FREIGHT MOBILITY: Joint Report on Washington State Freight Highway and Rail Projects

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By:

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FREIGHT MOBILITY: Joint Report on Washington State Freight Highway and Rail Projects

1.0 Legislative Directive

1.1 Report Purpose

The purpose of this report is to:

- Provide an overview of the unique roles the Washington State Department of Transportation (WSDOT) and the Freight Mobility Strategic Investment Board (FMSIB) play in the funding, design, and construction of key freight mobility projects in Washington and highlight how these agencies collaborate to improve the state's freight systems.
- Describe the criteria and selection processes each of these agencies uses to determine investments in both highway and rail freight projects.
- Provide a summary of highway and rail freight mobility projects in the state that currently receive, or propose to receive, state funding through WSDOT, FMSIB, or both agencies.

This report fulfills the requirements of 2007-2009 Transportation Budget (ESHB 1904, as passed by the 2007 Legislature and ESHB 2878 as passed by the 2008 legislature), which directed FMSIB and WSDOT to submit a joint freight report to the Office of Financial Management and the Legislative Transportation Committees by September 1, 2008.

1.2 2008 Transportation Budget Provisos

Section 207 (2). The freight mobility strategic investment board and the department of transportation shall collaborate to submit a report to the office of financial management and the transportation committees of the Legislature by September 1, 2008, listing proposed freight highway and rail projects. The report must describe the analysis used for selecting such projects, as required by chapter 47.06A RCW for the board and as required by this act for the department.

Section 309 (7) (a). The department shall develop and implement the benefit/impact evaluation methodology recommended in the statewide rail capacity and needs study finalized in December 2006. The benefit/impact evaluation methodology shall be developed using the following priorities, in order of relative importance:

- Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes;
- Self-sustaining economic development that creates family-wage jobs;
- Preservation of transportation corridors that would otherwise be lost;
- Increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;
- Better integration and cooperation within the regional, national, and international systems of freight distribution;
- Mitigation of impacts of increased rail traffic on communities.

Section 309 (7) (d). The department and the freight mobility strategic investment board shall collaborate to submit a report to the office of financial management and the transportation committees of the Legislature by September 1, 2008, listing proposed freight highway and rail projects. The report must describe the analysis used for selecting such projects, as required by this act for the department and as required by chapter 47.06A RCW for the board. When developing its list of proposed freight highway and rail projects, the freight mobility strategic investment board shall use the priorities identified in (a) of this subsection to the greatest extent possible.

2.0 Funding Freight Mobility Projects in Washington

Freight mobility is critical to Washington's economy. In 2007 the state's freight systems supported 1.026 million jobs in Washington State freight-dependent industry sectors, which produced $433.9 billion dollars in Gross Business Income.[1]

Three main components make up our state's freight systems:

- **Global Gateways –** International and national trade flows through Washington. Washington is a gateway state, connecting Asian trade flows to the U.S. economy, Alaska to the lower 48 states, and Canada to the U.S. West Coast.
- **Made in Washington –** Movement of goods made in our state. Washington's regional economies are dependent on our state's farmers, manufacturers, construction, mining, and timber/wood companies' ability to ship Washington-made products to local, national, and international markets. These industries generate jobs and wealth for every region in the state.
- **Delivering Goods to You –** Washington's local retail and wholesale distribution system ensures that local grocery stores are stocked, hospitals have medicine, and fuel is available to heat our homes and move our cars.

[1] **Gross Business Income** is a measure of total revenues reported to the state.

The state's public transportation infrastructure: highways and roads, railroads, air and marine ports, and waterways support all of these freight systems.

Funding and delivery of freight mobility projects at the state level is primarily focused in two agencies: Washington State Department of Transportation and the Freight Mobility Strategic Investment Board.

2.1 Washington State Department of Transportation (WSDOT)

WSDOT is the steward of the state's interstate, highway, and ferry systems. WSDOT directly manages planning, design, project delivery, and operations for over 18,000 lane miles of state highway and more than 3,500 bridges, as well as the ferry system. The Department has three primary freight-related functions:

Preserve, maintain, and improve the state's highway and ferry systems to meet both freight transportation and general mobility needs.

The Legislature provided $11 billion to fund 432 total transportation projects in the 2003 "Nickel" Transportation Funding Package and the 2005 Transportation Partnership Account (TPA). WSDOT has determined that over 300 of the highway improvement, preservation, and safety construction projects fully or partially funded by these revenue packages have high- or medium-freight benefits. As of August 2008, the Department has completed 102 of these projects.

In the 2005 Transportation Partnership Account, the Legislature provided $541.1 million for 35 specific freight projects. Three of these projects are WSDOT highway construction projects, one of which is completed.

Manage and direct the state's freight (and passenger) rail programs.

WSDOT oversees the expenditure of funds provided by the Legislature for capital rail projects throughout the state and is responsible for administering both the Freight Rail Assistance Program and the Freight Rail Investment Bank Program. The Legislature authorized $5.85 million in the 2007-2009 biennium and $7.75 million in the 2009-2011 biennium for these freight rail grant and loan programs. The Department also manages the state's Grain Train and Produce Rail Car programs, the operation of the Palouse River and Coulee City Railroad (recently purchased by the state), and the state's investment in the Amtrak system.

Strategic planning and analysis for Washington State freight systems.

By statute, WSDOT produces the Washington Transportation Plan and the state's Highway System Plan. The *2009-2028 Highway System Plan*

update will highlight recommendations for freight system improvements across the state, and feature new statewide freight corridor classification criteria and a freight data program to support project prioritization. It will include a list of high-priority freight highway system projects and operational improvements. The Department also leads the state's freight data and analytic program, and initiatives to improve freight system operational efficiencies, build a data framework to monitor system performance, and develop resilient freight systems.

2.2 Freight Mobility Strategic Investment Board (FMSIB)

FMSIB was created in 1998 to respond to specific freight transportation needs on Washington's strategic freight highway, rail, and waterway corridors. The Board is made up of private and public sector members that represent potential funding partners (shipping, trucking, railroads, ports, cities, counties, and the state).

To date, 31 FMSIB projects, and stand alone phases of projects totaling more than $247 million, have been completed. (Of that total, FMSIB contributed $76 million.) The Board has committed $55.03 million in FMSIB funds to another 18 projects that are currently under construction throughout the state—projects which are valued at $535.31 million. (The Board is currently leveraging more than five dollars for every FMSIB dollar invested.) These funds are provided in two ways: FMSIB receives a biennial appropriation ($12,000,000 for 2007-2009) that is awarded through a competitive grant process, and the Board administers funds that are appropriated by the legislature for specific projects. FMSIB also maintains a list of eligible projects for which there is no FMSIB funding yet committed, in the event that additional state or federal funding becomes available or a funded project is unable to proceed. (Of the 44 uncompleted projects on the 1997-2008 FMSIB list, 29 have current or future funding identified, one has partial funding, and 14 have not yet been awarded FMSIB funding.) The Board's next call for projects is scheduled for 2009 to maintain a six-year list of active projects.

FMSIB focuses on local and regional freight projects that:

1. Demonstrate broad public and private support as evidenced by their funding partnerships.
2. Are not limited by jurisdictional boundaries.
3. Improve freight movement or mitigate the impact of freight movement on communities.

Since FMSIB may only fund the freight-related portion of a given project, the Board has developed a qualitative and quantitative selection process and criteria that have proven successful in identifying projects that are ready to go and have clearly identified freight benefits. Once funded,

projects are actively managed to ensure that they stay on time and on budget. Projects can not request additional FMSIB funds after their selection, which protects the state from unanticipated cost increases.

A detailed discussion of FMSIB's mission and qualitative and quantitative approach to freight funding is provided in Appendix 2, Exhibit 1. Project scoring can be found in Appendix 2, Exhibit 2.

Both FMSIB and WSDOT play a role in identifying strategic freight corridors.

By statute, FMSIB designates roadway, railway, and waterway strategic freight corridors every two years. Roadway data compiled by WSDOT provides the basis for adoption of the strategic roadway corridor component identifying those roads that carry an average of four million or more gross tons by truck annually. The Department estimates tonnage values from actual or estimated truck traffic count data that is converted into average weights by truck type. These are classified either as T-1 (more than 10 million tons per year) or T-2 (4 million to 10 million tons per year). Appendix 1, Exhibits 1 and 2 provide maps of the 2007 Washington State Freight Goods and Transportation System (FGTS).

> Strategic freight corridors are defined by statute as transportation corridors of great economic importance within an integrated freight system that:
>
> a. Serves international and domestic interstate and intrastate trade.
> b. Enhances the state's competitive position through regional and global gateways.
> c. Carries freight tonnages of at least:
> 1. Four million gross tons annually on state highways, city streets, and county roads;
> 2. Five million gross tons annually on railroads; or
> 3. Two and one-half million net tons on waterways; and
>
> have been designated a strategic corridor by [FMSIB]. However, new alignments to, realignments of, and new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities. [RCW 47.06A.010]

Strategic rail and waterway corridors were established at the inception of FMSIB, and while requests for additional new corridor inclusions have been made, the rail and waterway corridors have not changed due to tonnage requirements.

WSDOT is developing a state Freight Corridor Classification System and companion Freight Data Program that will help state leaders and transportation professionals to evaluate the economic importance of major

freight corridors to Washington State. This analysis will support the Legislature's definition of strategic freight corridors as transportation corridors of great economic importance within an integrated freight system, and is a high-freight priority in the *2009-2028 Highway System Plan*.

3.0 Prioritizing Freight Highway Projects

Both FMSIB and WSDOT use formal project evaluation and prioritization processes. Although these formal processes are not directly linked, current evaluation criteria are consistent and the organizations collaborate with each other, and other industry and local government stakeholders, to create complete funding packages for individual projects. In addition, WSDOT and FMSIB staff actively participate in each other's evaluation and selection processes, which helps to improve consistency in the use of data and evaluation.

3.1 FMSIB Selection and Prioritization Criteria

The Legislature provided specific project selection and prioritization guidance to the FMSIB in its enabling legislation (RCW 47.06). This methodology has proven successful and has been modified only slightly, primarily to respond to emerging policy trends such as providing a greater emphasis on environmental impacts.

FMSIB projects must be sponsored by a public agency and bi-annual calls for projects are issued to all cities, counties, WSDOT regions, and ports in the state. All project proposals received, regardless of mode (rail, road, and waterway), are subject to a stringent evaluation process. Each proposed project is reviewed by a selection and technical scoring team, and is evaluated and ranked based on the following weighted criteria:

- Benefit of freight mobility for the project area
- Freight mobility benefits for the region, state and nation
- General mobility benefits
- Safety improvements
- Freight and economic value to the region and the state
- Environment benefits including diesel emission
- Partnership funding
- Consistency with regional and state plans
- Cost benefit analysis
- Special issues

The selection team recommends, and the Board adopts, the prioritized list of projects, and establishes the appropriate state freight share of the overall project cost. FMSIB funding may not exceed this identified state

freight share. The remainder of the project must be funded by the local sponsor and other public and private financial partners in compliance with FMSIB's charge to leverage the greatest amount of non-program funds possible.

3.1.1 FMSIB Methodology of Project Selection

To maintain a six-year list of active projects the Board issues a call for projects every other year, or more frequently if warranted. Experience has determined that it generally takes six years to get a project through permitting and engineering to go to construction and it is difficult to hold financial partnerships together if projects do not proceed within six years.

- A broad-based project selection technical scoring team is assembled to add state, local, and private sector perspective and knowledge to the Board scoring team's analysis.
- Project sponsors submit responses to FMSIB application (Appendix 2, Exhibit 3).
- An engineering review is conducted and data submitted is verified.
- Individual scores are combined and reviewed by both teams. Projects that score poorly are eliminated from further consideration.
- Evaluation meetings include verification reports from carriers and the development of remaining questions to be answered to determine freight mobility improvements and state benefits.
- Projects that are advanced to the next review are contacted and asked to respond to questions at a face-to-face meeting.
- The selection committee recommends which projects should advance based upon a project's numerical score, fact verification, and determination of benefits.
- Selection committee determines recommended level of state participation based on freight share of project benefits.
- Full Board reviews each recommended project, level of participation, and makes final decision to adopt and funding level.
- Prioritized recommendations are submitted to the Legislature for funding consideration.

A description of the FMSIB method of analysis is included in Appendix 2, Exhibit 4.

Project delivery begins with the selection process but involves years of FMSIB project management to broker agreements, develop partnership funding, and assistance with permitting and securing of right-of-way. A description of the FMSIB project management process can be found in Appendix 2, Exhibit 5.

Appendix 2, Exhibit 6 includes a list of completed, current, and approved but unfunded or partially funded FMSIB projects. Additionally, maps of Washington's strategic freight corridors with FMSIB projects identified are included in Appendix 2, Exhibit 7.

A FMSIB project selection application is included in Appendix 2, Exhibit 3.

3.1.2 FMSIB criteria highlights many of the same priorities set by the Legislature in the 2008 Supplemental Budget ESSB 2878 Section 309 (7)(a).

FMSIB's criteria priorities are established in statute as previously discussed. While not identical to the priorities in Section 309 (7) (a), they reflect the same goals. All priorities, with the exception of the "preservation of transportation corridors that would otherwise be lost," are evaluated in the FMSIB process. Because FMSIB projects must be on a strategic corridor, there is little concern that those corridors will be lost due to the traffic volumes used to identify the corridor.

The full comparison of FMSIB and legislative priorities can be found in Appendix 2, Exhibit 8.

3.2 WSDOT's Freight Highway Project Selection and Prioritization Criteria

WSDOT freight highway project proposals fit into the Department's overall project prioritization and construction program set forth in RCW 47.05, which includes the following simplified steps:

1. Identify a problem or deficiency.
2. Explore possible solutions.
3. Develop a scope for the project, which takes into consideration possible environmental impacts, roadway design issues, and stakeholder concerns.
4. Based on project scope, develop a cost estimate or estimated range.
5. Determine the benefit the project will provide.
6. Compare the costs and benefits of the project with other projects of its type to determine its order of rank and priority.

3.2.1 The 2003 and 2005 State Transportation Packages provided funding for over 300 highway and rail projects with freight benefits.

The following methodology was used to evaluate the level of freight benefits incorporated in highway improvement, preservation, and safety

construction projects funded in the 2003 and 2005 Transportation Packages.

High-Freight Benefits

- Preserves the condition and/or improves safety of the state's highest-volume freight corridors, those carrying 25 million or more gross annual tons of freight per year. These "super" T-1 freight corridors include heavily-traveled segments of I-5, I-90, I-405, I-205, and Highways 18, 167, 512, 522, and 705.
- Improves highway truck performance deficits identified by the Washington Trucking Associations.
- Addresses shippers' and carriers' freight corridor performance gaps that were documented in the *2005 Washington Transportation Plan Freight Report* and the *2009-2028 Highway System Plan*.
- Reduces congestion, increases capacity, provides access, or otherwise improves performance of a T-1 highway segment. The T-1 designation includes all corridors that carry more than 10 million tons of freight per year.
- Replaces low clearance, weight- or height-restricted bridges that currently restrict freight movement on a high-volume T-1 or T-2 freight corridor highway segment. The T-2 designation includes corridors that carry four to ten million tons of freight per year.
- Provides truck-passing lanes on high-volume T-1 or T-2 highway segments.

Medium-Freight Benefits

- Preserves condition and/or improves safety of the state's high-volume freight corridors, defined as all T-1 or T-2 highway segments carrying more than four million tons of freight per year.
- Reduces congestion, increases capacity, provides access, or otherwise improves performance of a T-2 highway segment. Although these projects weren't specifically identified by the state's trucking companies and freight-dependent industries in WSDOT's market research, high truck volumes indicate that improved speed and reliability will provide benefits.
- HOV project that also improves performance of general purpose lanes on a T-1 or T-2 highway segment.
- Replaces low clearance, weight- or height-restricted bridges that currently restrict freight movement on a medium-to-lower-volume freight corridor (T-3, T-4, or T-5 highway segment).
- Truck passing lanes on a medium-to-lower-volume freight corridor.
- Project on a medium-to-lower-volume freight corridor aimed primarily at improving freight mobility.

3.2.2 *2009-2028 Highway System Plan* Freight Project Prioritization Process

WSDOT is producing the *2009-2028 Highway System Plan* (HSP), which provides a comprehensive assessment of existing and projected 20-year deficiencies on our state's highway system, and lists potential solutions that address these deficiencies. The HSP is updated every two years, and guides the Department in the development and prioritization of the Capital Improvement and Preservation Program.

The HSP update will recommend a new freight system analytic method to quantify the economic output associated with freight corridors: a state Freight Corridor Classification System and companion Freight Data Program. It will also provide high-priority, low-cost freight project proposals, and a list of the *2009-2028 Highway System Plan* projects and strategies with freight benefit in the "Freight Mobility and Economic Vitality – Support the Economy" section.

WSDOT analytic method used to prioritize *2009-2028 Highway System Plan* freight project recommendations.

1. **First, WSDOT identified and documented freight shippers and carriers:**
   - Highway corridor performance requirements.
   - Current system performance.
   - Freight system performance gaps.

   To complete the gap analysis, WSDOT interviewed randomly-selected freight high-volume shippers and freight carriers at their places of business across the state, and met with port, other transportation agencies and local and regional jurisdictions. WSDOT particularly wishes to thank the Washington Trucking Associations for their help administering surveys as part of the Department's market research program.

2. **Second, WSDOT documented current freight demand, existing highway bottlenecks and chokepoints, and truck safety issues on the state's highway system.**

   WSDOT accomplished this by reviewing and organizing relevant existent statewide freight data, including highway truck trip counts, Freight and Goods Transportation Systems (FGTS) information, highway corridor studies and plans, truck collision data, and regional freight studies and truck data.

3. **Then WSDOT worked towards predicting future highway demand.**

   This was done by assessing emerging economic opportunities for targeted freight-dependent industries, probability of declining or stable markets, land use and associated freight transportation needs.

4. **When WSDOT had a working understanding of the highway system's performance gaps, current and future demand, the Department developed freight capital and/or operational project solutions.**

   The implementation strategies in the HSP are part of a three-tiered approach to balance low-cost, short-delivery-schedule projects with high-cost, corridor-wide benefit projects. Strategies are developed to address identified congestion, bottlenecks, and chokepoints on the state highway system. WSDOT has a set of criteria for determining these locations, and uses traffic data and analysis models to determine current and future conditions. Appendix 1 provides examples of the freight highway system analysis and resulting project proposals done for the *2009-2028 Highway System Plan;* please see Appendix 1, pages 1-1 through 1-3.

3.2.3 The *2009-2028 Highway System Plan* will list highway projects with freight benefits and include:

- Strategies that address high-priority performance gaps identified and documented in WSDOT's statewide surveys and interviews with freight system customers: high-volume Washington State freight shippers and freight carriers such as members of the Washington Trucking Associations.
- Proposals that address bottlenecks, chokepoints and safety issues on high-volume truck freight corridors.
- Partially-funded and programmed highway projects with high- or medium-freight benefit. The Legislature set the state's priority for future projects and direction for transportation investments when they enacted the 2003 and 2005 Transportation Funding Packages.

Please see Appendix 1, Exhibit 10 for a complete list of new, low-cost freight project proposals ready to be implemented in 2009-2011 in the *2009-2028 Highway System Plan*.

Appendix 1, Exhibit 11 lists highway projects and strategies with significant freight benefits that were included in the *2009-2028 Highway System Plan* for future evaluation and funding.

4.0 Prioritizing Freight Rail Projects

4.1 WSDOT Freight Rail Project Selection and Prioritization

In the 2007-2009 Transportation Budget (ESHB 1094, sec. 309(7)), the Legislature directed WSDOT to develop a benefit/impact methodology for selecting and prioritizing state-funded freight rail projects. The Legislature directed that the methodology be developed using the following priorities, in order of importance:

1. Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes.
2. Self-sustaining economic development that creates family-wage jobs.
3. Preservation of transportation corridors that would otherwise be lost.
4. Increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products.
5. Better integration and cooperation within the regional, national, and international systems of freight distribution.
6. Mitigation of impacts of increased rail traffic on communities.

The freight rail benefit/impact evaluation methodology and tools developed by WSDOT, in collaboration with FMSIB and other key stakeholders, aligns with these legislative priorities. They use both quantitative and qualitative analysis techniques to document the project's logistics, resources, goals, and support of broad industry sectors.

- A benefit/cost analysis is applied on all projects. The major categories for benefit/cost analysis are transportation and economic benefits, economic impacts, and external impacts. A benefit/cost ratio greater than 1.0 shows that the benefits of a project outweigh the costs; a ratio of less than 1.0 indicates that the costs outweigh the benefits.
- A weighting system is used to rank how well a project meets the priorities.
- In addition, a project management analysis tool is included to help determine if the project can be delivered within known constraints.
- The user benefit level analysis determines which users benefit from the project and at what level.

The development of the state's Rail Benefit/Impact Evaluation Methodology and tools was completed in 2008 and will be used to evaluate all future rail projects. While a completed version of the methodology was not in place for use prior to September 2008, WSDOT rail project recommendations submitted to the Office of Financial Management and the Legislative Transportation Committees in 2008 used completed components as they were finalized.

A complete list of WSDOT freight rail projects, submitted on December 1, 2007 to the Legislature, is included in Appendix 1, Exhibit 12.

4.2 FMSIB Freight Rail Project Selection and Prioritization

FMSIB evaluates rail projects using the same methodology it applies to highway projects, thus allowing the Board to prioritize all proposed freight projects, irrespective of mode. There are projects that provide rail-only benefits, while others like grade separation projects are a combination of truck and rail benefits. Some grade-separation projects provide a rail velocity improvement while others provide a safety improvement. Due to strategic corridor tonnage requirements, FMSIB can only be involved in major rail corridors and not shortline rail projects.

Freight rail projects funded by FMSIB are included in the overall prioritized project list in Appendix 2, Exhibit 6.

5.0 Coordinating State Investments in Freight Mobility

The Governor and Legislature recognize the linkage between efficient freight systems and Washington's economy, and have placed a strategic emphasis on maintaining and improving the state's freight systems. They have set goals and assigned responsibilities to FMSIB and WSDOT so the state may meet the challenges inherent in keeping Washington State's economy competitive on a global stage. The agencies complementary roles support identification and construction of high-priority freight system capital projects and operational improvements.

5.1 Coordinating Highway Freight Investments

Coordination between FMSIB and WSDOT in delivering successful highway freight projects occurs informally. The two organizations employ different approaches to evaluating highway freight projects, but often jointly contribute to individual projects to deliver the project successfully. Because freight projects are costly to complete, project sponsors seek funding from a variety of state sources including WSDOT, FMSIB, the County Road Administration Board, and the Transportation Improvement Board. In fact, FMSIB requires public and private funding partnerships as a prerequisite project selection.

The SR 519 project is a good example where successful participation by WSDOT, FMSIB, and other project partners have contributed to delivering significant freight benefits. Both WSDOT and FMSIB contributed funding to this project. The project provides improved freight access to the Port of Seattle terminals and the Duwamish industrial area from I-5 and I-90. When the project lacked full funding to advance, WSDOT and FMSIB worked to keep the project advancing by dividing

the project into two phases. Each agency provided funding as well as securing funding from other partners allowing the first phase (Atlantic Avenue) to be constructed. Finding a workable solution for the second phase involved both WSDOT and FMSIB to gain support for an agreement to close the at-grade rail crossing at Royal Brougham and construct a vehicle and pedestrian overpass. WSDOT worked to develop a new design and FMSIB worked to develop support for the new alignment.

Please see www.wsdot.wa.gov/projects/SR519/ for additional project details.

Examples of freight highway projects with WSDOT and FMSIB involvement.

- **I-5 – SR 509 Corridor Completion and Freight Improvement Project** www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/default.htm
- **US 12 – Frenchtown Vicinity to Walla Walla – Add Lanes** www.wsdot.wa.gov/Projecst/US12/FrenchtowntoWallaWalla/ (The Myra Road interchange is part of this project, currently under construction.)
- **Snoqualmie Pass East – Hyak to Keechelus Dam** www.wsdot.wa.gov/Projects/I90/SnoqualmiePassEast/HyaktoKeechelusDam/

5.2 Coordinating Rail Freight Investments

While FMSIB's and WSDOT's rail programs are different, there are times when related projects may allow the agencies to function in a highly collaborative mode, providing the best use of public dollars and system-wide benefits.

Example of current rail project collaboration

Both WSDOT and FMSIB have been involved with the WSDOT Vancouver-Rail Bypass and 39th Street Bridge projects in southwest Washington and the FMSIB Port of Vancouver rail project. Taken together these projects will improve rail movement in Clark County and also improve Puget Sound freight rail traffic flow.

Future rail project collaboration

Early collaboration will deliver projects that are more cost effective and support the statewide goal of developing a freight system that is effective and efficient for the citizens of Washington State. For example, if

WSDOT was developing a rail yard expansion and needed improved multimodal access to the yard, FMSIB could develop partnerships to construct improved access and grade separations to maximize the effectiveness of the project. Both WSDOT and FMSIB continue to develop plans for ongoing communication and project development where appropriate.

Rail Benefit/Impact methodology

In 2007 the Legislature directed WSDOT to collaborate with public and private stakeholders in the state's rail system to develop a methodology for assessing the benefits/impacts of proposed state investments in rail projects. FMSIB has been an active participant in the development of this methodology and provides program expertise and insights on stakeholder needs. This collaboration will ensure that the Department's evaluation methodology is compatible with the project selection criteria employed by FMSIB, and that both evaluation methods continue to adhere to the legislatively established rail freight funding goals.

WSDOT and FMSIB collaborate in a variety of ways to deliver effective freight systems, beyond the coordination of funding.

- The Secretary of WSDOT is a voting member of FMSIB.
- FMSIB has included WSDOT on its technical team to assist in the evaluation and prioritizing of proposed FMSIB projects.
- WSDOT included FMSIB in the development of the state's rail system benefit/impact analysis methodology and related tools.
- Research and data gathered by WSDOT is used by both agencies to inform their project evaluations.
- Both agencies participate in a wide array of policy and technical teams working to improve the state's freight-related infrastructure.

Appendix 1 – Washington State Department of Transportation (WSDOT)

Challenges Facing Washington State Freight Systems

Across all modes and systems, freight shipments are growing, which reflects positive economic growth and development for Washington. But the growth of goods movement is just one factor in a dynamic system. Equally important, shippers drive constant, dynamic interaction between freight modes as they pursue just-in-time service and lower inventory and transportation costs. Without strategic investments in important freight corridors, connectors, and hubs, the state's population growth and increased demand from freight-dependent industry sectors will overwhelm its infrastructure and operational capacity, leading to a loss of economic competitiveness.

Exhibits 1, 2, 13, and 14 illustrate growth on Washington State's freight highway and rail systems.

Examples of WSDOT Freight System Analysis and Project Priorities

As a cabinet agency, WSDOT is responsible for providing the Governor and the Legislature with prioritized state freight highway and rail investment recommendations for inclusion in budget proposals. Strategic analysis is particularly important for large-scale investments that require broad citizen support, but also applies to prioritizing medium and smaller projects. Public investment choices that are based on a deep understanding of the use of freight corridors can rise above project-by-project intervention to optimize entire freight systems.

2009-2028 Highway System Plan Analysis: Central Puget Sound

WSDOT reviewed existent truck trip data, regional freight studies, and conducted statewide interviews and surveys of freight shippers and carriers, to identify the most important performance gaps.

To analyze and prioritize new freight highway project proposals in Central Puget Sound, WSDOT also acquired additional truck trip counts in heavily-traveled urban freight corridors. The preliminary analysis evaluated the top 10 to 12 potential truck freight projects against criteria that included truck volume served, potential benefit to trip reliability or travel time, and reduction in congestion for trucks and general-purpose traffic. This first screen evaluation was used to narrow the list to the top

five priority projects. If data was available, a more detailed analysis of highest priority freight projects was done to document transportation benefits. When necessary data was not available, the recommendations include a plan to address the gap.

This analysis produced several high-priority, low-cost truck freight project proposals for Central Puget Sound. If proven effective, related freight projects could be implemented across the state. Project examples include:

- **Pilot Study of Ramp Meter By-Pass for Heavy Trucks**
  This project would conduct up to three demonstration studies to test the operational benefits of either allowing trucks to bypass the ramp meter using the HOV lane or relocating the ramp meters to increase the acceleration distance. Most on-ramps to major freeways in the urban areas of Central Puget Sound are metered. A typical heavy truck can accelerate to 42 mph in 1,000 feet on a flat grade. But on a five-percent grade, common on uphill ramps, a truck can only accelerate to 24 mph in the same distance. Just before unstable flow begins and freeway speeds are above 35 mph, slow-moving trucks that merge into traffic can reduce the speed of the entire mainline. The differential in truck versus general traffic speed also increases the risk of a crash. Cost estimate: $400,000.

- **Improved Signage for Truck Movements**
  Conduct a comprehensive review of potential improvements, evaluate and prioritize signage improvements based on truck movement benefit, and develop a uniform design practice and protocol for truck signage. At various locations improved signage could reduce confusion for truck drivers who are unfamiliar with the area, and enhance safety by giving truck drivers time to change lanes. Cost estimate: $750,000.

Please see Exhibit 15 for a detailed description of the analysis done for Central Puget Sound's urban core.

2009-2028 Highway System Plan Analysis: Greater Washington

The WSDOT team reviewed existent truck trip data, regional freight studies, and conducted statewide interviews and surveys of freight shippers and carriers, to identify the most important performance gaps.

