENTON	10.102	10.48	0.378	T-2			
King	91581	SE COVINGTON WY	at COVINGTON WY SE	at C/L COVINGTON	0	0.11	0.11	T-2			
King	92500	WEST VALLEY HWY	at S 277 ST	at C/L AUBURN	0	0.45	0.45	T-2			
King	92510	ORILLIA RD S	at S 204 ST	at C/L KENT	1.31	1.76	0.45	T-1			

Table 3 shows T-1 and T-2 county truck freight corridors, created by combining shorter sections from County Road Administration Board (CRAB) database. The numbers displayed for truck volume and tonnage are the highest values for different sections of the same corridor. Empty cell indicates no data available from CRAB database for this corridor. The data year is the latest year in which the county collected traffic data for this corridor.

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2023 FGTS Class	Average Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	92609	W VALLEY HWY-DETROIT BLVD	at 58 PL S	at C/L AUBURN-END W1/2 CO RD	8.72	9.43	0.71	T-2			
King	92633	S 272 ST	at I-5 N.B. OFF/ON RAMP	at LK FENWICK RD S	0.69	1.75	1.06	T-2	1,393	3,740,250	2019
King	92633	S 272 WAY	at LK FENWICK RD S	at S STAR LAKE RD	1.75	2.22	0.47	T-2			
King	92633	S 277 ST	at S STAR LAKE RD	at 59 AVE S (PVT RD) at WEST VALLEY HWY	2.22	2.42	0.2	T-2			
King	92633	S 272 ST	at 59 AVE S (PVT RD)	at SR 167-N.B.RAMP-C/L AUBURN	2.42	2.91	0.49	T-2			
King	92633	S 277 ST	at WEST VALLEY HWY	at C/L KENT (BEG BRIDGE #3216) / END KC MAIN RD	2.91	3.19	0.28	T-2			
King	92643	CENTRAL AVE S DES MOINES	at C/L AUBURN		6.926	7.39	0.464	T-2			
King	92647	MEMORIAL DR S NE NOVELTY HILL RD	at S 96 ST	at DES MOINES WY S	5.69	5.79	0.1	T-2			
King	96800		at C/L REDMOND	at EASTRIDGE DR NE	0.262	3.639	3.377	T-2			
King	96803	NE UNION HILL RD	at NE UNION HILL RD	at C/L REDMOND	1.45	1.6	0.15	T-2			
King	96809	AVONDALE RD NE	at NE 116 ST	at AVONDALE RD NE	2.64	6.35	3.71	T-2	1,831	4,894,250	2019
King	96818	NE WOODINVILLE-DUVAL RD	at C/L WOODINVILLE	at END BRIDGE #1056B	3.005	5.767	2.762	T-2			
King	96818	WOODINVILLE-DUVAL RD	at END BRIDGE #1056B	at 212 AVE NE	5.767	5.87	0.103	T-2			
King	96818	NE WOODINVILLE-DUVAL RD	at 212 AVE NE	at SAYBROOK DR NE	5.87	6.4	0.53	T-2			
King	96818	NE WOODINVILLE DUVAL RD	at SAYBROOK DR NE	at NE 175 ST	6.4	6.725	0.325	T-2			
King	96818	WOODINVILLE-DUVAL RD	at NE 175 ST	at END KC MAINT RD-CITY DUVAL	6.725	10.13	3.405	T-2			
King	96830	NE 124 ST	at C/L KIRKLAND	at C/L Redmond	2.604	3.615	1.011	T-2			
King	96830	NE 124 ST	at C/L REDMOND	at NE 124 ST/NE 124 WAY	3.876	3.98	0.104	T-2			
King	96830	NE 124 WAY	at NE 124 ST/NE 124 WAY	at 172 AVE NE	3.98	4.65	0.67	T-2			
King	98579	CEDAR GROVE RD	at SR 169 RENTON-MAPLE VAL RD	at LK FRANCIS RD at REDMOND FALL CITY RD	0	0.66	0.66	T-2			
King	98905	SAHALEE WAY NE	at BEGIN KC MAIN RD		7.24	7.9	0.66	T-2			
King	98906	SE HIGH PT WY	at SE 82 ST	at SE 87 PL	0	0.359	0.359	T-2			
King	98906	PRESTON FALL CITY RD SE	at SE 87 PL	at UPPER PRESTON RD SE	0.359	0.5	0.141	T-2			
King	98906	PRESTON-FALL CITY RD SE	at UPPER PRESTON RD SE	at 328 WAY SE	0.5	3.34	2.84	T-2			
Kitsap	13429	NEWBERRY HILL RD (NW)	at PROVOST RD NW	at SILVERDALE WAY NW	2.796	3.273	0.477	T-2	2,019	4,152,000	2020
Kitsap	19515	SILVERDALE WAY NW	at NEWBERRY HILL RD (NW)	32 ft. SW of MYHRE RD (NW)	0	1.754	1.754	T-2	2,480	4,678,500	2019
Kitsap	57740	BUCKLIN HILL RD (NW)	at SILVERDALE WAY NW	53 ft. East of BLAINE AVE NW	0.25	0.564	0.314	T-2	1,944	3,747,000	2013
Kitsap	57769	KITSAP MALL BLVD NW	at RANDALL WAY (NW)	at HWY 3 ON/OFF RAMP	0.444	0.552	0.108	T-2	2,348	5,144,000	2013
Kittitas	54690	GLADMAR RD	at THORP HWY NORTH	at WADE RD	0	0.32	0.32	T-2	1,234	5,350,000	2020
Kittitas	94001	VANTAGE	385 ft. West of WILLETT RD	at NO. 6 RD	2.027	2.53	0.503	T-2			
Lewis	91000	HARRISON AVE	at CENTRALIA CITY LIMITS	at THURSTON/LEWIS COUNTY LINE	0.756	2.732	1.976	T-2	1,766	5,099,750	2021
Mason	86750	CLIFTON LN	at SR 3	at OLD BELFAIR HWY	0	0.2	0.2	T-2	3,452	7,336,000	2017
Pierce	10060	MOUNTS RD SW	at I-5	at I-5: S-B RAMP	0	0.02	0.02	T-2			1978
Pierce	10210	STEILACOOM-DUPONT RD SW	at CITY LIMITS: DUPONT	at WHARF RD (JBLM)	0.21	1.62	1.41	T-2	2,214	8,634,500	2021
Pierce	47500	192 ST E	at 038 AVE E	at CANYON RD E	0	0.98	0.98	T-2			
Pierce	58570	094 AVE E	at 136 ST E	at 128 ST E	1.02	1.53	0.51	T-2			
Pierce	58570	094 AVE E	at 128 ST E	at 043 AVE SW	1.53	2.29	0.76	T-1	3,806	10,065,500	2021
Pierce	76100	SUNRISE BLVD E	at 122 AVE E	at MERIDIAN E (SR 161)	2.1	3.48	1.38	T-2	1,925	6,136,250	2022
Pierce	91050	NISQUALLY RD SW	at THURSTON CO LINE - NISQUALLY RIVER	at I-5	0	2.19	2.19	T-2	1,697	4,273,500	2021
Pierce	92633	WOLLOCHET DR NW	at HUNT ST NW	at 040 ST NW	1.19	3.32	2.13	T-2	1,723	4,725,250	2022
Pierce	92635	040 ST NW	at WOLLOCHET DR NW	at 070 AVE NW	0	0.72	0.72	T-2			
Pierce	94600	224 ST E	at MOUNTAIN HWY E (SR 007)	at MERIDIAN E (SR 161)	0	4.89	4.89	T-2			
Pierce	94700	176 ST S	at PACIFIC AVE S (SR 007)	at A ST S	0	0.12	0.12	T-2			
Pierce	94700	176 ST E	at A ST S	at CANYON RD E	0.12	3.72	3.6	T-2	2,723	5,716,250	2021
Pierce	94700	176 ST E	at CANYON RD E	at MERIDIAN E (SR 161)	3.72	6.76	3.04	T-1	3,391	12,327,750	2021

Table 3 shows T-1 and T-2 county truck freight corridors, created by combining shorter sections from County Road Administration Board (CRAB) database. The numbers displayed for truck volume and tonnage are the highest values for different sections of the same corridor. Empty cell indicates no data available from CRAB database for this corridor. The data year is the latest year in which the county collected traffic data for this corridor.

Table 3: 2023 FMSIB Strategic Freight Corridors for County Roads

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2023 FGTS Class	Average Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Pierce	94900	160 ST E	at CANYON RD E	at MERIDIAN E (SR 161)	0	3.03	3.03	T-2	1,493	3,619,000	2022
Pierce	95030	SPANAWAY LOOP RD S	at SPANAWAY LOOP RD S	at MILITARY RD S	0.67	2.51	1.84	T-2			2022
Pierce	95030	SPANAWAY LOOP RD S	at MILITARY RD S	at 116 ST S	2.51	4.41	1.9	T-1	3,943	11,485,250	2021
Pierce	95030	116 ST S	at 116 ST S	at STEELE ST S	4.41	4.78	0.37	T-1	3,943	11,485,250	2021
Pierce	95030	STEELE ST S	at STEELE ST S	at SR 512: W-B RAMP	4.78	5.4	0.62	T-1	3,994	13,315,750	2022
Pierce	95040	SPANAWAY LOOP RD S	at SPANAWAY LOOP RD S	at 176 ST S	0	0.19	0.19	T-2			
Pierce	95040	CROSS-BASE HWY (SR 704)	at 176 ST S	at PACIFIC AVE S (SR 007)	0.19	0.82	0.63	T-2			
Pierce	95330	WALLER RD E	at PIONEER WAY E	at 048 ST E	0	1.03	1.03	T-2			
Pierce	95550	PIONEER WAY E	at CITY LIMITS: TACOMA @ BROWNING ST	at PIONEER WAY E	0.52	3.23	2.71	T-2	2,722	8,174,750	2022
Pierce	95550	CANYON RD E	at PIONEER WAY E	at SR 512: W-B RAMP	3.23	6.46	3.23	T-2	1,891	5,776,750	2022
Pierce	95550	CANYON RD E	at SR 512: W-B RAMP	at 196 ST E	6.46	12.01	5.55	T-1	7,427	13,188,500	2021
Pierce	95550	CANYON RD E	at 196 ST E	at 200 ST E	12.01	12.29	0.28	T-2			2021
Pierce	95700	112 ST E	at WOODLAND AVE E	at A ST S	2.04	6.56	4.52	T-2	1,673	4,066,000	2021
Pierce	95700	112 ST S	at A ST S	at PACIFIC AVE S (SR 007)	6.56	6.69	0.13	T-2			
Pierce	96350	PORTLAND AVE E	at 112 ST E	at 790' (S) 072 ST E / TACOMA SPLIT JUR RD	0	2.44	2.44	T-2	1,373	3,570,250	2022
Pierce	96350	PORTLAND AVE E (C-L TACOMA)	at 790' (S) 072 ST E / TACOMA SPLIT JUR RD	at 072 ST E	2.44	2.59	0.15	T-2			
Pierce	97300	304 ST E	at MOUNTAIN HWY E (SR 007)	at MERIDIAN E (SR 161)	0	2.84	2.84	T-2	1,547	4,279,250	2021
Pierce	97300	KAPOWSIN HWY E	at MERIDIAN E (SR 161)	at ORTING KAPOWSIN HWY E	2.84	5.95	3.11	T-2			
Pierce	97610	SOUTH PRAIRIE RD E	at CITY LIMITS: BONNEY LAKE	at 214 AVE E	0.32	1.24	0.92	T-2			
Pierce	98350	WEST VALLEY HWY E	at 016 ST E	at JOVITA BLVD E	2.81	3.33	0.52	T-2			
Pierce	98600	008 ST E	at WEST VALLEY HWY E	at SR 167: S-B RAMP	0	0.02	0.02	T-2			
Skagit	63000	COOK ROAD	264 ft. West of I-5 NORTHBOUND RAMPS	at SEDRO WOOLLEY CITY LIMITS	1.75	5.62	3.87	T-2	1,421	5,149,250	2019
Snohomish	14010	4TH AVE W	at 128TH ST SW	at MARINER PARK 'N RIDE (CT) (SIGNAL)	0	0.106	0.106	T-2			
Snohomish	20050	SNOHOMISH-WOODINVILLE RD	at SNOHOMISH-KING CO LINE	at SR 9	0	0.533	0.533	T-2			
Snohomish	61000	116TH ST NE (TULALIP)	at I-5 OVERPASS (WEST END)	at DONNA'S TRUCK STOP ENT (PVT)	0	0.165	0.165	T-2			
Snohomish	90561	164TH ST SW	at 36TH AVE W	at CO TO WSDOT JURISDICTION CHG	0	0.991	0.991	T-2	1,853	8,249,000	2019
Snohomish	90561	164TH ST SW (WSDOT)	at CO TO WSDOT JURISDICTION CHG	at WSDOT TO CO JURISDICTION CHG	0.991	1.323	0.332	T-2			
Snohomish	90561	164TH ST SW	at WSDOT TO CO JURISDICTION CHG	at MEADOW RD	1.323	1.42	0.097	T-2			
Snohomish	90562	164TH ST SW	at MEADOW RD	at 164TH ST SW - NAME CHG	0	0.86	0.86	T-2			
Snohomish	90562	164TH ST SE	at 164TH ST SW - NAME CHG	at MILL CREEK CITY LIMITS	0.86	1.282	0.422	T-2			
Snohomish	91559	4TH AVE W	at 128TH ST SW	at 112TH ST SW	0	1.01	1.01	T-2	1,670	6,228,750	2019
Snohomish	91615	AIRPORT RD	at EVERETT CITY LIMITS	at EVERETT CITY LIMITS	0.51	1.095	0.585	T-1	2,866	11,453,000	2018
Snohomish	91616	AIRPORT RD	at SR 99	at E GIBSON RD	0	0.65	0.65	T-1			
Snohomish	91616	128TH ST SW	at E GIBSON RD	at 4TH AVE W	0.65	1.19	0.54	T-1			
Snohomish	91617	128TH ST SW	at 128TH ST SW	at I-5 SB ON/OFF RAMPS	0	0.16	0.16	T-1			
Snohomish	91627	BEVERLY PARK RD	at 128TH ST SW	at AIRPORT RD (EVERETT)	0	0.16	0.16	T-1			
Snohomish	91627	MARINE DR NE (WSDOT)	at SR 525 (MUKILTEO)	at AIRPORT RD (EVERETT)	0	1.34	1.34	T-2	2,106	8,163,750	2019
Snohomish	96829	MARINE DR NE	at I-5 SB ON/OFF RAMPS	at FRONTAGE RD	0.04	0.09	0.05	T-2			
Snohomish	96829	MARINE DR NE	at FRONTAGE RD	at 27TH AVE NE	0.09	0.58	0.49	T-2	1,479	4,523,250	2018
Snohomish	96857	84TH ST NE	at SR 9	at 163RD AVE NE	0	4.58	4.58	T-2	2,549	7,772,000	2019
Spokane	00049	Aero Rd	at I-90 Eastbound Ramps	at Westbow Rd	0	0.18	0.18	T-2			
Spokane	00091	Argonne Rd	at Bridge #4504 Over Spokane River & Millwood City Li	0.113 mi. after Bigelow Gulch Rd	0	2.563	2.563	T-1			
Spokane	00091	Argonne Rd	0.113 mi. after Bigelow Gulch Rd	at Stoneman Rd	2.563	5.04	2.477	T-2			
Spokane	00263	Bigelow Gulch Rd	at Havana St	at Argonne Rd	0	3.37	3.37	T-2			
Spokane	00481	Bruce Rd	at Stoneman Rd	at Day-Mt Spokane Rd	0	3.27	3.27	T-2			
Spokane	01376	Freya St	at Francis Av	211 ft. after Lincoln Rd	0	1.02	1.02	T-2			
Spokane	01464	Forker Rd	at Evergreen Rd	at Progress Rd	0	0.59	0.59	T-2			
Spokane	01574	Grove Rd	53 ft. after 40th Av	at Geiger Blvd	3.96	4.36	0.4	T-2			
Spokane	01764	Hawthorne Rd	at Nevada St	at Parksmith Dr	0	1.25	1.25	T-2			

