

## AGENDA

Technical Advisory Committee

Thursday, June 2, 2022, 2:00 p.m. – 4:00 p.m.

### MEETING FORMAT

In order to comply with the Governor's guidance to "Stay Home and Stay Healthy" and in keeping with the Proclamation by the Governor Amending Proclamation 20-05 Open Public Meetings Act and Public Records Act issued on March 24<sup>th</sup> 2020, participation in the TRPC meeting will be through **remote access only**.

### Teleconference Link

Zoom Meeting:

<https://trpc-org.zoom.us/j/84287862576?pwd=U3R5amFuUjVRU1VmbXNGZytFQWhSZz09>

Meeting ID: 842 8786 2576

Passcode: 478508

**Audio by phone, dial in early:**

(253) 215-8782, or (301) 715 8592

2:00 p.m.	<b>1. Welcome &amp; Introductions</b>	<b>INTRODUCTIONS</b> Paul Brewster
2:10 p.m.	<b>2. Revised TRPC Federal Transportation Funding Call for Projects - Project Evaluation</b> <i>TAC members will revisit the Regional Priorities criteria using their communities prospective proposals to compare notes on interpretation and project scoring. Members will discuss potential revisions to exclude the application of Sustainable Thurston Criteria from urban small and rural areas and discuss.</i>	<b>DISCUSSION</b> TPRC Staff
2:55 p.m.	<b>3. Redistributed Funds strategy</b> <i>TRPC staff will brief members on a proposed strategy to prioritize and program projects for redistributed funds.</i>	<b>DISCUSSION</b> Veena Tabbutt
3:20 p.m.	<b>4. Federal Bipartisan Infrastructure Bill Grant Discussion</b> <i>Safe Streets and Roads for All – Regional Safety Plan Reconnecting Communities Pilot Program Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program More info: <a href="https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022">https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022</a></i>	<b>DISCUSSION</b> Veena Tabbutt, Karen Parkhurst,
3:35 p.m.	<b>5. TRPC Grant Coordinator Position Needs and Coordination</b>	<b>DISCUSSION</b> Marc Daily
3:50 p.m.	<b>6. Critical Urban and Rural Freight Corridors Designation</b> <i>WSDOT is requesting MPOs coordinate with local agencies to update their region's designation of freight corridors by July 15 (attachments).</i>	<b>DISCUSSION</b> Aidan Dixon
4:00 p.m.	<b>7. Adjourn</b>	

**NEXT MEETING**  
June 16, 2022  
2:00 pm – 4:00 pm

Thurston Regional Planning Council ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person based on race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360.956.7575 or email [info@trpc.org](mailto:info@trpc.org).

If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575..

# Critical Freight Corridor Submission for 2022 Washington Freight Plan Update

## Background

As part of the development of the 2022 State Freight Plan Update, WSDOT is updating the designation of Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs). This work is being done in coordination with MPOs and RTPOs, and results of the process will be submitted to the Federal Highway Administration (FHWA). **This designation of CRFCs and CUFCs will update and expand Washington’s National Highway Freight Network, allowing expanded use of National Highway Freight Program (NHFP) formula funds and INFRA grant programs for eligible freight projects.**

## Regional Mileage Allocation

The 2021 Bipartisan Infrastructure Law (BIL) has allocated 150 miles to Washington State for the designation of CUFCs,<sup>1</sup> and 300 miles for the designation of CRFCs. The Puget Sound Regional Council (PSRC) is responsible for designating CUFC mileage in its urbanized area, and WSDOT is responsible for designating CUFC mileage for non-PSRC areas and CRFC mileage across the state.

WSDOT will be using a two-step process to allocate CUFC and CRFC mileage in the state:

1. First, freight projects submitted for FFY 2022-2025 National Highway Freight Program (NHFP) funding considerations will receive critical corridor designations to ensure they meet program eligibility.
2. Second, the remaining balance of critical corridor mileage will be distributed equally across 11 MPOs (excluding PSRC) and 17 RTPOs in Washington State. **The table below lists the estimated remaining mileage balance available for distribution and the regional mileage target for MPOs and RTPOs.**

**IMPORTANT: Please note that no NHFP funding is available for any remaining miles distributed and designated under step 2.**

	CUFC miles (urbanized areas)	CRFC Miles (non-urbanized areas)
Estimated remaining mileage balance after mileage designation for NHFP projects	63.5 miles	291 miles
<b>Estimated regional mileage target for each organization</b>	<b>5.8 miles (per MPO)</b>	<b>17.1 miles (per RTPO)</b>

## Submission Deadline

WSDOT is requesting a list of proposed CUFCs and CRFCs from MPOs and RTPOs for potential designation. Proposed corridors must be submitted by MPO/RTPOs to WSDOT Rail, Freight and Ports Division at [Wenjuan.Zhao@wsdot.wa.gov](mailto:Wenjuan.Zhao@wsdot.wa.gov) by **July 15, 2022**. MPOs and RTPOs are strongly encouraged to coordinate with their local jurisdiction members (cities, counties, ports, and tribes) to develop the regional list of proposed CUFC/CRFC corridors.

