



October 31, 2016

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

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

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

Re: Prioritized Freight Project List

Dear Director Schumacher, Senator King and Representative Clibborn,

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

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

Proviso Requirements

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

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

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

Freight Project Solicitation Process

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

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

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

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

Tiered Freight Project List Overview

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

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

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

Washington State Freight Advisory Committee Recommendations

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

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

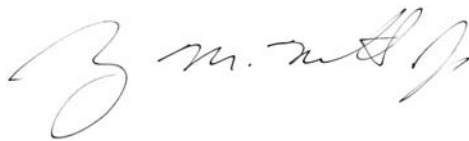
² Multimodal projects include freight intermodal and freight rail projects per FAST Act. See FAST Act Section 1116 NHFP Questions and Answers, Eligible Projects Question & Answer 4 for details:
http://www.ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpqa/index.htm.

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

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

Looking Ahead

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



Roger Millar, PE, AICP
Secretary of Transportation



Dan Gatchet, Chair
WA State Freight Advisory Committee

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

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

¹ Multimodal projects include freight intermodal and freight rail projects per FAST Act.

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

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

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

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

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

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
Tier 1 Preliminary Engineering										
31	Big Pasco Intermodal Rail Reconstruction	Reconstruct 12,300 LF of WWII Port-owned rail actively used for intermodal transloading	Port of Pasco	East	Multimodal	Benton/Franklin MPO	1	\$1,700,000	\$1,300,000	76%
56	South Terminal Modernization Project III	The Port of Everett is exploring a cleanup action plan for the South Terminal Mill A site that restores the health of the Puget Sound, while also modernizing the Port of Everett Seaport to meet 21st Century Infrastructure Needs. The net result would be a minimum of a 1,100 foot berth and -45 MLLW operational depth.	Port of Everett	Puget Sound	Multimodal	PSRC	1	\$135,000,000	\$25,000,000	19%
53	Berth 4 Terminal Redevelopment Project (including rail infrastructure support)	Redevelopment of the Berth 4 facilities into a leased terminal. Project development will be in coordination with private development. Project may include storage, dock construction, and rail infrastructure improvements.	Port of Longview	West	Multimodal	CWCOG	1	\$20,000,000	\$20,000,000	100%
110	Barlow Point Terminal Development	Port terminal development on 285+ acres. Site is considered a "green field" development; no previous development has occurred. Project would include dock structures, utility backbone, roadways, storm water systems, etc. on the site to support 1 to 3 future private terminal developments.	Port of Longview	West	Multimodal	CWCOG	1	\$227,000,000	\$227,000,000	100%
Tier 1 PE Total								\$273,300,000		

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

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

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

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

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

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

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

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

Tier 1 construction total

\$185,067,661

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

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

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

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

Tier 1 ROW Total

\$270,083,326

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

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

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

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	Total Project Cost	Total Funding Gap	% request of total cost
148	I-90/CleElum vicinity - Replace Concrete Panels	The existing concrete pavement on I-90 between Bullfrog Road and Oaks Avenue, Elk Heights Rd and Yakima River Bridge, and Oakes ave to Elk Heights EB is deteriorating due to wear and tear. This project will replace select concrete panels to extend the life of the roadway.	WSDOT	East	Roadway	WSDOT	1	\$3,044,275	\$3,044,275	100%
81	Argonne Road Concrete Pavement, I-90 to Montgomery	Reconstruction of Argonne Road to include a deep roadbase & new PCC pavement.	City of Spokane Valley	East	Roadway	SRTC	1	\$3,723,000	\$3,723,000	100%
96	I-205, 28 th St. to SR-500 Auxiliary Lanes	Add Northbound and Southbound lanes	WSDOT	West	Roadway	MPO-RTC	1	\$23,000,000	\$23,000,000	100%
99	I-205, Padden Interchange with 72 nd Av. Slip Ramp	Reconstruct Interchange with northbound slip ramp to 72nd Av.	WSDOT	West	Roadway	MPO-RTC	1	\$30,000,000	\$30,000,000	100%
100	I-205, SR-500 to Padden Parkway	Add Northbound and Southbound lanes	WSDOT	West	Roadway	MPO-RTC	1	\$30,000,000	\$30,000,000	100%
101	SR-14, I-205 to 164 th Av. Add Lanes	Add lanes and modify ramps	WSDOT	West	Roadway*	MPO-RTC	1	\$38,000,000	\$38,000,000	100%
106	SR-14, 15 th /27 th /32 nd Street Interchange Project	Add lanes and construct Interchanges	WSDOT	West	Roadway	MPO-RTC	1	\$80,000,000	\$80,000,000	100%
107	I-5/SR 500 Build Direct Connection	Construct connection from SR-500 to I-5 north of interchange	WSDOT	West	Roadway	MPO-RTC	1	\$140,000,000	\$140,000,000	100%
112	Hood River Bridge Replacement	Replace bridge over Columbia River	Port of Hood River	East	Roadway*	RTPO-RTC	1	\$250,000,000	\$250,000,000	100%
28	US 97/2 Miles N of Upper Tronson Rd - Passing Lane	Restripe the existing three lane section with a SB passing lane to a three lane section with a NB passing lane. This passing lane will reduce traffic congestion, collisions stion, from slower moving and passing vehicles and benefit freight.	WSDOT	East	Roadway	Chelan-Douglas Transportation Council (CDTC)	1	\$349,100	\$349,100	100%
149	SR 539/Bay-Lyn Dr to SR 546 - Paving	The project will mill & fill SR539 from MP 10.40 to MP 12.57. Required safety work will be performed as needed.	WSDOT	West	Roadway	WSDOT	1	\$2,519,612	\$2,519,612	100%
150	I-90/468th Ave SE to W Summit Rd WB - Replace Concrete Panels	The existing concrete pavement on westbound I-90 between North Bend and Snoqualmie Pass summit is deteriorating due to wear and tear. This project will replace select concrete panels to extend the life of the pavement.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$3,240,923	\$3,240,923	100%
146	I-5/Northbound SR 104 Vicinity to 212th St SW Vicinity - Paving	Resurface this section of I-5 northbound mainline by milling the existing surface and inlaying with 0.15 ft. of Hot Mix Asphalt (HMA). Includes approximately 8 on and off ramps within the project limits.	WSDOT	Puget Sound	Roadway	WSDOT	1	\$3,914,200	\$3,914,200	100%
147	I-90/Moses Lake West WB Lanes - Paving	Highway is due for resurfacing by least life cycle cost method. Resurface the existing roadway pavement. This will prolong the life of the roadway at the least life cycle cost and provide for a smoother roadway for the public.	WSDOT	East	Roadway	WSDOT	1	\$4,896,988	\$4,896,988	100%