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Spokane	01938	Hawthorne Rd	at Parksmith Dr	at Market St	0	0.31	0.31	T-2			
Spokane	03114	Market St	at Francis Av	at Parksmith Dr	0	3.14	3.14	T-1	3,460	10,380,000	2022
Spokane	03114	Market St	at Parksmith Dr	at SR-206 (Mt Spokane Park Dr)	3.14	5.16	2.02	T-2			
Spokane	03811	Parksmith Dr	at Hawthorne Rd	at Market St	0	0.7	0.7	T-2			
Thurston	13190	MARTIN WAY E	at CARPENTER RD SE	at LACEY CITY LIMITS	3.48	4.793	1.313	T-2	2,230	8,145,000	2017
Thurston	13190	MARTIN WAY E	at CITY LIMITS	at NISQUALLY CUT-OFF SE	6.083	7.289	1.206	T-2	1,726	6,103,750	2020
Thurston	13215	MAYTOWN RD SW	at CASE RD SW	at I-5 ON RAMP & SR 121	2.609	2.783	0.174	T-2	1,784	5,700,000	2020
Thurston	13290	MERIDIAN RD NE	at MARTIN WAY E	at LACEY CITY LIMITS	7.1	7.59	0.49	T-2	1,313	4,129,000	2020
Thurston	13755	OLD PACIFIC HWY SE	at DURGIN RD SE	at PIERCE COUNTY LINE & NISQUALLY RIVER	2.569	3.36	0.791	T-2	2,059	5,295,750	2020
Thurston	13765	OLD HWY 99 SW	at LEWIS COUNTY LINE	at SR 12	0	2.684	2.684	T-2	2,167	7,618,500	2020
Thurston	13765	OLD HWY 99 SW	at IVAN ST SW	at MELVILLE RD SE	3.14	8.037	4.897	T-2	2,088	6,609,000	2020
Thurston	13850	PACIFIC AVE SE	48 ft. NE of KINWOOD ST SE	at STEILACOOM RD SE	3.912	4.383	0.471	T-2	1,314	4,597,000	2020
Thurston	15725	YELM HWY SE	at CITY LIMITS	at PEDESTRIAN OVERPASS & LACEY CITY LIMITS	1.866	4.102	2.236	T-2	2,524	8,885,750	2020
Thurston	16175	196TH AVE SW	at BEG PVMT WIDTH CHNG	at ELDERBERRY ST SW	8.833	9.053	0.22	T-2			
Thurston	17010	93RD AVE SW	at LITTLEROCK RD SW	at BLOMBERG ST SW	10.96	12.02	1.06	T-2	1,299	4,779,500	2020
Whatcom	55110	HANNEGAN RD	at CITY LIMITS	at SR 544	1.71	8.07	6.36	T-2			
Yakima	20150	NACHES RD. S.	53 ft. North of CULV.#0469	106 ft. South of BR.#35 & NACHES C/L - EAST SIDE	9.51	9.82	0.31	T-2			
Yakima	30260	AHTANUM RD.	at YAKIMA C/L	158 ft. after 62ND AVE. S.	3.42	5.64	2.22	T-2	1,199	4,594,500	2022
Yakima	30260	AHTANUM RD.	53 ft. after 64TH AVE. S.	106 ft. before 90TH AVE. S.	5.73	7.37	1.64	T-2	1,199	4,594,500	2009
Yakima	40500	TERRACE HEIGHTS DR.	at BR.#213(BEGINNING OF BR.) & YAKIMA C/L	at KEYS RD.	0.36	0.84	0.48	T-2			
Yakima	50380	LATERAL A RD.	317 ft. South of HWY 97	at LUNDBERG RD	0.06	1.25	1.19	T-2	1,305	3,915,000	2021
Yakima	61120	YAKIMA VALLEY HIGHWAY	at END SUNNYSIDE C/L	at ALEXANDER RD. E.	30.29	30.99	0.7	T-2			

Table 3 shows T-1 and T-2 county truck freight corridors, created by combining shorter sections from County Road Administration Board (CRAB) database. The numbers displayed for truck volume and tonnage are the highest values for different sections of the same corridor. Empty cell indicates no data available from CRAB database for this corridor. The data year is the latest year in which the county collected traffic data for this corridor.

Table 4: Changes to FMSIB Strategic Truck Freight Corridors for County Roads, 2021 to 2023

County Road T-1 and T-2 Classification Changes, 2021-2023

County	2021 FGTS Miles			2023 FGTS Miles			Change in Miles		
	T-1	T-2	Total	T-1	T-2	Total	T-1	T-2	Total
Asotin	0.00	0.15	0.15	0.00	0.15	0.15	0.00	0.00	0.00
Clark	0.00	11.75	11.75	0.00	14.54	14.54	0.00	2.79	2.79
Cowlitz	0.00	0.20	0.20	0.00	0.87	0.87	0.00	0.67	0.67
Douglas	0.00	0.00	0.00	0.00	2.67	2.67	0.00	2.67	2.67
Franklin	0.00	4.06	4.06	0.00	0.00	0.00	0.00	-4.06	-4.06
Grant	0.00	10.19	10.19	0.00	10.35	10.35	0.00	0.16	0.16
King	0.45	30.74	31.19	0.45	31.40	31.85	0.00	0.66	0.66
Kitsap	0.00	2.39	2.39	0.00	2.65	2.65	0.00	0.26	0.26
Kittitas	0.00	1.45	1.45	0.00	0.82	0.82	0.00	-0.63	-0.63
Lewis	0.00	1.98	1.98	0.00	1.98	1.98	0.00	0.00	0.00
Mason	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.20	0.20
Pierce	5.90	50.99	56.89	12.24	45.54	57.78	6.34	-5.45	0.89
Skagit	0.00	3.87	3.87	0.00	3.87	3.87	0.00	0.00	0.00
Snohomish	1.94	10.43	12.37	1.94	10.98	12.92	0.00	0.55	0.55
Spokane	2.56	18.73	21.29	5.70	15.59	21.29	3.14	-3.14	0.00
Thurston	0.00	13.18	13.18	0.00	15.54	15.54	0.00	2.37	2.37
Whatcom	0.00	6.36	6.36	0.00	6.36	6.36	0.00	0.00	0.00
Yakima	0.00	2.68	2.68	0.00	6.54	6.54	0.00	3.86	3.86
Total	10.9	169.1	180.0	20.3	170.0	190.4	9.5	0.9	10.4

Strategic County Road Segments Added in 2023 (New Strategic Corridors)

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	2023 FGTS Class	Average Annual Daily Truck Volume	Comments
Clark	23230	NE 107TH AVE	at NE 88TH ST	106 ft. South of NE 88TH ST	0.47	0.49	0.02	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	106 ft. South of NE 88TH ST	158 ft. South of NE 88TH ST	0.49	0.5	0.01	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	158 ft. South of NE 88TH ST	211 ft. North of NE 86TH CIR	0.5	0.55	0.05	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	211 ft. North of NE 86TH CIR	at NE 86TH ST	0.55	0.63	0.08	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	at NE 86TH ST	at NE 84TH ST	0.63	0.71	0.08	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	at NE 84TH ST	158 ft. South of NE 81ST WAY	0.71	0.8	0.09	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	158 ft. South of NE 81ST WAY	at NE 81ST WAY	0.8	0.83	0.03	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	at NE 81ST WAY	at NE 81ST ST	0.83	0.85	0.02	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	at NE 81ST ST	106 ft. South of NE 81ST ST	0.85	0.87	0.02	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	106 ft. South of NE 81ST ST	at NE 80TH ST	0.87	0.9	0.03	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	at NE 80TH ST	158 ft. South of NE 80TH ST	0.9	0.93	0.03	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	158 ft. South of NE 80TH ST	211 ft. North of NE 78TH ST	0.93	0.95	0.02	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	211 ft. North of NE 78TH ST	158 ft. North of NE 78TH ST	0.95	0.96	0.01	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	158 ft. North of NE 78TH ST	at NE 78TH ST	0.96	0.99	0.03	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	at NE 78TH ST	106 ft. South of NE 78TH ST	0.99	1.01	0.02	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	106 ft. South of NE 78TH ST	158 ft. North of NE 76TH ST	1.01	1.04	0.03	T-3	T-2	2,194	
Clark	23230	NE 107TH AVE	158 ft. North of NE 76TH ST	at NE 76TH ST	1.04	1.07	0.03	T-3	T-2	2,194	
Clark	91250	NE ST JOHNS RD	at NE 88TH ST	211 ft. NE of NE 88TH ST	1.23	1.27	0.04	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	211 ft. NE of NE 88TH ST	264 ft. NE of NE 88TH ST	1.27	1.28	0.01	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	264 ft. NE of NE 88TH ST	0.100 mi. SW of NE 93RD ST	1.28	1.35	0.07	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	0.100 mi. SW of NE 93RD ST	370 ft. SW of NE 93RD ST	1.35	1.38	0.03	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	370 ft. SW of NE 93RD ST	211 ft. SW of NE 93RD ST	1.38	1.41	0.03	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	211 ft. SW of NE 93RD ST	at NE 93RD ST	1.41	1.45	0.04	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	at NE 93RD ST	264 ft. NE of NE 93RD ST	1.45	1.5	0.05	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	264 ft. NE of NE 93RD ST	158 ft. SW of NE 50TH AVE	1.5	1.54	0.04	T-3	T-2	2,001	
Clark	91250	NE ST JOHNS RD	158 ft. SW of NE 50TH AVE	at NE 50TH AVE	1.54	1.57	0.03	T-3	T-2	2,001	
Clark	91250	NE 72ND AVE	at NE 72ND AVE	53 ft. North of NE 72ND AVE	2.93	2.94	0.01	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	53 ft. North of NE 72ND AVE	211 ft. North of NE 72ND AVE	2.94	2.97	0.03	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	211 ft. North of NE 72ND AVE	370 ft. North of NE 72ND AVE	2.97	3	0.03	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	370 ft. North of NE 72ND AVE	475 ft. North of NE 72ND AVE	3	3.02	0.02	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	475 ft. North of NE 72ND AVE	0.120 mi. North of NE 72ND AVE	3.02	3.05	0.03	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	0.120 mi. North of NE 72ND AVE	422 ft. South of NE 119TH ST	3.05	3.18	0.13	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	422 ft. South of NE 119TH ST	370 ft. South of NE 119TH ST	3.18	3.19	0.01	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	370 ft. South of NE 119TH ST	211 ft. South of NE 119TH ST	3.19	3.22	0.03	T-3	T-2	3,169	
Clark	91250	NE 72ND AVE	211 ft. South of NE 119TH ST	at NE 119TH ST	3.22	3.26	0.04	T-3	T-2	3,169	
Clark	91300	NE 76TH ST	at NE 107TH AVE	211 ft. West of LOWES ENTRANCE	8.97	9.34	0.37	T-3	T-2	1,091	
Clark	91300	NE 76TH ST	211 ft. West of LOWES ENTRANCE	at LOWES ENTRANCE	9.34	9.38	0.04	T-3	T-2	1,091	
Clark	91300	NE 76TH ST	ENTRANCE	at NE 76TH ST	9.38	9.49	0.11	T-3	T-2	1,091	
Clark	92190	NE 72ND AVE	at NE 109TH ST	at NE 110TH ST	6.82	6.9	0.08	T-3	T-2	1,588	
Clark	92190	NE 72ND AVE	at NE 110TH ST	317 ft. North of NE 110TH ST	6.9	6.96	0.06	T-3	T-2	1,588	
Clark	92190	NE 72ND AVE	317 ft. North of NE 110TH ST	at NE 72ND AVE	6.96	7.03	0.07	T-3	T-2	1,588	
Clark	95050	NE WARD RD	at NE 162ND AVE	211 ft. NE of NE 162ND AVE	1.16	1.2	0.04	T-3	T-2	1,979	
Clark	95050	NE WARD RD	211 ft. NE of NE 162ND AVE	211 ft. SW of NE 162ND AVE	1.2	1.22	0.02	T-3	T-2	1,979	
Clark	95050	NE WARD RD	211 ft. SW of NE 162ND AVE	53 ft. SW of NE 162ND AVE	1.22	1.25	0.03	T-3	T-2	1,979	

Note: county road segments listed in table 4 are the original short sections from County Road Administration Board's database.

Table 4: Changes to FMSIB Strategic Freight Corridors for County Roads, 2021 to 2023

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	2023 FGTS Class	Average Annual Daily	Comments
										Truck Volume	
Clark	95050	NE WARD RD	53 ft. SW of NE 162ND AVE	at NE 162ND AVE	1.25	1.26	0.01	T-3	T-2	1,979	
Clark	95050	NE WARD RD	at NE 162ND AVE	53 ft. NE of NE 162ND AVE	1.26	1.27	0.01	T-3	T-2	1,574	
Clark	95050	NE WARD RD	53 ft. NE of NE 162ND AVE	264 ft. NE of NE 162ND AVE	1.27	1.31	0.04	T-3	T-2	1,574	
Clark	95050	NE WARD RD	264 ft. NE of NE 162ND AVE	317 ft. NE of NE 162ND AVE	1.31	1.32	0.01	T-3	T-2	1,574	
Clark	95050	NE WARD RD	317 ft. NE of NE 162ND AVE	158 ft. SW of NE 88TH ST (UAB)	1.32	1.35	0.03	T-3	T-2	1,574	
Clark	95050	NE WARD RD	158 ft. SW of NE 88TH ST (UAB)	106 ft. SW of NE 88TH ST (UAB)	1.35	1.36	0.01	T-3	T-2	1,574	
Clark	95050	NE WARD RD	106 ft. SW of NE 88TH ST (UAB)	53 ft. SW of NE 88TH ST (UAB)	1.36	1.37	0.01	T-3	T-2	1,574	
Clark	95050	NE WARD RD	53 ft. SW of NE 88TH ST (UAB)	at NE 88TH ST (UAB)	1.37	1.38	0.01	T-3	T-2	1,574	
Clark	95050	NE WARD RD	at NE 88TH ST (UAB)	211 ft. NE of NE 88TH ST (UAB)	1.38	1.42	0.04	T-3	T-2	2,040	
Clark	95050	NE WARD RD	211 ft. NE of NE 88TH ST (UAB)	317 ft. NE of NE 88TH ST (UAB)	1.42	1.44	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	317 ft. NE of NE 88TH ST (UAB)	0.100 mi. NE of NE 88TH ST (UAB)	1.44	1.48	0.04	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.100 mi. NE of NE 88TH ST (UAB)	0.170 mi. NE of NE 88TH ST (UAB)	1.48	1.55	0.07	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.170 mi. NE of NE 88TH ST (UAB)	0.190 mi. NE of NE 88TH ST (UAB)	1.55	1.57	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.190 mi. NE of NE 88TH ST (UAB)	0.180 mi. SW of NE 93RD WAY	1.57	1.58	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.180 mi. SW of NE 93RD WAY	0.160 mi. SW of NE 93RD WAY	1.58	1.6	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.160 mi. SW of NE 93RD WAY	0.130 mi. SW of NE 93RD WAY	1.6	1.63	0.03	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.130 mi. SW of NE 93RD WAY	0.120 mi. SW of NE 93RD WAY	1.63	1.64	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.120 mi. SW of NE 93RD WAY	0.110 mi. SW of NE 93RD WAY	1.64	1.65	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.110 mi. SW of NE 93RD WAY	0.100 mi. SW of NE 93RD WAY	1.65	1.66	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	0.100 mi. SW of NE 93RD WAY	53 ft. NE of NE 93RD WAY	1.66	1.77	0.11	T-3	T-2	2,040	
Clark	95050	NE WARD RD	53 ft. NE of NE 93RD WAY	211 ft. NE of NE 93RD WAY	1.77	1.8	0.03	T-3	T-2	2,040	
Clark	95050	NE WARD RD	211 ft. NE of NE 93RD WAY	264 ft. NE of NE 93RD WAY	1.8	1.81	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	264 ft. NE of NE 93RD WAY	370 ft. NE of NE 93RD WAY	1.81	1.83	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	370 ft. NE of NE 93RD WAY	475 ft. NE of NE 93RD WAY	1.83	1.85	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	475 ft. NE of NE 93RD WAY	422 ft. SW of NE 172ND AVE	1.85	1.87	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	422 ft. SW of NE 172ND AVE	370 ft. SW of NE 172ND AVE	1.87	1.88	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	370 ft. SW of NE 172ND AVE	317 ft. SW of NE 172ND AVE	1.88	1.89	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	317 ft. SW of NE 172ND AVE	211 ft. SW of NE 172ND AVE	1.89	1.91	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	211 ft. SW of NE 172ND AVE	158 ft. SW of NE 172ND AVE	1.91	1.92	0.01	T-3	T-2	2,040	
Clark	95050	NE WARD RD	158 ft. SW of NE 172ND AVE	53 ft. SW of NE 172ND AVE	1.92	1.94	0.02	T-3	T-2	2,040	
Clark	95050	NE WARD RD	53 ft. SW of NE 172ND AVE	at NE 172ND AVE	1.94	1.95	0.01	T-3	T-2	2,040	
Cowlitz	10310	FIBRE WAY	at EAST MILL ROAD - PORT	DEGREE CURVE LEFT	0.5	0.91	0.41	T-3	T-2	1,032	
Cowlitz	10310	FIBRE WAY	211 ft. SE of 45 DEGREE CURVE LEFT	at LONGVIEW FIBRE & PRIVATE ROAD	0.91	1.17	0.26	T-3	T-2	1,032	
Douglas	93130	GRANT RD	at S KENTUCKY	264 ft. West of S LEE CT	1.37	1.44	0.07	T-3	T-2	1,586	
Douglas	93130	GRANT RD	264 ft. West of S LEE CT	at S LEE CT	1.44	1.49	0.05	T-3	T-2	1,586	
Douglas	93130	GRANT RD	at S LEE CT	11 ft. West of N LYLE AV	1.49	1.608	0.118	T-3	T-2	1,586	
Douglas	93130	GRANT RD	11 ft. West of N LYLE AV	at N LYLE AV	1.608	1.61	0.002	T-3	T-2	1,586	
Douglas	93130	GRANT RD	at N LYLE AV	at S MANDOLIN AVE	1.61	1.72	0.11	T-3	T-2	1,586	
Douglas	93130	GRANT RD	at S MANDOLIN AVE	37 ft. East of S. MARY AVE	1.72	1.837	0.117	T-3	T-2	1,586	
Douglas	93130	GRANT RD	37 ft. East of S. MARY AVE	at N MARY AV	1.837	1.85	0.013	T-3	T-2	1,586	
Douglas	93130	GRANT RD	at N MARY AV	at N NEVADA AV	1.85	2.1	0.25	T-3	T-2	1,586	
Douglas	93130	GRANT RD	at N NEVADA AV	at S NILE AV	2.1	2.35	0.25	T-3	T-2	1,586	
Douglas	93130	GRANT RD	at S NILE AV	at N PERRY AV	2.35	2.6	0.25	T-3	T-2	1,018	
Douglas	93130	GRANT RD	at N PERRY AV	at N QUINCY AV	2.6	2.84	0.24	T-3	T-2	1,018	
Douglas	93130	GRANT RD	at N QUINCY AV	at S. Union Ave.	2.84	2.97	0.13	T-3	T-2	1,018	
Douglas	93130	GRANT RD	at S. Union Ave.	at N STARK AV	2.97	3.2	0.23	T-3	T-2	1,018	
Douglas	93130	GRANT RD	at N STARK AV	at N. Union Ave.	3.2	3.32	0.12	T-3	T-2	1,018	