Electronic copies of the following items need to be included in the regional submittal package:

- Completed Critical Freight Corridor Submission Form
- Detailed corridor location map in PDF format for each proposed corridor

<sup>1</sup> Per federal requirement PSRC is the lead for CUFC designation within its region. WSDOT and PSRC are maintaining the existing split of CUFC mileage limit established in 2016 process, with 71 miles available for PSRC, and 79 miles available for the rest of state.

## Guidelines for Corridor Designation

WSDOT is seeking proposed CUFC and CRFC corridors from MPOs and RTPOs based on the following parameters:

### Key considerations for critical corridor designation (in descending priority order):

WSDOT is taking a project-based approach for corridor designation to make the best use of the limited corridor mileage. Proposed corridors should meet one of the following considerations:

1. Corridor segments with projects that intend to apply for INFRA grant funds between 2022-2026; or
2. Corridor segments with other regional freight priority projects that have a funding need and are planned for implementation between 2022-2026; or
3. Corridor segments that do not have projects planned in the next five years but have been identified as critical for other freight-supportive reasons.

### Connection to Freight Movement

Proposed corridors must be on public roadways and have a strong connection to freight transportation, including:

- Being located on the existing Freight and Goods Transportation System network; or
  - Providing a connection to major freight facilities (*see the type of freight facilities listed under on page 3, item 22-23*); or
  - Demonstrating their importance to regional/state freight movement with supporting and verifiable data.
- Please use this [Freight Transportation System map](#) application to see designated FGTS routes under the “2021 Freight and Transportation System” map layer.

### Regional Mileage Target

WSDOT is asking for information on two “tiers” of critical corridors that provides flexibility in corridor designation based on each submitter’s needs:

1. Each MPO and RTPO *should* submit a **priority list of corridors** up to the target miles shown in the table on page 1. This list of critical corridors is guaranteed for consideration.
2. Each MPO and RTPO *may* submit a **secondary list of corridors (optional)** if additional mileage is needed beyond the regional mileage target. *The secondary list will only be considered if there is extra mileage remaining after corridor mileage is allocated to MPOs/RTPO’s priority lists.*

### Important Clarifications

1. Critical Urban Freight Corridors must be **public roadways within the boundaries of Highway Urbanized Areas**, and Critical Rural Freight Corridors must be **public roadways outside the boundaries of any Highway Urbanized Area**.
2. Please evaluate the 2016 CUFC/CRFC designation within your MPO/RTPO boundary to determine whether you want to carry over any previously-designated corridors. **Any 2016 corridors to carry over to 2022 must be included in your submission form and will count towards your regional mileage target** (Further information on previously-designated corridors is available below).
3. The proposed corridor **should not be on the existing Primary Highway Freight System (PHFS) and Interstates, including connecting ramps**. PHFS and Interstates are the FHWA-designated elements of the National Highway Freight Network and do not need additional CUFC/CRFC designation.
4. If your region has submitted a project list for FFY 2022-2025 NHFP funding consideration this March, **please do not resubmit the same roadway segments** on which those projects are located.
5. Proposed corridors can be short and disconnected segments aligned with project locations identified as meeting “**key considerations**” on page 1 of this instruction sheet.

Please use this [Freight Transportation System map](#) application to see the map layers of Highway Urbanized

Areas, 2016 CUFC/CRFC corridors, and PHFS routes. The detailed list of 2016 CUFC/CRFC corridors is also attached to the corridor request.

## Submission Instructions

The application form consists of three sheets: (1) a sheet that summarizes all submitted corridors, and (2) a second and third sheet that contains detailed information for individual corridors.

### Sheet 1 – Summary Information

#### Contact Information

Please provide a staff contact for questions and communications regarding this submission.

#### Priority List of Corridors

Please use this to provide a summary list of the priority corridors submitted, including corridor name, start and end location, type (CUFC or CRFC), jurisdiction where the corridor is located, key considerations for corridor designation (described on page 2 of this instruction sheet), 2021 FGTS classification, and mileage. You may insert additional rows in the sheet if needed. **The CUFC miles and CRFC miles on the priority list must not exceed the regional mileage target listed on page 1 of this instruction form.**

#### Secondary List of Corridors (Optional)

Please use this to provide a summary list of the secondary corridors submitted, including corridor name, start and end location, type (CUFC or CRFC), jurisdiction located, key considerations for corridor designation (described on page 2 of this instruction sheet), 2021 FGTS classification, and mileage. You may insert additional rows in the sheet if needed.

### Sheet 2 – Individual Corridor Information for Priority List

### Sheet 3 – Individual Corridor Information for Secondary List

These two sheets have the same layout for entering detailed corridor information. Please use sheet 2 for entering detailed information for the priority corridor list, and sheet 3 for the secondary corridors (optional). Both have an example entry in Column D, and columns for up to 5 corridor entries. You may insert additional columns in the sheet if needed.

#### 1. Corridor Name

Roadway name of the proposed corridor.

#### 2. MPO/RTPO Name

Please enter the name of the submitting MPO/RTPO.

#### 3. Urban/Rural Corridor Type

Please indicate if this corridor falls under the CUFC category (within Highway Urbanized Area), or a CRFC category (outside Highway Urbanized Area). If your corridor falls under CUFC, please indicate the urbanized area it is within. **Please note: if your corridor crosses the boundary of an urbanized area, it MUST be broken into two separate corridor segments, one for CRFC, and one for CUFC.**

#### 4. Urbanized Area Name

If your corridor is within a HUA, please provide the name of the HUA ([map link](#)).