This analysis produced high-priority, low-cost truck freight project proposals for Greater Washington. Project examples include:

- **Statewide Truck Advanced Traveler Information System**
  This project would expand WSDOT's existing advanced traveler information system in 2009-2011 to provide information specifically

tailored to the needs of the trucking community. The information would be provided via Web and phone, and could also be "pushed" out via subscription email alerts. The proposal includes an outreach program to make trucking firms and shippers aware of the new service, and data maintenance. Benefits include: improved truck mobility due to increased knowledge of construction activity, unplanned incidents, and truck parking options. Improved safety due to increased compliance with weight and permitting restrictions. Cost estimate: $380,000.

- **Improved Truck Traveler Information by Upgrading Intelligent Transportation Systems on and in the vicinity of I-90 Snoqualmie Pass.** This project would provide improved information on road conditions and closures with advance notification so shippers and trucking companies could prepare for driving conditions, choose alternate routes, or adjust delivery schedules.

  The project would benefit general traffic as well as freight. It would replace the MIST System that controls variable speed limits and traction advisory to provide more accurate information and direct communications. It would upgrade the Highway Advisory Radio system to provide real-time communication of road and weather conditions. It would also add new cameras, information kiosks at rest areas, and a Variable Message Sign at I-90 near Ellensburg to provide real-time information on delays. Cost estimate: $2 million.

- **US 395/North Spokane Corridor Interim Improvements: Francis Street to I-90.** This project would study alternatives and design improvements that would maintain traffic flow from Francis Street to I-90 until the full North Spokane Corridor is completed. Cost estimate: $2.2 million.

- **I-5 Connectors to Port of Vancouver and Vancouver Industrial Lands.** This project would analyze current and future capacity for truck, multimodal and general traffic on primary truck freight corridors, and provide recommendations to assure efficient freight flows. Cost: $300,000.

- **Reduce Truck Crossing Delays at the Canadian Border.** This project would identify the primary reasons that the federal FAST program is underutilized by truck freight at Washington border crossings. It would also develop strategies to increase the use of dedicated truck lane(s) at the border. Cost estimate: $30,000.

Please see Exhibit 10 for a complete list of new, low-cost freight project proposals ready to be implemented in 2009-2011 in the *2009-2028 Highway System Plan*.

Exhibit 11 lists highway projects and strategies with significant freight benefits that are included in the *2009-2028 Highway System Plan* for future evaluation and funding.

Freight Rail Project Prioritization: Washington State Freight Rail Assistance and Investment Bank Programs

The Legislature authorized WSDOT to administer $5.85 million in the 2007-2009 biennium and $7.75 million in the 2009-2011 biennium for two freight rail grant and loan programs. WSDOT applied the following criteria to evaluate and prioritize proposals for the programs.

Freight Rail Assistance Program Criteria

- Cost/benefit analysis performed by WSDOT. The Washington State Department of Community, Trade and Economic Development will assist WSDOT evaluate the economic development benefits.
- Viability of proposal: financial sustainability.
- Financial and/or in-kind participation by local agency, railroad, private companies, or other funding sources.
- Safety improvements and/or urgent needs.
- Preservation of rail corridor.
- Reduction of delay on statewide railroad system.
- Geographic balance.
- Reduced impacts on roads.
- Environmental benefits.

A complete copy of both the Freight Rail Assistance Program application and methodology is located in Exhibit 16.

Freight Rail Investment Bank Program Criteria

- Value to the community expressed in dollar terms. This step quantifies probable job creation and/or retention, the project's cost/benefit analysis results, and value to distressed counties.
- Strategic benefit: how integral the project is to future development of the rail line, the regional economy, and the specific businesses.
- Matching funds, scaled according to the contribution.

A complete copy of both the Freight Rail Investment Bank Program application and methodology is located in Exhibit 17.

To see the full methodology the Department currently uses to evaluate proposed freight rail projects and a list of funded freight rail projects, please go to www.wsdot.wa.gov/Freight/Rail/GrantandLoanPrograms.htm and review the Freight Rail Assistance Program and Freight Rail Investment Bank Program.

WSDOT will apply the Rail Benefit/Impact Evaluation Methodology developed in 2008 to future freight rail grant and loan proposals.

While the completed methodology wasn't available before September 2008, WSDOT freight rail project recommendations submitted to the Office of Financial Management and the Legislative Transportation Committees in 2008 used components of it, as they were finalized.

WSDOT Continuously Improves Its Freight System Analytic Methods

WSDOT has heard strong, statewide support from public and private stakeholders to develop a data-based method to classify the state's freight corridors by their economic importance, and use the information to prioritize investments in our freight systems.

How can we analyze the economic importance of freight corridors to Washington State?

WSDOT is developing a Freight Corridor Classification Criteria and companion Freight Data and Analytic Program to help state leaders and transportation professionals evaluate the economic importance of major freight corridors in Washington State. When fully implemented, the freight corridor criteria and data program will:

- Identify the state's most important freight corridors and performance problems.
- Prioritize freight corridors by their ability to support state and regional economies.
- Give local, regional, and state transportation agencies useful information about all of the state's freight corridors.
- Produce weighted 'freight value' factors that government officials, transportation project managers, engineers and planners may use within their existing evaluation process or as a stand-alone when considering improvements to transportation facilities.

The combined Freight Corridor Classification Criteria and Freight Data and Analytic Program are planned as a 10-year phased program. Each component will provide stand-alone value to decision makers and transportation professionals.

The Freight Corridor Classification Criteria includes:

1. Identification of the freight-dependent industry sectors that provide the largest contribution to the state's economic output. WSDOT has completed this analysis and categorized the state's freight system users into three groups:
   - Global Gateways: International Trade and Logistics.
   - Made in Washington: Agribusiness, Construction, Manufacturing, Mining and Timber/Wood Products Sectors.
   - Delivering Goods to You: Retail and Wholesale Trade.
2. Weighted values for freight-dependent industry sectors in Washington State's regional economies. These will be based on:
   - Industry sectors' economic output.
   - Geographic distribution.
   - Predicted growth.
   - Greater Washington and Central Puget Sound will be measured on separate scales relative to their economic output.
3. Development of a comprehensive Washington State freight data program that provides high quality, standardized freight data on an ongoing basis.
4. Identification of the locations of statewide production centers and freight hubs.
5. Prioritization of the state's existing and planned freight corridors as measured by freight volume, and the economic output associated with the corridors as determined in step 2, in descending order as follows:
   a. Primary statewide shipping corridors.
   b. Connectors between primary freight corridors and freight production centers and/or hubs or secondary routes.
   c. Secondary routes between production centers and connector and/or primary corridor.

   These corridors include marine, rail, pipeline and road.
6. A performance gap analysis for the three types of freight corridors: primary corridors, connectors, and secondary corridors.
7. An analysis of future performance gaps based on growth factors.
8. Development of a wide range of solutions to address important performance gaps. These solutions may be operational and/or infrastructure related. Proposals will include funding options.
9. Ranking of all solutions based on their ability to fix the problem versus the total cost to implement. This step begins with a mode-neutral evaluation that ranks proposals by their ability to produce the greatest economic and public benefits at the least cost to public and private sectors. In addition to the quantitative analysis applied in steps one through eight, qualitative benefits and impacts shall be considered and accepted if adequate justification is provided.
10. State leaders consider the prioritized freight system proposals to determine allocation of public resources. The Freight Corridor

Classification Criteria may be used for all freight modes and transportation facilities in Washington State.

WSDOT Statewide Freight Data and Analytic Program

WSDOT recognizes the need to develop a comprehensive Washington State Freight Data and Analytic Program that provides high quality, standardized freight data on an ongoing basis. This data is necessary to implement the Freight Corridor Classification Criteria.

Components of the 10-year program include:

- Statewide commodity flow data to link freight corridors with regional and state economic output.
- System-wide truck counts and standardized data collection methods.
- Statewide training in the use of standard freight data collection and analytic methods.
- State freight information center providing a single source for freight data.
- Graphic Information System maps of the state's freight systems.
- Industry sector growth forecasts to determine future demand.
- Inventory of the state's rail and marine systems.
- Statewide freight system model.
- Targeted freight system analyses.
- Identification of freight user performance goals and measurements to track system performance.
- Urban freight system analysis.
- Data to support freight-related emission reduction strategies.

WSDOT Freight Rail Benefit/Impact Evaluation Methodology

Development of the Methodology

As directed by ESHB 1094, WSDOT convened a work group comprised of representatives from FMSIB, the Department of Agriculture, and various modal service providers and users in 2007-2008. The work group collaborated to develop the methodology and supporting tools that will be used to evaluate state investments in rail projects. The Rail Benefit/Impact Evaluation Methodology and supporting tools were developed considering:

- The priorities detailed in ESHB 1094.
- Public benefits measured by quantitative and qualitative criteria.
- Benefit levels for each user group: the state, ports, shippers, railroads, and communities.
- Comparison of stakeholder benefits to support negotiations leading to the appropriate level of state and other entities' funding participation.

- Recommendations from the 2006 Statewide Rail Capacity and Needs Study.

Components

The methodology is comprised of the following components:

- Rail Benefit/Impact Evaluation Methodology (Guidance Document)
- Proposal Application
- Rail Benefit/Impact Evaluation Workbook
  - Legislative Priority Matrix
  - Project Management Analysis
  - User Benefit Levels Matrix
  - Benefit Cost Analysis Tool
  - Benefit Cost Analysis Summary Sheet
  - Benefit Impact Evaluation Summary Sheet

The evaluation process should apply different levels of rigor in recognition of the type, size, and complexity of the project being evaluated, and the users' expectations of results.

Analytic process

The analysis generally starts when a project proposal application is submitted to WSDOT, although it may be used to evaluate other rail projects under consideration by the state. The Department verifies the information in the application by confirming that it reflects actual existing field conditions and aligns with project requirements. Shippers, railroads, business owners, and other parties related to the project must confirm that the information in the application accurately represents their business needs and level of commitment to the project.

The Rail Benefit/Impact Workbook Legislative Priority matrix and Project Management Analysis worksheets determine how well the project aligns with the state's priorities, and how it will meet scope, schedule, and budget expectations. The User Benefit Levels Matrix worksheet helps evaluators determine which stakeholders receive benefits and at what approximate level. After the project has been reviewed using the Rail Benefit/Impact Evaluation Methodology and tools, a summary of results is published. The summary includes how the project was reviewed, tools applied, reasoning, and recommendations. Exhibit 18 is a copy of the Rail Benefit/Impact Evaluation.

Flexibility for Future Use

The freight Rail Benefit/Impact Evaluation Methodology and tools have been developed for use today, and with foresight to expand its capabilities in the future. For example, when information from the proposed statewide

Freight Data and Analytic Program is available, it should be incorporated into all rail project evaluations.

As changes in the economy and the state's goals occur, the methodology will need to be updated to ensure the correct benefits and measures are being used. A technical work group will periodically review baseline evaluation results and the latest evaluation results to ensure that the process uses the correct measures and benefits for current freight conditions.

The freight Rail Benefit/Impact Evaluation Methodology has garnered the interest of other Departments of Transportation around the country, who are reviewing it as a best practice and possible incorporation into their own processes.

WSDOT's Proposed Freight Highway and Rail Projects

2009-2028 Highway System Plan Freight Highway Project Proposals

Please see Exhibit 10 for a complete list of new, low-cost freight project proposals ready to be implemented in 2009-2011 in the *2009-2028 Highway System Plan*.

Exhibit 11 lists highway projects and strategies with significant freight benefits that were included in the *2009-2028 Highway System Plan* for future evaluation and funding.

Freight Rail Project Proposals

The timing of this report fell mid-way into the 2008 Freight Rail Assistance Program and Freight Rail Investment Bank Program evaluation cycle. These rail project recommendations are due to the Legislature on November 1, 2008. WSDOT issued a call for projects for the Freight Rail Assistance Program and Freight Rail Investment Bank Program on May 20, 2008, with a submittal due date of September 5, 2008. Proponents' projects will be evaluated using the finalized Rail Benefit/Impact Evaluation Methodology.

The Freight Rail Investment Bank Program list of recommended projects that was submitted to the Office of Financial Management and the Legislative Transportation Committees on December 1, 2007, was evaluated using the component of the methodology that had been completed at that time. Please see Exhibit 12 for a list of these projects.

At the request of the Legislature, WSDOT also evaluated a proposed state rail project—Stampede Pass Tunnel Modifications—using a qualitative analysis method in 2007. The Department was required to analyze the

volume of freight traffic that would likely be shipped by rail rather than trucks, if the Stampede Pass rail tunnel were modified to accommodate double-stacked rail cars. The result of that analysis shows that investment in mainline railroad capacity could accommodate fast growing rail freight demand for accessing greater U.S. markets. However, as truck services from Eastern Washington to Central Puget Sound markets are readily available at a comparable cost to rail, market demand is unlikely to produce a modal shift, all things being equal. The Department's analysis showed that the proposed investment was unlikely to moderate growth in truck traffic on the state's congested urban highways without substantial investments in improved local access and timely services of short-line rail freight.

WSDOT is working towards developing a comprehensive freight rail methodology that takes into account current market conditions or, at a minimum, those that reflect the state's goals and interests, as directed by the Governor's office and the Legislature.

The WSDOT Project Management System: Highway and Rail Capital Project Delivery

One of WSDOT's core responsibilities is to manage and deliver each project funded by the Legislature as scoped, on-time and within budget. Project delivery begins with the programming of a given project, extends through design, right of way, and construction activities, and terminates once the project is "operationally complete" or ready to serve its purpose. The Governor established a goal for WSDOT to complete 90 percent of highway projects on-time and within budget in *"The Cabinet Strategic Action Plan."* The Department's internal goal is to deliver 100 percent of all projects on-time and on-budget.

Highway Project Management System

Delivery of a highway project is a complex process and is dependent upon numerous entities for review, approval, cooperation, and coordination. A myriad of federal, state, and local laws and regulations govern all aspects of project delivery. WSDOT has also received direction from the Legislature regarding project management, control, and reporting procedures. The Department has an integrated system of project control, reporting, and management to support its project delivery objectives.

Project Control and Reporting

WSDOT's Project Control & Reporting division provides transparency and accountability for public projects by measuring project delivery and reporting results. WSDOT uses the Capital Program Management System

to establish, monitor, and deliver the statewide Highway Capital Construction Program and its *Gray Notebook* to report the results. The Department has prioritized standardization of data and processes to ensure that comparable analyses and management controls are applied across modes and regions.

Project Management Continuous Improvement

WSDOT's management principle for delivery and accountability is to manage the resources taxpayers and the Legislature entrust to us for the highest possible return of value. The Department refined its project management process for delivering capital transportation projects in 2005 by Executive Order 1032.00. This project management process, as adopted by WSDOT, is based upon industry standards for project management, such as the Project Management Body of Knowledge through the Project Management Institute. The Department's Project Management Process is a five-step process that includes: Initiate and Align the Team; Plan the Work; Endorse the Plan; Work the Plan; and Transition and Closure.

In 2006 and 2007, the Legislature provided funding for formation of the Statewide Program Management Group (SPMG). This team developed a strategic plan for program delivery in 2006. The Department is now implementing recommendations from that plan with support from the SPMG team.

WSDOT Rail Capital Delivery Project Management System

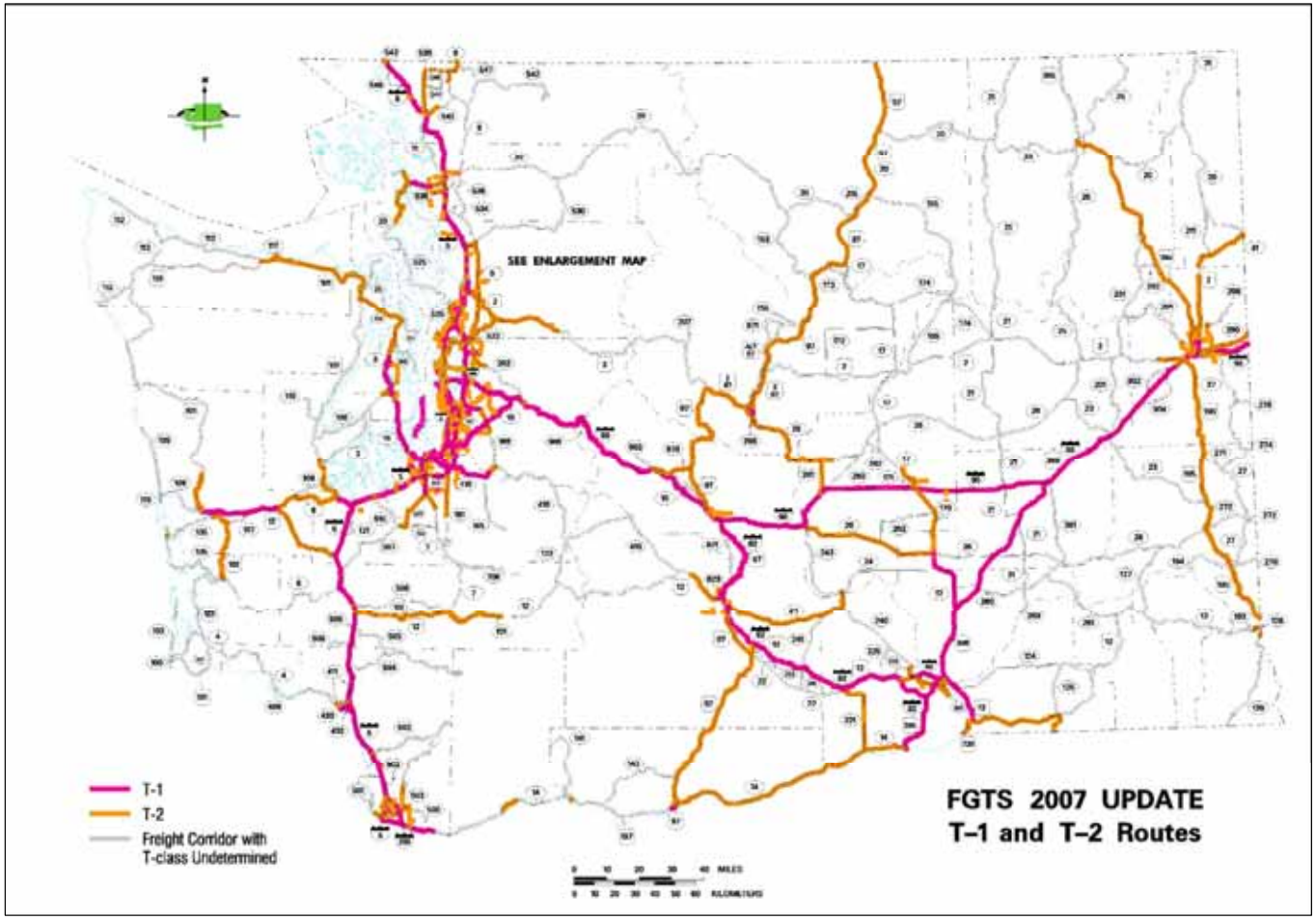
To meet the Department's project delivery goals, the WSDOT State Rail and Marine Office implemented Project Management Institute processes and procedures as part of their project delivery program in 2007. The WSDOT State Rail and Marine Office folio "A Guide for Funding Recipients" describes the capital rail project management processes and procedures and is included in Exhibit 19.

Appendix 1 – Washington State Department of Transportation

Exhibit 1

Washington State Freight and Goods Transportation System: 2007

Washington State Freight Goods and Transportation System: 2007



"RCW 47.06A.010 (6) defines strategic freight corridors as follows: "Strategic freight corridor" means a transportation corridor of great economic importance within an integrated freight system that:

(a) Serves international and domestic interstate and intrastate trade;

(b) Enhances the state's competitive position through regional and global gateways;

(c) Carries freight tonnages of at least:

(i) Four million gross tons annually on state highways, city streets, and county roads;

(ii) Five million gross tons annually on railroads; or

(iii) Two and one-half million net tons on waterways; and

(d) Has been designated a strategic corridor by the board under RCW 47.06A.020(3). However, new alignments to, realignments of, and new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities to be built in the future."

Exhibit 2

Central Puget Sound Freight and Goods Transportation System: 2007

Central Puget Sound Freight Goods and Transportation System: 2007

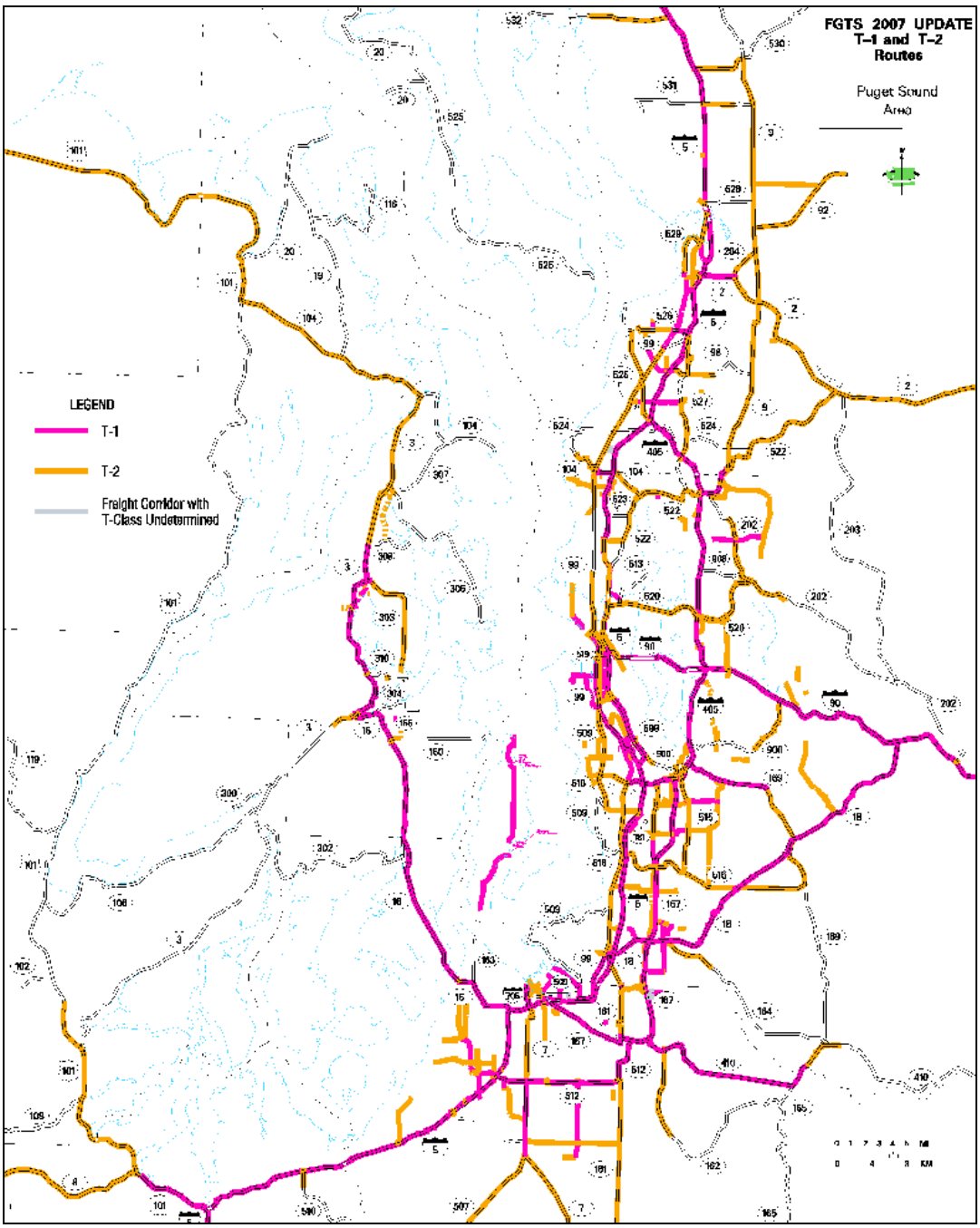


Exhibit 3

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Pend Oreille	Eastern	603199A	SR 31/Metaline Falls to Canadian Border - All Weather Road	Roadway was subject to seasonal weight restrictions. Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border, which will allow for removal of seasonal weight restrictions for freight movements.	High	Provides year-round access for freight on secondary freight route. Project upgraded road to prevent seasonal weight restrictions.		Yes - Identified high priority by regional industries during WTP interviews.	T-3	200	Operationally Complete	SR 31 - Metaline Falls to Canadian Border-Reconstruction - Complete October 2006	Nickel	$ 16.03		$ 1.36		$ 17.39	Y
Spokane	Eastern	609029I	I-90/Pines Rd to Sullivan Rd - Add Lanes	Interstate 90 is heavily congested east of Spokane. One additional lane will be added in each direction for a total of three lanes in each direction between Pines Road and Sullivan Road. Travel times and delays will be reduced and mobility will be increased.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - WTP and HSP industry interviews identified I-90 congestion and capacity constraints from Spokane to Idaho border.	T-1	8,700	Operationally Complete	I-90 - Argonne to Sullivan - Complete June 2006 (Argonne to Pines, Pines to Sullivan)	Nickel	$ 15.03		$ 0.79		$ 15.82	Y
Spokane	Eastern	609029V	I-90/Argonne Rd to Pines Rd - Add Lanes	Interstate 90 is heavily congested east of Spokane. One additional lane will be added in each direction for a total of three lanes in each direction. Travel time and delays will be reduced and mobility will be increased.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - WTP and HSP industry interviews identified I-90 congestion and capacity constraints from Spokane to Idaho border.	T-1	8,700	Operationally Complete	I-90 - Argonne to Sullivan - Complete June 2006 (Argonne to Pines, Pines to Sullivan)	Nickel	$ 16.47		$ 1.38		$ 17.84	Y
Whitman	Eastern	627000E	SR 270/Pullman to Idaho State Line - Add Lanes	Widen the roadway to provide a five-lane divided highway, which will improve capacity and reduce the number and severity of collisions between Pullman and the Idaho State Line.	Medium	Improves safety and increases capacity on secondary freight route.			T-3	910	Operationally Complete		Nickel	$ 28.47		$ 2.13	$ 0.59	$ 31.19	Y
Chelan	North Central	200221H	US 2/Dryden - Install Signal	This intersection is currently uncontrolled. Install traffic signal system. This will reduce traffic conflicts and related collisions.	Medium	Improves safety and reduces congestion on freight corridor.			T-2	1,900	Operationally Complete	US 2 - Dryden - Complete August 2007	Nickel	$ 0.41		$ 0.09		$ 0.50	Y
Chelan	North Central	209709E	US 97A/Entiat Park Entrance - Turn Lanes	Construct a left turn lane into Entiat River Park. This left turn lane project is a cooperative effort between WSDOT, Chelan County Public Utility District and the City of Entiat.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,000	Complete	US 97A - Entiat Park Entrance Turn Lanes Complete May 2004	Nickel	$ 0.14				$ 0.14	Y
Grant	North Central	201729A	SR 17/Pioneer Way to Stratford Rd - Widen to Four Lanes	This section of SR 17 is a two-lane roadway between two four-lane sections. This will complete the 4-lane corridor from I-90 to the Grant County International Airport. Providing the additional lanes will reduce shipping time for freight, while also assuring a safer highway for the entire traveling public.	Medium	Improves safety, reduces congestion, and improves performance of freight corridor. Project widens SR 17 to four lanes to complete missing segment of four lane corridor.			T-2	1,300	Operationally Complete	SR 17 - Pioneer Way to Stratford Road - Complete October 2007	TPA		$ 17.29	$ 3.68	$ 0.01	$ 20.98	Y
Grant	North Central	209000C	I-90/Potato Hill Bridge - Add Pedestrian Access	The budget of the Nickel funded bridge replacement project does not allow for pedestrian and bicycles and future expansion. The TPA funding supplements the Nickel project by providing a wider bridge. This will enable the City of Moses Lake to re-stripe the bridge for future expansion and allow bicycles and pedestrians on the Potato Hill Bridge.	High	Replaces under height bridge on major freight corridor. The project replaces the existing Potato Hill Bridge, which was the last of 10 under-height bridges between George and Moses Lake over I-90 to be raised or replaced.			T-1	2,900	Complete	I-90 - Replaces Potato Hill Bridge - Complete December 2006	TPA			$ 0.75		$ 0.75	Y

*Sorted by WSDOT region, county, and state route number.