Note: county road segments listed in table 4 are the original short sections from County Road Administration Board's database.

Table 4: Changes to FMSIB Strategic Freight Corridors for County Roads, 2021 to 2023

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	2023 FGTS Class	Average Annual Daily Truck Volume	Comments
Douglas	93130	GRANT RD	at N. Union Ave.	0.260 mi. East of N. Union Ave.	3.32	3.58	0.26	T-3	T-2	1,018	
Douglas	93130	GRANT RD	0.260 mi. East of N. Union Ave.	at Urban Industrial Avenue	3.58	4.03	0.45	T-3	T-2	1,018	
Douglas	93130	GRANT RD	at Urban Industrial Avenue	26 ft. East of Urban Industrial Avenue	4.03	4.035	0.005	T-3	T-2	1,018	
Kittitas	54690	GLADMAR RD	at THORP HWY NORTH	0.130 mi. East of THORP HWY NORTH	0	0.13	0.13	T-3	T-2	1,234	
Kittitas	54690	GLADMAR RD	0.130 mi. East of THORP HWY NORTH	at WADE RD	0.13	0.32	0.19	T-3	T-2	1,234	
Mason	86750	CLIFTON LN	at SR 3	at OLD BELFAIR HWY	0	0.2	0.2	T-3	T-2	3,452	
Pierce	95550	CANYON RD E	at 196 ST E	0.120 mi. North of 200 ST E	12.01	12.17	0.16	T-3	T-2		Adjacent Land Use and Connectors Support Upgrade
Pierce	95550	CANYON RD E	0.120 mi. North of 200 ST E	at 200 ST E	12.17	12.29	0.12	T-3	T-2		Adjacent Land Use and Connectors Support Upgrade
Thurston	17010	93RD AVE SW	at LITTLE ROCK RD SW	at PVMT WIDTH CHNG	10.96	10.997	0.037	T-3	T-2	1,299	
Thurston	17010	93RD AVE SW	at PVMT WIDTH CHNG	at PVMT CHNG BST	10.997	11.06	0.063	T-3	T-2	1,299	
Thurston	17010	93RD AVE SW	at PVMT CHNG BST	at JONES RD SW	11.06	11.519	0.459	T-3	T-2	1,299	
Thurston	17010	93RD AVE SW	at JONES RD SW	at BLOMBERG ST SW	11.519	12.02	0.501	T-3	T-2	1,299	
Thurston	13215	MAYTOWN RD SW	at CASE RD SW	at BNSF RR NORTH R/W	2.609	2.743	0.134	T-3	T-2	1,784	
Thurston	13215	MAYTOWN RD SW	at BNSF RR NORTH R/W	at I-5 ON RAMP & SR 121	2.743	2.783	0.04	T-3	T-2	1,784	
Thurston	13290	MERIDIAN RD NE	at MARTIN WAY E	at END SIDEWALK ON LEFT	7.1	7.183	0.083	T-3	T-2	1,313	
Thurston	13290	MERIDIAN RD NE	at END SIDEWALK ON LEFT	at QUINAULT DR NE	7.183	7.244	0.061	T-3	T-2	1,313	
Thurston	13290	MERIDIAN RD NE	at QUINAULT DR NE	at END SIDEWALK RIGHT	7.244	7.315	0.071	T-3	T-2	1,313	
Thurston	13290	MERIDIAN RD NE	at END SIDEWALK RIGHT	at BEG STATE R/W-TURNBACK LINE	7.315	7.406	0.091	T-3	T-2	1,313	
Thurston	13290	MERIDIAN RD NE	at BEG STATE R/W-TURNBACK LINE	at END I-5 BRIDGE	7.406	7.477	0.071	T-3	T-2	1,313	
Thurston	13290	MERIDIAN RD NE	at END I-5 BRIDGE	at END STATE R/W-TURNBACK LINE	7.477	7.493	0.016	T-3	T-2	1,313	
Thurston	13290	MERIDIAN RD NE	at END STATE R/W-TURNBACK LINE	at LACEY CITY LIMITS	7.493	7.59	0.097	T-3	T-2	1,313	
Thurston	13765	OLD HWY 99 SW	at TILLEY RD S	at VIOLET PRAIRIE RD SE	7.012	7.744	0.732	T-3	T-2	1,997	
Thurston	13765	OLD HWY 99 SW	at VIOLET PRAIRIE RD SE	at MELVILLE RD SE	7.744	8.037	0.293	T-3	T-2	1,997	
Yakima	30260	AHTANUM RD.	at YAKIMA C/L	at 34TH AVE. S.	3.42	3.82	0.4	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	at 34TH AVE. S.	53 ft. after 38TH AVE. S.	3.82	4.08	0.26	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	53 ft. after 38TH AVE. S.	106 ft. before 42ND AVE. S.	4.08	4.31	0.23	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	106 ft. before 42ND AVE. S.	at 42ND AVE. S.	4.31	4.33	0.02	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	at 42ND AVE. S.	422 ft. after 42ND AVE. S.	4.33	4.41	0.08	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	422 ft. after 42ND AVE. S.	264 ft. before 52ND AVE. S.	4.41	4.9	0.49	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	264 ft. before 52ND AVE. S.	422 ft. after 53RD AVE. S.	4.9	5.13	0.23	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	422 ft. after 53RD AVE. S.	317 ft. before 62ND AVE. S.	5.13	5.55	0.42	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	317 ft. before 62ND AVE. S.	158 ft. after 62ND AVE. S.	5.55	5.64	0.09	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	53 ft. after 64TH AVE. S.	317 ft. before 66TH AVE. S.	5.73	5.8	0.07	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	317 ft. before 66TH AVE. S.	at 66TH AVE. S.	5.8	5.86	0.06	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	at 66TH AVE. S.	at 86TH AVE. S.	5.86	7.14	1.28	T-3	T-2	1,199	
Yakima	30260	AHTANUM RD.	at 86TH AVE. S.	106 ft. before 90TH AVE. S.	7.14	7.37	0.23	T-3	T-2	1,199	
Total New Miles							13.5				

Note: county road segments listed in table 4 are the original short sections from County Road Administration Board's database.

Strategic County Road Segments Removed in 2023

County	Road Number	Road Name	Start Location	End Location	Begin MP	End MP	Length (miles)	2021 FGTS Class	2023 FGTS Class	Average Annual Daily Truck Volume	Comments
Clark	91300	NE 78TH ST	0.130 mi. East of NE MEADOWS DR	106 ft. East of NE 88TH AVE	7.84	8.04	0.2	T-2	T-3	124	T-2 to T-3
Clark	91300	NE 76TH ST	at NE 100TH AVE	106 ft. East of NE 103RD AVE	8.61	8.78	0.17	T-2	T-3	125	T-2 to T-3
Franklin	09010	GLADE NORTH ROAD	at CLARK ROAD	1.000 mi. NW of CLARK ROAD	1.95	2.95	1	T-2	T-3	1,246	T-2 to T-3
Franklin	09010	GLADE NORTH ROAD	0.750 mi. NE of SELPH LANDING ROAD	0.310 mi. South of SAGEMOOR ROAD WEST	4.75	7.81	3.06	T-2	T-3	1,273	T-2 to T-3
Kittitas	93526	REECER CREEK RD	at DRY CREEK RD	317 ft. North of TRAIL VIEW LN	0.312	0.56	0.248	T-2	T-3	880	T-2 to T-3
Kittitas	93526	REECER CREEK RD	317 ft. North of TRAIL VIEW LN	at .08 MI N JOHN WAYNE TRAIL	0.56	0.64	0.08	T-2	T-3	880	T-2 to T-3
Kittitas	93526	REECER CREEK RD	at .08 MI N JOHN WAYNE TRAIL	at BENDER RD	0.64	0.76	0.12	T-2	T-3	880	T-2 to T-3
Kittitas	93526	REECER CREEK RD	at BENDER RD	53 ft. North of W BOWERS RD	0.76	1.26	0.5	T-2	T-3		T-2 to T-3
Spokane	01574	Grove Rd	at Thorpe Rd	106 ft. after Thorpe Rd	3.72	3.74	0.02	T-2	T-3		T-2 to T-3
Spokane	01574	Grove Rd	106 ft. after Thorpe Rd	53 ft. after 40th Av	3.74	3.96	0.22	T-2	T-3		T-2 to T-3
Total Miles Removed							5.6				

Note: county road segments listed in table 4 are the original short sections from County Road Administration Board's database.

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Benton	Benton City	1st St	South C/L	I-82	T-1	5,029	12,123,500	2021
Benton	Kennewick	E Columbia Dr	N Washington St	SR 397	T-2	2,297	5,946,250	2021
Benton	Kennewick	W Columbia Dr	SR 240	N Washington St	T-2	2,714	6,976,000	2021
Benton	Kennewick	N Columbia Center Blvd	W Clearwater Ave	Richland C/L	T-1	3,210	10,022,250	2021
Benton	Kennewick	N Edison St	W Clearwater Ave	SR 240	T-2	2,979	7,188,750	2021
Benton	Kennewick	Steptoe St	City Limits	Clearwater	T-2	2,334	5,208,000	2021
Benton	Kennewick	W Clearwater Ave	Badger Rd	US 395	T-2	2,211	4,973,250	2021
Benton	Kennewick	W. 10th Ave	US 395	S. Ely St.	T-2	1,741	4,247,833	2022
Benton	Kennewick	W. 27th Ave	S. Olson St	S. Quillian St	T-2	2,453	5,276,417	2021
Benton	Richland	W Duportail St	Keene Rd	City View Dr	T-2	2,537	9,133,000	2020
Benton	Richland	Gage Blvd	Keene Rd	Steptoe St	T-2	2,567	5,431,000	2021
Benton	Richland	Keene Rd	West Richland C/L	Gage Blvd	T-2	3,204	7,366,500	2021
Benton	Richland	Stevens Dr	Jadwin Ave / SR 240	HornRapids Rd	T-2	2,508	9,698,250	2021
Benton	Richland	Leslie Rd	W Clearwater Ave	Columbia Park Trail	T-2	2,025	4,313,250	2021
Benton	Richland	N Columbia Center Blvd	Kennewick C/L	SR 240	T-1	4,282	11,700,500	2021
Benton	Richland	Queensgate Dr	W Duportail St	Keene Rd	T-2	2,727	5,985,000	2022
Benton	Richland	Steptoe	Gage Blvd	City Limits	T-2	2,355	5,196,000	2021
Benton	West Richland	Keene Rd	Bombing Range Rd	Kennedy Rd	T-2	1,922	4,253,500	2020
Clallam	Port Angeles	Eighth St	Race St	C St	T-2			
Clallam	Port Angeles	First St	Marine Dr	US 101 (Lincoln St)	T-2			
Clallam	Port Angeles	Front St	(Lincoln St)	Marine Dr	T-2			
Clallam	Port Angeles	Marine Dr	First St / Front St	Ediz Hook Rd at McKinley Paper Mill	T-2			
Clallam	Port Angeles	Race St	US 101 (Front St)	Eighth St	T-2			
Clark	Battle Ground	SE Eaton Blvd	S Parkway Ave	SE Grace Ave	T-2	1,255	7,626,500	2017
Clark	Battle Ground	SW Eaton Blvd	SR 503	S Parkway Ave	T-2	1,671	10,114,500	2017
Clark	Vancouver	E Fourth Plain Blvd	Main St	I-5	T-2	1,907	7,647,000	
Clark	Vancouver	SE Mill Plain Blvd	I-205	SE Chkalov Dr	T-2	2,399	9,167,500	2019
Clark	Vancouver	E/NE Fourth Plain Blvd	I-5	NE Andresen Rd	T-2	1,150	4,012,250	
Clark	Vancouver	Fruit Valley Rd	W Fourth Plain Blvd	North C/L	T-2	1,135	4,295,000	
Clark	Vancouver	NE 137th Ave	NE Fourth Plain Blvd	NE 71st St	T-2	1,681	4,095,500	2022
Clark	Vancouver	NE 162nd Ave	NE 164th St	SR 500/NE Fourth Plain Rd	T-2	3,149	10,789,000	
Clark	Vancouver	NE 164th Ave	SE 1st St	NE 162nd Ave	T-2			
Clark	Vancouver	NE Andresen Rd	NE 18th St	NE Fourth Plain Blvd	T-1	3,386	10,448,500	2022
Clark	Vancouver	NE Andresen Rd	NE Fourth Plain Blvd	NE Padden Pkwy	T-1	3,063	12,636,375	2022

Note: an empty value in the truck volume and tonnage fields indicates no data reported by cities or the associated regional transportation planning organization for this route in 2023