#### 5. Previous Designation in 2016

If the corridor was previously designated in 2016, please enter yes; if it was not previously designated in 2016, please enter No ([map link](#)).

## 6. Corridor Length

Please enter the length of the corridor in miles.

## 7-8. Corridor Start and End Locations

If the corridor starts and ends at intersections or facility boundaries, please enter these intersections or boundaries here.

## 9-10. Corridor Begin and End Mileposts

If the corridor is on a county road or state highways, enter these milepost values here.

## 11-12. Jurisdiction and Ownership

Indicate the name of the jurisdiction within which the corridor is located, and jurisdictional ownership of the corridor.

## 13. Supporting map

Please provide a PDF format map that shows the proposed corridor location.

## 14. Key considerations for corridor designation

This field relates to the "key considerations for corridor designation" described on page 2 of this instruction sheet. You should indicate which key consideration it meets (1, 2, or 3).

## 15-20. Project Name, Project Location, Funding Status, Schedule, Owner, and Other Reasons

If you entered "1" or "2" under key considerations, please enter the project name, location, funding status, anticipated schedule, and project owner.

If you entered "3", please describe other reasons your agency is seeking corridor designation.

## 21. FGTS Classification

If your corridor is on one or more FGTS routes, please enter the classification that your corridor corresponds with ([map link](#)).

## 22-23. Connection to major freight facilities

Please answer whether the proposed corridor provides access to any of the types of freight facilities listed below, describe the specific facility, and provide an explanation for justification. This list reflects FHWA's set of qualifying freight facilities for the designation of critical freight corridors.

Major urban freight facilities for CUFC connection:

- A) intermodal freight facilities; or
- B) major freight generator, logistics center, or manufacturing and warehouse industrial land

Major rural freight facilities for CRFC connection:

- C) energy exploration, development, installation, or production areas;
- D) freight facilities handling more than 50,000 TEUs or 0.5 million tons of bulk commodities per year;
- E) grain elevators, agricultural, mining, forestry, or intermodal facilities;
- F) intermodal port of entry; or
- G) significant air, rail, water, or other freight facilities

## 24. Importance to freight movement

If your proposed corridor is **not on** a FGTS route, and your answer to "Connection to major freight facilities" question above is **No**, please provide supporting data/information to justify the importance of proposed corridor to regional or state freight movement.

## Submission Instructions

Please read the entire instruction sheet before completing corridor submissions from MPOs and RTPOs must be returned later than **July 15, 2022**. Electronic copies of the following items:

- **Completed Critical Freight Corridor Submission Form**
- **Detailed corridor location map in PDF format for each project**

MPO/RTPOs are strongly encouraged to coordinate with the tribes) to develop the proposed corridor list.

## Contact Information

Name of MPO or RTPO  
Contact Name  
Contact Email Address  
Contact Phone Number

**Priority List of Corridors (must not exceed regional mileage target - 5.8 CUFC miles and 17.1 CRFC miles)**

Corridor ID                      Corridor Name

1	
2	
3	
4	

*Insert additional rows as necessary*

**Secondary List of Corridors (Optional)**

Corridor ID                      Corridor Name

1	
2	
3	
4	

*Insert additional rows as necessary*



**your corridor submission form.** Proposed CUFC/CRFC  
 ed by email to Wenjuan Zhao at zhaow@wsdot.wa.gov no  
 :ems need to be included in the submittal package:

**Proposed corridor**

air local jurisdiction members (cities, counties, ports, and



Start Location	End Location	Proposed Corridor Type (CUFC or CRFC)	Jurisdiction	Key Considerations for Corridor Designation (indicate 1, 2, or 3)
				Total CRFC
				Total CRFC
				Gr

Start Location	End Location	Proposed Corridor Type (CUFC or CRFC)	Jurisdiction	Key Considerations for Corridor Designation (indicate 1, 2, or 3)
				Total CRFC
				Total CRFC
				Gr





2021 FGTS Classification	Corridor Length (miles)	Note
Miles Proposed		
Miles Proposed		
and Total Miles		

2021 FGTS Classification	Corridor Length (miles)	Note
Miles Proposed		
Miles Proposed		
and Total Miles		



ID	State	MPO/RTPO	Urbanized Area	County	Route Name
1	WA	BFCG	Kennewick/Pasco/Richland		US 395
2	WA	BFCG	Kennewick/Pasco/Richland		US 395
3	WA	BFCG	Kennewick/Pasco/Richland		US 12
4	WA	LCVMPO	Lewiston/Clarkston		Fleshman Way
5	WA	LCVMPO	Lewiston/Clarkston		US 12
6	WA	CWCOG/SWRTPO	Longview/Kelso		SR 432
7	WA	TRPC	Olympia/Lacey/Tumwater		Henderson Blvd
8	WA	TRPC	Olympia/Lacey/Tumwater		Plum St SE
9	WA	TRPC	Olympia/Lacey/Tumwater		East Bay Dr NE
10	WA	TRPC	Olympia/Lacey/Tumwater		Olympia Ave NE
11	WA	TRPC	Olympia/Lacey/Tumwater		US 101
12	WA	SRTC	Spokane/Spokane Valley		N Freya St
13	WA	SRTC	Spokane/Spokane Valley		N Market St
14	WA	SRTC	Spokane/Spokane Valley		N Greene St
15	WA	SRTC	Spokane/Spokane Valley		N Freya Way
16	WA	SRTC	Spokane/Spokane Valley		N Freya St
17	WA	SRTC	Spokane/Spokane Valley		S Freya St
18	WA	SRTC	Spokane/Spokane Valley		S Thor Pl/ S Thor St
19	WA	SRTC	Spokane/Spokane Valley		N Argonne Rd
20	WA	SRTC	Spokane/Spokane Valley		Argonne Rd