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

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

Tier 1 PE Total

Roadway*: project is partially located on NHFN.

\$725,408,191

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

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

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

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

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

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

Tier 2 and 3 Total

\$4,404,176,480

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

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

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

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

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

No.	Project Name	Brief Description	Project Owner	Region	Project Type	Submitting Authority	PE Phase	ROW Phase	Construction Phase	Total Project Cost	Total Funding Gap	% request of total cost	Reason for Exclusion
71	Duwamish Local Freight Access Improvements	Reconstruct roadway with drainage, curb, sidewalks and landscaping. Coincides with Seattle Public Utilities drainage substation project	City of Seattle	Puget Sound		PSRC	1	1	3	\$1,300,000	\$1,300,000	100%	Project type or location does not meet eligibility requirements
70	Oak Street Overpass Modification	Access / Egress to Overpass	Port of Kalama	West		SWRTPO	2	2	3	\$1,000,000	\$1,000,000	100%	Project type or location does not meet eligibility requirements
103	1st Ave S Viaduct Replacement	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	City of Seattle	Puget Sound		PSRC	2	NA	3	\$55,000,000	\$55,000,000	100%	Project type or location does not meet eligibility requirements
104	4th Ave S Viaduct Replacement	Replace viaduct structure spanning Class I railroad and UP Argo Yard at the end of its useful life, increasing vertical clearance and optimizing yard operations	City of Seattle	Puget Sound		PSRC	2	NA	3	\$55,000,000	\$55,000,000	100%	Project type or location does not meet eligibility requirements
108	SODO Rail Corridor Grade Separation	Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts	City of Seattle	Puget Sound		PSRC	3	3	3	\$145,000,000	\$145,000,000	100%	Project type or location does not meet eligibility requirements
161	US 101/Port Industrial Road - Alternate Route	The proposal is intersection control improvements at 4 locations along the Port Industrial Rd (2 intersections with signals and channelization and 2 intersections with left turn channelization). The Port industrial Rd is an alternate route to using US 101 mainline and US 101 Aberdeen couplet between W Heron St and Myrtle St.	WSDOT	West		WSDOT	NA	NA	3	\$4,000,000	\$4,000,000	100%	Project type or location does not meet eligibility requirements
167	SR 18/I-5 to SR 169 - ITS Improvements	Improve travel times along the SR 18 corridor between I-5 and SR 169 by expanding the NWR Active Traffic Management system. Improvements include adding new CCTV units, Highway Advisory Radio signs, Variable Message Signs with sign bridges, ramp meters, and a Roadway Weather Information Station. The result will be improved detection of congestion and incidents, communication with motorists, and mobility on SR 18.	WSDOT	Puget Sound		WSDOT	NA	NA	3	\$10,000,000	\$10,000,000	100%	Project type or location does not meet eligibility requirements
109	Puyallup Bridge Rehabilitation (F16C, F16D, F16E)	Bridge Replacement. Note the Puyallup River Bridge is made of 6 segments. This project includes segments F16C, D, E and F16.	City of Tacoma	Puget Sound		City of Tacoma	2	2	3	\$150,000,000	\$150,000,000	100%	Project not supported by regional plan
Ineligible total											\$614,916,513		

Roadway*: project is partially located on NHFN.