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Clark	Vancouver	NE Andresen Rd	NE Padden Pkwy	C/L near I-205	T-2	1,569	5,088,750	
Clark	Vancouver	NE Fourth Plain Blvd	C/L East of NE 102nd Ave	SR 500/NE 117th Ave	T-2	1,447	4,646,750	
Clark	Vancouver	NE Fourth Plain Blvd	SR 500/NE 117th Ave	SR 500/NE 162nd Ave	T-2	2,194	5,895,500	2019
Clark	Vancouver	NE Gher Rd/NE Covington Rd	SR 500	North C/L	T-2			
Clark	Vancouver	NE Padden Pkwy	W C/L	NE Andresen Rd	T-2			
Clark	Vancouver	NE Padden Pkwy	NE Andresen Rd	I-205 (E C/L)	T-2	3,541	9,449,000	2019
Clark	Vancouver	NE St James Rd	NE Arnold Rd	NE Minnehaha St	T-2	1,190	4,038,250	
Clark	Vancouver	NE St James Rd	NE Minnehaha St	NE St Johns Rd	T-2	1,311	3,398,250	
Clark	Vancouver	NE St Johns Rd	NE 65th St	North C/L	T-2			
Clark	Vancouver	NE St Johns Rd	SR 500	NE Minnehaha St	T-2	1,190	4,038,250	
Clark	Vancouver	NE St. Johns Rd	NE Minnehaha St	NE 65th St	T-2			
Clark	Vancouver	SE 164th Ave	SR 14	SE 1st St	T-2			
Clark	Vancouver	SE 192nd Ave	SR 14	SE 1st St	T-2	2,047	6,677,000	2019
Clark	Vancouver	SE Columbia Way	W 5th St	SE Marine Park Way	T-2			
Clark	Vancouver	SE Mill Plain Blvd	SE Chkalov Dr	SE 164th Ave	T-2			
Clark	Vancouver	W Fourth Plain Blvd	SR 501	Main St	T-2	1,646	6,102,375	
Cowlitz	Kelso	Talley Way	SR 432	Colorado St	T-2			
Cowlitz	Kelso	Allen St	SR 411 (1st Ave)	SR 4 (N 4th Ave)	T-2			
Cowlitz	Longview	Fibre Way	SR 432 (Industrial Way)	City Limits	T-2			
Douglas	East Wenatchee	Grant Rd	SR 28	East C/L	T-2			
Franklin	Pasco	Ainsworth Ave And Dock St	SR 397	Sacajawea Park Rd	T-2	2,025	6,390,000	2021
Franklin	Pasco	Broadmoor Blvd	I-182	Harris Rd	T-2	2,852	6,968,500	2021
Franklin	Pasco	N 4th Ave	I-182/US 12/US 395	North C/L	T-2	1,288	4,738,250	2021
Franklin	Pasco	Road 68 N	I-182/US 12	North C/L	T-2	2,158	4,914,500	2021
Grant	Moses Lake	Stratford Rd	Alder St	SR 17	T-2			
Grant	Moses Lake	Wheeler Rd	SR 17	Rd N-NE	T-2			
Grant	Warden	County Rd	SR 170	Weir Way	T-2			
Grant	Warden	Rd U SE	Weir Way	Rd 7.5 SE (North C/L)	T-2			
King	Algona	West Valley Hwy	South C/L	North C/L	T-2			
King	Auburn	W Main St	West Valley Hwy	Lund Rd	T-2	1,929	4,906,500	2022
King	Auburn	West Valley Hwy N	15th St NW	North C/L	T-2	1,684	6,086,000	2022
King	Auburn	15th St NW	West Valley Hwy N	A St NE	T-1	3,060	10,217,250	2022
King	Auburn	East Valley Hwy E	Pierce-King County Line	Lakeland Hills Way SE	T-2	1,542	4,366,500	2022

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Auburn	Auburn Way N	E Main St	8th St NE	T-2	1,607	4,613,500	2022
King	Auburn	Auburn Black Diamond Rd	R St SE	C/L Near SR 18	T-2	1,678	4,249,250	2022
King	Auburn	C St NW	6th St NW	15th St NW	T-2	1,306	4,425,500	2022
King	Auburn	S 277th St	Auburn Way N	Kent C/L	T-2	2,306	7,361,500	2022
King	Auburn	Ellingson Rd SW	C St SW	A St SE	T-1			
King	Auburn	15th St NE	A St NE	D St NE	T-2	1,562	4,363,750	2022
King	Auburn	15th St NE	D St NE	Auburn Way N	T-2	1,594	4,205,000	2022
King	Auburn	15th St SW	West Valley Hwy S	SR 167	T-2	1,833	6,467,250	2022
King	Auburn	15th St SW	SR 167	O St SW	T-2	1,833	6,467,250	2022
King	Auburn	15th St SW	Industry Dr SW	C St SW	T-2	1,639	6,583,250	2022
King	Auburn	R St SE/Kersey Way	(Private)/37th Way SE	Oravetz Rd SE	T-2	1,396	4,567,250	2022
King	Auburn	A St SE	41st St SE	29th St SE	T-2	1,948	5,133,500	2022
King	Auburn	A St SE	29th St SE	17th St SE	T-2	1,785	4,335,000	2022
King	Auburn	A St SE	17th St SE	6th St SE	T-2	1,720	4,270,250	2022
King	Auburn	A St SE	6th St SE	E Main St	T-2	2,030	5,104,000	2022
King	Auburn	C St SW	15th St SW	W Main St	T-2	1,410	5,301,750	2022
King	Auburn	C St NW	W Main St	6th St NW	T-2	2,031	7,441,500	2022
King	Auburn	S Peasley Canyon Rd	C/L east of Peasley Canyon Way S	West Valley Hwy S	T-2			
King	Auburn	S 277th St	Frontage Rd NW	D St NW	T-2	2,567	8,842,000	2022
King	Auburn	S 277th St	D St NW	Auburn Way N	T-2	2,567	8,842,000	2022
King	Auburn	West Valley Hwy S	Peasley Canyon Rd	W Main St	T-2	1,235	4,256,500	2022
King	Auburn	West Valley Hwy S	South C/L	Peasley Canyon Rd	T-2	2,509	7,749,500	2022
King	Bellevue	120th Ave NE	NE 8th St	Northup Way	T-2			
King	Bellevue	Coal Creek Pkwy	I-405	Factoria Blvd SE	T-2			
King	Bellevue	Coal Creek Pkwy	Factoria Blvd SE	Newcastle C/L	T-2			
King	Bellevue	NE 20th St	Northup Way	148th Ave NE	T-2			
King	Bellevue	NE 8th St	112th Ave NE	120th Ave NE	T-2			
King	Bothell	Bothell Way NE	SR 522	Snohomish County line	T-2	3,098	6,553,750	2022
King	Bothell	NE 195 St	I-405	120 Ave NE	T-2	2,773	6,920,750	2022
King	Burien	16th Ave SW	SW 112th St (C/L)	SW 116th St	T-2			
King	Burien	Ambaum Blvd SW	SW 116th St	SW 128th St	T-2			
King	Burien	Ambaum Blvd SW	SW 128th St	SW 156th St	T-2			
King	Burien	SW Ambaum Blvd	SW 156th St	SW 156th St at west of 6th Ave SE	T-2			
King	Burien	SW 156th St/S 156th St	Ambaum Blvd SW	Des Moines Memorial Dr S	T-2			
King	Des Moines	S 216th St	SR 99	24th Ave S	T-2			
King	Des Moines	24th Ave S	S 216th St	S 208th St (C/L)	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Issaquah	17th Ave NW/NW Sammamish Rd	East Lake Sammamish Pkwy	SR 900	T-2			
King	Issaquah	East Lake Sammamish Pkwy	I-90	SE Issaquah-Fall City Rd	T-1			
King	Kent	76th Ave S	S 212th St	S 228th St	T-2			
King	Kent	64th Ave South	S 228th St	S 216th St	T-2	1,273	4,706,000	2023
King	Kent	68th Ave S/ West Valley Highway S	SR 516 (W Willis St)	S 277th St	T-2	1,604	5,377,000	2023
King	Kent	80th Ave S	SW 43rd St (C/L)	S 196th St	T-2	924	3,675,000	2023
King	Kent	Central Ave S	South C/L	SE 259th St	T-2	2,265	6,100,500	2023
King	Kent	Central Ave S	SE 259th St	SR 516 (W Willis St)	T-2	1,952	5,150,500	2023
King	Kent	Central Ave N	SR 516 (E Smith St)	E James St	T-2	1,881	5,841,000	2023
King	Kent	Central Ave N/84th Ave S	E James St	SR 167	T-2	2,568	7,244,250	2023
King	Kent	84th Ave S	SR 167	S 212th St	T-1			
King	Kent	84th Ave S	S 212th St	S 196th St	T-1	4,103	14,317,000	2023
King	Kent	84th Ave S / East Valley Hwy	South 196th St	SW 43rd St (Renton C/L)	T-2	2,128	6,992,000	2023
King	Kent	W James St	4th Ave N	Central Ave N	T-2			
King	Kent	Military Rd S	SR 516 (Kent-Des Moines Rd)	Veterans Dr	T-2	2,164	8,551,250	2023
King	Kent	S 272nd St	West Side On/OffRamp for I-5 SB	East Side I-5 Ramps (C/L)	T-2			
King	Kent	Russell Rd S/S 196th St	Green River (C/L)	62nd Ave S	T-2	2,159	7,661,500	2023
King	Kent	S 196th St	62nd Ave S	SR 181 (68th Ave S/ West Valley Hwy)	T-2	2,163	7,728,000	2023
King	Kent	S 196th St	SR 181 (68th Ave S/ West Valley Hwy)	80th Ave S	T-1			
King	Kent	S 196th St	80th Ave S	East Valley Hwy	T-2	2,340	8,244,000	2023
King	Kent	Veteran's Dr	Military Rd S	Riverview Blvd S	T-2	1,918	7,823,000	2023
King	Kent	Veterans Dr	Riverview Blvd S	Russell Rd S	T-2	1,965	7,863,000	2023
King	Kent	S 228th St	Russell Rd	64th Ave S	T-2	1,795	6,875,000	2023
King	Kent	S 228th St	64th Ave S	SR 181 (68th Ave S/West Valley Hwy)	T-2	2,088	8,532,000	2023
King	Kent	S 228th St/ 83rd Ave S/S 224th St	SR 181 (68th Ave S)	84th Ave S/East Valley Hwy	T-2	2,087	7,409,500	2023
King	Kent	S 212th St	42nd Ave S	Green River Bridge	T-1	2,252	8,545,000	2023
King	Kent	S 212th St	Green River Bridge	SR 181 (68th Ave S)	T-1	2,983	10,770,500	2023
King	Kent	S 212th St	SR 181 (68th Ave S)	76th Ave S	T-1	3,268	11,252,000	2023
King	Kent	S 212th St	76th Ave S	84th Ave S/East Valley Hwy	T-1	2,599	10,050,500	2023

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Kent	S 212th St	84th Ave South/East Valley Highway SR-167 Northbound	SR 167 Northbound Ramps	T-1	2,990	10,376,500	2023
King	Kent	S 212th Way	Ramps	96th Ave S	T-2	1,632	4,119,000	2023
King	Kent	S 208th St	96th Ave S	100th Ave SE	T-2	2,018	4,972,000	2023
King	Kent	SE 208th St	100th Ave SE	SR 515 (108th Ave SE)	T-2	2,111	5,173,750	2023
King	Kirkland	100th Ave NE	98th Ave NE	NE145th St (Bothell C/L)	T-2	1,435	4,190,750	2022
King	Kirkland	NE 85th St	I-405	132nd Ave NE (Redmond C/L)	T-2	2,235	6,738,000	2022
King	Kirkland	Juanita Dr NE/NE Juanita Dr.	NE 143rd St (Kenmore C/L)	98th Ave NE	T-2	994	3,106,250	2022
King	Kirkland	NE 116th St	I-405	124th Ave NE	T-2	1,823	6,710,500	2022
King	Kirkland	NE 124th St	I-405	C/L Near Willows Rd NE	T-2	2,636	8,831,500	2022
King	Newcastle	Coal Creek Pkwy SE	North C/L	SE Newcastle Way	T-1	4,647	10,005,071	2023
King	Newcastle	Coal Creek Pkwy SE	Newcastle Way	South C/L	T-2	4,594	9,742,500	2023
King	Pacific	West Valley Highway	Pierce County Line	North C/L	T-2			
King	Redmond	148th Ave NE	South C/L	SR 520	T-2	2,548	6,627,232	2022
King	Redmond	148th Ave NE	Redmond Way	Willows Rd	T-2	1,570	4,326,892	2023
King	Redmond	West Lake Sammamish Pkwy NE	Leary Way NE	Redmond Way	T-2	2,304	6,210,268	2022
King	Redmond	Avondale Rd	Rd	North C/L	T-1	3,856	15,998,400	2022
King	Redmond	NE Union Hill Rd	Avondale Rd NE	East C/L	T-2	3,230	8,259,196	2022
King	Redmond	Redmond Way	132nd Ave NE (Kirkland C/L)	West Lake Sammamish Pkwy NE	T-2	2,346	7,191,868	2022
King	Renton	140th Way SE	South C/L	SR 169 (Renton-Maple Valley Rd)	T-2			
King	Renton	Factory PI N	N 4th St	N 3rd St	T-2			
King	Renton	Southport Dr N	Park Ave N	I-405	T-2			
King	Renton	SE Petrovitsky Rd (SE 176th St)	SR 515 (108th Ave SE)	116th Ave SE	T-1			
King	Renton	SE Petrovitsky Rd	116th Ave SE	134th Ave SE (C/L)	T-1			
King	Renton	S 7th St	SR 167 (Rainier Ave S)	Talbot Rd S	T-2			
King	Renton	East Valley Rd	SW 43rd St	SW 16th St	T-2			
King	Renton	N 4th St	Logan Ave N	Factory PI N	T-2			
King	Renton	N 3rd St	Logan Ave N	Sunset Blvd N	T-2			
King	Renton	Oakesdale Ave SW	SW 43rd St	SW Grady Way	T-2			
King	Renton	Duvall Ave NE	NE 4th St	Newcastle C/L	T-2			
King	Renton	NE 44th St	I-405	Lake Washington Blvd NE	T-2			
King	Renton	Park Ave N	N 6th St	Logan Ave N	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Renton	Renton Ave Ext	Rainier Ave N	Renton Ave S	T-2			
King	Renton	Renton Ave S	Renton Ave Ext	South 130th St (C/L)	T-2			
King	Renton	Maple Valley Hwy	I-405	Sunset Blvd N/ Bronson Way N	T-1			
King	Renton	Rainier Ave N	North C/L	Airport Way	T-2			
King	Renton	Houser Way N	Houser Way S	Bronson Way N	T-2			
King	Renton	S Carr Rd/SE Carr Rd	Talbot Rd S	SR 515 (108th Ave SE)	T-2			
King	Renton	Airport Way	Rainier Ave S	Logan Ave N	T-2			
King	Renton	Logan Ave N	Airport Way	Park Ave N	T-2			
King	Renton	NE 4th St/SE 128th St	Jefferson Ave NE	East C/L	T-1			
King	Renton	SW Grady Way/S Grady Way	Tukwila C/L	Talbot Rd S	T-1			
King	Renton	NE 3rd St	Sunset Blvd N	Jefferson Ave NE	T-1			
King	Renton	Rainier Ave S	Airport Way	SR 900 / S 3rd St	T-2			
King	Renton	Talbot Rd S (Smithers Ave S)	S 7th St	S Grady Way	T-2			
King	Renton	SW 41st St	Oakesdale Ave SW	East Valley Rd	T-2			
King	Renton	SW 43rd St/S 43rd St	Tukwila C/L	Talbot Rd S	T-1			
King	SeaTac	24th Ave S	S 128th St (Burien C/L)	S 154th St	T-2	2,648	4,504,802	2018
King	SeaTac	Military Rd S	S 229th PI PVT (Kent C/L)	S 216th St	T-2	3,228	8,735,080	2018
King	SeaTac	Des Moines Memorial Dr S	SR 509 (Burien Freeway)	S 188th St	T-1	6,442	13,350,538	2017
King	SeaTac	International Blvd	SR 518	S 152nd St (Tukwila C/L)	T-1	5,417	13,370,651	2018
King	SeaTac	S 156th Way	Des Moines Memorial Dr S (Burien C/L)	South 154th St	T-2	2,457	5,309,238	2022
King	SeaTac	S 154th St	S 156th Way	International Blvd (Tukwila C/L)	T-2	2,140	6,309,558	2018
King	SeaTac	S 188th St	I-5	Des Moines Memorial Dr S	T-1	5,857	13,006,847	2018
King	SeaTac	South 200th St	Des Moines Memorial Dr S (Des Moines C/L)	Military Rd S	T-2	4,226	9,364,921	2018
King	SeaTac	S 188th St	Orillia Rd S (Tukwila C/L)	I-5	T-1			
King	Seattle	Fairview Ave N	Denny Way	Eastlake Ave E	T-2			
King	Seattle	14th Ave S	C/L at Dallas Ave S	S Cloverdale St	T-2			
King	Seattle	14th Ave S	S Cloverdale St	S Director St (C/L)	T-2			
King	Seattle	15th Ave NE	NE Pacific St	NE 45th St	T-2			
King	Seattle	15th Ave NE	NE 45th St	NE 50th St	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Seattle	Elliott Ave W	Western Ave W	W Galer St Flyover	T-2			
King	Seattle	Elliott Ave W / 15th Ave W	W Galer St Flyover	W Emerson St	T-2			
King	Seattle	15th Ave NW (Ballard Br)	W Emerson St	NW 50th St	T-2			
King	Seattle	15th Ave NW	NW 50th St	NW 85th St	T-2			
King	Seattle	15th Ave NW/Holman Rd NW/Holman Rd N	NW 85th St	Greenwood Ave N	T-2			
King	Seattle	N 105th St	Greenwood Ave N	SR 99 (Aurora Ave N)	T-2			
King	Seattle	16th Ave S	East Marginal Way S	Tukwila C/L	T-2	1,573	4,994,250	2022
King	Seattle	Klickitat Ave SW	SW Spokane St	Klickitat Ave Bridge	T-2			
King	Seattle	Klickitat Ave Bridge/16th Ave SW	Klickitat Ave SW	SW Lander St	T-2	836	4,159,125	2022
King	Seattle	16th Ave SW/SW Florida St	SW Lander St	13th Ave SW	T-2	1,106	5,990,925	2022
King	Seattle	1st Ave S	SR 519 (Edgar Martinez Dr S) / S Atlantic St	S Spokane St	T-1			
King	Seattle	1st Ave S	S Spokane St	East Marginal Way S	T-2	1,247	4,539,200	2023
King	Seattle	East Montlake PI E	24th Ave E	SR 520	T-2			
King	Seattle	Westlake Ave N	Denny Way	Nickerson St	T-2			
King	Seattle	4th Ave N/ Fremont Ave N	Westlake Ave N	N 35th St	T-2			
King	Seattle	4th Ave S	East Marginal Way S	S Royal Brougham Way	T-2			
King	Seattle	4th Ave S	S Royal Brougham Way	Seattle Blvd S	T-1			
King	Seattle	Alaskan Way	Yesler Way	Broad St	T-2	1,034	4,120,075	2022
King	Seattle	5th Ave NE	NE 80th St	NE 103rd St	T-2			
King	Seattle	Seattle Blvd S	4th Ave S	6th Ave S	T-2			
King	Seattle	Airport Way S	6th Ave S	Airport Way NB/SB	T-1			
King	Seattle	Airport SB Way S	Beginning couplet near S Royal Brougham	Ending couplet near S Altantic St	T-1			
King	Seattle	Airport Way S	Ending couplet near S Altantic St	S Industrial Way	T-1			
King	Seattle	Airport Way S	Corson Ave S	13th Ave S	T-2			
King	Seattle	Airport NB Way S	Beginning couplet near S Royal Brougham	Ending couplet near S Altantic St	T-1			
King	Seattle	East Marginal Way S	Duwamish Ave S/ SR 99	S Hanford St	T-2	1,174	5,884,675	2022