21	WA	SRTC	Spokane/Spokane Valley		Argonne Rd
22	WA	SRTC	Spokane/Spokane Valley		Mullan Rd
23	WA	SRTC	Spokane/Spokane Valley		Sullivan Rd
24	WA	SRTC	Spokane/Spokane Valley		Sullivan Rd (Planned route)
25	WA	SRTC	Spokane/Spokane Valley		Appleway Ave
26	WA	SRTC	Spokane/Spokane Valley		Airport Dr
27	WA	SRTC	Spokane/Spokane Valley		Spotted Rd
28	WA	SRTC	Spokane/Spokane Valley		Spotted Rd
29	WA	SRTC	Spokane/Spokane Valley		Flightline Blvd
30	WA	SRTC	Spokane/Spokane Valley		Grove Rd
31	WA	SRTC	Spokane/Spokane Valley		Barker Rd
32	WA	SRTC	Spokane/Spokane Valley		SR 290
33	WA	RTC	Vancouver/Camas/Battle Ground		SR 14
34	WA	RTC	Vancouver/Camas/Battle Ground		SR 14
35	WA	RTC	Vancouver/Camas/Battle Ground		SR 501
36	WA	RTC	Vancouver/Camas/Battle Ground		501 Couplet
37	WA	CDTC	Wenatchee/East Wenatchee		SR 285
38	WA	YVCOG	Yakima/Selah/Union Gap		N 1st St
39	WA	YVCOG	Yakima/Selah/Union Gap		I St
40	WA	YVCOG	Yakima/Selah/Union Gap		I St
41	WA	YVCOG	Yakima/Selah/Union Gap		6th Ave
42	WA	YVCOG	Yakima/Selah/Union Gap		South Union Gap Beltway/Westside Connector (Planned route)

43	WA	YVCOG	Yakima/Selah/Union Gap		US 12
44	WA	QCRTPPO		Adams	SR 17
45	WA	CDTC		Chelan	US 97
46	WA	CDTC		Chelan	US 97
47	WA	BFCG		Franklin	SR 17
48	WA	QCRTPPO		Grant	O NE
49	WA	QCRTPPO		Grant	3 NE
50	WA	QCRTPPO		Grant	SR 17
51	WA	QCRTPPO		Grant	SR 281
52	WA	CWCOG/SWRTPO		Grays Harbor	US 101
53	WA	CWCOG/SWRTPO		Grays Harbor	US 101 Couplet
54	WA	CWCOG/SWRTPO		Grays Harbor	US 101 Couplet
55	WA	CWCOG/SWRTPO		Grays Harbor	US 12
56	WA	CWCOG/SWRTPO		Grays Harbor	US 12 Couplet
57	WA	PSRC		King	SR 18
58	WA	QCRTPPO		Kittitas	US 97
59	WA	RTC		Klickitat	Hood River Bridge
60	WA	RTC		Klickitat	The Dalles Bridge on US 197
61	WA	RTC		Klickitat	US 97 Sam Hill Memorial Bridge

62	WA	PRTPO		Mason	SR 3
63	WA	SCOG		Skagit	Cook Rd
64	WA	RTC		Skamania	Bridge of the Gods
65	WA	SRTC		Spokane	Bigelow Gulch Rd
66	WA	SRTC		Spokane	Bigelow Gulch Rd (Planned route)
67	WA	SRTC		Spokane	Bigelow Gulch Rd (Realignment)
68	WA	SRTC		Spokane	Forker Rd
69	WA	SRTC		Spokane	SR 290
70	WA	SRTC		Spokane	US 395
71	WA	NEWRTPO		Stevens	US 395
72	WA	WWVMPO/SRTPO		Walla Walla	US 12
73	WA	WWVMPO/SRTPO		Walla Walla	US 12
74	WA	WCOG		Whatcom	SR 539
75	WA	WCOG		Whatcom	SR 9
76	WA	PaRTPO		Whitman	SR 26
77	WA	PaRTPO		Whitman	SR 26
78	WA	PaRTPO		Whitman	US 195
79	WA	YVCOG		Yakima	LaRue Rd
80	WA	YVCOG		Yakima	LaRue Rd (Planned route)
81	WA	YVCOG		Yakima	Meyers Rd
82	WA	YVCOG		Yakima	L St
83	WA	YVCOG		Yakima	Meyers Rd