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Grant	North Central	209014A	I-90/Moses Lake Area - Replace Bridges	The current bridge has low clearance. Construct a new bridge that is of legal height. This will eliminate a detour now required for legal-height trucks, and reduce the risk of over-height trucks hitting the bridge on Interstate 90.	High	Replaces under height bridge on major freight corridor. Reduces risk of trucks hitting bridge.			T-1	2,900	Operationally Complete		Nickel	$ 3.52		$ 0.96	$ 3.45	$ 7.93	Y
King	Northwest	100511J	I-5/S Seattle NB Viaduct - Bridge Paving	This project will rehabilitate the bridge deck protecting the roadway from further deterioration.	High	Preserves major freight corridor, improves performance of corridor with smoother roadway.			T-1	11,000 to 14,000	Operationally Complete	I-5 - Spokane Street to I-90 Bridge Repair - Complete October 2007	TPA		$ 15.92	$ 0.01	$ 0.13	$ 16.07	Y
King	Northwest	100529C	I-5/NE 175th St to NE 205th St - Add NB Lane	Widen northbound I-5 to the outside to provide a 12 foot wide auxiliary (add/drop) lane between the northbound NE 175th Street on ramp and NE 205th Street off ramp. This project will improve traffic flow and reduce congestion.	High	Improves performance and safety, reduces congestion, and adds capacity on major freight corridor.	Yes - 2005 Survey	Yes - I-5 congestion from Olympia to Everett most frequently identified high priority problem by industry. WTP Freight Recommendation.	T-1	11,000	Operationally Complete	I-5 - NE 175th St. to NE 205th St. - NB Auxiliary Lanes - Complete June 2006	Nickel	$ 7.39		$ 0.34	$ 1.18	$ 8.91	Y
King	Northwest	100582S	I-5/SB Viaduct, S Seattle Vicinity - Bridge Repair	This project will preserve the roadway and the bridge by replacing the expansion joints with new water tight bridge expansion joints.	High	Preserves major freight corridor, improves performance of corridor with smoother roadway.			T-1	11,000 to 14,000	Operationally Complete	I-5 - Spokane Street to I-90 Bridge Repair - Complete October 2007	TPA		$ 1.27			$ 1.27	Y
King	Northwest	101817C	SR 18/Covington Way to Maple Valley - Add Lanes	Construct additional lanes and other improvements. Work includes one new interchange and several bridges to complete widening SR 18 to four lanes. This project is a major safety, congestion relief, and freight mobility improvement in a rapidly growing area of King County.	High	Reduces congestion and delay, increases capacity, and improves safety on major freight corridor. Provides alternate route to I-5, I-405, SR 167,and I-90, and improves access to/from the Green River Valley industrial/ warehousing district to/from Central Puget Sound and Eastern Washington.		Identified recommendation in WTP Freight Report. Congestion on I-5 from Everett to Olympia identified in WTP and HSP industry interviews. Congestion on 18 identified in WTP and HSP industry interviews.	T-1	3,500 to 6,100	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR18/Auburntol90/	Nickel	$ 4.28		$ 63.67	$ 0.55	$ 68.50	Y
King	Northwest	101820C	SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes	Construct additional lanes and other improvements. Work includes one new interchange and several bridges to complete widening SR 18 to four lanes. This project is a major safety, congestion relief, and freight mobility improvement in a rapidly growing area of King County.	High	Reduces congestion and delay, increases capacity, and improves safety on major freight corridor. Provides alternate route to I-5, I-405, SR 167,and I-90, and improves access to/from the Green River Valley industrial/ warehousing district to/from Central Puget Sound and Eastern Washington.		Identified recommendation in WTP Freight Report. Congestion on I-5 from Everett to Olympia identified in WTP and HSP industry interviews. Congestion on 18 identified in WTP and HSP industry interviews.	T-1	3,500	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR18/Auburntol90/	Nickel	$ 5.77		$ 77.91	$ 45.14	$ 128.82	Y

*Sorted by WSDOT region, county, and state route number.

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Northwest	109070C	I-90/EB Ramps to SR 18 - Add Signal and Turn Lanes	This project consists of two stages. The first stage installs a signal and re stripes the existing ramp to provide a 400-foot right turn pocket. The second stage will widen the ramp and shoulders to provide a second left turn lane to meet safety standards. In addition, SR 18 and approximately 1,000 feet of the county road extension beyond the westbound ramp intersection will be widened to provide a northbound receiving lane for the second left turn lane, with an area for the lanes to merge back into a single lane. The project also modifies the existing signals at the ramp terminals. Stage 1 will start construction in 2003. Stage 2 will start construction in 2007.	High	Improves safety and reduces congestion on major freight corridor. Widens ramp and improves access between SR 18 and I-90, which are both major freight corridors and provides alternate route to I-5.		Identified recommendation in WTP Freight Report. Congestion on I-5 from Everett to Olympia identified in WTP and HSP industry interviews. Congestion on 18 identified in WTP and HSP industry interviews.	T-1	8,000	Operationally Complete	I-90 - Eastbound Ramps to SR 18 - Complete November 2007	Nickel	$ 4.92		$ 0.09	$ -	$ 5.01	Y
King	Northwest	109079A	I-90/EB Ramps to SR 202 - Construct Roundabout	This project will provide a two-lane roundabout at the intersection of the eastbound off ramp and on ramp terminals and SR 202.	Medium	Improves safety and reduces congestion on freight corridor.			T-2 (SR 202) T 1 (I-90)	1,600 (SR 202) 10,000 (I-90)	Operationally Complete	I-90 - Eastbound Ramp to SR 202 - Complete October 2007	Nickel	$ 1.44		$ 0.01	$ 0.39	$ 1.84	Y
King	Northwest	109908R	SR 99/S 284th to S 272nd St - Add HOV Lanes	This section of SR 99 in Federal Way experiences congestion and mobility problems due to high traffic volumes. To relieve congestion, increase capacity and mobility, and provide a travel time advantage to transit and HOV traffic, northbound and southbound HOV lanes will be constructed between S 284th Street to S D Street. SR 99 is currently 4 lanes wide. There will be 6 lanes when this project is completed. Improvements include upgrades to bus zones, illumination and traffic signal systems, signing, and drainage systems. The project will include sidewalks with accessible ramps on both sides of the highway and storm water detention and treatment facilities.	Medium	Reduces congestion and delay in Central Puget Sound. Building HOV lanes will move some traffic and buses off of other lanes, improving performance and reducing delay on freight corridor. Improves performance on alternate route to I-5		CPS congestion identified in WTP Freight Report and HSP, identified high priority problem by industries.	T-2	1,100	Operationally Complete	SR 99 - South 284th St to South 272nd St - HOV Lanes - Complete September 2007	Nickel	$ 14.79		$ 0.04	$ 0.57	$ 15.40	Y
King	Northwest	116100C	SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Five Lanes	This project will widen SR 161 to five lanes through the commercial area, and to four lanes in residential areas. Roadway in the commercial areas between Milton way and Military Road South will have four through lanes and one two-way left turn lane. Roadway in the residential areas between Military Road South and So. 360th will be four through lanes with left turn pockets at designated intersections. This project when complete will improve traffic flow and reduce congestion and accidents.	Medium	Improves safety, increases capacity, and reduces delay on freight corridor.			T-2 & T-1	1,800 to 2,400	Operationally Complete	SR 161 - Jovita Blvd. to S. 360th St.- Widen - Complete July 2006	Nickel	$ 21.56		$ 3.92	$ 0.68	$ 26.16	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Northwest	116700C	SR 167/Ellingson Rd Interchange NB Off Ramp - Add Signal and Turn Lane	This project will construct a traffic signal and channelization at the SR 167 northbound ramp terminal and Ellingson Road.	High	Improves safety and reduces congestion on major freight corridor. Improves access to industrial and warehousing locations that use ramp at Ellingson Road.			T-1	11,000	Operationally Complete	SR 167 - Northbound Ramps to Ellingson Road - Complete July 2007	Nickel	$ 0.60		$ 0.00	$ 0.25	$ 0.85	Y
King	Northwest	116912C	SR 169/SR 516 (Four Corners) Vicinity - Add Lanes	WSDOT's contribution toward city of Maple Valley project which constructs northbound and southbound bus pull-outs and adds new signals at four corners and SE 264th Street. The roadway widening on SR 169 and SR 516 will be designed using the WSDOT design guidelines.	Medium	Improves safety and reduces congestion on freight corridor.			T-2	2,500	Complete	SR 169 - SR 516 Four Corners - Complete October 2007	TPA		$ 2.51			$ 2.51	Y
King	Northwest	151632D	SR 516/208th and 209th Ave SE - Add Turn Lanes	This project will add a two way left turn lane between 207th Ave SE and 209th Ave SE, an eastbound bus pullout and right turn pocket between 207th Ave SE and 208th Ave SE, widen lanes and shoulders to meet standards, install illumination at the T-intersections, and improve intersection turn radii at 207th Ave SE, 208th Ave SE, and 209th Ave SE.	Medium	Improves safety and reduces congestion on freight corridor near Covington and Maple Valley. Improves turn radii.			T-2	1,700	Operationally Complete	SR 516 - 208th and 209th Ave SE - Complete August 2007	Nickel	$ 1.55		$ 0.46	$ 0.39	$ 2.39	Y
King & Snohomish	Northwest	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	This project will provide multi-modal improvement solutions to be constructed along with city of Seattle, city of Lake Forest Park, city of Kenmore and city of Bothell improvement projects.	Medium	Installs a traffic signal, crosswalk and transit pull-out at NE 253rd. Improves safety and reduces congestion on freight corridor.			T-3 & T-2	1,700 to 2,000	Operationally Complete	SR 522 - I-5 to I-405 - Multimodal Project - NE 153rd Signal and Roadway Widening - Complete October 2007	Nickel/TPA	$ 6.03	$ 13.00	$ 1.35	$ 2.20	$ 22.57	Y
Skagit	Northwest	100566B	I-5/2nd Street Bridge-Replace Bridge	Replace the low clearance 2nd Street Bridge to eliminate a through-city detour now required for over-height trucks. Eliminates the risk of over-height trucks hitting the bridge on the busy I-5 mainline.	High	Replaces lowest clearance bridge on I-5, major freight corridor. Saves time previously needed to detour through city and eliminates risk of trucks hitting bridge.			T-1	6,000	Operationally Complete	I-5 - 2nd Street Bridge Replacement - Complete September 2006	Nickel	$ 9.53		$ 1.45	$ 3.43	$ 14.41	Y
Skagit	Northwest	102037C	SR 20/Thompson Road - Add Signal	Constructing a traffic signal at the intersection of Thompson Road and SR 20. It will also widen the roadway to realign the existing left turn lanes, and construct right turn pockets to improve traffic movement and reduce the risk of collisions.	Medium	Improves safety, reduces congestion, and increases capacity on freight corridor in Anacortes.			T-1	5,500	Operationally Complete	SR 20 - Thompson Road - Complete October 2007	TPA		$ 0.57	$ 0.01	$ 0.46	$ 1.04	Y
Snohomish	Northwest	100236E	US 2/Pickle Farm Road and Gunn Road - Add Turn Lanes	This project will construct a 200 ft eastbound left turn lane and a 100 ft westbound left turn lane on US 2 at the Pickle Farm Rd/Gunn Rd intersection. The existing right turn pocket will be reconstructed to current standards. The vertical alignment of Pickle Farm Rd (north leg) will be improved. Signing, delineation, radius returns, sight distance and side slopes will be upgraded to current standards.	Medium	Improves safety and reduces delay on freight corridor near Gold Bar. Preserves freight corridor.			T-2	2,300	Operationally Complete	US 2 - Pickle Farm Road/Gunn Road - Complete November 2007	Nickel	$ 0.88		$ 0.00	$ 0.43	$ 1.31	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Snohomish	Northwest	100535H	I-5/52nd Ave W to SR 526 - Roadside Safety and Ramp Improvements	Upgrade the 44th Ave. W southbound onramp to meet current design standards. Upgrade illumination and guardrail in the 44th Ave. W interchange area. Install 1.88 miles of median cable barrier and 3.16 miles of median concrete barrier between 52nd Ave. W and 128th St. SW.	High	Preserves major freight corridor, improves safety. Provides better truck access by improving onramp.			T-1	11,000	Operationally Complete	I-5 - 52nd Ave W. to SR 526 - SB Safety - Complete October 2006	Nickel	$ 2.56		$ 0.02	$ 0.20	$ 2.78	Y
Snohomish	Northwest	100552S	I-5/SR 532 NB Interchange Ramps - Add Turn Lanes	This project will add a permanent traffic signal and a second left turn lane to the northbound I-5 exit to SR 532 and add left and right turn lanes and a traffic signal at the intersection of Old Highway 99 and SR 532. The existing park and ride will also be relocated. Storm water treatment and detention and wetland mitigation will be provided.	High	Improves safety and access to major freight corridor from SR 532 (also a freight corridor). Adds capacity to the I-5 off-ramp to SR 532. Before the project, traffic exiting I-5 would back-up onto the mainline and create a safety problem.		Yes - congestion on I-5 from Everett to Olympia identified in industry interviews and WTP Freight Recommendations	T-2 (SR 532) T-1 (I-5)	1,400 (SR 532) 11,000 (I-90)	Operationally Complete	I-5 - SR 532 Northbound Interchange Ramps - Complete May 2007	Nickel	$ 6.77		$ 0.40	$ 0.01	$ 7.17	Y
Snohomish	Northwest	100900E	SR 9/SR 522 to 228th St SE, Stages 1a and 1b - Add Lanes	This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes and turning movements. To improve safety and reduce congestion and the number and severity of accidents, SR 9 will be widened to four or five lanes from SR 522 to 228th Street SE. The westbound on ramp to SR 522 will also be widened to two lanes. A new traffic signal will be installed at the westbound off ramp to northbound SR 9 and the signals at the eastbound ramps to SR 522 and at 228th Street SE will be upgraded. This project is divided into two stages. Stage 1A, which is complete, modified the SR 9/SR 522 Interchange. Stage 1B, which widens SR 9 from SR 522 to 228th Street, will add two new through lanes and one two way left turn lane. The work includes retaining wall and storm water detention system construction.	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Widens interchange of SR 9/ SR 522, widens SR 9 to four or five lanes, improves traffic signals, and builds turn lanes. Provides industrial access to growing commercial area in region.		Identified in WTP and HSP industry interviews (lack of turn lanes and congestion/ delay).	T-2	2,400	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR9/sr522_212thst/	Nickel	$ 11.97		$ 12.42	$ 0.09	$ 24.47	Y
Snohomish	Northwest	100901B	SR 9/228th St SE to 212th St SE (SR 524), Stage 2 - Add Lanes	This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes and turning movements. To improve safety and reduce congestion and the number and severity of accidents, SR 9 will be widened to four or five lanes from 228th Street SE to 212th Street SE (SR 524). In addition, this project will upgrade the traffic signal at 212th Street SE and will widen the SR 9/ 212th Street SE (SR 524) intersection. Fish passable culverts will be installed at mileposts 1.23 and 1.46. This is Stage 2 of the overall work on this corridor.	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Widens SR 9 to four or five lanes, improves traffic signals, and builds turn lanes. Provides industrial and delivering goods access to growing commercial area in region.		Identified in WTP and HSP industry interviews (lack of turn lanes and congestion/ delay).	T-2	2,400	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR9/sr522_212thst/	Nickel	$ 26.78		$ 2.02	$ 2.40	$ 31.20	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Snohomish	Northwest	100920I	SR 9/SR 528 Intersection - Signal	This project will signalize the SR 9/SR 528 intersection and increase the right and left turn pocket lengths as needed.	Medium	Improves safety and reduces congestion on freight corridor near Marysville.			T-2	1,600	Complete	SR 9 - SR 528 Intersection - Complete October 2004	Nickel	$ 0.57		$ 0.15	$ 0.03	$ 0.75	Y
Snohomish	Northwest	100924A	SR 9/108th Street NE (Lauck Road) - Add Turn Lanes	This project will widen SR 9 by constructing a 250 foot northbound left turn lane, a 100 foot southbound left turn lane and a 490 foot southbound right turn lane. The project will also perform minor safety improvements, install illumination and update signing. Due to the addition of new impervious surface, water quality and water quantity facilities will also be constructed.	Medium	Improves safety and reduces congestion on freight corridor. Builds right and left-turn lanes at the intersection of State Route 9 and 108th Street NE (Lauck Road), north of Marysville.			T-2	1,600	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR9/108thNE_Lauck/	Nickel	$ 1.02		$ 0.51	$ 0.30	$ 1.82	Y
Snohomish	Northwest	152720A	SR 527/132nd St SE to 112th St SE - Add Lanes	This project will construct one new lane in each direction with a two-way left-turn lane from 132nd SE to 112th SE to increase safety and reduce congestion. This is a partnership project with the City of Everett. The city has funded the design and right of way acquisition utilizing developer and TIB (Transportation Improvement Board) funds.	Medium	Improves safety and reduces congestion on freight corridor.			T-2	2,000	Operationally Complete	SR 527 - 132nd St. SE to 112th St. SE - Complete May 2006	Nickel	$ 19.17		$ 0.13	$ 1.75	$ 21.05	Y
Whatcom	Northwest	100584A	I-5/SB Ramps at SR 11/Old Fairhaven Parkway - Add Ramp Lane	This project will install a new traffic signal at the intersection of the southbound ramp to I-5 and SR 11/Old Fairhaven Parkway. The ramp will be widened to 2 lanes. A new lane will be constructed from the southbound off ramp to 30th St. The 32nd St southbound left turn movement will be restricted. A new right turn pocket will be built to accommodate eastbound SR 11 to southbound I-5 traffic.	High	Improves safety and reduces congestion on major freight corridor. Before constructing project, traffic routinely backed up on the southbound I-5 exit to SR 11, causing congestion on I-5.		Yes - I-5 congestion in Bellingham and intersection merge/ weave issues identified as problem by several industries in HSP interviews.	T-3 (SR 11) T-1 (I-5)	4,400 (I-5)	Operationally Complete	I-5 - Southbound Ramps at SR 11, Old Fairhaven Parkway - Complete May 2007	Nickel	$ 1.00		$ 0.35	$ 1.08	$ 2.42	Y
Whatcom	Northwest	100955A	SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment	Construct a new highway alignment from Nooksack Road to Cherry Street to alleviate weather-related load restrictions and reduce the number and severity of accidents; also improve freight mobility across the Canadian Border.	High	Straightens roadway for easier and quicker truck travel. Improves safety by widening shoulders and removing 90 degree turns. Provides year-round access for freight on secondary freight route. Project upgrades road to prevent seasonal weight restrictions.		Yes - seasonal weight restrictions identified high priority in WTP interviews, WTP Freight recommendation.	T-2	780	Operationally Complete	SR 9 - Nooksack Road Vicinity to Cherry Street - Complete November 2006	Nickel	$ 16.26		$ 1.77		$ 18.03	Y

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County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Whatcom	Northwest	154302E	SR 543/I-5 to Canadian Border - Add Lanes	Construct new lanes between Boblett St and the Canadian border for a separate truck route to address congestion and safety issues on SR 543. Construct a new interchange at "D" Street. $500,000 is provided for retaining wall fascia improvements.	High	Improves access to busiest commercial truck crossing on Washington - Canadian border; and fourth busiest of all US - Canadian border crossings. Builds designated lane for FAST approved trucks so that they get expedited clearance and decreased delays. Decreases delays crossing the border. Repaves and preserves freight access to border crossing. Improves safety by expanding truck waiting area and separating traffic.		Yes - Border crossing delays identified high priority problem by regional industries in WTP and HSP interviews.	T-1	2,800	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR543/I5_Canadian/	Nickel	$ 13.79		$ 0.56	$ 36.44	$ 50.80	Y
Jefferson	Olympic	310168B	US 101/Mt Walker - Add Passing Lane	This section of highway is shown as backlog mobility deficient in the State Highway System Plan. This project will construct a truck/passing lane in each direction to relieve traffic congestion.	Medium	Improves safety and reduces congestion on secondary freight route.			T-3	630	Operationally Complete	US 101 - Mt. Walker NB & SB Passing/Truck Lane - Complete October 2007	TPA		$ 2.40			$ 2.40	Y
Kitsap	Olympic	300341B	SR 3/SR 303 Interchange (Waaga Way) - Construct Ramp	Currently, there is not a direct freeway to freeway connection from SR 3 to SR 303. By constructing a new freeway-to-freeway ramp from northbound SR 3 to southbound SR 303 with a new bridge at Kitsap Mall Boulevard and widening Kitsap Mall Boulevard/Clear Creek Road, flow of traffic between SR 3 and SR 303 will be improved.	High	Improves connection between two freight corridors. Reduces congestion, improves safety, and increases capacity on freight corridor.			T-1 (SR 3) T-2 (SR 303)	3,400 (SR 3) 1,600 (SR 303)	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR3/WaagaWay/	Nickel	$ 20.75			$ 4.08	$ 24.83	Y
Kitsap	Olympic	300355A	SR 3/Imperial Way to Sunnyslope - Add Lanes	This section of SR 3 has a collision history above the statewide critical rate. By adding a two way left turn lane and extending the existing southbound truck climbing lane, the frequency and severity of collisions will be reduced.	Medium	Improves safety and reduces congestion on freight route. Adds a two-way left turn lane and reduces conflicts between left turning vehicles. Extends truck climbing lane.			T-3	1,100	Operationally Complete	SR 3 - Imperial Way to Sunnyslope - Complete September 2007	TPA		$ 1.61			$ 1.61	Y

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Pierce	Olympic	301636A	SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes	This section of SR 16 experiences congestion and mobility problems due to high traffic volumes and is an incomplete portion of the Freeway Core HOV Lane System for the Puget Sound region. This project constructs HOV lanes in 3 stages. Stage 1 widens to prepare for future HOV lanes and reconstructs the ramps at Union Avenue Interchange. Stage 2 constructs HOV lanes and upgrades 19th Street and 6th Avenue Interchanges by widening the ramps and building a bicycle path from Union to 6th Avenue/Pearl. Stage 3 constructs HOV lanes and builds a bicycle path from Pearl Street to Jackson Avenue. When complete, this project will reduce congestion and improve mobility by providing a travel time advantage to transit and HOV traffic. **Olympic Drive to Union Completed.*	High	Improves safety and reduces congestion on major freight corridor. SR 16 is primary freight route to Olympic Peninsula. Adding HOV lanes moves some traffic and buses from other lanes to free capacity and reduce delays.			T-1	4,800	Operationally Complete	SR 16 - HOV Improvements - Olympic Drive to Union Avenue - Complete July 2007	Nickel	$ 82.73		$ 32.67	$ 2.77	$ 118.17	Y
Pierce	Olympic	301638B	SR 16/36th St to Olympic Dr NW - Add HOV Lanes	This section of SR 16 experiences congestion and mobility problems due to high traffic volumes and is an incomplete portion of the Freeway Core HOV Lane System for the Puget Sound region. This project will widen to the median to construct mainline HOV lanes. When complete, this project will reduce congestion and improve mobility by providing a travel time advantage to transit and HOV traffic.	High	Improves safety and reduces congestion on major freight corridor. SR 16 is primary freight route to Olympic Peninsula. Adding HOV lanes moves some traffic and buses from general purpose lanes to free capacity and reduce delays.			T-1	4,800	Operationally Complete		Nickel	$ 6.69		$ 1.17		$ 7.86	Y
Pierce	Olympic	316114A	SR 161/204th St to 176th St - Widen Roadway	This section of SR 161 has fallen below the accepted Level of Service and is listed as backlog mobility deficient in the State Highway System Plan. In addition, this section of highway is listed on the Region's High Collision Corridor list. This project will widen the existing roadway to 4 lanes, add a two way left turn lane for the length of the project, install new signals at MP 19.72, 20.36, and 20.52 and modify the existing signal at MP 20.08. When complete, motorist will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods, and people.	Medium	Improves safety, reduces delay, and increases capacity on freight corridor.			T-2	2,300	Operationally Complete	SR 161 - Corridor Improvements - 176th to 234th - Complete October 2005	Nickel	$ 11.50		$ 3.28	$ 0.42	$ 15.20	Y