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Seattle	East Marginal Way S	S Hanford St	Alaskan Way S	T-2	1,166	6,108,025	2022
King	Seattle	East Marginal Way S	SR 99 / 1st Ave S	S Michigan St	T-2			
King	Seattle	East Marginal Way S	S Michigan St	Tukwila C/L	T-2			
King	Seattle	NW 85th St	24th Ave NW	15th Ave NW	T-2	951	4,013,450	2023
King	Seattle	NW 85th St/N 85th St	15th Ave NW	I-5	T-2			
King	Seattle	Rainier Ave S	57th Ave S/Waters Ave S	S Henderson St	T-2			
King	Seattle	Rainier Ave S	South Henderson St	South Cloverdale St	T-2			
King	Seattle	Rainier Ave S	S Cloverdale St	S Othello St	T-2			
King	Seattle	Rainier Ave S	S Othello St	M L King Jr Way S	T-2	1,196	5,519,050	2023
King	Seattle	Rainier Ave S	M L King Jr Way S	S Dearborn St	T-1	2,082	10,929,900	2023
King	Seattle	E Madison St	12th Ave	23rd Ave E	T-2			
King	Seattle	NW Leary Way	15th Ave NW	Leary Way NW	T-2			
King	Seattle	Greenwood Ave N	N 105th St	N 145th St (Shoreline C/L)	T-2	1,195	4,648,775	2021
King	Seattle	Highland Park Way SW	West Marginal Way SW	SR 99	T-1			
King	Seattle	M L King Jr Way S	E Yesler Way	Rainier Ave S	T-2			
King	Seattle	M L King Jr Way S	Rainier Ave S	S Orcas St	T-2	867	4,178,600	2023
King	Seattle	Mercer St	5th Ave N	Dexter Ave N	T-1			
King	Seattle	Mercer St	Dexter Ave N	Fairview Ave N	T-1			
King	Seattle	N 130th St/NE 130th St	SR 99 (Aurora Ave N)	I-5	T-2	1,183	5,005,900	2023
King	Seattle	NE 45th St	I-5	SR 513 (Montlake Blvd NE)	T-2			
King	Seattle	N 46th St	SR 99 (Aurora Ave N)	N Market St	T-2			
King	Seattle	NE 50th St	I-5	11th Ave NE	T-2			
King	Seattle	N Northgate Way	SR 99 (Aurora Ave N)	1st Ave NE	T-2	1,174	5,260,075	2021
King	Seattle	NE Pacific St	NE Northlake Way	SR 513 (Montlake Blvd NE)	T-2			
King	Seattle	NE Pacific PI	NE Pacific St	SR 513 (Montlake Blvd NE)	T-2			
King	Seattle	Olson PI SW	SW Roxbury St	Myers Way S	T-2			
King	Seattle	1st Ave S / S Cloverdale St	Olson PI SW	SR 509	T-2			
King	Seattle	S Albrow Place	13th Ave S	Swift Ave S	T-2			
King	Seattle	S Columbian Way	I-5	15th Ave S	T-2			
King	Seattle	S Michigan St	East Marginal Way S	S Bailey St	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
King	Seattle	S Royal Brougham Way	4th Ave S	Airport Way S	T-1			
King	Seattle	SW Spokane St	Klickitat Ave SW	S Spokane St/East Waterway	T-2			
King	Seattle	SW Spokane Pl	SW Spokane St	Klickitat Ave SW	T-2			
King	Seattle	West Marginal Way SW	26th Ave SW	Highland Park Way SW	T-2	1,343	4,922,625	2023
King	Seattle	West Seattle Bridge/ Spokane Street Viaduct	I-5 / S Columbian Way	SR 99 / S Spokane St Ramps	T-2			
King	Seattle	West Seattle Bridge	SR 99 / S Spokane St Ramps	35th Ave SW	T-2	1,261	8,195,571	2023
King	Seattle	Western Ave W	Elliott Ave W	W Denny Way	T-2			
King	Seattle	Western Ave	W Denny Way	Broad St	T-2			
King	Shoreline	N 155th St	Westminister Way N	SR 99 (Aurora Ave N)	T-2	557	1,388,786	2022
King	Tukwila	16th Ave S	Seattle City Limits	South Park Bridge	T-2			
King	Tukwila	Boeing Access Rd	Tukwila International Blvd	SR 900 (Martin Luther King Jr Way S)	T-1			
King	Tukwila	Tukwila International Blvd	S 152nd St (SeaTac C/L)	Boeing Access Rd	T-2			
King	Tukwila	East Marginal Way S	Boeing Access Rd	Seattle C/L	T-2			
King	Tukwila	East Marginal Way S	40th Ave S	Interurban Ave S	T-2			
King	Tukwila	East Marginal Way S	Interurban Ave S	Boeing Access Rd	T-1			
King	Tukwila	Orillia Rd S	Tukwila C/L	S 188th St	T-1			
King	Tukwila	S 180th St	SR 181 (West Valley Hwy)	East R/W UP and BNSF (East C/L)	T-2			
King	Tukwila	S 200th St	Orillia Rd S	East C/L	T-2			
King	Woodinville	NE195th St	SR 522	Woodinville- Snohomish Rd NE	T-2			
King	Woodinville	NEt North Woodinville Way	Woodinville- Snohomish Rd NE	NE Woodinville- Duvall Rd	T-2	1,219	3,657,000	2022
King	Woodinville	NE Woodinville- Duvall Rd	NE North Woodinville Way	East C/L	T-2	1,213	3,639,000	2022
Kittitas	Ellensburg	Canyon Rd	South C/L	Umptanum Rd	T-2	1,881	6,599,250	
Kittitas	Ellensburg	Canyon Rd	Umptanum Rd	Mountain View Ave	T-2	1,593	4,664,250	
Kittitas	Ellensburg	Main St	Mountain View Ave	Manitoba Ave	T-2	1,776	4,722,000	
Kittitas	Ellensburg	University Way/Vantage Hwy	US 97 (near I- 90)	East C/L	T-2	1,298	4,107,813	
Mason	Shelton	Wt Railroad Ave	SR 3	West C/L	T-2	1,368	4,018,500	2023
Pierce	Auburn	East Valley Hwy E	County Line	Lake Tapps Pkwy	T-2	1,550	4,436,500	2022

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Pierce	Bonney Lake	South Prairie Rd	SR 410	C/L	T-2			
Pierce	DuPont	Barksdale Ave/DuPont-Steilacoom Rd	South C/L near I-5	North C/L	T-2			
Pierce	Fife	20th St E	Milwaukee Way	54th Ave E	T-2			
Pierce	Fife	54th Ave E	I-5	20th St E	T-1			
Pierce	Fife	54th Ave E/Taylor Way	SR 99 (Pacific Hwy E)	Tacoma C/L	T-1			
Pierce	Fife	70th Ave	Valley Ave E	SR 99 (Pacific Hwy E)	T-1			
Pierce	Fife	Alexander Ave	Tacoma C/L	Pacific Hwy E	T-2			
Pierce	Fife	Pacific Hwy E	Milwaukee Way (Tacoma C/L)	Port Of Tacoma Rd	T-2			
Pierce	Fife	Pacific Hwy E	Port Of Tacoma Rd	54th Ave E	T-1			
Pierce	Fife	Port Of Tacoma Rd	Tacoma C/L (South of 12th St E)	20th St E	T-1			
Pierce	Fife	Valley Ave E	70th Ave E	Freeman Rd E (C/L)	T-1			
Pierce	Lakewood	100th St SW	Lakewood Dr SW	South Tacoma Way	T-2	1,524	5,788,500	2022
Pierce	Lakewood	Bridgeport Wy SW	Bridgeport Wy W	McChord Dr S / Lakewood South C/L	T-2	1,349	5,681,500	2022
Pierce	Lakewood	Bridgeport Wy W	North C/L	Bridgeport Wy SW	T-2	1,966	7,214,750	2023
Pierce	Lakewood	South Tacoma Way	Steilacoom Blvd SW	S 80th St (C/L)	T-2	1,197	7,959,143	2018
Pierce	Lakewood	South Tacoma Way	112 St S	Steilacoom Blvd SW	T-2	1,963	7,483,250	2018
Pierce	Lakewood	Steilacoom Blvd SW	Farwest Dr SW (Steilacoom C/L)	South Tacoma Way	T-2	1,987	7,200,500	2023
Pierce	Lakewood	Custer Rd W	Steilacoom Blvd SW	Bridgeport Way SW	T-2	1,278	4,216,500	2023
Pierce	Lakewood	Custer Rd W	Bridgeport Way SW	Lakewood Dr W	T-2	2,040	7,932,000	2021
Pierce	Pacific	Stewart Rd (8th St)	West Valley Hwy E (W C/L)	SR 167 Butte Ave SE (E C/L)	T-1			
Pierce	Pacific	Stewart Rd	SR 167		T-1			
Pierce	Pacific	West Valley Hwy	Jovita Blvd (South C/L)	King County Line	T-2			
Pierce	Puyallup	9th St SW	43rd Ave SW (C/L)	SR 512	T-2			
Pierce	Puyallup	Valley Ave NW	West C/L	SR 161 (N Meridian)	T-1	3,921	16,704,750	2022
Pierce	Sumner	136th Av E	16th St E/Nyberg Rd (Pacific C/L)	24th St E	T-2	2,456	6,896,500	2022
Pierce	Sumner	142nd Ave	Tacoma Ave	24th St East	T-1			
Pierce	Sumner	24th St E	West Valley Hwy	East Rd End	T-1			
Pierce	Sumner	Traffic Ave	SR 410	Main St	T-2	2,837	7,303,000	2022
Pierce	Sumner	Fryar Ave	Main St	Puyallup St E	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Pierce	Sumner	Stewart Rd (8th St E)	Butte Ave SE (138th Ave East) (Pacific C/L)	Auburn C/L	T-2			
Pierce	Sumner	West Valley Hwy	Sumner Heights Dr	16th St E (Sumner North C/L)	T-2			
Pierce	Tacoma	Alexander Ave	SR 509	Fife C/L	T-2			
Pierce	Tacoma	Bridgeport Way W	University Place C/L 200 feet south of S 19th St	S 19th St	T-2			
Pierce	Tacoma	E 15th St	St Paul Ave	E D St	T-2			
Pierce	Tacoma	E D St	E 15th St	Puyallup Ave	T-2			
Pierce	Tacoma	East E St	E Lower 11th St	E 11th Pl	T-2			
Pierce	Tacoma	East F St	E 11th St	Route End (North of 3rd St)	T-2			
Pierce	Tacoma	Port of Tacoma Rd	E 11th St	SR 509	T-1			
Pierce	Tacoma	Port of Tacoma Rd	SR 509	Tacoma/Fife C/L	T-1			
Pierce	Tacoma	E Portland Ave	East 11th St	I-5	T-1			
Pierce	Tacoma	E Portland Ave	I-5	South C/L	T-2			
Pierce	Tacoma	Taylor Way	E 11th St	E Lincoln Ave	T-2			
Pierce	Tacoma	Taylor Way	E Lincoln Ave	Tacoma/Fife C/L	T-1			
Pierce	Tacoma	Eells St	E Portland Ave	Milwaukee Way (Tacoma/Fife C/L)	T-1			
Pierce	Tacoma	Lincoln Ave	E Portland Ave	Port Of Tacoma Rd	T-1			
Pierce	Tacoma	Lincoln Ave Loop	Milwaukee Way	Lincoln Ave	T-2			
Pierce	Tacoma	Milwaukee Way	Lincoln Ave Loop	SR 509	T-2			
Pierce	Tacoma	Milwaukee Way	SR 509	Eells St/Pacific Hwy E	T-2			
Pierce	Tacoma	North Frontage Rd	Milwaukee Way	Port of Tacoma Rd	T-2			
Pierce	Tacoma	Pioneer Way	SR 167	City Limits	T-2			
Pierce	Tacoma	Saint Paul Ave	E Portland Ave	E 11th St	T-2			
Pierce	Tacoma	South Frontage Rd	Milwaukee Way	Port of Tacoma Rd	T-2			
Pierce	University Place	Bridgeport Way W	Tacoma C/L 200 feet south of S 19th St	Chambers Lane	T-2			
Pierce	University Place	Bridgeport Way W	Chambers Lane	Leach Creek Bridge (S C/L)	T-2			
Pierce	University Place	Lakewood Dr W	64th St W (S C/L)	Hannah Pierce Rd W (Tacoma C/L)	T-2			
Skagit	Sedro-Woolley	Cook Rd	West C/L	SR 20	T-2	1,563	4,635,750	2023
Snohomish	Arlington	204th St NE	67th Ave NE	SR 9	T-2	1,872	4,270,500	2022
Snohomish	Arlington	Smokey Point Blvd	Marysville C/L	SR 531 (172nd St NE)	T-2			
Snohomish	Bothell	228th St SW/SE	West C/L	Bothell-Everett Hwy	T-1	5,055	11,725,500	2022