84	WA	YVCOG		Yakima	US 97
85	WA	YVCOG		Yakima	US 97
86	WA	PSRC	Bremerton/Port Orchard/Bainbr		SR 3
87	WA	PSRC	Bremerton/Port Orchard/Bainbr		SR 16
88	WA	PSRC	Seattle/Tacoma/Everett		SR 99 - East Marginal Way S
89	WA	PSRC	Seattle/Tacoma/Everett		SR 181
90	WA	PSRC	Seattle/Tacoma/Everett		SR 410
91	WA	PSRC	Seattle/Tacoma/Everett		SR 519 - Edgar Martinez Dr S
92	WA	PSRC	Seattle/Tacoma/Everett		SR 526
93	WA	PSRC	Seattle/Tacoma/Everett		SR 167
94	WA	PSRC	Seattle/Tacoma/Everett		S. 154th
95	WA	PSRC	Seattle/Tacoma/Everett		South 212th
96	WA	PSRC	Seattle/Tacoma/Everett		Strander Blvd
97	WA	PSRC	Seattle/Tacoma/Everett		SW 27th St
98	WA	PSRC	Seattle/Tacoma/Everett		S. 160th
99	WA	PSRC	Seattle/Tacoma/Everett		S Industrial Way
100	WA	PSRC	Seattle/Tacoma/Everett		S Hanford St
101	WA	PSRC	Seattle/Tacoma/Everett		S Atlantic St
102	WA	PSRC	Seattle/Tacoma/Everett		S Lander St
103	WA	PSRC	Seattle/Tacoma/Everett		East Marginal Way S
104	WA	PSRC	Seattle/Tacoma/Everett		Alaskan Way S
105	WA	PSRC	Seattle/Tacoma/Everett		W Emerson Pl
106	WA	PSRC	Seattle/Tacoma/Everett		W Emerson St
107	WA	PSRC	Seattle/Tacoma/Everett		W Nickerson St
108	WA	PSRC	Seattle/Tacoma/Everett		W Galer St Grade Separation
109	WA	PSRC	Seattle/Tacoma/Everett		Elliott Ave W
110	WA	PSRC	Seattle/Tacoma/Everett		15th Ave NW



111	WA	PSRC	Seattle/Tacoma/Everett		15th Ave W
112	WA	PSRC	Seattle/Tacoma/Everett		1st Ave S
113	WA	PSRC	Seattle/Tacoma/Everett		4th Ave S
114	WA	PSRC	Seattle/Tacoma/Everett		6th Ave S
115	WA	PSRC	Seattle/Tacoma/Everett		SR 509
116	WA	PSRC	Seattle/Tacoma/Everett		SR 509
117	WA	PSRC	Seattle/Tacoma/Everett		Portland Ave
118	WA	PSRC	Seattle/Tacoma/Everett		70th Ave E
119	WA	PSRC	Seattle/Tacoma/Everett		Canyon Rd (Proposed)
120	WA	PSRC	Seattle/Tacoma/Everett		Canyon Rd
121	WA	PSRC	Seattle/Tacoma/Everett		142nd Ave E
122	WA	PSRC	Seattle/Tacoma/Everett		24th St E
123	WA	PSRC	Seattle/Tacoma/Everett		Eells St
124	WA	PSRC	Seattle/Tacoma/Everett		24th St E
125	WA	PSRC	Seattle/Tacoma/Everett		Stewart Rd
126	WA	PSRC	Seattle/Tacoma/Everett		41st St
127	WA	PSRC	Seattle/Tacoma/Everett		Rucker Ave

HPMS_RouteID	Start Point	End Point	Begin Milepost	End Milepost	Length (mile)
395	North Boundary of Urbanized Area	0.5 mile south of Foster Welles Rd	24.61	25.61	1.00
395	I-182	I-82	13.05	20.59	7.54
012	A St	Tank Farm Rd	293.62	294.51	0.93
120000230i	SR129 underpass	Idaho State Line			0.15
012	2nd St	Idaho State Line	433.99	434.19	0.20
432	I-5	SR 433	5.81	10.33	4.51
760000570i	I-5	Plum St SE			0.43
760000570i	Henderson Blvd	State Ave			0.63
760000570i	Plum St SE	Olympia Ave NE			0.06
760000470i	East Bay Dr NE	Marine Dr NE			0.13
101	Black Lake Blvd SW	Kaiser Rd	364.36	365.44	1.08
720002290i	E Empire Ave	E Francis Ave			1.53
720002260i	N Greene St	N Haven Pl			0.83
720002260i	E Illinois Ave	E Mission Ave			0.90
720002260i	E Mission Ave	N Freya St			0.34
720002260i	N Freya Way	Sprague Ave			0.74
720002260i	Sprague Ave	I-90			0.26
720002250i	Sprague Ave	I-90			0.31
720002460i	North of E Empire Ave	SR 290			0.57
720002460i	SR 290	Mullan Rd			0.38

720002440i	Mullan Rd	I-90			0.20
720002460i	Argonne Rd	I-90			0.21
720002770i	BNSF grade crossing south of SR 290	North City Limit of Spokane Valley			0.63
720000740i	Forker Rd	North City Limit of Spokane Valley			0.81
720001550i	Liberty Lake Rd	Molter Rd			0.84
720000940i	Spotted Rd	Airport Dr (loop)			0.25
720000870i	Airport Dr WB	Airport Dr EB			0.14
063000860i	Airport Dr EB	Flightline Blvd			0.77
063000859i	Spotted Rd	Grove Rd			0.44
720000790i	Flightline Blvd	I-90			0.22
720002830i	SR 290	Flora Road			0.07
290	0.4 mile west of Starr Rd	Starr Road	16.50	16.89	0.39
014	I-205 (Vancouver)	SE 164th Ave	6.09	8.54	2.45
014	Port St	32nd St (Washougal)	15.01	17.05	2.04
501	I-5 (Vancouver)	Fourth Plain Blvd	0.00	2.24	1.94
501COVANCVR	Franklin St	I-5 onramp	0.61	1.16	0.55
285	N Miller St	US 2	3.05	5.04	1.99
860001660i	US 12	I St			0.81
860001950i	1st St	5th Ave			0.32
860002090i	5th Ave	6th Ave			0.06
860002090i	I St	River Rd			0.25
860001583i	W Ahtanum Rd	I-82 ramp			1.98