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Pierce	Olympic	316119A	SR 161/234th St to 204th St E - Add Lanes	This project constructs 2 additional general-purpose lanes and a two-way continuous left turn lane to improve traffic operations and mobility on SR 161. It will also install a railroad signal system with crossing gates at MP 17.89, install a traffic signal system at MP 18.64 and modify the existing traffic signal system at MP 18.21. When complete, motorist will benefit from reduced congestion and a reduction in the frequency and severity of collisions.	Medium	Improves safety, reduces delay, and increases capacity on freight corridor.			T-2	1,300 to 2,300	Operationally Complete	SR 161 - Corridor Improvements - 176th to 234th - Complete October 2005	Nickel	$ 7.95		$ 7.15	$ 0.53	$ 15.63	Y
Benton	South Central	524002F	SR 240/I-182 to Richland Y - Add Lanes	The section of SR 240 between I-182 and the Richland Y experiences congestion during the peak travel times as well as a higher than average collision rate. This project will provide an additional lane in each direction, construct a new bridge, improve ramp alignment, and construct a pedestrian/bike path. These improvements will reduce congestion and increase safety on SR 240 between Richland and Kennewick.	Medium	Improves safety and reduces congestion on freight corridor. Project constructs additional lanes on SR 240, linking I182 with the US Department of Energy's Hanford site, the Columbia Center commercial areas, and eastern Kennewick's industrial zones.			T-2	2,400	Operationally Complete	SR 240 - Tri-Cities Additional Lanes - Complete June 2007 (SR 240/I-182 to Richland Y – Add Lanes, SR 240/Richland Y to Columbia Center Interchange Tri-Cities)	Nickel	$ 11.69		$ 2.41	$ 8.51	$ 22.62	Y
Benton	South Central	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	The 1.12-mile stretch of SR 240 between SR 240/Richland Y to Columbia Center Interchange experiences congestion during peak travel times, as well as a higher than average collision rate. This project will improve safety and decrease congestion by providing an additional lane in each direction, as well as improved interchange geometrics.	Medium	Improves safety and reduces congestion on freight corridor. Project constructs additional lanes on SR 240, linking I-182 with the US Department of Energy's Hanford site, the Columbia Center commercial areas, and eastern Kennewick's industrial zones.			T-2	2,400	Operationally Complete	SR 240 - Tri-Cities Additional Lanes - Complete June 2007 (SR 240/I-182 to Richland Y – Add Lanes, SR 240/Richland Y to Columbia Center Interchange Tri-Cities)	Nickel	$ 41.90		$ 1.10	$ 0.18	$ 43.16	Y
Franklin, Benton	South Central	539502D	US 395/Kennewick Variable Message Sign	The section of US 395/Kennewick needs a reduction in the number and severity of collisions. By installing a Variable Message Sign and camera near the north end of the Blue Bridge, this project will be able to improve highway safety by warning traffic of congestion and emergencies ahead.	Medium	Improves safety and provides traveler information on freight corridor.			T-1	3,600	Complete	US 395 - Kennewick Variable Message Sign - Complete November 2004	Nickel	$ 0.36		$ 0.02		$ 0.38	Y
Kittitas	South Central	509002D	I-90/Cle Elum River Bridge	The westbound Cle Elum River Bridge is in need of increased vertical clearance. By modifying two portal frames and five sway frames, this project will increase the vertical clearance and maintain safe operation of the highway.	High	Replaces low clearance bridge on major freight corridor. The minimum vertical distance was increased to 18 feet allowing the oversized "super loads" to continue westbound without any delays.			T-1	5,800	Complete	I-90 - Increase Vertical Clearance on Cle Elum River Bridge - Complete November 2004	Nickel	$ 0.79				$ 0.79	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Kittitas	South Central	509004R	I-90/Highline Canal to Elk Heights	Congestion relief and improved safety are the benefits of this 2 mile project to construct an eastbound truck climbing lane. This will help decrease the number of accidents due to slow moving trucks climbing the hill.	High	Improves safety and reduces congestion on major freight corridor by adding a truck climbing lane.			T-1	5,800	Complete	I-90 - Highline Canal to Elk Heights - Complete August 2004	Nickel	$ 4.27		$ 0.69		$ 4.96	Y
Kittitas	South Central	509005R	I-90/Ryegrass Summit to Vantage	This part of I-90 has a 4% hill over a stretch of 9.93 miles. To improve mobility, a westbound truck climbing lane will be constructed. This will also increase safety by reducing the number of accidents due to slow moving truck traffic.	High	Improves safety and reduces congestion on major freight corridor by adding a truck climbing lane.			T-1	2,900	Complete	I-90 - Ryegrass Summit to Vantage - Complete November 2004	Nickel	$ 8.69		$ 0.93		$ 9.62	Y
Walla Walla	South Central	501204C	US 12/SR 124 to McNary Pool - Add Lanes	The section of US 12 from SR 124 to McNary Pool needs two new lanes parallel to the existing lanes. By constructing these two new lanes this section of US 12 will be a four lane divided highway, this project will add capacity and improve safety.	High	Improves safety and reduces congestion on freight corridor. Improves freight movements between Walla Walla and Tri Cities. Widens US 12 to a four-lane divided highway improves intersection from SR 124 to Attalia.			T-1	2,000	Complete	US 12 - SR 124 to McNary Pool - Complete November 2005	Nickel	$ 11.69			$ 0.40	$ 12.09	Y
Walla Walla	South Central	501205D	US 12/Attalia Vicinity to US 730 - Add Lanes	WSDOT has recently completed a preliminary analysis of the engineering and environmental needs for a four lane highway from Wallula to the Frenchtown vicinity and has identified a preferred corridor for further development. The preferred corridor separates from the existing US 12 alignment near the Boise Cascade Paper Mill, traveling easterly to meet the Nickel/TPA funded Frenchtown Vicinity to Walla Walla project, eight miles west of Walla Walla. The design funds remaining on the Attalia Vicinity to US 730 project will explore options for the US12/US730 connection. This project is no longer needed since new proposed alignment will bypass this section of highway . 4-laning of this section of US 12 will not be done. However , remaining funds will look at possible improvements to the US 12/SR 730 connection.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from Dodd Road to the Boise Cascade truck center. It will widen US 12 and divide highway to improve safety, and improve intersections.			T-1 & T-2	2,000	PE Only Active	http://www.wsdot.wa.gov/Projects/US12/SR124Wallula/Attalia_Vic/	Nickel	$ 0.80				$ 0.80	N
Walla Walla	South Central	501211W	US 12/Attalia Vicinity - Add Lanes	The section of US 12 in the vicinity of Boise Cascade experiences congestion and safety issues. Construction of two new lanes will make US 12 a four-lane divided highway, with controlled access, adding capacity and safety improvements.	High	Improves safety, reduces congestion, and increases capacity on freight corridor.			T-1	2,000	Operationally Complete	US 12 - McNary Pool to Attalia - Complete August 2004	Nickel	$ 16.20				$ 16.20	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Yakima	South Central	501212O	US 12/40th Ave Interchange - Interchange Improvements	The US 12/Yakima - 40th Avenue Interchange experiences many rear-end collisions. By adding a second lane to the eastbound on-ramp onto US 12 and making improvements at the ramp intersection with 40th avenue, this project will lower the risk of collisions and improve motorist safety.	Medium	Improves safety on freight corridor and improves 40th Avenue ramp intersection to increase capacity and reduce congestion. The 40th Avenue Interchange serves as an important infrastructure link to the upper Yakima Valley, especially the airport and industrial areas. This interchange also links Fruitvale Boulevard (old US 12), a light industrial and commercial area, to the City of Yakima.			T-2	1,200	Operationally Complete	http://www.wsdot.wa.gov/Projects/US12/40thAveInterchange/	TPA		$ 1.74		$ 0.17	$ 1.90	Y
Yakima	South Central	502402E	SR 24/I-82 to Keys Rd - Add Lanes	The 1.5-mile section of SR 24 from 18th Street to Riverside Road experiences congestion and accidents. Improving the interchange by constructing an additional lane, flattening slopes and providing a new bridge across the Yakima River, will relieve congestion and improve safety and operation of this section of highway.	High	Improves safety and increases capacity on freight corridor. Highway section will be 4 lanes, the interchange will be reconstructed, and wider bridges will be built over I-82 and the Yakima River.			T-1	1,000 to 1,600	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR24/I82toKeysRd/	Nickel	$ 36.36		$ 0.98	$ 12.89	$ 50.23	Y
Clark	Southwest	400595A	I-5/Salmon Creek to I-205 - Widening	Reduce congestion and improve safety in the Vancouver area by widening 2 miles of I-5 from NE 99th Street to NE 134th Street to six through lanes, plus an additional lane in each direction between interchanges.	High	Reduces delay, improves safety, and increases capacity on major freight corridor. Project widens 2 miles of I-5 in Vancouver, WA area.		Yes - WTP and HSP industry interviews identified I-5 congestion in Vancouver, WA region.	T-1	7,600	Operationally Complete	I-5 - Widen I-5 Each Direction From Salmon Creek to I-205 - Complete October 2006	Nickel	$ 38.70		$ 2.75	$ 2.50	$ 43.95	Y
Clark	Southwest	420504A	I-205/Mill Plain SB Off Ramp - Add Turn Lane	The intersection of the I-205/Mill Plain southbound off ramp and Mill Plain Boulevard needs an additional left turn lane from the ramp to Mill Plain Boulevard. Adding a left turn lane, electrical lighting system, signing and striping, to reduce the risk of collision when motorists are making a left turn and reduce congestion to improve traffic flow.	High	Improves safety and reduces congestion on ramp of freight corridor. New ramp improves performance of I-205 and reduces congestion.			T-1 (I-205) T-3 (Mill Plain)	7,100 (I-205)	Operationally Complete	I-205 - Mill Plain SB Off Ramp Improvements - Complete July 2006	TPA		$ 0.57	$ 0.00	$ 0.21	$ 0.78	Y
Clark	Southwest	450099A	SR 500/NE 112th Ave - Build Interchange	The intersection at SR 500 and NE 112th Avenue/Gher Road has been identified as a high collision location. Removing the intersection at SR 500 and NE 112th Avenue/Gher Road and constructing a bridge over NE 112th Avenue/Gher Road will reduce the frequency of collisions.	Medium	Improves safety and reduces congestion on freight corridor.			T-2	2,000	Operationally Complete	SR 500 - New Interchanges and Additional Lanes - Complete June 2005	Nickel	$ 21.11		$ 0.55	$ 4.47	$ 26.13	Y
Cowlitz	Southwest	400507L	I-5/Lexington Vicinity - Construct New Bridge	By building a bridge across the Cowlitz River to link SR 411 at Lexington with I-5 at the Ostrander interchange, the project will reduce travel time and congestion to improve traffic flow.	Medium	Connects SR 411 to I-5 for improved freight movement on other bridges in area.			T-3 (SR 411) T-1 (I-5)	750 (SR 411) 10,000 (I-5)	Operationally Complete	I-5 - New Bridge between I-5 and SR 411 - Complete September 2007 (I-5 Lexington Vicinity - Construct new bridge)	Nickel	$ 5.00				$ 5.00	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Urban Corridors	116703E	SR 167/15th St SW to 15th St NW - Add HOV Lanes	This section of SR 167 is a four lane highway located in King County between the cities of Auburn and Renton. Considerable traffic congestion is experienced daily throughout this section due to rapid commercial and residential development in the surrounding area.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Highway segment carries over 11,000 trucks per day, one of the highest volumes in the state. Provides alternative to I-5 in Central Puget Sound and serves major warehousing and distribution center.		Yes - Identified WTP freight recommendation and in regional industry interviews. High priority.	T-1	11,000	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR167/HOV15thSW_15thNW/	Nickel	$ 41.49				$ 41.49	Y
King	Urban Corridors	840561A	I-405/SR 520 to SR 522 - Widening	I-405 is highly congested at this location. One additional general purpose lane will be constructed northbound from NE 70th Street to NE 124th Street and southbound from SR 522 to SR 520. This will reduce congestion on I-405. **Stage 1 Project is complete. Added new lanes between NE 85th and NE 124th. Stage 2 will begin construction in 2009, and other stages are unfunded.*	High	Improves safety, decreases congestion, and increases capacity on major freight corridor that is highly congested. Project added additional NB lanes on I-405 between 85th and 124th in Kirkland.	Yes	Yes - High priority WTP Freight recommendation. High priority problem identified by industry sectors across the state. Addresses CPS congestion and I-405 congestion.	T-1	7,700	Operationally Complete	I-405 - Kirkland Nickel Stage 1 - Complete November 2007 (SR 520 to SR 522 widening)	Nickel	$ 81.76				$ 81.76	N
King	Urban Corridors/ Northwest	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes	Construct HOV lanes and a southbound truck climbing lane in the Tukwila vicinity. Construction will be in 6 stages. Stage 1 will construct a truck climbing lane and a southbound HOV lane from Tukwila to S. 188th. Stage 2-2N will construct a southbound HOV lane from S. 188th to S. 209th. Stage 2-2S will construct a southbound HOV lane from S. 209th to SR 516. Stage 3 will construct a southbound HOV lane from SR 516 to S. 320th. Stage 4 will construct a southbound HOV lane from S. 320th to the Pierce County Line, and a northbound HOV lane from the Pierce County Line to S. 272nd. Stage 5 will construct a northbound HOV lane from S. 272nd to S. 200th. Stage 6 will construct a northbound HOV lane from S. 188th to Tukwila. The completed project will improve traffic flow and transit service reliability. ** Stages 5 and 6 are unfunded. I-5, Pierce County Line to Tukwila Stage 2N - Southbound. Will replace the interim southbound HOV lane from South 188th Street to South 211th Street and builds a truck climbing lane in the same location. Construction for this project ha*	High	Reduces delay, improves safety, and increases capacity on major freight corridor. Adding HOV lanes and truck climbing lanes improves performance of this highly congested section of state's major freight route. The project also adds traffic cameras, installs hardware needed to create traffic congestion maps and improves the existing pavement.		Yes - I-5 congestion from Olympia to Everett most frequently identified high priority problem by industry. WTP Freight Recommendation.	T-1	14,000	Operationally Complete	http://www.wsdot.wa.gov/Projects/I5/hovPiercetoTukwila/i5HOV_Pierce_S320th/	Nickel	$ 50.84		$ 22.60	$ 66.42	$ 139.85	N

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Exhibit 4

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Spokane	Eastern	609047F	I-90/Geiger Rd to US 2 - Median Barrier	Install 2.4 miles of Precast Median Barrier in an effort to prevent errant vehicles from crossing the median and entering into opposing lanes of traffic thus reducing the number of serious injury collisions and/or fatalities on this section of I-90 approximately 3.2 miles west of the Spokane City limits.	High	Improves safety on major freight corridor and reduce unexpected delays caused by accidents.			T-1	4,400	Complete	I-90 - Geiger Road to US 2 Median Barrier - Complete November 2004	Nickel	$ 0.76				$ 0.76	Y
Spokane	Eastern	609047J	I-90/Latah Creek and Lindeke St Bridges - Upgrade Bridge Rail	The existing bridge rail does not meet current design standards. Install Thrie Beam Guardrail to meet current standards to reduce the severity of collisions and reduce the risk of the bridge rail failing to contain vehicles.	Medium	Improves safety and preserves freight corridor.			T-1	8,700	Complete	http://www.wsdot.wa.gov/Projects/I90/LatahCreekBridge/	Nickel	$ 0.81				$ 0.81	Y
Spokane	Eastern	609049D	I-90/Sullivan Rd to Idaho State Line - Install Cable Guardrail in Median	Interstate 90 has a narrow median in this section creating the potential for vehicles to cross the median and enter into opposing traffic. Seven miles of Cable Median Barrier will be installed to stop vehicles from crossing the median and reduce the severity of collisions.	High	Improves safety and reduces unexpected delay caused by accidents on major freight corridor.			T-1	8,700	Complete	I-90 - Sullivan-State Line Median Barrier - Complete September 2005	Nickel	$ 0.77				$ 0.77	Y
Grant	North Central	209000A	I-90/Silica Road to East of Adams Road - Median Cross Over Protection	This section of I-90 has a narrow median where vehicles are crossing into the oncoming lanes causing collisions. Install new cable guardrail in the median. This will reduce head-on collisions.	High	Improves safety and reduces unexpected delay caused by accidents on major freight corridor.			T-1	2,900	Complete		TPA		$ 0.29			$ 0.29	Y
Grant	North Central	209000B	I-90/SR 17 to Grant/Adams County Line - Median Cross Over Protection	This section of I-90 has a narrow median where vehicles are crossing into the oncoming lanes causing collisions. Install new cable guardrail in the median. This will reduce head-on collisions.	High	Improves safety and reduces unexpected delay caused by accidents on major freight corridor.			T-1	2,900	Complete		TPA		$ 0.75			$ 0.75	Y
Okanogan, Chelan, Kittitas	North Central	209700A	US 97/Ellensburg Vic to Tonasket Vic - Roadside Safety Improvement	Areas along the highway have potential hazards. Install guardrail, remove fixed objects or improve roadsides. These actions will enhance motorist safety by reducing the severity of collisions occurring when a vehicle leaves the roadway on US 97.	Medium	Improves safety and reduces unexpected delay caused by accidents on secondary freight corridor.			T-2	690 to 2,200	Complete	US 97 - NCR Roadside Safety - Complete August 2006	TPA		$ 0.98			$ 0.98	Y
King	Northwest	101813F	SR 18/SE 304th to SR 516 - Install Cable Barrier	Install new cable guardrail in the median to reduce head-on collisions on SR 18.	High	Improves safety on major freight corridor carrying 27 million tons of freight per year. Reduces unexpected delay caused by accidents.			T-1	6,100	Operationally Complete		TPA		$ 0.25			$ 0.25	Y
King	Northwest	109918G	SR 99/SR 599 to Holden St - Install Cable Barrier	Install new cable guardrail in the median to reduce head-on collisions.	Medium	Improves safety on major freight corridor near Port of Seattle and south Seattle industrial/ manufacturing area and reduces unexpected delay caused by accidents on major freight corridor.			T-1	5,300	Operationally Complete		TPA		$ 0.44			$ 0.44	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Northwest	152221C	SR 522/N Creek Vic to Bear Creek Vic - Install Cable Barrier	Install new cable guardrail in the median to reduce head-in collisions on SR 522.	Medium	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-2 & T-1	2,000 to 5,800	Operationally Complete		TPA		$ 0.27			$ 0.27	Y
Skagit	Northwest	100560A	I-5/300th St NW Vic to Anderson Rd Vic - Install Cable Barrier	Install new median treatment to reduce head-on collisions.	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	6,000 to 11,000	Operationally Complete		TPA		$ 1.29			$ 1.29	Y
Skagit	Northwest	100569B	I-5/SR 11 Vic to Weigh Station Vic - Install Cable Barrier	Install new cable guardrail in the median to reduce head-on collisions.	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	6,000	Operationally Complete		TPA		$ 0.44			$ 0.44	Y
Snohomish, King	Northwest	199903M	Puget Sound Area and US 2 - Upgrade Guardrail	Update nonstandard guardrail in Northwest Region to meet the current safety standards.	Medium	Improves safety on freight corridors.			T-2 (SR 2) T-1 (SR 5) T-3 (SR 20) T-3 (SR 509) T-3 (SR 516) T-2 (SR 529) T-3 (SR 531) T-1 (SR 599)	2,300 (SR 2) 2,000 (SR 5) 920 (SR 20) 640 (SR 509) 380 (SR 516) 1,300 (SR 529) 210 (SR 531) 5,100 (SR 599)	Complete		Nickel	$ 1.61				$ 1.61	Y
Whatcom	Northwest	100585C	I-5/SR 11 to 36th St - Install Cable Barrier	Install new cable guardrail in the median to reduce head-on collisions	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	4,400	Complete		TPA		$ 0.10			$ 0.10	Y
Whatcom	Northwest	100590B	I-5/SR 542 Vicinity to Bakerview Rd - Install Cable Barrier	Install new cable guardrail in the median to reduce head-on collisions	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	4,400	Complete		TPA		$ 0.25			$ 0.25	Y
Whatcom	Northwest	100593G	I-5/Main St to SR 548 - Install Cable Barrier	Install new cable guardrail in the median to reduce head-on collisions.	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	4,400	Operationally Complete		TPA		$ 0.41			$ 0.41	Y
Whatcom	Northwest	100595D	I-5/Blaine Vicinity - Median Cross Over Protection	Install median crossover protection.	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1 & T-2	860 to 4,400	Operationally Complete		TPA		$ 0.25			$ 0.25	Y
Grays Harbor	Olympic	301261A	US 12/Montesano Vicinity to Elma - Install Cable Barrier	Through a statewide analysis it has been determined that placing median barrier on limited access divided freeways is a cost effective method of reducing the severity of cross over collisions. The purpose of this project is to improve safety by installing barrier in the median. This will reduce the incidences of vehicles crossing through the median into the opposite direction of travel.	Medium	Improves safety and reduces unexpected delay caused by accidents on freight corridor.			T-1	2,400	Complete	US 12 - Montesano Vicinity to Elma - Median Cross Over - Complete October 2006	TPA		$ 1.92			$ 1.92	Y
Grays Harbor	Olympic	301262A	US 12/Wynoochee River Bridge Upgrade Bridge Rail	The existing bridge rail does not meet current standards. By retrofitting the existing bridge rail to meet current standards, motorist safety will be enhanced.	Medium	Improves safety on freight corridor.			T-1 (SR 12) T-3 (SR 101) T-3 (SR 105)	2,400 (SR 12) 320 (SR 101) 470 (SR 105)	Operationally Complete	US 101/12 - SR 105 Bridge Rail Retrofit - Complete March 2008	Nickel	$ 0.37				$ 0.37	Y

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Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

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Kitsap / Pierce	Olympic	301632M	SR 16/NW of Tacoma Narrows to SE of Burley - Install Cable Barrier	Through a statewide analysis it has been determined that placing median barrier on limited access divided freeways is a cost effective method of reducing the severity of cross over collisions. The purpose of this project is to improve safety by installing barrier in the median. This will reduce the incidences of vehicles crossing through the median into the opposite direction of travel.	Medium	Improves safety on freight corridor by installing cable barriers on SR 16 and reduces unexpected delay caused by accidents.			T-1	4,800	Operationally Complete	SR 16 - NW of New Tacoma Narrows to Burley Olalla Cross Over - Complete September 2007	TPA		$ 1.00			$ 1.00	Y
Pierce	Olympic	316723A	SR 167/SR 410 to Pierce/King Co Line - Install Cable Barrier	Through a statewide analysis it has been determined that placing median barrier on limited access divided freeways is a cost effective method of reducing the severity of cross over collisions. The purpose of this project is to improve safety by installing barrier in the median. This will reduce the incidences of vehicles crossing through the median into the opposite direction of travel.	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	11,000	Operationally Complete		TPA		$ 0.49			$ 0.49	Y
Pierce	Olympic	300590C	I-5/Puyallup River to Fife Interchange - Bridge Rail	This project will install median cable guardrail to prevent crossover accidents and upgrade bridge rail to meet current standards.	High	Improves safety on major freight corridor and reduces unexpected delay caused by accidents.			T-1	14,000	Complete		Nickel	$ 0.25				$ 0.25	Y
Pierce	Olympic	300706B	SR 7/SR 507 to SR 512 - Safety Improvements	This section of SR 7 has been identified as a high collision corridor. This project will construct sidewalks, retaining walls, lighting, upgrade signal systems and consolidates highway approach points. When complete the frequency and severity of collisions will be reduced.	Medium	Improves safety on freight corridor.			T-1	3,800	Operationally Complete	SR 7 - SR 507 to SR 512 - Safety Improvements - Complete September 2007	Nickel	$ 11.34		$ 1.19	$ 8.13	$ 20.66	Y
Pierce	Olympic	341018A	SR 410/Traffic Ave to 166th Ave E - Install Cable Barrier	Through a statewide analysis it has been determined that placing median barrier on limited access divided freeways is a cost effective method of reducing the severity of cross over accidents. The purpose of this project is to improve safety by installing barrier in the median. This will reduce the incidences of vehicles crossing through the median into the opposite direction of travel.	Medium	Improves safety on freight corridor and reduces unexpected delays caused by accidents.			T-1	4,000	Complete		TPA		$ 0.25			$ 0.25	Y
Pierce / Thurston	Olympic	300007Z	Pierce and Thurston Co - Roadside Safety Improvements	In Pierce and Thurston counties, areas with fatal and disabling injury collisions on SR 7, 165, 507, 510 and 512 have been identified. By installing guardrail, slope flattening, removing fixed objects or improving the roadsides, motorist safety will be enhanced by reducing the severity of collisions.	Medium	Improves safety on freight corridors			T-3 & T-2 (SR 7) T-4 & T-5 (SR 165) T-2 & T-3 (SR 507) T-3 (SR 510)	300-2,100 (SR 7) 20-70 (SR 165) 270-1,500 (SR 507) 850 (SR 510)	Operationally Complete	http://www.wsdot.wa.gov/Projects/SR7/safety/	TPA		$ 1.00			$ 1.00	Y
Benton	South Central	501401Z	SR 14/W of Paterson - Upgrade Guardrail	The nonstandard guardrail west of Paterson on SR 14 needs updated. By updating the guardrail, this project will maintain safe operation of the highway.	Medium	Improves safety on freight corridor.			T-2	1,200	Complete		Nickel	$ 0.27				$ 0.27	Y

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Benton	South Central	502402M	SR 24/SR 240 Richland to Vernita-Guardrail	The nonstandard guardrail along SR 24 and SR 240 west of Hanford needs replacement. By replacing the guardrail, this project will maintain safe operation of the highway.	Medium	Improves safety on freight corridor.			T-2	770	Complete		Nickel	$ 0.38				$ 0.38	Y
Benton, Grant	South Central	502403V	SR 24/Vernita Bridge - Upgrade Bridge Rail	The existing bridge rail at Vernita does not meet current design standards. Bridge rail will be brought up to current standards, which will improve safety.	Medium	Improves safety on freight corridor.			T-2	770	Complete		Nickel	$ 0.24				$ 0.24	Y
Franklin	South Central	501701Z	SR 17/N of Mesa - Upgrade Guardrail	The nonstandard guardrail north of Mesa on SR 17 needs updated. By updating the guardrail, this project will maintain safe operation of the highway.	Medium	Improves safety on freight corridor.			T-1	1,500	Complete		Nickel	$ 0.07				$ 0.07	Y
Franklin	South Central	518201I	I-182/US 395 I/C - Roadside Safety	Analysis shows a high run off the road accident probability rate on the outside of the curve. This project will reduce the severity of accidents at this location by adding a widened and flattened slope on the outside of the ramp.	Medium	Improves safety on freight corridor.			T-1	3,800	Complete	I-182 - US 395 Interchange - Complete September 2003	Nickel	$ 0.06		$ 0.01		$ 0.07	Y
Franklin	South Central	539503Q	US 395/Nordhein Road Vicinity Guardrail	The nonstandard guardrail on US 395/Nordhein Road vicinity needs updated. By updating the guardrail, this project will maintain safe operation of the highway.	Medium	Improves safety on freight corridor.			T-1	3,400	Complete		Nickel	$ 0.04				$ 0.04	Y
Franklin, Benton	South Central	539701Q	SR 397/Columbia River Bridge - Upgrade Bridge Rail	The bridge rail for the SR 397 Columbia River Bridge does not meet current design standard. By upgrading the bridge rail to meet standard, this project will improve the safety of the highway.	Medium	Improves safety on freight corridor.			T-2	1,300	Operationally Complete		Nickel	$ 0.83		$ 0.06		$ 0.89	Y
Kittitas	South Central	509001J	I-90/Bridge Rail Retrofit,Elk Heights Rd Br 90/147	The existing bridge rail on the Elk Heights Road under crossing eight miles east of Cle Elum does not meet current design standards. Bridge rail will be brought up to current standards, which will improve safety.	High	Improves safety on major freight corridor.			T-1	5,800	Complete		Nickel	$ 0.08		$ 0.02		$ 0.10	Y
Kittitas	South Central	509002U	I-90/Bridge Rail Retrofit, Thorp Prairie Rd	The existing bridge rail on the Thorp Prairie Road Bridge crossing I-90 four miles east of Cle Elum does not meet current design standards. Bridge rail will be brought up to current standards, which will improve safety.	High	Improves safety on major freight corridor.			T-1	5,800	Complete		Nickel	$ 0.06				$ 0.06	Y
Kittitas, Grant	South Central	509002W	I-90/Columbia River Bridge - Upgrade Bridge Rail	The existing bridge rail on the I-90 bridge crossing the Columbia River at Vantage does not meet current design standards. Bridge rail will be brought up to current standards, which will improve safety.	High	Improves safety on major freight corridor.			T-1	2,900	Operationally Complete		Nickel	$ 0.55				$ 0.55	Y
Kittitas	South Central	509702W	US 97/Ellensburg to Smithson Road Guardrail	This project will upgrade existing guardrail to meet design standards.	Medium	Improves safety on freight corridor.			T-2	2,200	Complete		Nickel	$ 0.13				$ 0.13	Y
Walla Walla	South Central	573001Z	US 730/S of Wallula - Upgrade Guardrail	The nonstandard guardrail on US 730 south of Wallula will be updated, maintaining safe operation of the highway.	Medium	Improves safety on freight corridor.			T-2	1,000	Complete		Nickel	$ 0.07				$ 0.07	Y

*Sorted by WSDOT region, county, and state route number.

Completed Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Whitman	South Central	512801Z	SR 128/Clarkston Vicinity - Upgrade Guardrail	The nonstandard guardrail on SR 128 in the Clarkston vicinity will be updated to maintain safe operation of the highway.	Medium	Improves safety on freight corridor.			T-2	850	Complete		Nickel	$ 0.05				$ 0.05	Y
Yakima	South Central	501208Q	US 12/Wildcat Creek to I-82 - Roadside Safety Improvements	US 12 from Wildcat Creek to I-82 has experienced a number of run off the road collisions. By installing guardrail and removing fixed objects, this project will reduce the severity of collisions and maintain safe operation of the highway.	Medium	Improves safety on freight corridor.			T-3 & T-2	530 to 1,200	Operationally Complete		TPA		$ 0.54			$ 0.54	Y
Yakima	South Central	582302Z	SR 823/Selah Vicinity - Upgrade Guardrail	The nonstandard guardrail on SR 823 south of Selah will be updated, maintaining safe operation of the highway.	Medium	Improves safety on freight corridor.			T-2	1,300	Complete		Nickel	$ 0.03				$ 0.03	Y
Clark	Southwest	401406B	SR 14/Riverside Dr and E Camas Slough Bridge - Upgrade Bridge Rail	Upgrade nonstandard bridge rail on SR 14 bridges 14/10 and 14/27 at Riverside Drive and East Camas Slough in Clark County to better protect the public.	Medium	Improves safety on freight corridor.			T-1	5,200 (Bridge 14/10) 3,300 (Bridge 14/27)	Complete		Nickel	$ 0.32				$ 0.32	Y
Clark	Southwest	499903N	Southwest Region Bridge Rail Retrofit	This project will upgrade deficient bridge rail in Clark County during the 03/05 biennium.	Medium	Improves safety on freight corridor.			T-1	3,300	Complete		Nickel	$ 0.27				$ 0.27	Y
Klickitat	Southwest	499903M	Southwest Region Guardrail Retrofit - Safety Improvements	Installing 35,129 feet of guardrail on SR 14 in Klickitat County between Chamberlin-Goodnoe Road and Benton County Line. Updating the deteriorating guardrail to prevent vehicles from leaving the roadway during a collision or faulty driving.	Medium	Improves safety on freight corridor.			T-2	810	Operationally Complete		Nickel	$ 0.80					Y

*Sorted by WSDOT region, county, and state route number.

Exhibit 5

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern	600229S	US 2/Colbert Rd Intersection - Intersection Improvements	A number of severe collisions have occurred at the intersection of Colbert Road and US 2. Intersection improvements will be constructed to enhance safety by reducing the number and severity of collisions at this intersection.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,400	Future Construction Start		TPA		$ 1.05			$ 1.05	Y
Spokane	Eastern	600230C	US 2/N Glen-Elk Chattaroy Rd Intersection - Intersection Improvements	A number of severe collisions have occurred at the intersection of US 2 and North Glen-Elk Chattaroy Road. Intersection improvements will be constructed to enhance safety by reducing the number and severity of collisions at this intersection.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,400	Future Construction Start		TPA		$ 1.05			$ 1.05	Y
Spokane	Eastern	600001A	US 395/NSC-Francis Ave to Farwell Rd - New Alignment	Spokane lacks adequate capacity for North/South traffic through Spokane from I-90 north. Constructing two lanes between Farwell Road and Francis Avenue and completing the grading between US 2 and Wandermere will increase capacity and reduce travel time and delays on this section of the new North Spokane Corridor (NSC). Individual sections of the corridor will be designed and constructed under separate projects.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 which is a local arterial.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100 to 1,400	Under Construction	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/	Nickel	$ 181.70		$ 8.60	$ 0.19	$ 190.49	N
Spokane	Eastern	600003A	US 395/NSC-US 2 to Wandermere and US 2 Lowering - New Alignment	Spokane lacks adequate capacity for North/South traffic from I-90 north through Spokane. Construct a four-lane divided roadway from US 2 to Wandermere to include structures at Wandermere and US 2 and lowering US 2. Capacity will be increased and travel time will be reduced. Other facilities will include a park and ride lot east of the North Spokane Corridor (NSC) on Farwell Road and a pedestrian/bike path from US 2 to Wandermere.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 which is a local arterial.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100	Future Construction Start	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/	Nickel	$ 105.36		$ 28.43	$ 0.50	$ 134.29	N
Spokane	Eastern	600010A	NSC-North Spokane Corridor Design and Right of Way - New Alignment	Spokane lacks adequate capacity for North/South traffic from I-90 north through Spokane. Design and purchases of Right of Way will be advanced under this project for the new North Spokane Corridor (NSC) on US 395. Individual sections of the corridor will be designed and constructed under separate projects. The North Spokane Corridor will increase capacity and reduce travel time and delays.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 which is a local arterial.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2 / T-1	1,100 to 1,400	Future Construction Start	http://www.wsdot.wa.gov/projects/US395/NorthSpokaneCorridor/	TPA		$ 64.02	$ 82.21	$ 5.65	$ 151.88	N

*Sorted by WSDOT region, county, and state route number.