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Snohomish	Bothell	228th St SE	Bothell-Everett Hwy	35th Ave SE (East C/L)	T-2	3,930	8,325,750	2022
Snohomish	Bothell	Bothell/Everett Hwy	King County line	228th St SE	T-1	5,878	14,305,250	2022
Snohomish	Bothell	Bothell/Everett Hwy	228th St SE	I-405	T-2			
Snohomish	Edmonds	220th St SW	SR 99	Interurban Trail (C/L)	T-2			
Snohomish	Everett	112th St SE	Meridian Ave S	SR 527 (19th Ave SE)	T-1	2,637	10,046,250	2023
Snohomish	Everett	Madison St	Glenwood Ave	Evergreen Way	T-2	1,565	4,079,500	2023
Snohomish	Everett	Seaway Blvd	SR 526	75th St SW	T-1	3,461	13,964,500	2023
Snohomish	Everett	112th St SW	Airport Rd	SR 99	T-2			
Snohomish	Everett	41st St	Rucker Ave	Colby Ave	T-1	4,597	14,738,000	2023
Snohomish	Everett	41st St	Colby Ave	I-5	T-1	4,710	14,248,500	2023
Snohomish	Everett	Airport Rd	SR 526	South C/L	T-1	3,385	12,676,250	2023
Snohomish	Everett	Broadway/N Broadway	41st St	SR 529 (E Marine View Dr)	T-1	2,190	10,187,250	2023
Snohomish	Everett	E Marine View Dr	I-5	N Broadway	T-2	1,269	4,167,000	2023
Snohomish	Everett	Evergreen Way	SR 99 (SW Everett Mall Way)	43rd St	T-1	2,795	12,304,000	2023
Snohomish	Everett	Rucker Ave	43rd St	Pacific Ave	T-2	2,088	7,490,250	2023
Snohomish	Everett	Pacific Ave	SR 529 (Maple St)	Norton Ave / W Marine View Dr	T-2	1,601	4,628,500	2023
Snohomish	Everett	Seaway Blvd	75th St SW	John Fluke Blvd	T-2	2,439	9,294,750	2023
Snohomish	Lynnwood	168th St SW	SR 99	44th Ave W	T-2			
Snohomish	Lynnwood	44th Ave W/164th St SW	168th St SW	Spruce Way (C/L)	T-2			
Snohomish	Marysville	116th St. NE	I-5	State Ave	T-2			
Snohomish	Marysville	88th St NE	I-5	State Ave	T-2			
Snohomish	Marysville	State Ave	80th St	136th St	T-2			
Snohomish	Marysville	Smokey Point Blvd	136th St NE	Arlington C/L	T-2			
Snohomish	Mill Creek	164th St SE	West C/L	SR 527 (Bothell-Everett Hwy)	T-2			
Snohomish	Monroe	W Main St and E Main St	Fryelands Blvd (W C/L)	US 2	T-2			
Snohomish	Mountlake Terrace	220th St SW	Interurban Trail (C/L)	52nd Ave W	T-2			
Snohomish	Mountlake Terrace	66th Ave W	220th St SW	214th St SW (C/L)	T-2			
Spokane	Spokane	W Northwest Blvd	N Ash St	N Assembly St	T-1	3,858	13,172,250	2022
Spokane	Spokane	N Maple St/N Country Homes Blvd	W Francis Ave/SR 291	N Cedar Rd	T-2	1,456	4,604,000	2022
Spokane	Spokane	N Ash St	SR 291 (W Francis Ave)	Country Homes Blvd	T-2	1,628	5,314,750	2022
Spokane	Spokane	S/N Monroe St	I-90	W Wellesley Ave	T-2	3,856	9,129,500	2022
Spokane	Spokane	N Indian Trail Rd	SR 291 (W Francis Ave)	North C/L	T-2	2,432	7,057,750	2022
Spokane	Spokane Valley	Sprague Ave	SR 27 (Pines Rd)	Evergreen Rd	T-1	3,463	14,560,250	2022
Spokane	Spokane Valley	Sprague Ave	Evergreen Rd	Sullivan Rd	T-1	3,781	15,725,000	2022
Spokane	Spokane Valley	Argonne Rd	Mission Ave	Mullan Rd & Indiana Ave	T-2	1,779	5,736,000	2022

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Spokane	Spokane Valley	Dishman-Mica Rd	16th Ave	4th Ave	T-2	2,548	6,000,500	2022
Spokane	Spokane Valley	Barker Rd	Sprague Ave	I-90	T-2	2,076	4,550,250	2022
Spokane	Spokane Valley	Barker Rd	I-90	Euclid Ave	T-2	2,372	6,195,250	2022
Spokane	Spokane Valley	Broadway Ave	Havana St (West C/L)	Thierman Rd	T-1	3,406	11,456,000	2022
Spokane	Spokane Valley	Broadway Ave	Thierman Rd	I-90	T-2	2,746	6,770,000	2022
Spokane	Spokane Valley	Sprague Ave	Appleway Ave & Dollar Rd	Thierman Rd	T-1	4,844	16,721,500	2022
Spokane	Spokane Valley	Sullivan Rd	Sprague Ave	Broadway Ave	T-1	4,078	12,046,250	2022
Spokane	Spokane Valley	Sullivan Rd	Euclid Ave	SR 290 (Trent Ave)	T-1	3,904	11,945,750	2022
Spokane	Liberty Lake	Appleway Ave	Spokane Valley C/L	East Country Vista Dr & I-90 Ramps	T-2			
Spokane	Liberty Lake	Appleway Ave	N Liberty Lake Rd	Molter Rd	T-2			
Spokane	Millwood	Argonne Rd	SR 290 (E Trent Rd) (S C/L)	Euclid Ave	T-1			
Spokane	Millwood	Argonne Rd	Euclid Ave	Spokane River (N C/L)	T-1			
Spokane	Spokane	W/E 29th Ave	S High Dr	S Havana St (City Limits)	T-2			
Spokane	Spokane	W Sunset Blvd / W/E 2nd Ave	W 3rd Ave	S Altamont St	T-2			
Spokane	Spokane	W/E 3rd Ave	W Sunset Blvd	S Altamont St	T-2			
Spokane	Spokane	E Alki Ave	N Freya St	E Alki Way	T-2			
Spokane	Spokane	E Alki Way	E Alki Ave	E Broadway Ave	T-2			
Spokane	Spokane	E Broadway Ave	E Alki Way	N Havana St (C/L)	T-2			
Spokane	Spokane	N Cochran St	W Northwest Blvd	N Driscoll Blvd	T-2	1,441	4,327,313	2022
Spokane	Spokane	N Driscoll Blvd	N Cochran St	N Alberta St	T-2			
Spokane	Spokane	N Driscoll Blvd	N Alberta St	W Assembly St	T-2	2,922	6,163,500	2022
Spokane	Spokane	W Northwest Blvd	W Indiana Ave	N Ash St	T-2	1,285	4,718,750	2022
Spokane	Spokane	W Whistalks Way/T J Meenach Dr	Government Way	W Northwest Blvd	T-2			
Spokane	Spokane	E Francis Ave	US 2/395 (N Division St)	N Market St	T-2			
Spokane	Spokane	E Francis Ave	N Market St	N Havana St (C/L)	T-2			
Spokane	Spokane	S Ray St	E 29th Ave	S Ray Pl	T-2			
Spokane	Spokane	S Ray Pl	S Ray St	S Thor St	T-2			
Spokane	Spokane	S Thor St	S Ray Pl	E Hartson Ave	T-2			
Spokane	Spokane	S Thor St	E Hartson Ave	E 3rd Ave	T-2			
Spokane	Spokane	S Thor St	E 3rd Ave	S Thor Pl	T-1			
Spokane	Spokane	S Thor Pl	S Thor St	E Sprague Ave	T-1			
Spokane	Spokane	E Hartson Ave	S Thor St	S Freya St	T-2			
Spokane	Spokane	S Freya St	E Hartson Ave	E 3rd Ave	T-2			
Spokane	Spokane	S Freya St/N Freya St/N Freya Way/N Greene St	E 3rd Ave	E Mission Ave	T-1			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Spokane	Spokane	N Greene St	E Mission Ave	E Illinois Ave	T-1			
Spokane	Spokane	N Market St	E Illinois Ave	N Haven Pl	T-1			
Spokane	Spokane	N Market St	N Haven Pl	N Market Pl	T-1			
Spokane	Spokane	N Market St	N Market Pl	E Francis Ave (C/L)	T-1			
Spokane	Spokane	N Haven Pl	N Market St	N Haven St	T-1			
Spokane	Spokane	N Haven St	N Haven Pl	E Wellesley Ave	T-1			
Spokane	Spokane	N Haven St	E Wellesley Ave	N Market Pl	T-1			
Spokane	Spokane	N Market Pl	N Haven St	N Market St	T-1			
Spokane	Spokane	S Walnut St	Freeway Ave S	Maple St Bridge (S end)	T-2			
Spokane	Spokane	S Maple St	Freeway Ave South	Maple St Bridge (South end)	T-2			
Spokane	Spokane	Maple St Bridge	South end of bridge	North end of bridge	T-2			
Spokane	Spokane	N Maple St	Maple St Bridge (N end)	W Northwest Blvd	T-2			
Spokane	Spokane	N Maple St	W Northwest Blvd	SR 291 (W Francis Ave)	T-2	2,528	8,982,250	2022
Spokane	Spokane	Ash St-Maple St Connector/N Ash St	Maple St Bridge (north end)	W Northwest Blvd	T-1	4,259	17,176,000	2022
Spokane	Spokane	N Ash St	W Northwest Blvd	SR 291 (W Francis Ave)	T-2	2,618	9,866,500	2022
Spokane	Spokane	N Hamilton St	SR 290 (E Trent Ave)	E North Foothills Dr	T-1			
Spokane	Spokane	N Hamilton Ave/N Wolverton Ct	E North Foothills Dr	North Nevada St E Hawthorne Rd	T-2			
Spokane	Spokane	N Nevada St	N Wolverton Ct	(C/L)	T-2			
Spokane	Spokane	W Maxwell Ave/W and E Mission Ave	N Ash St	N Greene St	T-2			
Spokane	Spokane	E Mission Ave	N Greene St	SR 290 (E Trent Ave)	T-2			
Spokane	Spokane	W/E Sprague Ave	US 2/395 (N/S Browne St)	N/S Havana St (C/L)	T-2			
Spokane	Spokane	W/E Wellesley Ave	N Assembly St I-90 Exit 285	N Havana St	T-2			
Spokane	Spokane Valley	1st Ave	Off Ramp	Thierman Rd	T-2			
Spokane	Spokane Valley	Fancher Rd	3rd Ave	Sprague Ave	T-2			
Spokane	Spokane Valley	Fancher Rd	Sprague Ave	Broadway Ave	T-2			
Spokane	Spokane Valley	Fancher Rd	Broadway Ave	SR 290 (Trent Ave)	T-2	3,411	9,859,500	2022
Spokane	Spokane Valley	Sprague Ave	Havana St (C/L)	I-90	T-2			
Spokane	Spokane Valley	Sprague Ave	I-90	Appleway Ave & Dollar Rd	T-2			
Spokane	Spokane Valley	Appleway Ave	Sprague Ave & Dollar Rd	Thierman Rd	T-2			
Spokane	Spokane Valley	Appleway Ave	Thierman Rd	Vista Rd	T-1	4,321	13,367,000	2022
Spokane	Spokane Valley	Appleway Ave	Vista Rd	Dishman-Mica Rd	T-1			
Spokane	Spokane Valley	Appleway Ave	Dishman-Mica Rd	University Rd	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Spokane	Spokane Valley	Sprague Ave	University Rd	Bowdish Rd	T-2	2,505	7,100,250	2022
Spokane	Spokane Valley	Sprague Ave	Bowdish Rd	SR 27 (Pines Rd)	T-2			
Spokane	Spokane Valley	Sprague Ave	Sullivan Rd	Conklin Rd	T-2	2,834	6,446,500	2022
Spokane	Spokane Valley	Sprague Ave	Conklin Rd	Flora Rd	T-2			
Spokane	Spokane Valley	Sprague Ave	Flora Rd	Corbin Rd and Appleway Ave	T-2			
Spokane	Spokane Valley	Appleway Ave	Corbin Rd & Sprague Ave	Barker Rd	T-2			
Spokane	Spokane Valley	Appleway Ave	Barker Rd	Liberty Lake C/L	T-2			
Spokane	Spokane Valley	Argonne Rd	Appleway Ave	Mission Ave	T-2	1,519	4,183,250	2022
Spokane	Spokane Valley	Dishman-Mica Rd	4th Ave	Appleway Ave	T-2	2,947	6,931,250	2022
Spokane	Spokane Valley	Dishman-Mica Rd	Appleway Ave	Sprague Ave	T-2			
Spokane	Spokane Valley	Argonne Rd	Mullan Rd & Indiana Ave	SR 290 (Trent Ave) (C/L)	T-1	4,919	14,938,750	2022
Spokane	Spokane Valley	Broadway Ave	I-90	Heacox Ave	T-2	3,501	8,232,750	2022
Spokane	Spokane Valley	Evergreen Rd	Broadway Ave	I-90	T-2			
Spokane	Spokane Valley	Montgomery Ave	Argonne Rd	University Rd	T-2	1,764	4,131,000	2022
Spokane	Spokane Valley	Sprague Ave	Thierman Rd	Vista Rd	T-1			
Spokane	Spokane Valley	Sprague Ave	Vista Rd	Argonne Rd/Dishman-Mica Rd	T-1			
Spokane	Spokane Valley	Sprague Ave	Dishman-Mica Rd	University Rd	T-2			
Spokane	Spokane Valley	Sullivan Rd	Saltese Rd (South C/L)	8th Ave	T-2			
Spokane	Spokane Valley	Sullivan Rd	8th Ave	4th Ave	T-2			
Spokane	Spokane Valley	Sullivan Rd	4th Ave	Sprague Ave	T-2			
Spokane	Spokane Valley	Sullivan Rd	Broadway Ave	Euclid Ave	T-1	5,072	17,353,000	2022
Thurston	Lacey	Meridian Rd NE	C/L North of I-4	Orion Dr. NE	T-2	1,313	4,129,000	2020
Thurston	Lacey	Carpenter Rd SE	Lacey C/L 1200' South Of Martin Wy E	6th Ave SE	T-2	1,375	4,730,031	2021
Thurston	Lacey	College St SE	Pacific Ave SE	Mullen Rd SE	T-2	1,579	7,388,204	2021
Thurston	Lacey	College St SE	I-5	Pacific Ave SE	T-2	2,298	9,017,086	2021
Thurston	Lacey	College St SE	Martin Way E	I-5	T-1	2,502	10,454,598	2021
Thurston	Lacey	Hogum Bay Rd NE	Marvin Rd NE	31st Ave NE	T-2	1,554	7,091,006	2021
Thurston	Lacey	Lacey Blvd SE	Ruddell Rd SE	Homann Dr SE/Pacific Ave SE	T-2	989	3,558,912	2021
Thurston	Lacey	Lacey Blvd SE	Golf Club Rd SE/Pacific Ave SE	Ruddell Rd SE	T-2	1,472	6,255,898	2021
Thurston	Lacey	Pacific Ave SE	Carpenter Rd SE	East C/L	T-2	1,702	5,890,716	2021
Thurston	Lacey	Pacific Ave SE	C W Trail (Olympia C/L)	Lacey Blvd SE/Golf Club Rd SE	T-2			
Thurston	Lacey	Pacific Ave SE	Lacey Blvd SE/Homann Dr SE	Carpenter Rd SE (C/L)	T-2	2,323	8,991,795	2021
Thurston	Lacey	Martin Way E	C/L near Galaxy Dr NE	SR 510 (Marvin Rd)	T-2			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Thurston	Lacey	Martin Way E	I-5	Carpenter Rd SE (C/L)	T-1			
Thurston	Lacey	Martin Way E	College St SE (Olympia C/L)	I-5	T-1	3,453	16,375,343	2021
Thurston	Lacey	Martin Way E	SR 510 (Marvin Rd)	C/L near Meridian Rd NE	T-2			
Thurston	Lacey	Marvin Rd NE	Britton Pkwy NE	Hawks Prairie Rd NE	T-1	3,848	10,351,748	2021
Thurston	Lacey	Marvin Rd NE	I-5	Britton Pkwy NE	T-1	4,970	23,567,534	2021
Thurston	Lacey	Pacific Ave SE	Lacey Blvd SE/Golf Club Rd SE	Lacey Blvd SE/Homann Dr SE	T-2	1,251	5,767,110	2021
Thurston	Lacey	Yelm Highway SE	C W Trail (C/L)	College St SE	T-2	2,172	7,828,409	2021
Thurston	Olympia	Martin Way E	Phoenix St NE/SE	College St NE/SE (Lacey C/L)	T-2	1,599	5,571,750	2023
Thurston	Olympia	Olympic Way NW	Harrison Ave NW	4th Ave W	T-2	1,800	5,157,000	2023
Thurston	Olympia	Crosby Blvd SW	Tumwater C/L	US 101	T-2	1,598	4,892,500	2023
Thurston	Olympia	Plum St SE	Henderson Blvd SE	Union Ave SE	T-2	2,059	6,057,500	2023
Thurston	Olympia	Plum St SE/NE	Union Ave SE	State Ave NE	T-2	1,150	3,510,500	2023
Thurston	Olympia	Henderson Blvd SE	I-5	Plum St SE	T-2	1,409	4,316,500	2023
Thurston	Olympia	Mottman Rd SW	West C/L east of R W Johnson Blvd SW	East C/L west of Crosby Blvd SW	T-2	1,427	5,268,250	2022
Thurston	Olympia	Pacific Ave NE/SE	Wilson St NE	C W Trail (Lacey C/L)	T-2	1,623	4,215,750	2023
Thurston	Olympia	Sleater-Kinney Rd SE	I-5 (Lacey C/L)	Martin Way E	T-2	2,014	6,566,000	2023
Thurston	Olympia	Yelm Highway SE	Henderson Blvd SE (Tumwater C/L)	East C/L	T-2	1,521	4,000,500	2023
Thurston	Tumwater	93rd Ave SW	Blomberg St SW (C/L)	I-5	T-2			
Thurston	Tumwater	Mottman Rd SW	City Limits	Crosby Blvd	T-2			
Thurston	Tumwater	Mottman Rd SW	R W Johnson Rd SW	Mottman Ct SW (Olympia C/L)	T-2			
Thurston	Tumwater	Crosby Blvd	Mottman Rd	Olympia C/L	T-2			
Walla Walla	Walla Walla	Myra Rd	SR 125 Spur	SR 125	T-2			
Walla Walla	Walla Walla	Plaza Way	SR 125	C/L near Hedline Rd	T-2	1,579	4,760,000	2021
Whatcom	Bellingham	Hannegan Rd	North C/L	SR 542 (E Sunset Dr)	T-2	2,395	8,746,010	2023
Whatcom	Ferndale	Main St	I-5	Barrett Rd	T-2	1,286	3,693,690	2023
Yakima	Grandview	Yakima Valley Hwy / Wine Country Rd	North C/L	I-82	T-2	1,411	5,531,000	2022
Yakima	Naches	S Naches Rd	South C/L	US 12	T-2	1,449	5,033,250	2021
Yakima	Union Gap	Main St	Yakima C/L	Valley Mall Blvd	T-2			
Yakima	Union Gap	Main St	Valley Mall Blvd	Ahtanum Rd	T-2			
Yakima	Union Gap	Main St	Hollow Creek Valley Mall	Ahtanum Rd	T-2	1,539	4,553,612	2022
Yakima	Union Gap	N Rudkin Rd	Blvd	McNair Ave	T-1			