012	Eschbach Rd	Old Naches Hwy	195.27	198.60	3.26
017	North of W Rankin Rd	Adams/Grant County line	34.27	35.60	1.33
097	National Forest Development Road 7200	Kittitas/Chelan County line	163.98	179.80	15.79
097	US 2	National Forest Development Road 7200	179.80	184.95	5.18
017	North of SR 260	South of Adam/Franklin County line	16.11	20.08	3.97
340001140i	I-90	3 NE			2.58
340002340i	3 NE	E Wheeler Rd			0.99
017	1.3 mile south of Rd 3 SE	1 mile north of Rd 6 SE	42.90	44.45	1.55
281	I-90	SR 28	0.00	10.55	10.55
101	SR 105 (Aberdeen)	Aberdeen Couplet	83.72	87.49	3.87
101COABERDN	S H St	US 101 in Hoquiam	87.49	91.48	3.99
101COHERON	S G St	E Wishkah St	83.75	83.88	0.13
012	US 101	S Fleet St	0.00	0.60	0.60
12COABERDN	S G St	US 12	0.33	0.68	0.35
018	South of Issaquah Hobart Rd S	I-90	19.80	27.91	8.11
097	SR 970	Kittitas/Chelan County line	149.69	163.98	14.29
480000300i	SR 14 (Milepost 65.08)	Oregon State Line			0.45
197	US 197	Oregon State Line			0.24
097	US 97 Milepost 0	Oregon State Line	0.42	0.63	0.21

003	SR 302	Manson/Kitsap County line	23.26	28.23	4.97
5305763000i	I-5	Green Road			0.22
680000001i	SR 14 (Milepost 41.55)	Oregon State Line			0.23
720000120i	Jensen Rd	Forker Rd			3.76
	West of Palmer Rd	Bradley Rd			1.18
	Bradley Rd	Jensen Rd			0.85
720000690i	Bigelow Gulch Rd	Proposed Sullivan Rd			0.74
290	Starr Road	0.36 mile east of Starr Road	16.89	17.25	0.36
395	0.3 mile north of Crawford St	0.45 mile south of Burroughs Rd	178.25	180.75	2.50
395	Williams Lake Road	Vanesse Road	231.72	237.14	5.42
012	Boise Cascade Rd	US 730	304.48	307.41	2.93
012	US 730	Nine Mile Hill	307.41	317.16	9.75
539	SR 546	Canadian Border	12.54	15.16	2.62
009	W Garfield St	Canadian Border	98.00	98.17	0.17
026	Adams/Whitman County line	SR 127	96.88	116.92	20.04
026	SR 127	Penawawa Rd	116.92	122	5.08
195	Colfax	Pullman	22.50	36.90	12.19
860002930i	US 97	SR 22			0.93
	SR 22	Meyers Rd			0.62
860003060i	L St	I-82			1.92
860002720i	Meyers Rd	Meyers Rd			0.30
860003090i	S Track Rd	L St			0.46

097	LaRue Rd	SR 22	60.77	61.44	0.67
097	SR 22	South of Yakima UA Boundary	61.44	72.59	11.15
003	MP 33.82	MP 36.68	33.82	36.68	2.86
016	MP 27.81	MP 29.19	27.81	29.19	1.38
099	MP 28.26 at Diagonal Ave S	MP 28.73 at East Marginal Way S	28.26	28.73	0.47
181	MP 10.87 at Strander Blvd	MP 11.37 at I-405	10.87	11.37	0.5
410	SR 167	Traffic Ave	8.84	9.32	0.48
519	MP 0.00 at 4th Ave S	MP 0.24 at 1st Ave S	0.00	0.24	0.24
526	MP 0.76	MP 4.52	0.76	4.52	3.76
167PRNEWBE	SR 99	SR 161/Existing SR 167 Valley Freeway			4.29
420001170i	SR 518 off-ramp	24th Ave South			0.542
420001820i	SR 167	SR 181			1.363
420001930i	SR 181	Renton/Tukwila C/L			0.164
420001930i	Renton/Tukwila C/L	Oaksdale Ave S			0.385
420001990i	Air Cargo Road	Airport Expressway			0.09
420003340i	4th Ave S	Airport Way S			0.372
420003520i	East Marginal Way S	1st Ave S			0.274
420003570i	Alaskan Way S	1st Ave S			0.152
420003760i	1st Ave S	4th Ave S			0.239
420003810i	SR 99 - East Marginal Way S	Alaskan Way S			1.29
420003810i	East Marginal Way S	S Atlantic St			0.253
420004080i	21st Ave W	W Emerson St			0.197
420004080i	W Emerson Pl	15th Ave W			0.233
420004080i	15th Ave W	13th Ave W			0.278
420004390i	15th Ave W	Alaskan Way W			0.30
420004590i	SGaler St Grade Crossing	15th Ave W			0.113
420004590i	Elliott Ave W	Ballard Bridge Draw Span			1.869