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern	690201C	SR 902/Medical Lake Interchange - Intersection Improvements	The area around this interchange is becoming highly commercialized. Intersection improvements will be made to enhance safety by reducing the potential increase in collisions at these intersections due to growth.	Medium	Improves safety and reduces congestion on a connector serving a major freight corridor (I 90). Extends right-turn lane to provide more capacity for larger vehicles on the westbound off-ramp. Improves the turning radius on the north intersection provides for improved truck turns. Reduces congestion on I-90 caused by merge/ weave conflicts.			T-3 (SR 902) T-1 (I-90)	280 (SR 902) 8,700 (I-90)	Under Construction	http://www.wsdot.wa.gov/Projects/SR902/MedicalLakeInterchange/	TPA		$ 0.64		$ 0.10	$ 0.74	N
Adams	North Central	201701G	SR 17/Adams Co Line - Access Control	This section of highway lacks control on road approaches. Purchase the rights to construct road approaches on US 2. Controlling road approaches will reduce potential collisions.	Medium	Improves safety and reduces delay on freight corridor.			T-1	1,700	Future		TPA		$ 0.08			$ 0.08	Y
Adams	North Central	202601I	SR 26/W of Othello - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for eastbound SR 26 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on freight corridor and builds passing lane.			T-2	900	Design		TPA		$ 1.68			$ 1.68	Y
Chelan	North Central	200201K	US 2/Wenatchee River Bridge - Replace Bridge	The existing roadway across the bridge is narrow. Project will replace the existing bridge with a new bridge designed to current standards. The added width will increase the safety for the traveling public.	Medium	Replaces bridge so that it is wider and higher, providing for movement of large trucks on secondary freight route.			T-3	650	Design	http://www.wsdot.wa.gov/Projects/US2/WenatcheeRiverBridge/	TPA		$ 0.59		$ 11.63	$ 12.22	Y
Chelan	North Central	200201L	US 2/Chiwaukum Creek - Replace Bridge	The existing roadway across the bridge is narrow. Project will replace the existing bridge with a new bridge designed to current standards. The added width will increase the safety for the traveling public.	Medium	Replaces bridge so that it is wider, providing for movement of large trucks on secondary freight route.			T-3	650	Design	http://www.wsdot.wa.gov/Projects/US2/ChiwaukumCreek/	TPA		$ 0.46		$ 6.59	$ 7.05	Y
Chelan	North Central	228500A	SR 285/George Sellar Bridge - Additional EB Lane	Eastbound traffic is congested on each end of the George Sellar Bridge, partly caused by the two lanes on the bridge acting as a pinch point of the traffic flow. An additional eastbound lane will be added to the bridge. This will increase flow on and off of the George Sellar Bridge to minimize travel time and associated congestion related collisions.	Medium	Improves safety, increases capacity, and reduces congestion by adding another eastbound lane to the SR 285 Senator George Sellar Bridge in Wenatchee.		Yes - identified by regional industries in HSP interviews.	T-2	1,600 to 2,100	Design	http://www.wsdot.wa.gov/Projects/SR285/EastGeorgeSellerBridge/	TPA		$ 13.49			$ 13.49	Y
Chelan	North Central	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	The current intersection is a major bottleneck to traffic. The intersection of SR 285 and Mission St. will be modified. This will increase the flow through the intersection, reducing travel time and congestion related collisions on SR 285 and the local roadway network.	Medium	Improves safety, increases capacity, and reduces congestion on the SR 285 Senator George Sellar Bridge in Wenatchee.		Yes - identified by regional industries in HSP interviews.	T-2 and T-3	590 to 2,100	Design	http://www.wsdot.wa.gov/Projects/SR285/WestSellarBridgeIntersection/	TPA		$ 12.69		$ 3.49	$ 16.18	Y
Chelan	North Central	200201E	US 2/US 97 Peshastin E - New Interchange	The current intersection of US 2 and US 97 has been both a High Accident Location and part of a High Accident Corridor. Construct a new interchange at the junction of US 2 and US 97. This interchange will provide a safer intersection of the two highways.	Medium	Improves safety, reduces congestion, and provides better access between secondary freight route and freight corridor. Fruit shipments from the Wenatchee area headed to Central Puget Sound ports and customers move through this intersection.			T-2 & T-3 (US 2) T-2 (US 97)	1,100 to 1,900 (SR 2) 1,000 (SR 97)	Under Construction	http://www.wsdot.wa.gov/Projects/US2/97_PeshastinEast_IC/	Nickel	$ 21.87			$ 0.07	$ 21.93	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Douglas	North Central	200201H	US 2/S of Orondo - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for eastbound US 2 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on freight corridor and builds passing lane.			T-2	1,700	Design	http://www.wsdot.wa.gov/Projects/US2/SouthOrondoPassingLane/	TPA		$ 3.36			$ 3.36	Y
Douglas	North Central	200201J	US 2/East Wenatchee N - Access Control	This section of highway lacks control on road approaches. Purchase the rights to restrict access onto US 2. Controlling road approaches will reduce potential collisions.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,700	Future		TPA		$ 0.36			$ 0.36	Y
Douglas	North Central	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	SR 28 is heavily congested mainly due to local traffic connecting to the intersection of US 2/97 and SR 28. This stage will extend Eastmont Ave to the intersection of US 2/97 and SR 28 and constructs needed improvements at the intersection. This will reduce congestion on SR 28 and the congestion related collisions.	High	Improves safety, provides additional capacity and access, improves pavement condition, and reduces congestion on freight corridor. Extends Eastmont Avenue to provide alternative corridor to SR 28, improves the SR 28 and US 2/97 intersection. This segment of SR 28 serves East Wenatchee, connecting bridges over the Columbia River on US 2/97 to the north and SR 285 to the south, providing access to the City of Wenatchee. SR 28 also serves as the truck route to US 97.		Yes - Identified by local industries during HSP interviews.	T-1	2,100	Design	http://www.wsdot.wa.gov/Projects/SR28/JctUS2_97to9thStStage1/	TPA		$ 53.91			$ 53.91	N
Douglas	North Central	202801J	SR 28/E Wenatchee - Access Control	This section of highway lacks control on road approaches. Purchase the rights to construct road approaches on SR 28. Controlling road approaches will reduce potential collisions.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,400 to 2,100	Future		TPA		$ 3.04			$ 3.04	Y
Douglas	North Central	209703F	US 97/S of Chelan Falls - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound US 97 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety and reduces congestion on freight corridor by building passing lane.			T-2	1,000	Future Construction Start		TPA		$ 1.37			$ 1.37	Y
Grant	North Central	201700C	SR 17/Moses Lake to Ephrata - Widening	SR 17 is a two-lane roadway between Moses Lake and Ephrata. Initial scoping and environmental processes for widening additional sections of SR 17, including between Ephrata and Moses Lake will be completed. Planning and estimates will be determined for future construction.	Medium	Improves safety and increases capacity on secondary freight route. The proposed four lanes would increase highway freight capacity and increase freight mobility between Ephrata, Moses Lake, and I-90, including the Ephrata and Moses Lake Airports.			T-3	610 to 1,100	Design	http://www.wsdot.wa.gov/Projects/SR17/Widening/	TPA		$ 5.00			$ 5.00	N
Grant	North Central	201701E	SR 17/N of Moses Lake - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound SR 17 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on secondary freight route by building a passing lane, part of SR 17 Moses Lake to Ephrata widening.			T-3	1,100	Design	http://www.wsdot.wa.gov/Projects/SR17/NorthMosesLakePassingLane/	TPA		$ 1.31			$ 1.31	N
Kittitas	North Central	209703E	US 97/Blewett Pass - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound US 97 traffic. This will reduce the risk of head-on collisions.	High	Improves safety and reduces delay on freight corridor by building truck climbing lanes.			T-2	2,200	Future Construction Start		TPA		$ 2.31			$ 2.31	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Island	Northwest	153209G	SR 532/Sunrise Blvd to Davis Slough - Improve Safety	Improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways. The full corridor project includes safety improvements from Sunsrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces travel time on secondary freight route. SR 532 provides the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County. Project includes a number of improvements on corridor, such as building a wider bridge to replace the General Mark Clark bridge, adding new turn lanes and truck climbing lanes, and reducing pedestrian/ vehicle conflicts.			T-3	1,200	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/	TPA		$ 4.75			$ 4.75	N
King	Northwest	109956C	SR 99/Aurora Ave N Corridor - Add HOV Lanes	This project will construct northbound and southbound SR 99 transit lanes on the outside of the roadway and a right turn lane from N. 145th through N. 165th Street intersections. Transit stops along the corridor will be upgraded to support the transit signal priority improvements. The project will create a landscaped center median/ safety lane with left and U-turn pockets. Other improvements include restriping, possible shoulder reconstruction, landscaping , lighting and sidewalks. This is the WSDOT contribution to the city of Shoreline SR 99 improvement project.	Medium	Improves safety and decreases congestion on freight corridor. Adding transit lanes and right turn lanes will reduce congestion on general purpose lanes.		Yes - SR 99 congestion north of Seattle identified in regional industry interviews for HSP and WTP. Problem identified was more specific to unsynchronized lights.	T-2	1,300	Under Construction	http://www.wsdot.wa.gov/projects/SR99/Shoreline_NCTHOV/	Nickel/TPA	$ 10.03	$ 10.00			$ 20.03	Y
King	Northwest	116927B	SR 169/140th Way SE to SR 900 - Add Lanes	This project will provide queue jumps, HOV bypass lanes and transit priority traffic signal improvements at Maple Valley Highway (SR 169), and NE 140th Way between the I-405 SB and NB freeway ramps, as well as an acceleration lane from the I-405 ramp to eastbound SR 169.	Medium	Improve safety and provides congestion relief on a major freight corridor. Resolves weave and merge issues created when transit attempts to merge with general purpose traffic.			T-1	4,200	Under Construction	http://rentonwa.gov/living/default.aspx?id=7934	TPA		$ 2.50	$ 0.32		$ 2.82	Y
King	Northwest	151505B	SR 515/SE 182nd St to SE 176th St Vic - Construct Traffic Island	Construct a raised traffic island replacing the existing two way left turn lane. A left turn pocket will be built at the entrance to the Fred Meyer parking lot. Existing traffic signals will be relocated and signal timing adjusted to allow a phase for the U-turn movement. These improvements increase motorist safety by reducing collisions.	Medium	Improves safety and reduces congestion on freight corridor.			T-2	770	Under Construction	http://www.wsdot.wa.gov/Projects/SR515/SE192ndBensonRoadAccess/	TPA		$ 1.41	$ 0.26	$ 0.04	$ 1.70	Y
King	Northwest	152040A	SR 520/W Lake Sammamish Parkway to SR 202, Stage 3 - Widening	SR 520 at SR 202 is severely congested due to heavy traffic volumes, especially during the morning peak period for traffic westbound on SR 202 to westbound SR 520. The eastern end of SR 520 near SR 202 has been identified as a high accident location.	Medium	Improves safety and reduces congestion on freight corridor, and improves connection between two freight corridors. Widens SR 520 in Redmond to four lanes in each direction and builds a new, metered flyover ramp from westbound SR 202 to westbound 520.			T-2 (SR 520 and 202)	1,700 (SR 520) 2,000 (SR 202)	Under Construction	http://www.wsdot.wa.gov/Projects/SR520/WLakeSamPk_SR202/	Nickel	$ 105.01			$ 0.04	$ 105.05	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Northwest	190098U	SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV	This section of SR 900 in Issaquah is severely congested due to heavy traffic volumes and major commercial development in the surrounding area. During morning and afternoon peak periods traffic backs up onto the I-90 off ramp and nearby city streets.	Medium	Improve safety and reduces congestion on a secondary freight corridor.			T-2	2,100	Under Construction		Nickel	$ 27.29		$ 6.21	$ 12.44	$ 45.94	Y
King	Northwest	152219A	SR 522/University of Washington Bothell - Build Interchange	Constructs a new interchange on SR 522 to provide access to the new University of Washington Bothell/Cascadia Community College joint campus. Provides a signalized intersection approximately 1/2 mile west of the I-405 interchange where a new public street would be constructed from the campus to align with the existing tee intersection of Woodinville Drive at Brackett's Landing. A new bridge over this intersection will allow traffic from I-405 to continue to Bothell. Also widens the southbound I-405 off-ramp to westbound SR 522 to provide two lanes. This project will improve motorist safety and address increased traffic volumes. Will reduce congestion on I 405, strategic freight corridor.	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Project also reduces weave issues at I-405/ SR 522 merge. Will reduce congestion on I 405, a major freight corridor.	Yes, I 405 congestion	Yes - congestion on I 405 identified in WTP and HSP interviews, and in WTP Freight recommendations.	T-2 (SR 522) T-1 (I 405)	2,000 (SR 522) 3,900 (SR 405)	Under Construction	http://www.wsdot.wa.gov/Projects/SR522/UW/	Nickel/TPA	$ 31.63	$ 10.13		$ 5.36	$ 47.13	Y
Skagit	Northwest	101100F	SR 11/I-5 Interchange-Josh Wilson Rd - Rebuild Interchange	Upgrade interchange design and realign Josh Wilson Rd. to SR 11. This project will reduce congestion and accidents within the interchange and connecting streets.	Medium	Improves safety and reduces congestion on a secondary freight route connector to a major freight corridor (I-5). Supports movement of port related traffic.			T-3	700	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/SR11InterchangeJoshWilsonRoad/	TPA		$ 12.00			$ 12.00	Y
Skagit	Northwest	102023I	SR 20/Ducken Rd to Rosario Rd - Add Turn Lanes	This project will improve turning movements at Ducken Road by constructing a southbound left turn lane and a northbound right turn lane. Guardrail will be updated and illumination will be provided.	Medium	Improves safety and reduces delay on freight corridor.			T-2	1,600	Under Construction		Nickel	$ 4.60		$ 1.15	$ 2.76	$ 8.50	Y
Skagit	Northwest	102027C	SR 20/Quiet Cove Rd Vicinity to SR 20 Spur - Widening	This project widens SR 20 to 12 foot lanes and 4 foot shoulders. It will close the intersection of SR 20 at Deception Rd, provide a left turn lane at the Lunz Rd intersection, improve fish passage at Meadow Creek by replacing a culvert with a bridge, provide a right turn pocket at South Campbell Lake Rd, provide grating at Miller Rd for emergency vehicles only, and provide a left turn lane at the Miller Rd/Gibralter Rd intersection. The project will also provide vertical and horizontal geometric improvements within the project limits.	Medium	Improves safety and reduces congestion on freight corridor that provides only direct land access to the City of Oak Harbor, the Whidbey Island Naval Air Station, and Whidbey Island.			T-2	1,600	Under Construction	http://www.wsdot.wa.gov/projects/sr20/quietcove_sr20spur	Nickel	$ 22.81		$ 0.21	$ 9.28	$ 32.29	Y
Skagit	Northwest	102029S	SR 20/Sharpes Corner Vicinity - New Interchange	This project will reduce the risk of collisions and provide relief at the Sharpes Corner and Fidalgo Bay Road intersections. Multiple options will be considered.	High	Improves safety and reduces congestion on freight corridor that provides only direct land access to the City of Oak Harbor, the Whidbey Island Naval Air Station, and Whidbey Island.			T-2	1,600	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR20/SharpesCornerInterchange/	TPA		$ 23.37			$ 23.37	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Skagit	Northwest	102039A	SR 20/Fredonia to I-5 - Add Lanes	This project will construct two lanes south of the existing SR 20 for eastbound traffic. The existing two lane roadway will be widened and resurfaced to serve as the new westbound lanes. Improvements will be constructed in two stages. Stage 1 constructs improvements from west of SR 536 to east of Higgens Airport Way, and includes three new structures, one bridge replacement, bridge widening at Higgens Slough, signal revision at the SR 536 and SR 20 intersection, and a new signal at Higgens Airport Way. Stage 2 constructs improvements from east of Higgens Airport Way to the I-5 interchange, including a new structure on SR 20, signal revisions at Avon Allen Road, a new signal at Pulver Road, northbound I-5 ramp modifications, and new elevated southbound I-5 ramps. Stage 2 incorporates City of Burlington street improvements extending Nevitt Road south for local access and a new signal on SR 20	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Project widens approximately 5 miles of SR 20 in Burlington, and improves the on and off ramps at the SR 20/I-5 interchange.			T-1 and T-2	2,400 to 5,500	Under Construction	http://www.wsdot.wa.gov/projects/sr20/sr536fredonia	Nickel	$ 107.21		$ 5.09	$ 5.87	$ 118.16	Y
Snohomish	Northwest	100536D	I-5/SR 525 Interchange Phase	This project will construct a southbound ramp from SR 525 to I-5 to eliminate traffic weaving between the existing on-ramp to I-5 and the off-ramp to 196th Street SW. This ramp design will improve operations and reduce collisions.	High	Improves safety and reduces congestion on a freight corridor and connection to major freight corridor (I-5). Decreases merge and weave bottleneck on I-5.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-2 (SR 525) T-1 (I-5)	1,500 (SR 525) 11,000 (I-5)	Future Construction Start		TPA		$ 20.00			$ 20.00	Y
Snohomish	Northwest	100537B	I-5/196th St (SR 524) Interchange - Build Ramps	This project will improve Lynnwood City center access from collector distributor systems on I-5. The project will improve access and traffic flow within the city. Project is in early stages of development.	Medium	Improves safety and reduces congestion on a connector to a major freight corridor (I-5).			T-1 (I-5) T-2 (SR 524)	11,000 (I-5) 1,700 (SR 524)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/196thIC/BraidedRamp/	TPA		$ 54.99			$ 54.99	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest	100543M	I-5/SR 526 to Marine View Drive - Add HOV Lanes	This section of I-5 experiences congestion and mobility problems due to high traffic volumes and is part of the Puget Sound Core HOV program. To relieve congestion, increase capacity and mobility, and provide a travel time advantage to transit and HOV traffic, this project will design and construct northbound and southbound HOV lanes on I-5 between SR 526 and US 2 in the city of Everett. Existing I-5 will be widened asymmetrically with both median and outside widening. The Broadway Interchange off-ramp will be moved to the right side to increase safety and reduce congestion. Up to 20 bridges will be widened. Design and construction of several noise walls and retaining walls and a full storm water system retrofit is anticipated. Intelligent Transportation System (ITS) monitoring equipment will be installed. Investigation of the Lowell Road slide area is included.	High	Improves safety, reduces congestion and adds capacity to a major freight corridor. Adding HOV lanes will provide additional capacity on general purpose lane. Project will also reduce merge and weave issues, and widen existing roadway.	Yes -	Yes. Central Puget Sound congestion in general and I-5 congestion in particular were both identified WTP Freight Recommendation and high priority in WTP and HSP interviews.	T-1	11,000	Under Construction	http://www.wsdot.wa.gov/Projects/I5/HOVSR526toUS2/	Nickel	$ 214.75		$ 1.90	$ 3.93	$ 220.57	Y
Snohomish	Northwest	100544G	I-5/41st St Interchange - Widening and Rebuild Ramps	Improve the 41st Street interchange by widening the 41st Street under crossing and reconstructing the interchange ramps.	High	Improves safety and reduces congestion on a connector to a major freight corridor (I-5). Decreases merge and weave bottleneck on I-5.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5)	11,000 (I-5)	Under Construction	http://www.wsdot.wa.gov/Projects/I5/HOVSR526toUS2/	TPA		$ 42.84			$ 42.84	Y
Snohomish	Northwest	100552A	I-5/116th St Interchange - Interchange Improvements	WSDOT contribution to the Tulalip Tribe's project which will make improvements to the I-5/116th Street interchange project.	Medium	Improves access to Tulalip Tribe's retail and hospitality properties from major freight corridor.			T-1	11,000	N/A		TPA		$ 0.90			$ 0.90	Y
Snohomish	Northwest	100553N	I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange	This project will widen 172nd St. NE to four 12' lanes, a 12' left turn lane, a 12' right turn lane, and two 6' bicycle lanes. This project will also widen the I-5 over crossing and connect a westbound 172nd to southbound I-5 loop ramp. All ramp terminals will be signalized. This project when complete will reduce congestion and accidents within the interchange and connecting streets. It will improve the performance of SR 531.	Medium	Improves safety, increases capacity, and relieves congestion on freight corridor (SR 531).			T-1	11,000	Design	http://www.wsdot.wa.gov/Projects/SR531/I5LoopRamp/Default.htm	TPA		$ 30.23	$ 0.19	$ 14.19	$ 44.61	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes due rapid commercial and residential development. This section also falls within a High Accident Corridor (HAC) as identified in the 2000 Safety Management System. To address capacity needs, enhance traffic operations and reduce the number and severity of accidents, SR 9 will be widened from two lanes to four lanes, plus a raised median. Sidewalks will be constructed in selected locations on both sides of SR 9. Other minor work will be performed as needed. This is Stage 3 of the overall work on this corridor.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future	http://www.wsdot.wa.gov/Projects/SR9/212thse_176thse/	Nickel	$ 81.50			$ 0.12	$ 81.62	N
Snohomish	Northwest	100900V	SR 9/176th St SE Vicinity to SR 96 - Add Signal and Turn Lanes	This project will construct northbound and southbound left turn lanes on SR 9 at 188th St SE, a two way left turn lane on SR 9 at 172nd St SE, and a southbound mainline lane on SR 9 at SR 96/Lowell-Larimer Rd. A traffic signal will be installed at 164th St SE and the clear zone will be upgraded.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction		Nickel	$ 5.33		$ 0.03	$ 0.87	$ 6.23	Y
Snohomish	Northwest	100912G	SR 9/Marsh Rd Intersection - Safety Improvements	Construct intersection improvements to reduce the risk of collisions occurring at this intersection. This will include converting SR 9 to a wider, four-lane highway and adding guardrail from SR 96 to Marsh Road.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/176thtoMarsh/	TPA		$ 9.42			$ 9.42	Y
Snohomish	Northwest	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	This project will widen SR 9 to two lanes in each direction and add left and right turn lanes at SR 96 and Marsh Rd. Other improvements include upgrading the existing lighting and traffic signals and modifying the drainage system at each intersection. When complete this project will increase traffic flow and enhance motorist safety along the SR 9 corridor between Clearview and Arlington.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/176thtoMarsh/	TPA		$ 36.32	$ 0.06	$ 1.47	$ 37.85	Y
Snohomish	Northwest	100916G	SR 9/Lake Stevens Way to 20th St SE - Improve Intersection	This project adds NB & SB SR 9 through lanes, a right turn lane at 20th St SE, left turn lanes on SR 9, and adds a WB right turn lane onto 20th St SE (Hewitt Ave). Existing illumination, traffic signal, drainage and storm water facilities will be upgraded and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/LakeStevensTo20th/	TPA		$ 14.52			$ 14.52	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest	100917G	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	This project adds new NB and SB SR 9 through lanes, improves or adds the left and right turn lanes on NB and SB SR 9 as needed, adds a right turn lane in both directions on Lundeen Parkway, cul-de-sacs the west leg of the 4th St SE intersection, adds a right turn lane to NB SR 9 at SR 92, widens and extends the right turn lane on SR 92, upgrades illumination and traffic signal systems at Lundeen Parkway, Soper Hill Rd, and SR 92 intersections.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future Construction	http://www.wsdot.wa.gov/Projects/SR9/LundeenToSR92/	TPA		$ 34.00			$ 34.00	N
Snohomish	Northwest	100921G	SR 9/SR 528 - Improve Intersection	This project will build left turn and right turn lanes on SR 9 and SR 528 as needed. Upgrade traffic signal, illumination, drainage, storwa ter, and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	1,600	Future		TPA		$ 17.13			$ 17.13	Y
Snohomish	Northwest	100922G	SR 9/84th St SE - Improve Intersection	This project adds new through lanes NB and SB SR 9, extends or builds right or left turn lanes on SB and NB SR 9 as needed, builds right and left turn lanes on 84th St. SE. Existing illumination, traffic s ignal, drainage and stormwater facilities will be upgraded and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	1,600	Future		TPA		$ 14.51			$ 14.51	Y
Snohomish	Northwest	100928G	SR 9/SR 531-172nd St NE - Improve Intersection	This project adds a new through lane NB and SB, a new right turn lane to both directions of SR 9, adds new right turn lanes to EB & WB SR531 172nd St NE. Existing illumination, traffic signal, drainage and stormwater facilities will be upgraded and environmental impacts will be mitigated.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.		Yes - HSP regional industry interviews.	T-2	1,600	Future		TPA		$ 14.64			$ 14.64	Y
Snohomish	Northwest	100930H	SR 9/Schloman Rd to 256th St NE - New Alignment	This project will widen SR 9 to provide twelve foot lanes and four foot shoulders and realign two existing curves along this section of roadway. Slopes will be flattened and other safety features will be improved as needed.	Medium	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.			T-3	1,600	Under Construction	http://www.wsdot.wa.gov/Projects/SR9/SchlomanTo268thNE/	Nickel	$ 12.92		$ 1.90	$ 1.31	$ 16.14	Y
Snohomish	Northwest	100930I	SR 9/252nd St NE Vicinity - Add Turn Lane	This project will widen SR 9 to provide a northbound left turn lane and four foot shoulders at the 252nd Street NE intersection. In addition, this project will include illumination, guardrail installation, relocation of utility poles, and replacement of a cross culvert.	Medium	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.			T-3	810	Under Construction		Nickel	$ 1.46		$ 0.12	$ 0.15	$ 1.73	Y
Snohomish	Northwest	100931C	SR 9/268th St Intersection - Add Turn Lane	This project will construct left turn lanes on SR 9 at the 268th Street intersection. It will also lower a hill to provide better sight distance for drivers. This project will require wetland mitigation, illumination improvements, and hazardous waste removal.	Medium	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delays caused by left turns.			T-3	260 to 810	Under Construction		Nickel	$ 1.75		$ 0.47	$ 0.61	$ 2.83	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest	100934R	SR 9/Pilchuck Creek - Replace Bridge	This project will replace the existing bridge which is very narrow (about 17 feet wide) with a new one that will meet current design standards.	Medium	Improves safety and reduces congestion on secondary freight route. Replaces narrow bridge.			T-3	260	Future		TPA		$ 6.25			$ 6.25	N
Snohomish	Northwest	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	This section of SR 522 experiences severe congestion and operational problems due to high traffic volumes. This project will improve the safety and capacity of the existing two-lane roadway by constructing two additional lanes on a separate alignment to form a four-lane divided highway from the Snohomish River Bridge to US 2 in the city of Monroe. Bridges will be constructed at High Bridge Road, Snohomish River, 164th Street, 154th Street, and US 2. The traffic signal at the US 2 westbound ramp will be modified and a roundabout will be constructed at the 164th Street westbound ramp. Right of Way will be purchased for roadway, detention pond, and wetland mitigation construction. The project also includes retaining wall, guardrail, storm sewer, fish passage, wildlife crossing, landscaping, signing, illumination, Intelligent Transportation System and paving work.	Medium	Improves safety, reduces congestion and adds capacity on freight corridor. Widens SR 522 and reduces collisions near Monroe.			T-2	2,500	Future	http://www.wsdot.wa.gov/Projects/SR522/Widen/SnoRiver_US2/	Nickel	$ 176.32			$ 0.21	$ 176.53	Y
Snohomish	Northwest	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	This project will replace the existing bridge with a new bridge designed to current standards.	Medium	Replaces bridge on secondary freight route that is alternate to major freight corridor (I-5) in Central Puget Sound. If SR 529 bridge is closed, traffic is diverted onto I-5; increasing demand on already congested corridor.			T-3	1,100	Future	http://www.wsdot.wa.gov/Projects/SR529/EbeySloughBridge/Default.htm	TPA		$ 42.44	$ 0.10	$ 1.44	$ 43.98	Y
Snohomish	Northwest	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	Replace the existing bridge with a new bridge to meet current design standards for safety and capacity. The full corridor project includes safety improvements from Sunsrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections. Improves traffic flow and enhances motorist safety traveling the S 532 corridor from Camano Island to I-5.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-3	1,200	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/	TPA		$ 19.45			$ 19.45	N
Snohomish	Northwest	153210G	SR 532/270th St NW to 72nd Ave NW - Improve Safety	Improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways. The full corridor project includes safety improvements from Sunsrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-2 & T-3	1,200 to 1,400	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/	TPA		$ 19.55			$ 19.55	N