Table 5: 2023 FMSIB Strategic Truck Freight Corridors for City Streets

County	City	Route Name	Start Location	End Location	2023 FGTS Class	Average Annual Daily Truck Volume	Annual Truck Tonnage	Truck Volume Data Year
Yakima	Union Gap	Valley Mall Blvd	I-82	Main St	T-1			
Yakima	Union Gap	Valley Mall Blvd	Main St	Hollow Creek (Yakima C/L)	T-2	2,107	5,668,821	2022
Yakima	Union Gap	Ahtanum Rd	Main St	Yakima C/L near S 16th Ave	T-2	1,758	4,778,398	2022
Yakima	Yakima	Ahtanum Rd	Union Gap C/L	West C/L	T-2			
Yakima	Yakima	E Nob Hill Blvd	S 1st St	I-82	T-2			
Yakima	Yakima	W Washington Ave	S 64th Ave	S 16th Ave	T-2			
Yakima	Yakima	E Yakima Ave	I-82	East C/L	T-2			
Yakima	Yakima	Fruitvale Blvd	N 40th Ave	N 5th Ave	T-2			
Yakima	Yakima	N 16th Ave	US 12	River Rd	T-2			
Yakima	Yakima	N 16th Ave	River Rd	W Yakima Ave	T-2			
Yakima	Yakima	S 1st St	E Yakima Ave	Union Gap C/L	T-2			
Yakima	Yakima	N 40th Ave	Fruitvale Blvd	W Summitview Ave	T-2			
Yakima	Yakima	River Rd	Fruitvale Blvd	N 16th Ave	T-2			
Yakima	Yakima	Summitview Ave	N 40th Ave	N 63rd Ave	T-2			
Yakima	Yakima	Ahtanum Rd.	C/L near S 62nd Ave	S 64th Ave (C/L)	T-2			

Table 6: Changes to FMSIB Strategic Truck Freight Corridors for City Streets, 2021-2023

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

County	City	Route Name	Start Location	End Location	2021 FGTS Class	2023 FGTS Class	2023 Average Annual		Status	Final Review Comment
							Daily Truck Volume	2021 Annual Truck Tonnage		
Benton	Benton City	1st St	South C/L	I-82	T-3	T-1	5,029	12,123,500	T-3 to T-1	
			W Clearwater							
Benton	Kennewick	N Edison St	Ave	SR 240	T-3	T-2	2,979	7,188,750	T-3 to T-2	
Benton	Kennewick	Steptoe St	City Limits	Clearwater	T-3	T-2	2,334	5,208,000	T-3 to T-2	
Benton	Richland	W Duportail St	Keene Rd	City View Dr	T-3	T-2	2,537	9,133,000	T-3 to T-2	
Benton	Richland	Gage Blvd	Keene Rd	Steptoe St	T-3	T-2	2,567	5,431,000	T-3 to T-2	
			West Richland							
Benton	Richland	Keene Rd	C/L	Gage Blvd	T-3	T-2	3,204	7,366,500	T-3 to T-2	
			W Clearwater							
Benton	Richland	Leslie Rd	Ave	Columbia Park	T-3	T-2	2,025	4,313,250	T-3 to T-2	
Benton	Richland	Queensgate Dr	W Duportail St	Keene Rd	T-3	T-2	2,727	5,985,000	T-3 to T-2	
Benton	Richland	Steptoe	Gage Blvd	City Limits	T-3	T-2	2,355	5,196,000	T-3 to T-2	
			E Fourth Plain							
Clark	Vancouver	Bldv	Main St	I-5	T-3	T-2	1,907	7,647,000	T-3 to T-2	
			E/NE Fourth Plain							
Clark	Vancouver	Bldv	I-5	NE Andresen	T-3	T-2	1,150	4,012,250	T-3 to T-2	
			NE Fourth Plain							
Clark	Vancouver	NE 137th Ave	Bldv	NE 71st St	T-3	T-2	1,681	4,095,500	T-3 to T-2	
				NE Fourth Plain						
Clark	Vancouver	NE Andresen Rd	NE 18th St	Bldv	T-3	T-1	3,386	10,448,500	T-3 to T-1	
				NE Minnehaha						
Clark	Vancouver	NE St James Rd	NE Arnold Rd	St	T-4	T-2	1,190	4,038,250	T-4 to T-2	Reviewed/Confirmed
	East									
Douglas	Wenatchee	Grant Rd	SR 28	East C/L	T-3	T-2			T-3 to T-2	Updated for Continuity
King	Auburn	W Main St	West Valley Hwy	Lund Rd	T-3	T-2	1,929	4,906,500	T-3 to T-2	Updated for Continuity
King	Auburn	East Valley Hwy	Pierce-King	Lakeland Hills	T-3	T-2	1,542	4,366,500	T-3 to T-2	
King	Auburn	E	County Line	Way SE	T-3	T-2	1,542	4,366,500	T-3 to T-2	
King	Auburn	Auburn Way N	E Main St	8th St NE	T-3	T-2	1,607	4,613,500	T-3 to T-2	
King	Auburn	Auburn Black								
King	Auburn	Diamond Rd	R St SE	C/L Near SR 18	T-3	T-2	1,678	4,249,250	T-3 to T-2	
King	Auburn	C St NW	6th St NW	15th St NW	T-3	T-2	1,306	4,425,500	T-3 to T-2	
King	Auburn	S 277th St	Auburn Way N	Kent C/L	T-3	T-2	2,306	7,361,500	T-3 to T-2	
				Snohomish						
King	Bothell	Bothell Way NE	SR 522	County line	T-3	T-2	3,098	6,553,750	T-3 to T-2	
King	Bothell	NE 195 St	I-405	120 Ave NE	T-3	T-2	2,773	6,920,750	T-3 to T-2	
King	Kent	59th Pl S and S								
King	Kent	199th Pl	S 212th St	62nd Ave S	T-3	T-3	899	4,165,000	T-3 to T-2	
			SR 181 (East							
			Valley							
King	Kent	W James St	Highway/Washin							
			gton Ave)							
King	Kirkland	100th Ave NE	98th Ave NE	4th Ave N	T-3	T-3	1,259	4,007,500	T-3 to T-2	
				NE145th St						
				(Bothell C/L)						
King	Kirkland	Juanita Dr NE/NE	NE 143rd St							
King	Kirkland	Juanita Dr.	(Kenmore C/L)	98th Ave NE	T-3	T-2	994	3,106,250	T-3 to T-2	
King	Kirkland	NE 116th St	I-405	124th Ave NE	T-3	T-2	1,823	6,710,500	T-3 to T-2	
King	Redmond	148th Ave NE	Redmond Way	Willows Rd	T-3	T-2	1,570	4,326,892	T-3 to T-2	
King	Redmond	West Lake								
King	Redmond	Sammamish								
King	Redmond	Pkwy NE	Leary Way NE	Redmond Way	T-3	T-2	2,304	6,210,268	T-3 to T-2	
King	SeaTac	24th Ave S	S 128th St	S 154th St	T-3	T-2	2,648	4,504,802	T-3 to T-2	
			(Burien C/L)							
King	SeaTac	Military Rd S	S 229th Pl PVT	S 216th St	T-3	T-2	3,228	8,735,080	T-3 to T-2	
			(Kent C/L)							
			Des Moines							
King	SeaTac	S 156th Way	Memorial Dr S							
			(Burien C/L)							
				South 154th St	T-3	T-2	2,457	5,309,238	T-3 to T-2	
				International						
King	SeaTac	S 154th St	S 156th Way	Blvd (Tukwila	T-3	T-2	2,140	6,309,558	T-3 to T-2	
			C/L)							
			Des Moines							
			Memorial Dr S							
King	SeaTac	South 200th St	(Des Moines							
			C/L)							
				Military Rd S	T-3	T-2	4,226	9,364,921	T-3 to T-2	
				East Marginal						
King	Seattle	1st Ave S	S Spokane St	Way S	T-3	T-2	1,247	4,539,200	T-3 to T-2	
King	Seattle	Alaskan Way	Yesler Way	Broad St	T-3	T-2	1,034	4,120,075	T-3 to T-2	

County	City	Route Name	Start Location	End Location	2021 FGTS Class	2023 FGTS Class	2023 Average Annual Daily	2021 Annual	Status	Final Review Comment
							Truck Volume	Truck Tonnage		
King	Seattle	NW 85th St	24th Ave NW	15th Ave NW	T-3	T-2	951	4,013,450	T-3 to T-2	
King	Seattle	Rainier Ave S	S Othello St	M L King Jr Way S	T-3	T-2	1,196	5,519,050	T-3 to T-2	
King	Seattle	Greenwood Ave N	N 105th St	N 145th St (Shoreline C/L)	T-3	T-2	1,195	4,648,775	T-3 to T-2	
King	Seattle	M L King Jr Way S	Rainier Ave S	S Orcas St	T-3	T-2	867	4,178,600	T-3 to T-2	
King	Seattle	N 130th St/NE 130th St	SR 99 (Aurora Ave N)	I-5	T-3	T-2	1,183	5,005,900	T-3 to T-2	
King	Seattle	N Northgate Way	SR 99 (Aurora Ave N)	1st Ave NE	T-3	T-2	1,174	5,260,075	T-3 to T-2	
King	Shoreline	N 155th St	Westminister Way N	SR 99 (Aurora Ave N)	T-3	T-2	557	1,388,786	T-3 to T-2	
Mason	Shelton	Wt Railroad Ave	SR 3	West C/L	T-3	T-2	1,368	4,018,500	T-3 to T-2	
Pierce	Auburn	East Valley Hwy E	County Line	Lake Tapps Pkwy	T-3	T-2	1,550	4,436,500	T-3 to T-2	
Pierce	Lakewood	Custer Rd W	Steilacoom Blvd SW	Bridgeport Way SW	T-3	T-2	1,278	4,216,500	T-3 to T-2	
Pierce	Sumner	136th Av E	16th St E/Nyberg Rd (Pacific C/L)	24th St E	T-3	T-2	2,456	6,896,500	T-3 to T-2	
Snohomish	Arlington	204th St NE	67th Ave NE	SR 9	T-3	T-2	1,872	4,270,500	T-3 to T-2	
Snohomish	Bothell	Bothell/Everett Hwy	King County line	228th St SE	T-3	T-1	5,878	14,305,250	T-3 to T-1	
Snohomish	Everett	112th St SE	Meridian Ave S	SR 527 (19th Ave SE)	T-3	T-1	2,637	10,046,250	T-3 to T-1	
Snohomish	Everett	Madison St	Glenwood Ave	Evergreen Way	T-3	T-2	1,565	4,079,500	T-3 to T-2	
Spokane	Spokane	N Maple St/N Country Homes Blvd	W Francis Ave/SR 291	N Cedar Rd	T-3	T-2	1,456	4,604,000	T-3 to T-2	
Spokane	Spokane	N Ash St	SR 291 (W Francis Ave)	Country Homes Blvd	T-3	T-2	1,628	5,314,750	T-3 to T-2	
Spokane	Spokane	S/N Monroe St	I-90	W Wellesley Ave	T-3	T-2	3,856	9,129,500	T-3 to T-2	
Spokane	Spokane	N Indian Trail Rd	SR 291 (W Francis Ave)	North C/L	T-3	T-2	2,432	7,057,750	T-3 to T-2	
Spokane	Spokane Valley	Dishman-Mica Rd	16th Ave	4th Ave	T-3	T-2	2,548	6,000,500	T-3 to T-2	
Spokane	Spokane Valley	Barker Rd	Sprague Ave	I-90	T-3	T-2	2,076	4,550,250	T-3 to T-2	
Spokane	Spokane Valley	Barker Rd	I-90	Euclid Ave	T-3	T-2	2,372	6,195,250	T-3 to T-2	
Thurston	Lacey	Meridian Rd NE	C/L North of I-4	Orion Dr. NE	T-3	T-2	1,313	4,129,000	T-3 to T-2	Updated for Continuity
Thurston	Olympia	Henderson Blvd SE	I-5	Plum St SE	T-3	T-2	1,409	4,316,500	T-3 to T-2	Updated for Continuity
Thurston	Olympia	Yelm Highway SE	Henderson Blvd SE (Tumwater C/L)	East C/L	T-3	T-2	1,521	4,000,500	T-3 to T-2	Updated for Continuity
Thurston	Tumwater	93rd Ave SW	Blomberg St SW (C/L)	I-5	T-3	T-2			T-3 to T-2	Updated for Continuity
Walla Walla	Walla Walla	Plaza Way	SR 125	C/L near Hedline Rd	T-3	T-2	1,579	4,760,000	T-3 to T-2	Updated for Continuity
Yakima	Union Gap	Valley Mall Blvd	Main St	Hollow Creek (Yakima C/L)	T-3	T-2	2,107	5,668,821	T-3 to T-2	
Yakima	Yakima	Ahtanum Rd.	C/L near S 62nd Ave	S 64th Ave (C/L)	T-3	T-2			T-3 to T-2	Updated for Continuity

Table 6: Changes to FMSIB Strategic Freight Corridors for City Streets, 2021-2023

T-1 and T-2 City Street Segments Removed in 2023 (Removed Strategic Corridors)