420004590i	Ballard Bridge Draw Span	NW 50th St			0.362
420004652i	S Hanford St	S Lander St			0.293
420004690i	S Lander St	Edgar Martinez Dr S/SR- 519			0.73
420004750i	S Spokane St	S Industrial Way			0.357
509PRSEATAC	I-5	Existing SR 509 Burien Freeway			2.82
509PRSPFIFE	SR 509 mainline	SR 99			2.07
620002490i	Lincoln	Lincoln Ave			0.713
620002860i	48th St E	North Levee Rd			0.09
620002860i	North Levee Rd	Canyon Rd (Existing)			1.257
620002860i	Canyon Rd (Proposed)	SR 512			3.237
620003470i	Tacoma Ave	24th St E			1.263
620003470i	142nd Ave E	136th Ave E			0.4
620003620i	Portland Ave	Fife city limits			0.56
620003720i	136th Ave E	SR 167			0.158
620003980i	SR 167	Stewart at 8th			0.678
700002560i	41st	Pacific Ave.			0.559
700002680i	41st	Pacific Ave.			0.914

2015 FGTS

Classification NHFN Type Facility Type Note

Classification	NHFN Type	Facility Type	Note
T-1	CUFC	State Highway	High truck volume corridor; serve major industrial land use cluster in North Pasco (257 acres)
T-1	CUFC	State Highway	High truck volume corridor; provide an alternative highway option important to goods movement
T-1	CUFC	State Highway	High truck volume corridor; serve grain terminals/barge facilities at Columbia River
T-2	CUFC	Local route	High truck volume corridor; serve bi-state freight movement between Washington and Idaho
T-3	CUFC	State Highway	Serve Port of Clarkson; serve bi-state freight movement between Washington and Idaho
T-1	CUFC	State Highway	High truck volume corridor; serve Port of Longview
T-2	CUFC	Local route	High truck volume corridor; serve Port of Olympia
T-2	CUFC	Local route	High truck volume corridor; serve Port of Olympia
T-3	CUFC	Local route	Serve Port of Olympia
T-3	CUFC	Local route	Serve Port of Olympia
T-1	CUFC	State Highway	High truck volume corridor
T-3	CUFC	Local route	Serve major industrial land use cluster (265 acres) at Freya St/E Francis Ave
T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (265 acres) at Freya St/E Francis Ave
T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (265 acres) at Freya St/E Francis Ave
T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (739 acres) between SR 290 and I-90
T-1	CUFC	Local route	Same as above
T-1	CUFC	Local route	Same as above
T-1	CUFC	Local route	Same as above
T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (226 acres) at E Empire Ave in Millwood
T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (226 acres) in Spokane Valley (east of Argonne Rd)



T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (226 acres) in Spokane Valley (east of Argonne Rd)
T-1	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (226 acres) in Spokane Valley (east of Argonne Rd)
T-3	CUFC	Local route	Serve major industrial land use cluster (1,018 acres) in Spokane Valley (east and west of Sullivan Rd)
New alignment	CUFC	Local route	Serve major industrial land use cluster (1,018 acres) in Spokane Valley (east and west of Sullivan Rd)
T-2	CUFC	Local route	High truck volume corridor; serve major industrial land use cluster (207 acres) in Liberty Lake
Not classified	CUFC	Local route	Serve Spokane International Airport
Not classified	CUFC	Local route	Serve Spokane International Airport
Not classified	CUFC	Local route	Serve Spokane International Airport
Not classified	CUFC	Local route	Serve Spokane International Airport
T-2	CUFC	Local route	High truck volume corridor; serve Spokane International Airport
T-3	CUFC	Local route	Serve major industrial land use cluster (1,018 acres) in Spokane Valley (east and west of Sullivan Rd)
T-2	CUFC	State Highway	High truck volume corridor
T-1	CUFC	State Highway	High truck volume corridor; serve major industrial land use cluster at Washougal (280 acres)
T-2	CUFC	State Highway	High truck volume corridor; serve major industrial land use cluster at Washougal (280 acres)
T-1	CUFC	State Highway	High truck volume corridor; serve Port of Vancouver
T-1	CUFC	State Highway	High truck volume corridor; serve Port of Vancouver
T-2 & T-3	CUFC	State Highway	High truck volume corridor; serve warehouse and industrial land along Columbia River
T-3	CUFC	Local route	Serve major industrial land use cluster in Yakima
T-3	CUFC	Local route	Serve major industrial land use cluster in Yakima
	CUFC	Local route	Serve major industrial land use cluster in Yakima
Not classified	CUFC	Local route	Serve major industrial land use cluster in Yakima
New alignment	CUFC	Local route	Serve existing and planned industrial development in Union Gap