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest	153211G	SR 532/General Mark W. Clark Memorial Bridge - Improve Safety	This project will improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. Work will include widened highway connections to the new Gen. Mark W. Clark Memorial bridge. The full corridor project includes safety improvements from Sunsrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-3	1,200	Future	http://www.wsdot.wa.gov/Projects/SR532/	TPA		$ 14.68			$ 14.68	N
Snohomish	Northwest	153212G	SR 532/64th Ave NW to 12th Ave NW - Improve Safety	Improve traffic flow and enhance motorist safety traveling the SR 532 corridor from Camano Island to I-5. The project will improve several intersection choke points and improve and consolidate driveways. The full corridor project includes safety improvements from Sunsrise Blvd to 12th Ave NW. The General Mark W. Clark Memorial Bridge will be replaced to meet current design standards, with new widened highway connections.	Medium	Improves safety and reduces congestion on a secondary freight route providing the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County.			T-2	1,400	Future	http://www.wsdot.wa.gov/Projects/SR532/	TPA		$ 15.24	$ 8.50		$ 23.73	N
Whatcom	Northwest	100585Q / 100585Z	I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction and I-5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction	Extend I-5 on and off ramps for the Lakeway Drive, Iowa Street, and SR 542 Interchanges to reduce the risk of collisions along this section of I-5. Including the widening of shoulders, bridges, and construction of retaining walls where needed. Reconstructs the I-5/Downtown Bellingham On/Off Ramps to reduce the risk of collisions. Project definition and schedule may need adjustment to coordinate with other projects within the corridor.	High	Improve safety and reduces congestion on major freight corridor. I-5 on/off ramps through Bellingham have been identified as a high priority freight problem by industry sectors. The frequency of ramps, and lack of merge space, create safety problems and impact performance of I-5 mainline. This project improves on- and off-ramps between Samish Way and Sunset Drive to reduce collisions and relieve congestion.	Yes	Yes - Identified high priority by local industries during HSP interviews. I-5 congestion through Bellingham identified problem in WTP Freight Report and by regional industries during WTP interviews.	T-1	4,400	Future	http://www.wsdot.wa.gov/Projects/I5/BellinghamOnOffRamps/	TPA		$ 14.98	$ 4.97	$ 7.35	$ 27.30	Y
Whatcom	Northwest	153910A	SR 539/Tenmile Road to SR 546 - Widening	This project will construct one additional lane in each direction from Ten Mile Rd to SR 546 near Lynden to reduce congestion and improve safety. The project includes a study to determine the best alternative to improve traffic flow: either widening SR 539 to the border; or improving SR 546 east to SR 9 at Sumas. Funds will complete the design and right of way processes and begin construction. Final costs for widening of SR 539 or SR 546 will be determined during alternative analysis.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - regional industry interviews	T-2	1,700	Under Construction	http://www.wsdot.wa.gov/Projects/SR539/TenMileBorder/	Nickel	$ 105.16		$ 1.58		$ 106.73	N
Whatcom	Northwest	154210B	SR 542/Woburn to McLeod - Widen to Four Lanes	City of Bellingham project that widens SR 542 from Woburn to McLeod to four lanes.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor in City of Bellingham.		Yes - identified in HSP regional industry interviews	T-2	1,300	Under Construction		TPA		$ 1.00			$ 1.00	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Clallam	Olympic	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	This section of US 101 experiences back-ups due to high truck volumes and steep grades. This project constructs a northbound truck climbing lane along this section of US 101 to reduce congestion and improve motorist safety.	High	Improves safety and reduces congestion by building truck climbing lanes on freight corridor.			T-2	2,000	Future		Nickel	$ 2.81		$ 0.65	$ 0.09	$ 3.54	N
Clallam	Olympic	310155B	US 101/Corriea Rd Vicinity to Zaccardo Rd - Slope Flattening	Roadside safety features along this section of US 101 do not meet standards. This project flattens slopes onto roadside ditches and controls the location and frequency of road approaches to reduce the severity of collisions.	Medium	Improves safety on freight corridor.			T-2	2,000	Future	http://www.wsdot.wa.gov/Projects/US101/CorieatoZaccardoSafety/	Nickel	$ 0.35		$ 0.61	$ 0.41	$ 1.37	Y
Clallam	Olympic	310166B	US 101/Blyn Vicinity - Add Passing Lanes	This section of highway is shown as backlog mobility deficient in the State Highway System Plan. This project will construct east and westbound passing lanes to relieve traffic congestion.	Medium	Improves safety and reduces congestion by building passing lanes on freight corridor.			T-2	2,000	Underway	http://www.wsdot.wa.gov/Projects/US101/BlynPassing/	Nickel	$ 3.33		$ 0.46	$ 0.56	$ 4.35	Y
Grays Harbor	Olympic	301251A	US 12/Clemons Rd Vicinity - Intersection Improvements	This intersection has been identified as a high collision corridor. This project will extend acceleration and deceleration lanes, improve sight distance and remove or protect roadside hazards. When complete, the frequency and severity of accidents will be reduced and motorist safety enhanced.	Medium	Improves safety on freight corridor.			T-1	2,400	Underway		TPA		$ 1.45			$ 1.45	Y
Jefferson	Olympic	310102F	US 101/Gardiner Vicinity - Add Climbing Lane	This section of US 101 experiences back-ups due to high truck volumes and steep grades. This project constructs a northbound truck climbing lane to reduce congestion and improve motorist safety.	Medium	Improves safety by adding truck climbing lane on freight corridor.			T-2	2,000	Future	http://www.wsdot.wa.gov/Projects/US101/GardinerClimbing/	Nickel	$ 2.82		$ 0.10		$ 2.93	Y
Kitsap	Olympic	301632A	SR 16/Burley-Olalla Interchange - Build Interchange	The SR 16/Burley-Olalla Road intersection has been identified as a high collision location. By removing the intersection on SR 16 at the Burley-Olalla Road and constructing an interchange, the frequency and severity of collisions will be reduced.	Medium	Improves safety and reduces congestion on freight corridor. Replaces at grade intersection on SR 16.			T-1	3,900	Under Construction	http://www.wsdot.wa.gov/Projects/SR16/BurleyOlalla/	Nickel	$ 27.14		$ 0.11		$ 27.25	Y
Kitsap	Olympic	316006B	SR 160/SR 16 to Longlake Rd Vicinity - Widening	This section has been identified as a High Collision Corridor and the section between milepost 1.15 and 1.57 identified as a Pedestrian Risk location. This project reconstructs and widens the existing roadway to reduce the frequency and severity of collisions.	Medium	Improves safety on highway segment that is a freight corridor and secondary freight route.			T-2/ T-3	830 to 600	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR160/SR16_LongLake/	Nickel	$ 7.22		$ 0.94	$ 0.37	$ 8.52	Y
Mason	Olympic	310124C	US 101/SR 3 On Ramp to US 101 NB - Add New Ramp	This section of roadway is on WSDOT's Bottleneck and Chokepoints list. This project constructs a new on-ramp to northbound US 101 to improve interchange efficiency and safety by reducing the severity and frequency of collisions.	Medium	Improves safety and reduces congestion on freight corridor by improving interchange and eliminating left hand turns.		Yes - safety concerns identified by regional industries.	T-2	2,500	Under Construction	http://www.wsdot.wa.gov/Projects/US101/SR3_OnRamp/	TPA		$ 4.24			$ 4.24	Y

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Pierce	Olympic	300504A	I-5/Port of Tacoma Rd to King Co Line - Core HOV	This segment of I-5 experiences congestion and mobility problems due to high traffic volumes and is identified as part of the core HOV program. This project completes the preliminary engineering for HOV lanes from the Port of Tacoma Road to the Pierce/King County Line.	High	Improves safety and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes of I-5.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/I5_PortTacomatoKing/	Nickel	$ 2.10		$ 0.85	$ 4.02	$ 6.98	Y
Pierce	Olympic	300504B	I-5/Port of Tacoma Rd to King Co Line - Add HOV Lanes	This segment of I-5 experiences congestion and mobility problems due to high traffic volumes and is identified as part of the core HOV program. This project will construct HOV lanes to relieve congestion and reduce the risk of collisions.	High	Improves safety and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes of I-5.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/I5_PortTacomatoKing/	Nickel	$ 66.12			$ 0.75	$ 66.87	Y
Pierce	Olympic	300563A	I-5/Port of Tacoma Interchange - Rebuild Interchange	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. Rebuilding the I-5/ Port of Tacoma Road Interchange and constructing HOV lanes from the Puyallup River to the Port of Tacoma Road Interchange will reduce congestion and enhance motorist safety.	High	Improves safety and reduces congestion on major interchange for the Port of Tacoma to major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes of I-5.	Yes	Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future		TPA		$ 56.79	$ 0.49	$ 0.18	$ 57.45	Y
Pierce	Olympic	300566A	I-5/SR 16 Interchange - Construct HOV Connections	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project realigns I-5 and SR 16 and builds the connections between north and southbound I-5 and east and westbound SR 16 for HOV lanes. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Improves interchange of two major freight corridors. Reduces weave and merge issues.	Yes	Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/SR16_WBNalleyValley/	TPA		$ 200.21	$ 0.18	$ 1.58	$ 201.97	Y
Pierce	Olympic	300567A	I-5/SR 16 Interchange - Rebuild Interchange	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project reconstructs the interchanges at I-5 and SR 16. This includes replacing the bridges over Nalley Valley, constructing freeway connections, reconstructing all of the ramp roadways and structures, and prepares for HOV lanes on I-5 and SR 16. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Improves interchange of two major freight corridors.	Yes	Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/SR16_WBNalleyValley/	Nickel/TPA	$ 248.24	$ 13.52	$ 32.24	$ 13.02	$ 307.03	Y
Pierce	Olympic	300568A	I-5/S 48th to Pacific Ave - Add HOV Lanes	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project widens existing bridges, constructs a northbound collector distributor and prepares for HOV lanes from South 48th St. to Pacific Ave. In addition, several retaining walls will be built to reduce right of way needs. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Bridges on major freight corridor will be widened.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Under Construction	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/	Nickel	$ 97.56		$ 4.84	$ 3.15	$ 105.55	Y

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Pierce	Olympic	300569G	I-5/Portland Ave and SR 167 Interchanges - Rebuild Interchanges	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project reconstructs the I-5/Portland Avenue Interchange and the I-5/SR 167 Interchange, widens the Bay Street Bridge and the T Street sewer structure, removes and replaces the L Street Bridge and prepares for High Occupancy Vehicle (HOV) lanes. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Improves interchange of freight connector to major freight corridor (I-5). Reduces weave and merge issues. Replaces bridges and preserves freight corridors.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/	TPA		$ 135.55			$ 135.55	Y
Pierce	Olympic	300569H	I-5/Puyallup River Bridge E and W - Add HOV Lanes	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project removes the existing eastbound and westbound bridges, replaces them with new structures and provides connections to a new alignment improving capacity and reducing the risk of collisions.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds HOV lanes to increase capacity on all lanes of I-5. Project will also replace bridges to resolve merge and weave issues that cause delay and safety concerns on I-5.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	14,000	Future Construction Start		TPA		$ 375.83			$ 375.83	Y
Pierce	Olympic	300576A	I-5/I-705 to Port of Tacoma Interchange - Add HOV Lanes	This section of I-5 is experiencing congestion during peak hours and is part of the Pierce County Core HOV program. This project reconstructs SR 7/I-705 ramps, replaces the SR 7/I-705 northbound structure, widens the SR 7/I 705 southbound structure, replaces the Pacific Avenue structure, removes the 30th Street bridge, removes and replaces the McKinley Street bridge and adds HOV lanes from Pacific Avenue to the Puyallup River bridge on I-5. When complete, congestion will be reduced and motorist safety enhanced.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I-5). Adding HOV lanes will provide some additional capacity on general purpose lanes. Improves interchange of freight connector to Port of Tacoma industrial area and major freight corridor. Reduces weave and merge issues. Replaces bridges and preserves freight corridors.		Yes - WTP Freight recommendation and identified high priority in industry interviews.	T-1	14,000	Future	http://www.wsdot.wa.gov/Projects/PierceCountyHOV/	TPA		$ 153.85			$ 153.85	Y
Pierce	Olympic	316109A	SR 161/SR 167 EB Ramp - Realign Ramps	This section of roadway, MP 28.73 to MP 28.86, is classified as a high collision location. This project will re-align SR 167 westbound and eastbound ramps, remove the existing signal and construct a new signal system and modify existing signal at North Levee Road intersection reducing the frequency and severity of collisions.	High	Improves safety on major freight corridor. Realigns ramps connecting two freight corridors.			T-2	1,800	Under Construction	http://www.wsdot.wa.gov/Projects/SR161/SR167_ERamp/	Nickel	$ 2.94		$ 0.08	$ 0.05	$ 3.07	Y
Pierce	Olympic	316118A	SR 161/24th St E to Jovita - Add Lanes	This section of roadway is listed as backlog mobility deficient in the State Highway System Plan. This project widens this section of SR 161 to a 5 lane roadway with 2 lanes of travel in each direction plus a center two way left turn lane, and installs a signal at the 8th Street intersection. When complete, motorist will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods and people.	Medium	Improves safety and adds capacity to freight corridor.			T-2	1,800	Future	http://www.wsdot.wa.gov/Projects/SR161/36th_Jovita/	Nickel	$ 30.43		$ 2.11	$ 0.01	$ 32.55	Y

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Pierce	Olympic	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes	This section of roadway is listed as backlog mobility deficient in the State Highway System Plan. This project widens this section of SR 161 to a 5 lane roadway with 2 lanes of travel in each direction plus a center two way left turn lane, and installs a signal at the 8th Street intersection. When complete, motorist will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods and people.	Medium	Improves safety and adds capacity to freight corridor.			T-2	1,800	Future	http://www.wsdot.wa.gov/Projects/SR161/36th_Jovita/	Nickel	$ 9.72		$ 11.53	$ 10.14	$ 31.39	Y
Pierce	Olympic	316219A	SR 162/Puyallup River Bridge - Replace Bridge	The existing bridge is structurally deficient. This project constructs a new bridge replacing the existing structurally deficient bridge, preserving the structural and functional integrity of this section of highway.	Medium	Improves safety with wider roadway on freight corridor.			T-2	1,300	Future	http://www.wsdot.wa.gov/Projects/SR162/PuyallupRiverBridge/	TPA		$ 15.00			$ 15.00	Y
Pierce	Olympic	316718A	SR 167/SR 509 to I-5 Stage One - New Freeway	Local streets and arterials are used to transport freight to and from the Port of Tacoma, Green River Valley and Interstate 90, creating more congestion related delays and unsafe conditions on surface streets. This project will construct a new freeway from SR 509 to I-5 in Fife improving regional mobility of freight and passenger vehicles between SR 509 and I-5.	High	Improves safety and relieves congestion on existing mainline segments by adding an alternative freight route between the Port of Tacoma , the Green River Valley, I-90, and Central Puget Sound. Completes SR 167, a major freight route, from I-5 to I-405 to improve freight mobility.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgewood/	Nickel/TPA	$ 44.72	$ 70.00			$ 114.72	N
Pierce	Olympic	316718C	SR 167/I-5 to SR 161 Stage Two - New Freeway	This section of SR 167 is considered Mobility Deficient. The existing non-freeway segment of SR 167 is on surface streets and includes a circuitous route through Puyallup via Meridian Avenue and River Road. This project completes a vital component of the Puget Sound Freeway system by constructing a new freeway between I-5 and SR 161, reducing congestion and improving safety.	High	Improves safety and relieves congestion on existing mainline segments by adding an alternative freight route between the Port of Tacoma , the Green River Valley, I-90, and Central Puget Sound. Completes SR 167, a major freight route, from I-5 to I-405 to improve freight mobility.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgewood/	Nickel	$ 17.36			$ 8.08	$ 25.44	N
Pierce	Olympic	341015A	SR 410/214th Ave E to 234th - Add Lanes	This section of SR 410 has been identified as mobility deficient. This project will construct 2 additional general purpose lanes, median barrier and a traffic signal to improve traffic operations and mobility.	Medium	Improves safety and reduces congestion on freight corridor.			T-1	3,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR410/234thLanes/	Nickel/TPA	$ 8.91	$ 17.05	$ 2.59	$ 0.79	$ 29.34	Y

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Pierce	Olympic	370401A	SR 704/Cross Base Highway - New Alignment - Stage 1	The limited east-west access and circuitous nature of the existing routes results in poor transportation system linkage to the growing areas of mid-Pierce County and creates additional congestion on the existing east-west corridors of SR 512 north of McChord Air Force Base and SR 510 south of Fort Lewis in Thurston County. The full project will construct a new alignment between the Thorne Lane interchange at I-5 and the intersection of 176th Street and SR 7 in Spanaway to improve transportation system linkage and capacity between mid-Pierce County and destinations along the I-5 corridor for the efficient movement of people and goods. Stage 1 will complete the east end connection to SR 7. Stage 2 is not fully funded.	High	Adds a new freight corridor to relieve traffic on I-5 and SR-512. Provides a direct arterial link in the mid-Pierce County area within proximity of the Cities of Lakewood and DuPont for the movements freight and other traffic. Provides access to the truck gate at McChord AFB. Provides direct access between Fort Lewis and McChord AFB.	Yes	Yes - Identified need during regional interviews for HSP update.	Unknown, New Corridor	Unknown, New Corridor	Under Construction	http://www.wsdot.wa.gov/Projects/SR704/CrossBase/	Nickel/TPA	$ 15.00	$ 15.00		$ 12.93	$ 42.93	N
Thurston	Olympic	300581A	I-5/Grand Mound to Maytown Stage One - Add Lanes	This section of I-5 is experiencing congestion during peak hours. Add 5th and 6th lanes to Interstate 5 from south of Grand Mound interchange to north of Maytown interchange. Improve ramp connections for two interchanges and two Safety Rest Areas within the project.	High	Increases capacity, improves safety, and reduces congestion on major freight corridor. One of highest truck volumes in state, 13,000 average annual daily truck traffic. Adds additional lane to I-5 where it is currently only 2 lanes in each direction.	Yes	Yes- identified priority in HSP and WTP interviews. Identified in WTP freight report	T-1	1,300	Under Construction	http://www.wsdot.wa.gov/Projects/I5/GrandMoundtoMaytown/	Nickel	$ 91.45		$ 1.58	$ 2.08	$ 95.11	Y
Thurston	Olympic	300581B	I-5/Grand Mound to Maytown Stage Two - Replace Interchange	This section of I-5 is experiencing congestion during peak hours. Widen US 12 between Ivan St. SE and Elderberry St. SW. Replace US 12 bridge over I-5. Widen or replace US 12 bridge over the railroad. Widen ramps to increase vehicle storage. Improve ramp terminal intersections. When complete, this project will relieve congestion and reduce the risk of collisions.	High	Increases capacity, improves safety, and reduces congestion on major freight corridor. One of highest truck volumes in state, 13,000 average annual daily truck traffic. Adds additional lane to I-5 where it is currently only 2 lanes in each direction.	Yes	Yes- identified priority in HSP and WTP interviews. Identified in WTP freight report	T-1	1,300	Future	http://www.wsdot.wa.gov/Projects/I5/GrandMoundStage2/	Nickel	$ 47.86				$ 42.43	Y
Benton	South Central	502403I	SR 24/SR 241 to Cold Creek Rd - Add Passing Lanes	SR 24 between SR 241 and the Cold Creek Road has a history of serious collisions resulting in injuries. By constructing truck climbing/ passing lanes in each direction, this project will provide improved passing opportunities and increase motorist safety.	High	Improves safety by constructing truck climbing lanes on freight corridor.			T-2	840	Under Construction		TPA	$ -	$ 5.15			$ 5.15	Y
Benton	South Central	539502L	US 395/Columbia Dr to SR 240 - Rebuild Interchange	The configuration of the US 395/SR 240 interchange south of the Blue Bridge does not allow smooth-flowing traffic movements between the two state highways. During peak periods, traffic backs up on southbound US 395 and the highway experiences a high number of collisions. This project will reconfigure the interchange to improve traffic flow between US 395 and SR 240, as well as decrease the risk of collisions.	High	Improve safety and provides congestion relief on a major freight corridor, and interchange with another freight corridor. Adds lane to increase capacity on US 395, and reconfigures interchange with SR 240 to improve safety and efficiency.			T-1 (US 395) T-2 (SR 240)	3,200 (SR 395) 2,400 (SR 240)	Future Construction Start	http://www.wsdot.wa.gov/Projects/US395/ColumbiaDrivetoSR240/	TPA		$ 24.70			$ 24.70	Y

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Kittitas	South Central	509007T	I-90/Golf Course Rd Vicinity to Easton WB - Concrete Replacement	The concrete pavement on this section of I-90 is aging and deteriorated. This project will construct new concrete pavement and asphalt shoulders.	High	Improves safety and preserves major east-west freight corridor.		Yes - I-90 pavement condition identified problem in HSP regional industry interviews.	T-1	5,800	Future Construction Start		Nickel	$ 22.27				$ 22.27	Y
Kittitas	South Central	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	The section of I-90 between Hyak and Lake Keechelus Dam experiences congestion due to increasing traffic volumes and closures for avalanche control. By adding lanes to this section and realigning the roadway, the project will decrease congestion, minimize closures due to avalanche control, and increase safety.	High	Improves safety, reduces congestion, prevents unpredictable closures, and increases capacity of state's major east-west freight corridor over Snoqualmie Pass.	Yes - Identified as major priority by WTA.	Yes- Identified as a major priority in the WTP Freight Recommendations and in industry interviews across the state.	T-1	5,800	Future Construction Start	http://www.wsdot.wa.gov/Projects/I90/SnoqualmiePassEast/HyaktoKeechelusDam/	TPA		$ 594.30			$ 594.30	Y
Walla Walla	South Central	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	The section of US 12 from the vicinity of McDonald Road to Walla Walla experiences congestion and a number of collisions. This project will construct a four lane divided highway, adding capacity and improving safety along this stretch of US 12.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from the Snake River Bridge (SR 124) to the City of Walla Walla. It will widen US 2 and divide highway to improve safety, and improve intersections.			T-2, T-3	890 to 1,200	Under Construction	http://www.wsdot.wa.gov/Projects/US12/FrenchtowntoWallaWalla/	Nickel/TPA	$ 1.37	$ 42.08	$ 0.21	$ 12.94	$ 56.60	Y
Walla Walla	South Central	501212I	US 12/SR 124 Intersection - Build Interchange	The US 12/SR 124 Burbank intersection has experienced a number of collisions. This project will construct a new interchange, reducing the number of collisions and maintaining safe operation of the highway.	High	Improve safety and reduces congestion on a freight corridor, and connector to secondary freight route. Replaces two signalized intersections with grade separated structures on T-1 freight corridor. This project will construct an interchange at the junction of US 12 and SR 124 at Burbank, and construct a bridge for Humorist Road to cross over US 12. The new interchange will provide safer traffic flow between US 12 and SR 124, eliminate dangerous conflicts, and allow 60 mph travel speeds on US 12.			T-1 (US 12) T-3 (SR 124)	2,000 (US 12)	Future Construction Start	http://www.wsdot.wa.gov/Projects/US12/SR124BurbankInterchange/	TPA		$ 29.49			$ 29.49	Y
Yakima	South Central	501208J	US 12/Old Naches Highway - Build Interchange	This intersection has experienced a high number of collisions. By constructing a new interchange, we will separate cross-traffic and improve the overall safety and operation of the highway.	Medium	Improves safety and reduces delays caused by unexpected accidents on a secondary freight corridor.			T-2	1,200	Future Construction Start	http://www.wsdot.wa.gov/Projects/US12/OldNachesHwyInterchange/	Nickel	$ 36.73		$ 0.80	$ 0.55	$ 38.08	Y
Yakima	South Central	501213E	US 12/Naches River N of Yakima - Stabilize Slopes	The area of US 12 along the Lower Naches River experiences repetitive bank erosion and slope failures. By repairing the bank and stabilizing the slope, this project will maintain safe operation of the highway.	Medium	Improves safety and preserves freight corridor.			T-2	1,200	Under Construction	http://www.wsdot.wa.gov/Projects/US12/NachesRiver/	TPA		$ 2.41	$ 0.56		$ 2.98	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Yakima	South Central	502201U	SR 22/I-82 to Toppenish - Safety Improvements	This section of SR 22 has experienced a number of collisions. This project will improve safety by widening the roadway, flattening roadside slopes, upgrading guardrail, adding sidewalks and constructing intersection improvements on SR 22 from the Yakima River Slough Bridge to Toppenish.	Medium	Improves safety and reduces delays caused by unexpected accidents on a secondary freight corridor.			T-2	1,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR22/I82toMcDonaldRoad/	Nickel	$ 5.29		$ 0.01	$ 0.14	$ 5.45	Y
Yakima	South Central	508201O	I-82/Valley Mall Blvd Interchange - Rebuild Interchange	The Valley Mall Boulevard Interchange suffers congestion and has experienced a number of collisions. This project will rearrange the interchange to increase safety, relieve congestion and improve traffic flow movements.	High	Improves safety, reduces congestion, and improves traffic flows on freight corridor at intersection to retail area and major truck stop on I-82 corridor.	Yes - WTA would like for congestion relief to the truck stop on Rudkin Road.		T-1	3,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/I82/ValleyMall_IC/	TPA	$ -	$ 34.62	$ 0.07	$ 2.72	$ 37.41	Y
Yakima	South Central	582301S	SR 823/Selah Vicinity - I/S Improvements and S Wenas Rd Extension	SR 823 (First Street/N Wenas Rd) experiences congestion and traffic back ups through downtown Selah during peak commuting times. This project will decrease congestion on SR 823 by providing an alternate route for through traffic and commercial trucks. WSDOT will improve and extend South Wenas Ave from the junction of SR 823 at Naches Ave to connect to SR 823 at Fifth Ave. The new facility will include a two-way left turn lane, curb, gutters and sidewalk. WSDOT will propose to use the route jurisdictional transfer process to add the new roadway to the State highway system. The project will also improve the freight infrastructure for Selah's major food processing industries by reconstructing portions of Railroad Ave. The project will improve intersections on SR 823 at North Park Dr, Fremont Ave, Naches/South Wenas Ave, Fifth Ave, as well as several intersections on S Wenas Rd.	Medium	Improves safety and reduces congestion on secondary freight route. Will route truck traffic away from city center. Project primary intent is to improve truck movements through city of Selah.			T-2 & T-3	540 to 1,300	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR823/selahvicinity/	TPA		$ 8.57			$ 8.57	Y
Clark	Southwest	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	Reconstruct the NE 134th Street interchange at the junction of I-5 and I-205. The improvement is needed to maintain safety on I-5 and I-205 and to keep traffic moving at acceptable levels through the interchange area. Amount shown is the State's contribution to a partnership with Clark County. Clark County and local developers are also providing significant improvements to the local system within the interchange area.	High	Improves safety, increases capacity, and reduces congestion on I-5 and I-205 at the 134th Street Interchange.			T-1	7,600 to 13,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/ne134thi205/	Nickel	$ 81.75				$ 81.75	Y
Clark	Southwest	400599R	I-5/SR 502 Interchange - Build Interchange	The 3 mile section of I-5 from NE 179th Street to NE 219th Street needs relief from congestion. By constructing a new interchange with SR 502 at 219th Street, the project will reduce congestion to improve traffic flow and provide a more direct connection between Battle Ground and I-5.	High	Improves safety, increases capacity, and reduces congestion on I-5.			T-1	13,000	Under Construction	http://www.wsdot.wa.gov/Projects/SR502/Interchange/	Nickel	$ 51.37			$ 0.38	$ 51.75	Y

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County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark	Southwest	401408S	SR 14/Lieser Rd Interchange - Add Ramp Signal	The westbound off ramp from SR 14 to Lieser Road experiences back-ups due to high traffic volume. By constructing a traffic signal at the intersection of the off ramp with Lieser Road, the project will reduce congestion to improve traffic flow.	Medium	Improves safety and reduces congestion by installing signal on freight corridor.			T-1	5,200	Under Construction	http://www.wsdot.wa.gov/Projects/SR14/LieserRoadRampSignals/	TPA		$ 0.97			$ 0.97	Y
Clark	Southwest	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	Widen SR 14 to 4 lanes from 6th Avenue to East of Union Road to relieve congestion. Included in the project will be new bridges over the East and West Camas Sloughs and an interchange will be constructed at Union Road. Reduces congestion by adding capacity to the highway.	High	Improves safety, increases capacity, and reduces congestion on freight corridor. Maintains access to industrial and commercial areas between Camas, Washougal and Vancouver.		Yes. Identified during regional interviews for HSP Update.	T-1	1,900 to 3,300	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR14/CamasWashougal/	TPA		$ 57.00			$ 57.00	Y
Clark	Southwest	420505A	I-205/Mill Plain Exit (112th Connector) - Build Ramp	The northbound off ramps from I-205 to Mill Plain Road and the adjacent Mill Plain Road/Chkalov Drive/ NE 112th Avenue Intersection experience back-ups due to high traffic volumes. By constructing a new ramp that connects the I-205/Mill Plain northbound off ramp directly with NE 112th Avenue, this partnership project with the City of Vancouver will reduce congestion to improve traffic flow.	High	Improves safety, increases capacity, and reduces congestion on I-205.			T-1	7,100	Under Construction	http://www.wsdot.wa.gov/Projects/i205/millplainne112/	Nickel	$ 12.53				$ 12.53	Y
Clark	Southwest	420508A	I-205/Mill Plain Interchange to NE 18th St - Stage 1	Construct a structure to span both the NE 112th Ave and NE 18th St off ramps as the first stage of constructing the new interchange at I-205/NE 18th St. Construct the south portion of the NE 18th St ramp as part of this stage.	High	Improves safety, increases capacity, and reduces congestion on I-205.			T-1	7,100	Under Construction	http://www.wsdot.wa.gov/Projects/i205/MillPlainto18th/	TPA		$ 10.96			$ 10.96	Y
Clark	Southwest	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	The section of I-205 from Mill Plain Road to NE 18th needs relief from congestion. By constructing a new northbound off ramp and southbound on ramp at NE 18th Street the project will reduce congestion to improve traffic flow.	High	Improves safety and reduces congestion on major freight corridor. New ramp will improve safety and efficiency of I-205 mainline and connector to NE 18th St/ Mill Plain Blvd. I-205 is one of highest truck volume highway segment, over 7,000 average annual daily truck volume. It is only alternate to the I-5 bridge over the Columbia River. East Clark County is a growing high tech manufacturing center.		Yes. Identified during WTP interviews and in WTP Freight Report.	T-1 (I-205) T-3 (18TH St and Mill Plain)	7,100 (I-205)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i205/MillPlainto18th/	TPA		$ 85.93			$ 85.93	Y
Clark	Southwest	450000A	SR 500/St Johns Blvd - Build Interchange	The intersection at SR 500 and St. Johns Boulevard has been identified as a high collision location. Removing the intersection at SR 500 and St. Johns Boulevard and constructing an interchange will reduce the frequency of collisions.	High	Improves safety and reduces congestion on a freight corridor. Replaces the current signalized intersection at State Route 500 and St. Johns Boulevard in Vancouver with a freeway-style interchange.		Yes. Congestion identified problem by regional industries in HSP interviews.	T-2	2,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR500/StJohnsInterchange/	TPA		$ 4.92	$ 0.10	$ 44.94	$ 49.96	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Clark	Southwest	450208W	SR 502/I-5 to Battle Ground - Add Lanes	Widen SR 502 to four lanes from I-5 east into the city of Battle Ground to relieve congestion. This project reduces congestion by adding capacity to the highway. The current estimate is a planning level estimate and will be refined as preliminary engineering proceeds	Medium	Improves safety and increases capacity on secondary freight route. Provides access from major freight corridor (I-5) to City of Battle Ground. Widens SR 502 from two to four lanes from I-5 east into the City of Battle Ground, and installs guardrail.			T-3	1,100	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR502/Widening/	Nickel/TPA	$ 7.76	$ 79.82	$ 0.20		$ 87.78	Y
Clark	Southwest	450393A	SR 503/Lewisville Park Vicinity - Add Climbing Lane	The 2.4 mile section of SR 503 from NW Onsdorff Boulevard to NE 132nd Avenue experiences back-ups due to high truck volumes and steep grades. By constructing a truck climbing lane, the project will reduce back-ups on this section of SR 503, increasing the flow of traffic.	Medium	Improves safety on a secondary freight route by adding climbing lanes.		Yes - identified by regional industries in HSP interviews.	T-3	1,100	Future	http://www.wsdot.wa.gov/Projects/SR503/LewisvilleClimbingLane/	TPA		$ 7.51	$ 0.25		$ 7.75	Y
Clark	Southwest	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	The 0.7 mile section of I-5 in the vicinity of the SR 501 interchange needs relief from congestion. Funding represents a state contribution to a partnership project that will construct a new bridge across I-5, reconstruct the I-5 on and off ramps, widen SR 501 between 56th Place and 65th Avenue, and improve SR 501 intersections at 56th Place and 65th Avenue. At completion, the project will reduce congestion to improve traffic flow.	Medium	Improves safety and access on a freight route that connects Ridgefield to a major freight corridor (I-5). Project improves SR 501 and interchange to I-5.			T-3 (SR 501) T-1 (I-5)	590 (SR 501) 13,000 (I-5)	Future Construction Start - Not fully funded	http://www.wsdot.wa.gov/Projects/I5/SR501Interchange/	TPA		$ 10.00	$ 3.00		$ 13.00	N
Clark	Southwest	450305B	SR 503/4th Plain/SR 500 Intersection - Add Turn Lane	The intersection of SR 503, SR 500, and 4th Plain Boulevard experiences collisions. Project will add a southbound right turn lane to improve safety.	Medium	Improves safety and reduces congestion on the SR 503/4th Plain/SR500 intersection by adding a right hand turn lane. Intersection identified as a "high accident location".			T-2 (SR 503 and SR 500)	1,500 (SR 503) 2,000 (SR 500)	Future	http://www.wsdot.wa.gov/Projects/SR503/SR500Intersection/	TPA		$ 0.88		$ 0.01	$ 0.89	Y
Cowlitz	Southwest	400411A	SR 4/Abernathy Creek Br - Replace Bridge	Replace the existing bridge with a new bridge designed to current standards and realign Cameron Creek Road at the west end of the bridge.	Medium	Improves safety on a secondary freight route. Replaces bridge to meet current standards.			T-3	780	Future		TPA		$ 15.00			$ 15.00	Y
Cowlitz	Southwest	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	The I-5/SR 432 interchange has short weaves and on/off ramps. By reconstructing the two interchanges, including improving the on and off ramps, the project will improve safety by reducing the risk of collisions and reduce congestion by improving traffic flow.	High	Improves safety and reduces congestion on the I-5/Talley Road (SR 423) interchange. Both roads are major freight corridors. SR 423 services the Longview Industrial area and Talley Road (north of interchange) services the Kelso Industrial area.			T-1 (I-5 and SR 432)	10,000 (I-5) 4,300 (SR 432)	Future	http://www.wsdot.wa.gov/Projects/I5/SR432Interchange/	TPA		$ 45.02			$ 45.02	Y
Lewis	Southwest	400507R	I-5/Rush Rd to 13th St - Add Lanes	The 3.7 mile section of I-5 from Rush Road to 13th Street needs relief from congestion. By constructing an additional lane in each direction and a new interchange at LaBree Road, the project will reduce congestion to improve traffic flow.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Interchange provides access to Port of Chehalis and new lanes on I-5 increases capacity.		Yes - Identified in regional industry interviews and WTP Freight Report.	T-1	11,000	Under Construction	http://www.wsdot.wa.gov/Projects/I5/RushRd13thSt/	Nickel	$ 46.87			$ 3.83	$ 50.70	Y
Lewis	Southwest	400509M	I-5/Mellen St Interchange - Interchange Improvements	Two lanes will be added beneath the existing I-5 Mellen Street bridge and improvements to the frontage road and ramp intersections. This project will improve traffic flow and operational conditions at this interchange.	High	Improves safety and reduces congestion on major freight corridor. Project builds new lanes on I-5 and improves interchange at Mellen Street.		Yes - Identified in regional industry interviews and WTP Freight Report.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/MellentoGrandMound/MellenStreet/	TPA		$ 10.37			$ 10.37	Y