County	City	Route Name	Start Location	End Location	2021 FGTS Class	2023 FGTS Class	2023 Average Annual Daily Truck Volume	2023 Annual Truck Tonnage	Status	Final Review Comment
Adams	Othello	E Main St / Cunningham Rd	N 14th Ave	SR 17	T-2	T-3	352	704,000	T-2 to T-3	
Benton	Richland	George Washington Way	SR240	Horn Rapids Rd	T-2	T-3	691	1,445,000	T-2 to T-3	
Benton	Richland	Jadwin Ave	Catskill St	SR 240/ Stevens Dr	T-2	T-3	1,423	3,179,000	T-2 to T-3	
Clark	Vancouver	NE Chkalov Dr/NE 112th Ave	SE Mill Plain Blvd	SR 500	T-1	T-3	1,297	3,449,000	T-1 to T-3	Counts verified.Watch
Clark	Vancouver	NE Fourth Plain Blvd	NE Andresen Rd	NE 102nd Ave	T-2	T-3	657	2,184,750	T-2 to T-3	
Clark	Vancouver	SE 1st St	SE 164th Ave	East C/L	T-2	T-3	309	694,500	T-2 to T-3	
Clark	Vancouver	SE Columbia Shores Blvd	SE Columbia Way	SR 14	T-2	T-3	191	418,000	T-2 to T-3	
King	Auburn	132nd Way SE	SE 312th St	132nd Ave SE	T-2	T-3	545	1,371,250	T-2 to T-3	
King	Auburn	132nd Ave SE	132nd Way SE	SE 304th St	T-2	T-3	545	1,371,250	T-2 to T-3	
King	Auburn	Auburn Ave	E Main St	Auburn Way N	T-2	T-3	1,429	3,652,250	T-2 to T-3	
King	Auburn	Auburn Way S	SR 18	E Main St	T-2	T-3	1,429	3,652,250	T-2 to T-3	
King	Auburn	C St SW	Ellingson Rd SW (C/L)	15th St SW	T-2	T-3	341	821,500	T-2 to T-3	
King	Auburn	S 277th St	West C/L	Frontage Rd NW	T-2	T-3	1,181	3,329,500	T-2 to T-3	
King	Kenmore	68th Ave NE	NE 170th St	SR 522	T-1	T-3	500	1,468,000	T-1 to T-3	
King	Kent	80th Ave S	SW 43rd St (C/L)	S 196th St	T-2	T-2	924	3,675,000	T-2 to T-3	
King	Kirkland	NE 85th St	6th St	I-405	T-2	T-3	1,147	3,455,000	T-2 to T-3	
King	Redmond	NE 24th St	148th Ave NE (C/L)	Bellevue-Redmond Rd (C/L)	T-2	T-3	1,005	2,522,766	T-2 to T-3	
King	Seattle	Alaskan Way S	East Marginal Way S	S Atlantic St	T-2	T-3	679	3,107,600	T-2 to T-3	
King	Seattle	Corson Ave S	East Marginal Way S	Airport Way S	T-2	T-3	711	2,343,750	T-2 to T-3	
King	Shoreline	15th Ave NE	SR 523 (NE 145th St) (C/L)	SR 104 (North C/L)	T-2	T-3	635	1,309,679	T-2 to T-3	
King	Shoreline	N 175th St	SR 99 (Aurora Ave N)	I-5	T-2	T-3			T-2 to T-3	Requested drop. No data provided
King	Shoreline	NE 175th St	I-5	15th Ave NE	T-2	T-3	989	2,243,500	T-2 to T-3	
King	Woodinville	Woodinville- Snohomish Rd NE	NE 195th St	City Limits and Snohomish Co Line	T-2	T-3	1,197	3,591,000	T-2 to T-3	
Pierce	Auburn	East Valley Hwy E	Lake Tapps Pkwy	South C/L	T-2	T-3	1,176	3,362,250	T-2 to T-3	
Pierce	Gig Harbor	Wollochet Dr	SR 16	Hunt St NW (C/L)	T-2	T-3	624	1,356,000	T-2 to T-3	
Pierce	Lakewood	Northwest 112th St S	Steele St S	South Tacoma Wy	T-2	T-3	1,373	3,526,750	T-2 to T-3	
Pierce	Lakewood	Gravelly Lake Dr SW	Bridgeport Way SW	112th St SW	T-2	T-3	216	726,750	T-2 to T-3	
Pierce	Lakewood	Pacific Hwy SW	Bridgeport Way SW	South Tacoma Way	T-2	T-3	474	1,821,000	T-2 to T-3	
Pierce	Auburn	Lake Tapps Pkwy	East Valley Hwy	Sumner Tapps Hwy	T-2	T-3	1,482	3,504,000	T-2 to T-3	
Pierce	Auburn	Lake Tapps Pkwy	Sumner Tapps Hwy	182nd Ave E (C/L)	T-2	T-3	788	1,936,000	T-2 to T-3	
Pierce	Auburn	Sumner Tapps Hwy	Lake Tapps Pkwy	16th St E (C/L)	T-2	T-3	527	1,265,500	T-2 to T-3	
Snohomish	Everett	W Marine View Dr	Pacific Ave	SR 529 (Everett Ave)	T-2	T-3	1,126	3,302,750	T-2 to T-3	
Spokane	Spokane	N Alberta St	W Northwest Blvd	N Driscoll Blvd	T-2	T-3	1,230	3,443,250	T-2 to T-3	
Spokane	Spokane Valley	Mullan Rd	Dishman-Mica Rd / Sprague Ave	Mission Ave	T-2	T-3	1,178	2,880,250	T-2 to T-3	
Spokane	Spokane Valley	Mullan Rd	Mission Ave	Argonne Rd	T-1	T-3	1,193	2,984,500	T-1 to T-3	
Thurston	Olympia	Black Lake Blvd SW	21st Ave SW	US 101	T-2	T-3	993	3,252,750	T-2 to T-3	Counts verified.Watch
Whatcom	Lynden	Birch Bay-Lynden Rd	Tromp Rd (West C/L)	SR 539	T-2	T-3	982	3,184,090	T-2 to T-3	Counts verified
Whatcom	Bellingham	Ellis St	N Forest St	N State St	T-2	T-3	249	764,855	T-2 to T-3	Counts verified
Whatcom	Bellingham	Iowa St	James	I-5	T-2	T-3	838	2,398,988	T-2 to T-3	Counts verified
Whatcom	Bellingham	Lakeway Dr	Ellis St	Lincoln St	T-2	T-3	539	1,620,028	T-2 to T-3	Counts verified
Whatcom	Bellingham	Lakeway Dr	Lincoln St	Yew St	T-2	T-3	577	1,792,700	T-2 to T-3	Counts verified
Whatcom	Bellingham	Lakeway Dr	Yew St	Scenic Ave (C/L)	T-2	T-3	576	1,403,903	T-2 to T-3	Counts verified
Whatcom	Ferndale	Main St	3rd Ave	Hovander Rd	T-2	T-3	701	1,505,823	T-2 to T-3	Counts verified
Whatcom	Ferndale	Main St	Hovander Rd	I-5	T-2	T-3	759	2,138,273	T-2 to T-3	Counts verified
Whatcom	Bellingham	Meridian St	I-5	Squalicum Way	T-2	T-3	839	2,572,798	T-2 to T-3	Counts verified
Whatcom	Bellingham	N Forest St	E Chestnut St	Ellis St	T-2	T-3	218	711,165	T-2 to T-3	Counts verified
Whatcom	Bellingham	N State St	Wharf St	Ellis St	T-2	T-3	278	716,853	T-2 to T-3	Counts verified
Whatcom	Bellingham	N State St	Ellis St	Iowa St	T-2	T-3	545	1,679,860	T-2 to T-3	Counts verified
Whatcom	Ferndale	Slater Rd	I-5	West C/L	T-2	T-3	967	2,610,335	T-2 to T-3	Counts verified
Whatcom	Bellingham	W Bakerview Rd	NB I-5 Ramp SR 542 (East Sunset Dr)	SR 539 (Meridian St)	T-2	T-3	840	2,613,520	T-2 to T-3	Counts verified
Whatcom	Bellingham	Woburn St	Sunset Dr)	Lakeway Dr	T-2	T-3	336	759,623	T-2 to T-3	Counts verified
Yakima	Sunnyside	Yakima Valley Hwy	SR 241	E City Limits	T-2	T-3		392,040	T-2 to T-3	

Table 6: Changes to FMSIB Strategic
Freight Corridors for City Streets, 2021-2023

Table 7: 2023 FMSIB Strategic Rail Corridors

Railroad Operator	Rail line name	Rail Segment	2023 FGTS Class
BNSF Railway	BNSF Railway	Sunset Jct. to Olds Jct.	R-1
BNSF Railway	BNSF Railway	Olds Jct. to Scenic	R-1
BNSF Railway	BNSF Railway	Scenic to Snohomish Jct.	R-1
BNSF Railway	BNSF Railway	Snohomish Jct. to Everett	R-1
BNSF Railway	BNSF Railway	Idaho State Line to Sunset Jct.	R-1
BNSF Railway	BNSF Railway	Spokane to Connell	R-1
BNSF Railway	BNSF Railway	Connell to Pasco	R-1
BNSF Railway	BNSF Railway	Pasco to Roosevelt	R-1
BNSF Railway	BNSF Railway	Roosevelt to Wishram	R-1
BNSF Railway	BNSF Railway	Wishram to Washougal	R-1
BNSF Railway	BNSF Railway	Washougal to Oregon State Line	R-1
BNSF Railway	BNSF Railway	Cheney to Latah Jct	R-1
BNSF Railway	BNSF Railway	Pasco to Gibbon	R-1
BNSF Railway	BNSF Railway	Gibbon to Yakima	R-1
BNSF Railway	BNSF Railway	Yakima to Ellensburg	R-1
BNSF Railway	BNSF Railway	Ellensburg to Palmer Jct	R-1
BNSF Railway	BNSF Railway	Palmer Jct. to Auburn	R-1
BNSF Railway	BNSF Railway	Seattle to Everett	R-1
BNSF Railway	BNSF Railway	Everett to Delta Jct.	R-1
BNSF Railway	BNSF Railway	Delta Jct. to Kruse Jct.	R-1
BNSF Railway	BNSF Railway	Kruse Jct. to Intalco	R-1
BNSF Railway	BNSF Railway	Intalco to Canadian Border	R-1
BNSF Railway	BNSF Railway	Seattle to Auburn	R-1
BNSF Railway	BNSF Railway	Auburn to Meeker	R-1
BNSF Railway	BNSF Railway	Meeker to Tacoma	R-1
BNSF Railway	BNSF Railway	Tacoma to Nisqually	R-1
BNSF Railway	BNSF Railway	Nisqually to Centralia	R-1
BNSF Railway	BNSF Railway	Centralia to Kalama	R-1
BNSF Railway	BNSF Railway	Kalama to Vancouver, WA	R-1
BNSF Railway	BNSF Railway	Wishram to Oregon State Line	R-1
BNSF Railway	BNSF Railway	Intalco to Cherry Point	R-1
Longview Switching Company	Longview Switching Company	Longview Switching Company	R-1
Puget Sound and Pacific Railroad	Puget Sound and Pacific Railroad	Centralia to Gate	R-1
Puget Sound and Pacific Railroad	Puget Sound and Pacific Railroad	Gate to Elma	R-1
Tacoma Rail	Tacoma Rail	Tidelands Division	R-1
	Tidelands Division	Tidelands Division	R-1
Union Pacific Railroad	Union Pacific Railroad	Oregon State Line to Cheney	R-1
Union Pacific Railroad	Union Pacific Railroad	Seattle to Tacoma	R-1
Union Pacific Railroad	Union Pacific Railroad	Spokane to Idaho State Line	R-1

Note: rail corridor classification is based on 2022 data collected from railroad operators

Table 8: 2023 FGTS Freight Waterway Classifications

Waterway Segment	Annual Tonnage (in thousands tons)	2023 FGTS Classification
Puget Sound Spine between San Juan De Fuca and Seattle	41,498	W-1
Puget Sound Spine between Seattle and Tacoma	23,000	W-2
Strait of San Juan De Fuca	62,761	W-1
Rosario and Georgia Strait	19,293	W-2
Grays Harbor	2,910	W-4
Columbia River from Mouth to Vancouver	54,717	W-1
Columbia River between Vancouver and the Dalles Dam	8,500	W-3
Columbia River above Dalles Dam to McNary Lock and Dam	7,354	W-3
Columbia River above McNary Lock and Dam to Kennewick	5,763	W-3
Snake River from Kennewick to Clarkston	4,238	W-4

Note: 2021 waterway tonnage data sourced from US Army Corps of engineers

FMSIB Statewide Freight Project Investment Categories and Outcomes – Six Year Plan

Eligibility Criteria

1. On the FGTS or benefits the FGTS.
2. Under construction within six years.

55% to top Priorities, 45% geographically distributed

Prioritization Criteria

1. Tonnage (based on FGTS Classification), supplemented by truck percentage and/or number of trucks.
2. Non-state Match (Percentage of total cost).
3. Percentage of funding “committed.”
4. Is Project listed in Regional Plan

Policy Guidance

Geographically Distributed
MPO / RTPO solicitation

New- Cost Effectiveness (Describe Least Cost Design Alternative Consideration)

New- Describe your engagement with Overburdened Communities impacted by the project

New- Describe project alternatives and mitigation measures addressing the impacts on overburdened communities

****PROPOSED****

****FROM 2022****

Freight Category	Target Area	Desired Freight Outcome	Relative Investment Amounts	Relative Investment Amounts
Asset Preservation and Safety	Bridge Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	20%	20%
	Road Preservation	Maintain the asset for its intended use by maximizing previous investments while eliminating or preventing weight restrictions.	15%	15%
	Bridge and Road Replacement	Replace existing assets that are beyond repair and must be rebuilt to remove weight restrictions or detours on freight corridors.	15%	10%
Improving the Operations of the Existing System	Transportation Systems Management and Operations	Improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).	5%	5%
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.	15%	10%
	Expansion of Freight Corridors	Improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.	15%	10%
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.	15%	5%
	Truck Parking	Improve availability and accessibility of safe and secure places for truck drivers to rest.		5%
	Intermodal Transfer Facilities	Reduce freight congestion at shipping ports and rail terminals by creating and enhancing capacity of intermodal and transload facilities across the state.		10%
	Zero Emissions	Improve air quality 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%

Draft Process and Outreach Plan for FMSIB Six-Year Investment Plan

Task	Responsible Party	Milestone
Eligibility and Prioritization Criteria <i>September-December 2023</i>		
Draft Investment Categories and Outcomes: Eligibility and Prioritization Criteria	FPAC	Recommended to Board September 22, 2023
Approve Investment Categories and Outcomes: Eligibility and Prioritization Criteria	Board	December 1, 2023
Strategic Corridor Designation <i>September-December 2023</i>		
Present Freight and Good Transportation System Update and analysis of data	WSDOT	September 22, 2023 December 1, 2023
Designate Strategic Corridors	FMSIB	December 1, 2023
Stakeholder Outreach and Communication Plan <i>December 2023-January 2024</i>		
Develop Stakeholder Outreach Plan	Executive Director	December 10, 2023
Review and recommend Stakeholder and Outreach Plan	FPAC	December 15, 2023
Present draft Stakeholder and Outreach Plan to MPO/RTPO Coordinating Committee	Executive Director	TBD
Approve Stakeholder and Outreach Plan	FMSIB	January 18, 2024
Develop materials including submission form	Executive Director	January 25, 2024
Initiate Outreach to Solicit Projects for Investment Plan	Executive Director	January 31, 2024
Build Six-year Investment Plan <i>March 15-December 1, 2024</i>		
Assemble results from freight stakeholders	Executive Director/Planner	March 15, 2024
First review of submissions	FPAC	March 18-29
Update on findings	FMSIB	April
Validate submissions	Planner	
Draft Six-year Investment Plan	FPAC/FMSIB	May
Revisions and additional data collection	Executive Director/Planner	June/July
Draft Final Six-year Investment Plan	FPAC	July/August
Recommend Final Six-year Investment Plan*	FMSIB	September
Notify project proponents included in Plan	Executive Director/Planner	October
Draft Report to Legislature	Executive Director	October
Recommend Final Report to Legislature	FPAC	October/November
Board approval to submit Final Report	FMSIB	November
Submit Final Investment Plan Report to Legislature	FMSIB Chair	December 1, 2024
Legislative testimony and communications	FMSIB	January – April 2025

**Direction from Board to target September for final approval. Exact FMSIB meeting dates will be added once they are scheduled.*

Intermodal Facilities Eligibility for Six-year Investment Plan Discussion Paper

FMSIB will be discussing the Six-year Investment Plan process and schedule on December 1.

One of the items to be discussed will be how to handle eligibility of intermodal facility projects in the six-year investment plan process.

FMSIB has funding to do a study on intermodal facilities and success factors to help in screening for inclusion of such facilities in the recommended Six-Year Plan Investment Plan. FMSIB had anticipated building on work started by WSDOT working with Washington State University (WSU) on Intermodal Facilities; however, WSDOT will not be pursuing further work on their previous WSU study within our timeframes based on my most recent conversations with WSDOT staff.

Some options FMSIB could consider include:

1. Allow intermodal facility (IF) projects to be eligible but hold in a special category for later consideration after study success criteria are determined.

For example, this could mean undertaking a robust intermodal study during this biennium that would inform recommendation for the next biennium, years 4-6, of an investment plan.

2. Simplify the scope of work for the IF success factors study so results could be available for use in screening projects by summer 2024.

FMSIB could host a workshop with intermodal facility experts to define success criteria using a consultant from an existing on-call list to facilitate and generate criteria for FMSIB to use.

3. Other options?