T-2	CUFC	State Highway	High truck volume corridor; serve agricultural facilities in rural areas (fruit packers) west of Yakima
T-2	CRFC	State Highway	High truck volume corridor; Serve agricultural facilities
T-2	CRFC	State Highway	High truck volume corridor; Serve fruit packaging facilities near US 2/US 97 intersection
T-2	CRFC	State Highway	High truck volume corridor; Serve fruit packaging facilities near US 2/US 97 intersection
T-2	CRFC	State Highway	High truck volume corridor; Rural principal arterials with a minimum of 25% truck volume; serve agricultural facilities
T-2 & T-3	CRFC	Local route	High truck volume corridor; Serve major industrial land use cluster (424 acres) in Moss Lake
T-2 & T-3	CRFC	Local route	High truck volume corridor; Serve major industrial land use cluster (424 acres) in Moss Lake
T-2	CRFC	State Highway	High truck volume corridor; Serve agricultural facilities
T-2	CRFC	State Highway	High truck volume corridor; Serve Port of Quincy Intermodal Terminal
T-2	CRFC	State Highway	High truck volume corridor; Serve Port of Grays Harbor
T-2	CRFC	State Highway	High truck volume corridor; Serve Port of Grays Harbor
T-2	CRFC	State Highway	High truck volume corridor; Serve Port of Grays Harbor
T-2	CRFC	State Highway	High truck volume corridor; Serve Port of Grays Harbor
T-2	CRFC	State Highway	High truck volume corridor; Serve Port of Grays Harbor
T-1	CRFC	State Highway	High truck volume corridor
T-2	CRFC	State Highway	High truck volume corridor; Serve fruit packaging facilities near US 2/US 97 intersection
Not classified	CRFC	Local route	Serve bi-state freight movement between WA and OR; provide connection to NHFN (I-84) in Oregon State
Not classified	CRFC	Local route	Serve bi-state freight movement between WA and OR; provide connection to NHFN (I-84) in Oregon State
T-1	CRFC	State Highway	Rural principal arterials with a minimum of 25% truck volume; serve bi-state freight movement between WA and OR; provide connection to NHFN (I-84) in Oregon State

T-3	CRFC	State Highway	Serve South Kitsap Industrial Area (PSRC designated MIC)
T-2	CRFC	Local route	High truck volume corridor serving the region and important to freight movement
Not classified	CRFC	Local route	Serve bi-state freight movement between WA and OR; provide connection to NHFN (I-84) in Oregon State
T-2	CRFC	Local route	High truck volume corridor; serve as connection between two major freight land use clusters in Spokane and Spokane Valley
New alignment	CRFC	Local route	Serve as connection between two major freight land use clusters in Spokane and Spokane Valley
T-2	CRFC	Local route	High truck volume corridor; serve as connection between two major freight land use clusters in Spokane and Spokane Valley
T-2	CRFC	Local route	High truck volume corridor; serve as connection between two major freight land use clusters in Spokane and Spokane Valley
T-2	CRFC	State Highway	High volume truck corridor serving the region and important to freight movement
T-2	CRFC	State Highway	High volume truck corridor; Provide access to agricultural facilities
T-2	CRFC	State Highway	High truck volume corridor; Serve timber and forestry facilities
T-1	CRFC	State Highway	High truck volume corridor; Serve rail intermodal terminal and barge loading facilities
T-2	CRFC	State Highway	High truck volume corridor; Serve rail intermodal terminal and barge loading facilities
T-3	CRFC	State Highway	Serve Lynden Border Crossing; Provide access to agricultural facilities
T-2	CRFC	State Highway	High truck volume corridor; Serve Sumas Border Crossing
T-3	CRFC	State Highway	Provide access to agricultural facilities
T-2	CRFC	State Highway	Rural principal arterial roadway with a minimum of 25 percent of truck traffic; Provide access to agricultural facilities
T-2	CRFC	State Highway	High truck volume corridor; provide access to grain elevators and agricultural facilities
Not classified	CRFC	Local route	Provide access to agricultural facilities
New alignment	CRFC	Local route	Provide access to agricultural facilities
T-3	CRFC	Local route	Provide access to agricultural facilities
T-3	CRFC	Local route	Provide access to agricultural facilities
T-3	CRFC	Local route	Provide access to agricultural facilities



	CUFC	Local Route	T-2 and Some T-3, Within and connecting BNMIC
	CUFC	Local Route	T-1, T-2, and some T-3, Within and connecting Duwamish MIC
	CUFC	Local Route	T-1, T-2, and some T-3, Within and connecting Duwamish MIC
	CUFC	Local Route	T-1, T-2, and some T-3, Within and connecting Duwamish MIC
	CUFC	State Highway	New Facility
	CUFC	State Highway	New Facility
	CUFC	Local Route	T-1, Enhances connections in the Port of Tacoma MIC
	CUFC	Local Route	Will complete connections between I-5 and the Frederickson MIC
	CUFC	Local Route	Will complete connections between I-5 and the Frederickson MIC
	CUFC	Local Route	Will complete connections between I-5 and the Frederickson MIC
	CUFC	Local Route	T-1, Within and connecting Sumner / Pacific MIC
	CUFC	Local Route	T-1, Within and connecting Sumner / Pacific MIC
	CUFC	Local Route	T-1, Enhances connections in the Port of Tacoma MIC
	CUFC	Local Route	T-1, Within and connecting Sumner / Pacific MIC
	CUFC	Local Route	T-1, Within and connecting Sumner / Pacific MIC
	CUFC	Local Route	T-1, Connects Port of Everett
	CUFC	Local Route	T-1, Connects Port of Everett