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Lewis	Southwest	400511W	I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements	The three mile section of I-5 from Mellen Street to Blakeslee Junction in Lewis County needs relief from congestion. By widening this section of I-5 from two lanes to three lanes in each direction, this project will reduce congestion to improve traffic flow. The project will also upgrade the existing Harrison Avenue Interchange, replace the Blakeslee Junction Bridge over the railroad tracks and the Skookumchuck River bridges.	High	Improves safety and reduces congestion on major freight corridor. Project builds new lanes on I-5 and improves interchange.		Yes - Identified in regional industry interviews and WTP Freight Report.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/MellentoGrandMound/Phase3/	TPA		$ 122.97			$ 122.97	Y
Lewis	Southwest	400612A	SR 6/Rock Creek Br E - Replace Bridge	Current bridge is too narrow in width. Replacing existing bridge with a wider one that will restore the service life of the bridge by allowing wider trucks to use this bridge.	Medium	Replaces bridge on a secondary freight route that cannot currently handle wide trucks. Wider trucks will no longer have to take longer alternative route.			T-3	560	Future Construction Start		TPA		$ 6.00			$ 6.00	Y
Lewis	Southwest	400612B	SR 6/Rock Creek Br W - Replace Bridge	Current bridge is too narrow in width. Replacing existing bridge with a wider one that will restore the service life of the bridge by allowing wider trucks to use this bridge.	Medium	Replaces bridge on a secondary freight route that cannot currently handle wide trucks. Wider trucks will no longer have to take longer alternative route.			T-3	560	Future Construction Start		TPA		$ 0.19		$ 5.81	$ 6.00	Y
Lewis	Southwest	400694B	SR 6/S Fork Chehalis River Bridge - Replace Bridge	Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support columns. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on a secondary freight route that cannot currently handle heavy trucks. Trucks will no longer have to take a longer alternative route.			T-3	560	Under Construction	http://www.wsdot.wa.gov/Projects/SR6/ChehalisRiverBridge/	TPA		$ 13.74	$ 0.37	$ 0.69	$ 14.80	Y
Lewis, Thurston	Southwest	400508W	I-5/Blakeslee Junction Railroad Crossing to Grand Mound I/C - Add Lanes	The four mile section of I-5 from Blakeslee Junction in Lewis County to just south of Grand Mound Interchange in Thurston County needs relief from congestion. By widening this section of I-5 from two lanes to three lanes in each direction, this project will reduce congestion to improve traffic flow.	High	Increases capacity, improves safety, and reduces congestion on major freight corridor. One of highest truck volumes in state, 13,000 average annual daily truck traffic. Adds additional lane to I-5 where it is currently only 2 lanes in each direction.	Yes	Yes- identified priority in HSP and WTP interviews. Identified in WTP freight report	T-1	11,000 to 13,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/GrandMoundtoMaytown/	TPA		$ 63.27			$ 63.27	Y
Pacific	Southwest	400694A	SR 6/Willapa River Br - Replace Bridge	Current bridge is too narrow in width. The curve in the roadway approaching the bridge makes it difficult for vehicles to see oncoming traffic. Replacing existing bridge with a wider one that will restore the service life of the bridge by allowing wider, taller trucks to use this bridge. Removing the curve in the roadway approaching the bridge to provide better visibility to oncoming traffic.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	660	Future Construction Start		TPA		$ 6.51	$ 0.11	$ 1.56	$ 8.18	Y
Pacific	Southwest	410194A	US 101/Bone River Bridge - Replace Bridge	Current bridge is a timber bridge supported by deteriorating piling. Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support piling. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	680	Future Construction Start		TPA		$ 0.19	$ 0.23	$ 13.17	$ 13.60	Y

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Pacific	Southwest	410510A	SR 105/Smith Creek Br - Replace Bridge	Current bridge is a timber bridge supported by deteriorating timber piling. Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support piling. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	210	Future Construction Start		TPA		$ 12.00			$ 12.00	Y
Pacific	Southwest	410510B	SR 105/North River Br - Replace Bridge	Current bridge is a timber bridge supported by deteriorating timber piling. Current bridge can't carry the weight of larger, heavier trucks due to deterioration of the bridge support piling. Replacing existing bridge with one that can support the weight of the heavier trucks so they don't have to take a longer alternative route.	Medium	Replaces bridge on secondary freight route that is currently restricted for large trucks. Preserves secondary freight route and improves safety.			T-3	210	Future Construction Start		TPA		$ 23.00			$ 23.00	Y
King	Urban Corridors	800506C	I-5/S 272nd St - Interchange Improvements	During peak hour, transit buses have to cross 4 lanes of heavily congested I-5 traffic and deal with heavy congestion on S 272nd street to get between the HOV lanes and two park and ride lots. Exclusive ramps for transit and HOV, and other major interchange improvements including widening S 272nd, will connect the HOV lanes on I-5 to S 272nd. The result will be better access to the park and ride lots, improving HOV travel times. Funding will keep design and right of way acquisition proceeding until additional funds are available. The project design will determine construction phasing options. The work will ultimately include replacing the I-5 bridges, realigning ramps and other related work on local streets.	High	Improves safety and reduces congestion on major freight corridors. Improves access between two freight corridors (I-5 and S 272nd). Reduces merge and weave issues on I-5 near Kent.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (S 272nd)	14,000 (I-5)	Construction Unfunded	http://www.wsdot.wa.gov/Projects/I5/272ndInterchange/	TPA		$ 10.00		$ 1.60	$ 11.60	N
King	Urban Corridors	109040Q	I-90/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3	Stage 2 - East bound from 80th Ave SE to Bellevue Way. Provides for: new HOV lane in the east bound outer roadway, 80th Ave SE HOV ramp modification to connect to east bound HOV lane, modifications of Bellevue Way & I-405 HOV direct access from east bound HOV lane, east bound I-90 to I-405 auxiliary lane extension west to E. Mercer Way, variable speed limit system east bound from 80th Ave SE to Bellevue Way. Design for Stage 3 is also included.	Medium	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. Corridor is one of highest truck volumes, 8,000 average annual daily truck traffic.		Yes. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington.	T-1	2,800 to 8,000	Future	http://www.wsdot.wa.gov/Projects/I90/TwoWayTransit/	TPA	$ 2.66	$ 26.17		$ 1.50	$ 30.33	N

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King	Urban Corridors	109040T	I-90/Two Way Transit - Transit and HOV - Stage 1	Stage 1 - West Bound from Bellevue Way and 80th Ave SE. Provides for: new HOV lanes in the west bound outer roadway, a new 80th Ave SE HOV direct access ramp, modifications to the Bellevue Way HOV direct access ramp, and variable speed limit system west bound from I-405 to I-5.	Medium	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. Corridor is one of highest truck volumes, 8,000 average annual daily truck traffic.		Yes. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington.	T-1	2,800 to 8,000	Under Construction	http://www.wsdot.wa.gov/Projects/I90/TwoWayTransit/	Nickel/TPA	$ 15.07	$ 1.96		$ 3.47	$ 20.50	N
King	Urban Corridors	109935A	SR 99/Spokane St Bridge - Replace Bridge Approach	This project will replace the existing approach with a new structure designed to current standards to increase safety and enhance traffic flow.	High	Improves safety, increases capacity, and provides congestion relief on a major freight corridor from I-5/I-90 to the Port of Seattle and the SODO manufacturing/industrial area. Provides alternate to I-5. Will help manage traffic during Alaskan Way Viaduct construction.		Yes - Identified in WTP Freight Recommendations and in regional industry interviews.	T-1	3,300	Future Construction Start	http://www.seattle.gov/transportation/spokanestreet.htm	TPA		$ 3.21		$ 10.57	$ 13.78	Y
King	Urban Corridors	809936D	SR 99/S Holgate St to S King St - Viaduct Replacement	This project will replace the viaduct from South Holgate to South King Street with a new surface roadway that connects to the existing viaduct; provide new ramps from SR 99 to Alaskan Way, improving access to downtown; create an underpass for freight coming to and from the Port of Seattle; and create paths for bicycle/pedestrian traffic.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area. Part of Alaskan Way Viaduct replacement project.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/southend.htm	Nickel/TPA		$ 472.28		$ 67.28	$ 539.56	Y
King	Urban Corridors	809936E	SR 99/S King St to Lenora St - Central Waterfront Viaduct Replacement	This project will replace the viaduct from South Holgate to South King Street with a new surface roadway that connects to the existing viaduct; provide new ramps from SR 99 to Alaskan Way, improving access to downtown; create an underpass for freight coming to and from the Port of Seattle; and create paths for bicycle/pedestrian traffic.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area. Part of Alaskan Way Viaduct replacement project.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/southend.htm	Nickel/TPA	$ 142.54	$ 891.35	$ 211.90	$ 86.19	$ 1,331.98	N
King	Urban Corridors	809936F	SR 99/Viaduct Project - Transit Enhancements and Other Improvements	Funds strategies to keep people and goods moving during construction of the early projects. Strategies include dynamic message and travel time signs; funding for SR 519 Phase 2; funding for the Spokane Street Viaduct Widening Project, which includes a new Fourth Avenue loop ramp; added buses and bus service during the construction period; upgraded traffic signals and dynamic message signs; and information about travel alternatives and incentives to encourage use of transit, carpool and vanpool programs.	High	Provides funds for managing traffic during construction of Alaskan Way Viaduct Replacement project. Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	$ 31.24	$ 51.81		$ 36.00	$ 119.05	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	809936L	SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W	Provides for early purchase of property.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	$ 48.50				$ 48.50	Y
King	Urban Corridors	809936P	SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation	The Alaskan Way Viaduct was damaged during the Nisqually Earthquake on February 28, 2001. The project will stabilize the foundations of bents 93 and 94 to prevent further damage to the Alaskan Way Viaduct.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1	3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	$ 0.05	$ 0.56		$ 3.87	$ 4.47	Y
King	Urban Corridors	809936Z	SR 99/Alaskan Way Viaduct and Seawall - Replacement	The existing seismically vulnerable Alaskan Way Viaduct and Seawall are both at the end of their useful life and at risk of sudden and catastrophic failure in an earthquake. The viaduct will be replaced with a 6 lane facility between Spokane Street and the Battery Street Tunnel. The new facility will connect to a refurbished Battery Street Tunnel. The most likely cost to replace this seismically vulnerable structure in-kind is $2.8billion.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Under Construction	http://www.wsdot.wa.gov/projects/viaduct/	Nickel/TPA	$ 261.45	$ 1,605.00	$ 247.40	$ 286.82	$ 2,400.67	Y
King	Urban Corridors	816701B	SR 167 HOT Lanes Pilot Project - Managed Lanes	The SR 167 corridor is highly congested during peak hours. A High Occupancy Toll (HOT) lane pilot program will be implemented throughout the corridor. It will provide a test of the pricing concept in the area, maximize the efficiency of the highway's capacity, improve traffic flow and preserve long-term transit reliability.	High	Improves safety and efficiency of major freight corridor that is alternate to I-5 in Central Puget Sound and serves major warehousing and distribution center. Corridor segment carries 11,000 average annual daily truck traffic.	Yes	Yes	T-1	1,900 to 11,000	Under Construction	http://www.wsdot.wa.gov/Projects/SR167/HOTLanes/	TPA		$ 12.74		$ 5.13	$ 17.88	Y
King	Urban Corridors	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	The SR 167 Corridor is highly congested during peak hours. This project will construct a southbound HOT lane from where it ends currently at 37th St NW to the vicinity of 3rd Avenue SW. A drop lane will be constructed from the vicinity of 3rd Avenue SW to the 8th St E interchange. Ramp meters will be installed at the following ramps: 15th St SW SB, Ellingson Road SB, and 8th St E SB. New interim signals will be installed at the 8th St E/SR 167 SB ramps and the Ellingson Rd /SR 167 SB ramps intersections. This project will improve mobility, traffic operation, safety and reduce congestion on SR 167.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds HOT lanes on 167 to increase capacity on general purpose lanes. Corridor provides access to major warehousing and distribution center, and is alternative to I-5 in Central Puget Sound. Highway segment carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.	Yes	Yes - WTP Freight recommendation and high priority in industry interviews.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR167/8to277/	TPA		$ 80.00			$ 80.00	N
King	Urban Corridors	816719A	SR 167/S 180th St to I-405 - SB Widening	SR 167 is highly congested in Renton. A southbound lane will be added to SR 167 from I-405 to the interchange at SW 41st Street. This will reduce congestion on northbound I-405 and southbound SR 167.	High	Improves safety, and reduces congestion and delay on major freight corridor.	Yes	Yes	T-1	1,900 to 11,000	Under Construction		TPA		$ 17.38			$ 17.38	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	840502B	I-405/SR 181 to SR 167 - Widening	I-405 is highly congested in Tukwila in the vicinity of I-5. One additional general purpose lane will be constructed northbound on I-405 from SR 181 to SR 167. The southbound HOV lane on SR 167 will be extended north to I-405. This will reduce congestion.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes	Yes - WTP freight recommendation and identified priority in industry interviews (I 405 congestion and central Puget sound congestion)	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	Nickel/TPA	$ 86.36	$ 55.00		$ 1.44	$ 142.80	Y
King	Urban Corridors	840502E	I-405/SR 167 to SR 169 - Add new SB Lane	I-405 is highly congested at this location. One additional general purpose lane will be constructed southbound from SR 169 to SR 167. This will reduce congestion on south bound I-405.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes - Congestion on Kennydale Hill is a major concern.	Yes - WTP freight recommendation and identified priority in industry interviews (I 405 congestion and central Puget sound congestion)	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	Nickel	$ 35.64	$ 19.83			$ 55.46	Y
King	Urban Corridors	840503A	I-405/I-5 to SR 181 - Widening	I-405 is highly congested in Tukwila in the vicinity of I-5. One additional general purpose lane will be constructed in the northbound and southbound directions between the SR 181 and the I-5 Interchanges. This will reduce congestion on I-405.	High	Improves safety, reduces congestion and delay on major freight corridor.	Yes	Yes	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	TPA		$ 19.78			$ 19.78	Y
King	Urban Corridors	840504A	I-405/SR 167 to SR 169 - NB Widening	I-405 is highly congested at this location. One additional general purpose lane will be constructed northbound from SR 167 to SR 169. This will reduce congestion on I-405.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes	Yes - WTP freight recommendation and identified priority in industry interviews (I 405 congestion and central Puget sound congestion)	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/I5toSR169/	TPA		$ 6.77			$ 6.77	Y
King	Urban Corridors	840505A	I-405/SR 515 - New Interchange	I-405 is highly congested in the vicinity of the I-405/SR 167 Interchange. A new half diamond interchange will be constructed on I-405 at SR 515 (Talbot Road) on the north side. This will reduce congestion and improve efficiency.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Improves access and interchange between two freight corridors (I 405 and SR 515)	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1 (I-405) T-2 (SR 515)	7,700 (I 405) 770 (SR 515)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR515Interchange/	TPA		$ 111.97		$ 1.39	$ 113.36	Y
King	Urban Corridors	840508A	I-405/NE 44th St to 112th Ave SE - Widening	Ultimately the SR 169 to I-90 project will include construction of two additional general purpose lanes in each direction and transit improvements including park and ride expansion and HOV direct access ramps. This section of I-405 is a major choke point on I-405 due to the existing roadway being one lane narrower than I 405 north of I-90.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds additional general purpose lanes on I 405 in Bellevue. Provides alternate route to I-5 and carries 7,700 truck per day (one of highest volumes of truck traffic in state).	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/RentontoBellevue/NE44thto112thAveSE/	TPA		$ 144.80	$ 5.20		$ 150.00	N
King	Urban Corridors	840509A	I-405/112th Ave SE to I-90 - NB Widening	I-405 is highly congested in this area. A ramp meter will be added on the northbound on-ramp from 112th Ave SE. This project will construct a northbound auxiliary lane between 112th Ave SE and I-90.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Corridor provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes - Congestion on I-405 in downtown Bellevue is identified as a WTA priority.	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Under Construction		TPA		$ 19.95			$ 19.95	Y
King	Urban Corridors	840541F	I-405/I-90 to SE 8th St - Widening	I-405 is highly congested at this location. This project will construct one additional lane in the northbound and southbound directions between I-90 and SE 8th St. This will reduce congestion on I-405.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Adds additional lane to corridor that provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes - Congestion on I-405 in downtown Bellevue is identified as a WTA priority.	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/112thAvetoSE8th/	Nickel	$ 177.25			$ 2.35	$ 179.59	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	840552A	I-405/NE 10th St - Bridge Crossing	It is highly congested in the vicinity of the I-405 on and off ramps in downtown Bellevue. This project will construct a new bridge crossing at NE 10th Street extending across I-405 between 112th Ave NE and 116th Ave NE. Mobility will be improved for traffic crossing I-405 . This project will relieve some congestion at the NE 8th Street interchange reducing the number of accidents.	High	Improves safety, reduces congestion and delay on major freight corridor. Improves bridge over I-405 to relieve congestion at 8th street interchange.	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/NE10thStreet/	TPA		$ 52.32		$ 11.51	$ 63.82	Y
King	Urban Corridors	840561D	I-405/SR 520 to SR 527 - Widening Stage 2	I-405 is highly congested at this location. Constructs one additional lane in the northbound direction from NE 70th Street to NE 85th Street, in the southbound direction from NE 124th Street to SR 522, and in the southbound direction from SR 520 to NE 85th Street.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Adds additional lane to corridor that provides alternate route to I-5 and is high truck volume corridor, carrying 7,700 trucks per day.	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/KirklandNickelStage2.htm	Nickel	$ 103.76			$ 0.68	$ 104.44	Y
King	Urban Corridors	840566E	I-405/NE 124th St to SR 522 - NB Widening	When finished this project will reduce congestion and increase safety between NE 124th Street and SR 522 by adding a northbound lane from the vicinity of NE 124th Street to vicinity of NE 160th Street. It reduces the weave north of NE 160th Street.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Build additional general purpose lanes on I 405. Provides alternate route to I-5 and carries 7,700 truck per day (one of highest volumes of truck traffic in state).	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1	3,900 to 7,700	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/NE124thStSR522.htm	TPA		$ 173.92			$ 173.92	Y
King	Urban Corridors	840567B	I-405/NE 132nd St - Bridge Replacement	This is Stage 1 construction of a new access point to and from north at NE 132nd Street. This project will replace the mainline structures This will reduce congestion and enhance mobility.	High	Improves safety and reduces congestion on major freight corridor (I 405). Reduces accidents on I 405 at NE 132nd and reduces delay and increases reliability. Improves access between secondary freight route and major freight corridor in Kirkland. Construct a new I-405 bridge over NE 132nd Street, allowing for future widening of NE 132nd Street. This project will allow for improved access and reduced traffic congestion at this and other Kirkland interchanges.	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1 (I-405) T-3 (132nd Street)	7,700 (I-405)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/NE132ndStInterchange/	TPA		$ 27.75			$ 27.75	N
King	Urban Corridors	840567C	I-405/NE 132nd St - New Interchange	This project will construct half-diamond interchange ramps at NE 132nd Street.	High	Improves safety, reduces congestion, and increases capacity on major freight corridor (I-405) and the connection to a secondary freight route (132nd).			T-1 (I-405) T-3 (132nd Street)	7,700 (I-405)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/NE132ndStBridge.htm	TPA		$ 48.50			$ 48.50	N

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	The SR 509/I-5 Freight and Congestion Relief Project will ease congestion on I-5, improve freight mobility, increase safety, lower travel times, accommodate plans for a new south-oriented access to Sea-Tac International Airport, and increase safety on south King County roadways. Construct a southbound auxiliary lane on I-5 between SR 516 and S 272nd Street with a two lane off ramp to 272nd Street. The 2003 and 2005 Legislative Funding Packages fund continued design and right-of-way acquisition, but there is no funding for project construction. The project may be constructed in phases with funding determining phasing opportunities.	High	Improves safety, reduces congestion, and increases capacity on a major freight corridor by providing an alternative route from SeaTac, the Port of Seattle, and the MIC to the southern industrial areas of King County and the industrial areas of Pierce County. If completed, SR 509 would complete one of three major north-south freight corridors in Central Puget Sound.	Yes - WTA places a high priority on congestion relief on I-5.	Yes - Identified WTP freight recommendation and high priority in industry interviews.	T-2 & T-3	640 to 1,800	Under Construction	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/	TPA		$ 29.50			$ 29.50	N
King	Urban Corridors	850902A	SR 509/I-5/SeaTac to I-5 - Design and Critical R/W	Allows WSDOT to buy critical right of way along the route of the new SR 509 connection to I-5 and advance project design.	High	Improves safety, reduces congestion, and increases capacity on a major freight corridor by providing an alternative route from SeaTac, the Port of Seattle, and the MIC to the southern industrial areas of King County and the industrial areas of Pierce County.	Yes - WTA places a high priority on congestion relief on I-5.	Yes - Identified WTP freight recommendation and high priority in industry interviews.	T-2 & T-3	640 to 1,800	Underway	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/	Nickel	$ 35.00				$ 35.00	N
King	Urban Corridors	851808A	SR 518/SeaTac Airport to I-5 - Eastbound Widening	Eastbound SR 518 is heavily congested between SeaTac Airport and the I-5/I-405 Interchange. The roadway will be widened to add a 3rd eastbound lane. This will improve traffic flow and accommodate projected growth.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor serving state's major cargo airport (Sea Tac Int'l Airport). Widens SR 518 to 3 lanes from I-5 (major freight corridor) to the airport. Improves interchange at SR 518 and I-5 to improves safety, increase capacity and access on I-5 and SR 518.		Yes - WTP freight recommendation and high priority for access to state's major air cargo facility (Sea Tac Int'l Airport). Identified by air cargo dependent industries and addresses congestion on I-5 (also high priority).	T-1 & T-2	2,600 to 4,900	Under Construction	http://www.wsdot.wa.gov/Projects/SR518/SeaTac_I5_I405/	TPA		$ 20.00		$ 15.63	$ 35.63	Y
King	Urban Corridors	851902A	SR 519/ I-90 to SR 99 Intermodal Access Project - I/C Improvements	This is phase 2 of a larger project. SR 519 is an important thoroughfare for cars, freight and pedestrians in Seattle's SODO district that connects I-90 and I-5 with the Port of Seattle and Colman Ferry Dock. Roadway congestion is increased by a railroad crossing. Phase 2 will determine scope, design and construct additional improvements to reduce pedestrian, car and truck congestion and increase safety and freight mobility.	High	Improves safety, reduces congestion, and add capacity to a freight corridor that connects Port of Seattle container facilities and Seattle manufacturing/ industrial area to I-90/ I-5.		Yes - The completion of SR 519 to the water was Identified in WTP Freight Recommendations as a high priority.	T-2	1,400 to 3,100	Future	http://www.wsdot.wa.gov/projects/SR519/	Nickel	$ 62.93		$ 4.61	$ 6.85	$ 74.40	Y

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King	Urban Corridors	852003A	Special Projects Construction Site	Construction site for building large pontoons, dolphins or other items. Project currently showing funding for PE and ROW.	Medium	Increases resiliency of freight system and ability to quickly restore service if bridge were damaged. Provides site to construct and store pontoons until they were needed for a recovery effort. If the pontoons are not needed for emergency use, they would be used for the planned replacement of the SR 520 bridge.			Multiple	Multiple	Underway	http://www.wsdot.wa.gov/Projects/SR520/Pontoons/	TPA		$ 12.09			$ 12.09	Y
King	Urban Corridors	800502K / 100502K	I-5/SR 161/SR 18 - Interchange Improvements	The project will modify the I-5/SR 18 interchange to eliminate weaving vehicle movements. It will improve existing and future traffic circulation, and reduce the number and severity of accidents in the vicinity of I-5, SR 161 and SR 18. The existing loop ramps are substandard and two of the loop ramps are high-accident locations. These improvements will improve traffic flow and safety at this increasingly congested interchange. Phase I is fully funded and will build flyover ramps from westbound SR 18 to southbound I-5 and from eastbound SR 18 to southbound I-5, and construct a new exit from I-5 to SR 161 at S.359th street. This will replace existing cloverleaf and related merge/ weave issues on I-5. Additional phases are not fully funded. These phases would build an eastbound SR 18 flyover ramp to northbound I-5, replacing the current cloverleaf and merge/ weave issues on I-5. Additional improvements would be made to the interchange to lengthen merges and improve freeway efficiency.	High	Improves safety and reduces congestion on major freight corridors, and improves interchange connecting three primary freight corridors. Improves interchanges where Interstate 5, SR 161 and SR 18 connect in Federal Way. Reduces merge and weave, and provides freight access.	Yes	Yes - WTP Freight recommendation and identified problem in regional interviews. Improves congestion in central Puget sound, high priority problem, on primary freight corridors.	T-1 (all)	14,000 (I-5) 9,300 (SR 18) 2,800 (SR 161)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/sr18sr161ic/	Nickel/TPA	$ 3.00	$ 100.00		$ 8.20	$ 112.00	N
King	Urban Corridors	840551A	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements	It is highly congested in the vicinity of downtown Bellevue and the I-405/SR 520 Interchange. On and off ramps will be constructed. Relieves congestion on northbound I-405 caused by the weave between the on ramp from NE 8th and the off ramp to SR 520. Relieves congestion in the vicinity of the I-405/SR 520 Interchange caused by the weave between the eastbound SR 520 off ramp to 124th Ave and the on ramp from northbound I-405 to eastbound SR 520. Improves vertical clearance at the NE 12th Street crossing. The reduced congestion will result in a decrease in the number of accidents.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor (I 405). Improves access between two freight corridors (I 405 and SR 520).	Yes	Yes - WTP freight recommendation and high priority in industry interviews (I 405 and Central Puget Sound congestion).	T-1 (I-405) T-2 (SR 520)	7,700 (SR 405) 1,700 (SR 520)	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/NE8thtoSR520/	TPA		$ 255.30			$ 255.30	N

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County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	850919F	SR 509/SR 518 Interchange - Signalization and Channelization	The interchange and ramp termini are within a high accident location and high accident corridor. Funding from the 2005 Transportation Partnership Account will construct a new signal and make turn lane improvements on the southbound SR 509 off ramp and make turn lane improvements on the westbound SR 518 to southbound SR 509 on ramp. The westbound SR 518 transition from freeway to city street will be planted and get lane and lighting improvements. A NEPA environmental document will identify and review unfunded additional mobility and safety improvements to the SR 509/SR518 Interchange. The number of accidents will be reduced.	High	Improves safety, reduces congestion, increases capacity, and provides access to freight corridor serving Sea-Tac International Airport.		Yes - WTP Freight recommendation and identified priority for air cargo access to state's primary air cargo facility.	T-2	1,800 (SR 509) 2,600 (SR 518)	Under Construction	http://www.wsdot.wa.gov/Projects/SR518/	TPA		$ 3.56	$ 0.02	$ 2.25	$ 5.84	Y
King	Urban Corridors	850919G	SR 509/SR 518 Interchange - Interchange Improvements	The interchange and ramp termini are within a High Accident Location and High Accident Corridor. In addition, this area experiences congestion. Initial funding for beginning design and right of way purchases will begin to prepared for a new southbound SR 509 to eastbound SR 518 freeway-to-freeway elevated ramp. Funding will keep design and right of way acquisition proceeding until additional funds are available to complete the project.	High	Improves safety and reduces congestion at the interchange of a freight corridor between SeaTac airport and the south end of the City of Seattle. Improves interchange of two freight corridors.		Yes - Identified WTP Freight Recommendation and in industry interviews.	T-2	1,800 (SR 509) 2,600 (SR 518)	Underway	http://www.wsdot.wa.gov/Projects/SR518/SR509IC/	TPA				$ 2.07	$ 2.07	Y
Snohomish	Urban Corridors	840576A	I-405/NE 195th St to SR 527 - NB Widening	I-405 is highly congested in this location. Northbound I-405 will be widened to add an auxiliary (add/drop) lane between NE 195th Street and SR 527.	High	Improves safety and reduces congestion on major freight corridor. Reduces delay and congestion on corridor that is major alternate to I-5 in Central Puget Sound.	Yes	Yes - WTP and HSP industry interviews.	T-1	3,900	Future Construction Start	http://www.wsdot.wa.gov/Projects/i405/SR520toI5/	TPA		$ 38.74			$ 38.74	N
King	Urban Corridors.	852002H	SR 520 Early Right of Way	This will provide for advancing work to purchase property for the SR 520 bridge replacement project.	Medium	Improves safety and preserves freight corridor by replacing SR 520 bridge. Bridge provides east- west connection in Central Puget Sound, and there would be significant traffic impact to major freight corridors in the region if bridge failed (I-5, I-405, and I-90).			T-2	1,700	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	Nickel	$ 6.00				$ 6.00	N

*Sorted by WSDOT region, county, and state route number.

Exhibit 6

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Adams	North Central	202600C	SR 26/Othello Vicinity - Roadside Safety Improvements	Areas along the highway have potential hazards. Install guardrail, remove fixed objects or improve roadsides. These actions will enhance motorist safety by reducing the severity of collisions occurring when a vehicle leaves the roadway on SR 26.	Medium	Improves safety on freight corridor.			T-2 & T-3	560 to 900	Design		TPA		$ 0.71			$ 0.71	Y
Adams	North Central	202601E	SR 26/Othello Vicinity - Install Lighting	Current intersections lack streetlights. Install streetlights on SR 26. This will reduce the risk of nighttime collisions at the intersections with B SE and Reynolds Road.	Medium	Improves safety on freight corridor.			T-2	900	Partially Complete (1 section)		TPA		$ 0.26			$ 0.26	Y
King	Northwest	100010C	I-5 and SR 520 Guardrail Retrofit - Safety	I-5 and SR 520 guardrail retrofit.	Medium	Improves safety on freight corridors (I-5 and SR 520).			T-1 (I-5) T-2 (SR 520)	11,000 to 14,000 (I-5) 17,000 (SR 520)	Future		Nickel	$ 2.10			$ 1.17	$ 3.27	Y
King	Northwest	199903N	George Washington Memorial Bridge - Upgrade Bridge Rail	Update nonstandard bridge rail in Northwest Region to meet the current safety standards. SR 99 Aurora bridge in Seattle over Lake Union.	Medium	Improves safety on freight corridor that is primary alternate to I-5 (major freight corridor) north of Seattle.			T-2	1,900	N/A		Nickel	$ 3.53				$ 3.53	Y
King	Northwest	100099E	SR 169, SR 410, SR 525, SR 900 and SR 520 - Roadside Safety Improvements	Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	Medium	Improves safety on freight corridors.			T-3, T-2, & T-1 (SR 169) T-3 & T-2 (SR 900) T-2 (SR 520)	970-4,200 (SR 169), 840-2,100 (SR 900) 1,700 (SR 520)	Future Construction Start		TPA		$ 1.20			$ 1.20	Y
King	Northwest	100099K	SR 410 and SR 164 - Roadside Safety Improvements	Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	Medium	Improves safety on freight corridors and secondary freight routes			T-3 (SR 410) T-2 & T-3 (SR 164)	130-480 (SR 410) 900-1,500 (SR 164)	Under Construction		TPA		$ 1.20			$ 1.20	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Snohomish	Northwest	100551G	I-5/Ebey Slough Br to Stillaguamish River Br - Install Cable Barrier	Install concrete median barrier along a 10-mile stretch of northbound I-5 in the Marysville area, remove the existing low-tension cable median barrier, and widen the median shoulders to 10 feet, bringing them up to current standards.	High	Improves safety on major freight corridor.			T-1	11,000	Design	http://www.wsdot.wa.gov/Projects/I5/MarysvilleMedianBarrier/	Nickel	$ 1.98				$ 1.98	Y
Snohomish	Northwest	100099Q	US 2 and SR 92 - Roadside Safety Improvements	Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	Medium	Improves safety on freight corridor.			T-1, T-2, &T-3 (SR 2) T-2 (SR 92)	630-4,800 (SR 2) 1,700 (SR 92)	Under Construction	http://www.wsdot.wa.gov/Projects/US2/SR92RoadsideSafety/	TPA		$ 1.23			$ 1.23	Y
Snohomish	Northwest	100099T	SR 92, SR 520, SR 530, and SR 534 - Roadside Safety Improvements	Install guardrail, remove fixed objects or improve roadsides to enhance motorist safety by reducing the severity of collisions on these routes.	Medium	Improves safety on freight corridors and secondary freight routes.			T-2 (SR 92) T-2 (SR 520) T-3 &T-2 (SR 530) T-3 (SR 534)	1,700 (SR 92 & 520) 150-2,800 (SR 530) 260 (SR 534)	Future Construction Start		TPA		$ 1.00			$ 1.00	Y
Whatcom	Northwest	100591Y	I-5/Bakerview Rd to Nooksack River Br-Slater Rd I/C - Safety Improve	This project will install rumble strips on the shoulders. Contribution to pavement preservation project.	Medium	Improve safety on a major freight corridor.			T-1	4,400	Future	http://www.wsdot.wa.gov/projects/I5/Bakerview_NooksackRiverBridge	Nickel	$ 0.11		$ 0.00	$ 0.01	$ 0.12	Y
Clallam	Olympic	300007X	E Olympic Peninsula - Roadway Safety Improvements	In East Clallam, Jefferson, Kitsap and Mason counties, areas with fatal and disabling injury collisions on SR 3, US 101, SR 104, SR 106, SR 300, SR 302, and SR 307 have been identified. By installing guardrail, slope flattening, removing fixed objects or improving the roadsides, motorist safety will be enhanced by reducing the severity of collisions.	Medium	Improves safety on secondary freight routes and freight corridors.		Yes - some locations identified by regional industries in HSP interviews.	T-1, T-2, &T-3 (SR 3) T-2 &T-3 (SR 101) T-2 & T-3 (SR 104) T-3 (SR 106, SR 300, SR 302, SR 307)	1000-3,400 (SR 3) 630-2,800 (SR 101) 520-1,700 (SR 104) 220 (SR 106) 420 (SR 300) 220-1,100 (SR 302) 990 (SR 307)	Underway		TPA		$ 2.90				$ 2.90	Y

*Sorted by WSDOT region, county, and state route number.

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Clallam	Olympic	300007Y	W Olympic Peninsula - Roadway Safety Improvements	In Grays Harbor, West Jefferson and Clallam counties, areas with fatal and disabling injury collisions on SR 8, US 101 and SR 9 have been identified. By installing guardrail, slope flattening, removing fixed objects or improving the roadsides, motorist safety will be enhanced by reducing the severity of collisions.	Medium	Improves safety on secondary freight routes and freight corridors.		Yes - some locations identified by regional industries in HSP interviews.	T-3 & T-4 (SR 8) T-1, T-2, & T-3 (SR 101) T-3 (SR 109)	1,700 (SR 8) 340-3,400 (SR 101) 110-650 (SR 109)	Underway		TPA		$ 2.00			$ 2.00	Y
Kitsap / Pierce	Olympic	330316A	SR 303/Port Washington Narrows Bridge - Upgrade Bridge Rail	The existing bridge rail does not meet current standards. By retrofitting the existing bridge rail to meet current standards, motorist safety will be enhanced.	Medium	Improves safety on freight corridor.			T-2	1,600	Future Construction Start		Nickel			$ 1.41		$ 1.41	Y
Mason	Olympic	310116D	US 101/Lynch Road - Safety Improvements	This is the states contribution to improve safety to the roadway network on US 101 at Lynch Road. These funds are to improve the frontage road between Kamilche and Taylor Town. Mason County will serve as the lead agency for this project.	Medium	Improve safety on freight corridor.		Yes - safety concerns identified by regional industries.	T-2	2,500	Under Construction	http://www.wsdot.wa.gov/Projects/US101/LynchRd/	TPA		$ 1.00			$ 1.00	N
Pierce	Olympic	300590D	I-5/Ardena Road Bridge - Upgrade Bridge Rail	The existing bridge rail does not meet current standards. By retrofitting the existing bridge rail to meet current standards, motorist safety will be enhanced.	High	Improves safety on major freight corridor.			T-1	14,000	Future Construction Start		Nickel	$ 0.21				$ 0.21	Y
Thurston	Olympic	300590E	I-5/Capitol Blvd Bridge - Upgrade Bridge Rail	The existing bridge rail does not meet current standards. By retrofitting the existing bridge rail to meet current standards, motorist safety will be enhanced.	High	Improves safety and preserves major freight corridor (I-5).			T-1	1,300	Future		Nickel	$ 0.09			$ 0.20	$ 0.29	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Safety Specific Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Cowlitz	Southwest	443207A	SR 432/Roadside Safety Improvements	SR 432 from Longview to I-5 is in need of guardrail, removal of fixed objects, and improvement of roadsides. By installing guardrail and removing fixed objects, the project will reduce the severity of collisions on the highway.	Medium	Improves safety on highway segment that is freight corridor and secondary freight route.			T-2 & T-3	780 to 1,500	Under Construction	http://www.wsdot.wa.gov/Projects/SR432/Roadside Safety/	TPA		$ 0.62			$ 0.62	Y
Klickitat	Southwest	409706A	US 97/Klickitat Co - Roadside Safety Improvements	US 97 from the Columbia River to the Yakima County Line has experienced a number of serious collisions. This project will improve roadside safety and reduce the severity of collisions by installing guardrail, removing fixed objects near the roadway, and flattening roadside slopes.	Medium	Improves safety on freight corridor.			T-1 & T-2	1,200 to 1,700	Under Construction	http://www.wsdot.wa.gov/Projects/US97/KlickitatSafety/	TPA		$ 1.00			$ 1.00	Y

*Sorted by WSDOT region, county, and state route number.

Exhibit 7

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Preservation Projects on Freight Corridors

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Preservation Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Whitman	Eastern	619503K	US 195/Spring Flat Creek - Bridge Replacement	The bridge is structurally deficient. Replacing the existing bridge with a new bridge designed to current standards will eliminate the possibility of catastrophic failure.	Medium	Improves safety and preserves freight corridor. Prevents unpredictable closures due to flooding.			T-2	880	Future Construction Start		TPA		$ 4.00			$ 4.00	Y
King	Northwest	109051S	I-90/Eastside Bridges - Seismic	Seismic retrofit of 16 structures on I-90 from Bellevue east to North Bend to reduce potential damage from an earthquake.	High	Improves safety and preserves major freight corridor by retrofitting bridges.			T-1	8,000 to 10,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I90/EastsideBridgesSeismic/	TPA		$ 7.73		$ 0.13	$ 7.86	Y
King	Northwest	109946S	SR 99/Aurora Ave-George Washington Memorial Bridge - Seismic	Completion of the remaining seismic retrofit work on the SR 99 Aurora Avenue-George Washington Memorial Bridge.	Medium	Improves safety and preserves freight corridor.			T-2	1,900	Future Construction Start		TPA		$ 5.54	$ 0.00	$ 0.12	$ 5.66	Y
King	Northwest	100015S	I-405/Bridges - Seismic	Perform seismic retrofits on three bridges on I-405 at SR 900 and NE 44th Street to reduce potential damage from an earthquake.	Medium	Improves safety and preserves freight corridors by retrofitting bridges.			T-1	7,700	Under Construction	http://www.wsdot.wa.gov/Projects/i405/SunsetSeismic/	TPA		$ 1.45	$ 0.04	$ 0.09	$ 1.58	Y
King	Northwest	109004T	I-90/I-5 to 12th Ave S - Seismic Retrofit	Seismic retrofit of existing structures on I-90 in the I-5 interchange area.	High	Improves safety and preserves interchange of two major freight corridors by retrofitting structure. I-5 handles an estimated 14,000 trucks per day at this location, and I-90 carries 8,000.			T-1 (I-5 and SR 90) T-2 (SR 900)	11,000-14,000 (I-5) 2,800 (SR 90) 1,500 (SR 900)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/SSeattleSeismic/	TPA		$ 10.26	$ 0.00	$ 0.10	$ 10.36	Y
King	Northwest	100014S	Central King to South Snohomish Bridges - Seismic	Perform seismic retrofits on 29 bridges located near Southcenter, North King County, and South Snohomish County to reduce potential damage from an earthquake.	Medium	Improves safety and preserves bridges on freight corridors and secondary freight routes.			T-1 (I-5) T-2 (SR 520), T-3 (SR 523), T-3 (SR 524)	11,000-14,000 (I-5) 1,700 (SR 520) 970 (SR 523) 930 (SR 524)	Future		TPA		$ 12.24	$ 0.02	$ 0.30	$ 12.56	Y
King	Northwest	100016S	Mercer Slough Vicinity Bridges - Seismic	Seismic retrofit of ten existing structures on I-90, I-405, SR 900, and SR 522 near Bellevue, Renton and Issaquah.	Medium	Improves safety and preserves freight corridors by retrofitting bridges.			T-1 (I-90) T-1 (I-405) T-3 (SR 900) T-1 & T-2 (SR 522)	8,000 (I-90) 7,700 (I-405) 810 (SR 900) 2,000-5-800 (SR 522)	Future		TPA				$ 3.92	$ 3.92	Y
King	Northwest	100017S	South King County Bridges - Seismic	Seismic retrofit of 27 bridges in South King County on SR 99, SR 509, SR 518, SR 599.	Medium	Improves safety and preserves freight corridors by retrofitting bridges.			T-2 & T-1 (SR 99) T-2 (SR 509) T-2 (SR 518) T-1 (SR 599)	1,100-5,300 (SR 99) 1,800 (SR 509) 2,600 (SR 518) 5,100 (SR 599)	Future		TPA		$ 9.46			$ 9.46	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Preservation Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Skagit	Northwest	100549S	I-5/Snohomish County Bridges - Seismic	Perform seismic retrofits on 30 bridges in Snohomish County to reduce potential damage from an earthquake.	High	Improves safety and preserves major freight corridor. Prevents closure of major freight corridor in the event of an earthquake.			T-1	6,000 to 11,000	Future		TPA		$ 11.48		$ 17.90	$ 29.38	Y
Skagit	Northwest	153037K	SR 530/Sauk River Bank Erosion - Realign Roadway	Realign SR 530 away from the Sauk River to preserve the route and avoid impacts to fish habitat. River is eroding current roadway. Project realigns SR 530 so that it can remain open.	Medium	Preserves secondary freight route. Detour would be very lengthy for freight trucks if road is not realigned due to river erosion.			T-3	150	Future		TPA		$ 3.70			$ 3.70	N
Snohomish	Northwest	100529T	I-5/236th St SW Bridge - Seismic Retrofit	Perform seismic retrofits on the 236th St. SW and 228th St. SW bridges on I-5 in South Snohomish County to reduce potential damage from an earthquake.	High	Improves safety and preserves major freight corridor. Prevents closure of major freight corridor in the event of an earthquake.			T-1	11,000	Future		TPA		$ 0.63	$ 0.00	$ 0.15	$ 0.78	Y
Kitsap	Olympic	310407B	SR 104/Hood Canal Bridge - Replace E Half	The east half floating portion of the Hood Canal Bridge and the roadway decks of the east and west approach spans are reaching the end of their effective service life. This project will replace these sections of the bridge to preserve the structural integrity of this structure. The Department of Transportation and the contractor have signed a memorandum of understanding to re-price the current contract to a fixed fee-target cost format. This contract format provides incentives for the contractor to complete the project below budget and to achieve replacement of the floating portion by 2009.	Medium	Improves safety, reduces congestion, and preserves freight corridor.			T-2	1,700	Under Construction	http://www.wsdot.wa.gov/Projects/SR104HoodCanalBridgeEast/	TPA		$ 137.69	$ 69.62	$ 262.78	$ 470.08	Y
Kittitas	South Central	509007U	I-90/Yakima River to Golf Course Rd Vicinity WB - Concrete Replacement	The concrete pavement on this section of I-90 is aging and deteriorated. This project will construct new concrete pavement and new asphalt shoulders.	High	Improves safety and preserves major east-west freight corridor in Washington.		Yes - I-90 pavement condition identified problem in HSP regional industry interviews.	T-1	5,800	Future Construction Start		Nickel	$ 16.66				$ 16.66	Y

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Preservation Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Kittitas	South Central	509007Z	I-90/Easton to Big Creek EB - Concrete Replacement	The concrete panels on this section of I-90 are aging and deteriorated. This project will replace the concrete lanes and re-pave the asphalt shoulders.	High	Improves safety and preserves major east-west freight corridor in Washington.		Yes - I-90 pavement condition identified problem in HSP regional industry interviews.	T-1	5,800	Future Construction Start		Nickel	$ 8.01		$ 0.12	$ 7.71	$ 15.84	Y
King	Urban Corridors	840541G	I-405 Bellevue Vicinity Seismic Retrofit	Seismic reinforcing and strengthening on the support structure for 2 bridges on I-405 in Bellevue to reduce potential damage from an earthquake.	Medium	Improves safety on major freight corridor.			T-1	7,700	Under Construction		TPA		$ 0.91			$ 0.91	Y
King	Northwest	100501E	I-5/Boeing Access Rd Vic to King/Snohomish Co Line - Pavement Repair	The pavement has deteriorated from 40 years of heavy use. This is an interim measure that repairs and replaces the panels in worst condition until additional funding becomes available to replace the entire pavement. This will extend the life of the pavement and provide a smoother ride.	High	Improves safety and preserves major freight corridor by repairing pavement on the state's major freight corridor, I-5 from south of Seattle to Snohomish County.		Yes - Identified in CPS Manufacturing Study and in regional interviews.	T-1	11,000 to 14,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/Rehab/	Nickel	$ 21.00				$ 21.00	Y
King	Urban Corridors	800515C	I-5/S Boeing Access Rd to Northgate - Concrete Pavm't Rehab	The concrete is now 40 years old, has exceeded its lifespan and needs to be replaced. This is the first phase of a multi-phase plan to replace 16 miles of concrete on Interstate 5 from Tukwila through downtown Seattle to Northgate. The existing concrete will be removed and replaced with thicker concrete pavement reinforced with steel bars at the joints. The thicker concrete and steel bars at the joints will extend the life of I-5 at least another 40 years, and provide a smoother ride.	High	Improves safety and preserves state's major freight corridor by repaving I-5 from Tukwila to north of Seattle. Operational and lane continuity improvements improve safety, decreases congestion, and increases reliability on this congested segment of I-5.		Yes - Identified in CPS Manufacturing Study and in regional interviews.	T-1	11,000 to 14,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/Rehab/	Nickel	$ 114.30				$ 114.30	N

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Preservation Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Urban Corridors	809936A	SR 99/S Massachusetts St to Union St - Electrical Line Relocation	Relocates electrical lines that are currently attached to the lower deck of the viaduct. Relocating these utility lines now will better protect downtown's power supply in the event of an earthquake, and must be completed before we take down the viaduct south of South King Street.	High	Relocates electrical lines as necessary part of Alaskan Way Viaduct replacement project. Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/electrical.htm	Nickel/TPA		$ 64.44			$ 64.44	Y
King	Urban Corridors	809936B	SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade	Upgrades the Lenora Street to Battery Street section of the viaduct. It is feasible to reinforce this section because it sits on more stable soil. Final design will depend on the solution chosen for the central waterfront section.	High	Upgrades tunnel on freight corridor and is part of Alaskan Way Viaduct replacement project. Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/northend.htm	Nickel/TPA		$ 12.57	$ 35.50	$ 7.93	$ 56.00	Y
King	Urban Corridors	809936C	SR 99/Battery St Tunnel - Fire and Safety Improvement	Upgrades the fire and life safety systems in the Battery Street Tunnel. This work will include installing new sprinkler pipes, fire alarm system, ventilation fan controls, and lighting; reinforcing the roof beams and add a second emergency exit stairwell in the southbound lanes; converting the short on- and off-ramps just south of the Battery Street Tunnel to emergency access ramps.	High	Upgrades tunnel on freight corridor and is part of Alaskan Way Viaduct replacement project. Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/Projects/Viaduct/northend.htm	Nickel/TPA	$ 7.37	$ 112.00			$ 119.37	Y

*Sorted by WSDOT region, county, and state route number.

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Preservation Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Urban Corridors	852000T	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV	The bridge is vulnerable to earthquakes and wind storms. The first phase will replace the floating bridge and approaches. Additional funding is assumed to come from tolling and other sources.	Yes	Improves safety and preserves freight corridor by replacing SR 520 bridge. Bridge provides east- west connection in Central Puget Sound, and there would be significant traffic impact to major freight corridors in the region if bridge failed (I-5, I-405, and I-90).		Yes - Identified in regional industry interviews	T-2	1,700	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	TPA		$ 484.29		$ 313.03	$ 797.32	N
King	Urban Corridors	852030A	SR 520/I-405 Vicinity Seismic Retrofit	Seismic reinforcing and strengthening on the support structure for 7 bridges on SR 520 in Bellevue to reduce potential damage from an earthquake.	Medium	Improves safety and preserves freight corridor.			T-2	1,700	Future Construction Start		TPA		$ 4.23			$ 4.23	Y
King	Urban Corridors	099950Z	Risk Pool: SR 520 Bridge Replacement & Alaskan Way Viaduct	Risk Pool reserved for the Alaskan Way Viaduct & SR 520 Bridge Replacement Projects only.	High	Provides funds that may be necessary for replacement of Alaskan Way Viaduct (major freight corridor) and SR 520 bridge (freight corridor).		Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2 (SR 99) T-2 (SR 520)	1,900-3,300 (SR 99) 1,700 (SR 520)			TPA				$ 1,071.94	$1,071.94	Y

*Sorted by WSDOT region, county, and state route number.

Exhibit 8

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Studies or Environmental Documentation Required for Projects on Freight Corridors

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Studies or Environmental Documentation Required for Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Northwest	101826A	SR 18/Tigergate to I-90 - Add Lanes	This project is funded for construction of the widening up to the Issaquah-Hobart Road Interchange. Environmental impact study for project to construct additional lanes and other improvements. Study necessary to design and build project, but does not fund actual construction. Construct additional lanes and other improvements. Work includes new bridges to complete widening of SR 18 to four lanes. This project is a major safety, congestion relief, and freight mobility improvement in a rapidly growing area of King County.	High	Reduces congestion and delay, increases capacity, and improves safety on major freight corridor. Provides alternate route to I-5, I-405, SR 167,and I-90, and improves access to/from the Green River Valley industrial/ warehousing district to/from Central Puget Sound and Eastern Washington.	Yes	Yes - Identified WTP freight recommendation and in regional industry interviews.	T-1	3,500	Construction Unfunded	http://www.wsdot.wa.gov/Projects/SR18/Auburntol90/	Nickel	$ 3.00		$ 0.02		$ 3.02	N
King	Northwest	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	Environmental impact study for project to construct additional lanes and other improvements. Study necessary to design and build project, but does not fund actual construction. Work includes one new interchange and several bridges to complete widening SR 18 to four lanes. This project is a major safety, congestion relief, and freight mobility improvement in a rapidly growing area of King County.	High	Reduces congestion and delay, increases capacity, and improves safety on major freight corridor. Provides alternate route to I-5, I-405, SR 167,and I-90, and improves access to/from the Green River Valley industrial/ warehousing district to/from Central Puget Sound and Eastern Washington.	Yes	Yes - Identified WTP freight recommendation and in regional industry interviews.	T-1	3,500	Construction Unfunded	http://www.wsdot.wa.gov/Projects/SR18/Auburntol90/	Nickel	$ 3.00		$ 0.02		$ 3.02	N
Skagit	Northwest	100597B	I-5/SR 534 to Cook Rd - Corridor Access Study	Access point decision report for all interchanges on I-5 between SR 534 (Conway) and Cook Rd. Funds study needed to design and build project, but no construction is funded.	Medium	Provides analysis and recommendations to improve safety, reduce congestion, and improve performance of major freight corridor.			T-1	6,000	Underway	http://www.wsdot.wa.gov/Projects/I5/SR534CookRoadStudy/	TPA		$ 0.80			$ 0.80	N
Pierce	Olympic	316712A	SR 167/SR 509 to SR 161 - EIS	Environmental documentation is needed for a new corridor. State Route (SR) 167 is the primary freeway connecting the Kent and Puyallup River valleys to the Seattle/ Tacoma/Bellevue metropolitan area. The highway's original planned route ran from Renton to Tacoma, but construction halted near Puyallup in the 1980s before completing the freeway to Tacoma. This incomplete freeway is a critical missing link in the state's highway network, with impacts on the existing SR 167, local roads, and the regional highway system.	High	Designs and prepares project if construction funds become available. If funded, construction would relieve congestion on existing mainline segments by adding an alternative route between the Port of Tacoma , the Kent Valley and Bellevue. Finish SR 167 from I-5 to I-405 for greater freight mobility.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgewood/	Nickel	$ 1.39		$ 5.50	$ 13.01	$ 19.90	N

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Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Studies or Environmental Documentation Required for Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Thurston	Olympic	310139C	US 101/West Olympia - Access Study	In partnership with the City of Olympia, funding is provided to identify a range of alternatives to provide additional approach points between the city street network and US 101 from the existing interchanges at Black Lake and Evergreen Parkway. Additional funding is needed for completion and expected to be provided from local partnership funding by the City of Olympia.	Medium	Provides analysis and recommendations to improve safety, increase capacity, provide access, and relieve congestion on freight corridor, analysis.			T-1	4,100	Underway	http://www.wsdot.wa.gov/Projects/US101/WestOlympiaAccessStudy/	TPA		$ 0.50		$ 0.12	$ 0.62	N
Benton	South Central	501401K	SR 14/Benton Co - Roadside Safety Improvements	This section of SR 14 has experienced a number of serious collisions. This project will review the corridor from the Klickitat county line to Plymouth, and will select cost effective solutions to improve safety along SR 14.	Medium	Provides analysis and recommendations to improve safety on a freight corridor.			T-2	1,200	Operationally Complete		TPA		$ 1.70			$ 1.70	Y
Walla Walla	South Central	501202Z	US 12/Wallula to Walla Walla - Corridor Study	The two-lane section of US 12 from the Wallula Junction to Walla Walla has experienced a number of serious collisions, as well as congested conditions due in part to a high percentage of truck traffic. This project studies alignment alternatives for US 12 from Wallula to Frenchtown Vicinity, and prepares environmental documentation to determine the best alignment to address the congestion and safety issues. Environmental documentation will determine Endangered Species Act compliance, as well as the environmental impacts that will need to be mitigated. Design decisions will be documented and approved for the section from Nine Mile Hill to Frenchtown Vicinity.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from the Snake River Bridge (SR 124) to the City of Walla Walla. It will widen US 12 and divide highway to improve safety, and improve intersections.			T-1, T-2, & T-3	890 to 2,000	Under Construction	WSDOT - Project - US 12 - Widening From SR 124 to Walla Walla	Nickel	$ 2.64			$ 2.83	$ 5.46	N
Clark	Southwest	400506A	I-5/Columbia River Crossing/Vancouver - EIS	Design for a new Columbia River crossing and approach improvements. Included with the design is preparation of an Environmental Impact Statement (EIS). These improvements will address safety and congestion issues on this vital freight and commuter corridor. Final project description and cost will not be accurately known until the EIS is complete and preliminary design started. Amount shown is Washington State's contribution to a partnership with the State of Oregon. This is a small part of the total cost of the project.	High	Preserves and maintains capacity on a major freight corridor. Improvements identified may decrease congestion and improve safety on major freight corridor.	Yes	Yes. WTP Freight recommendation and HSP high priority recommendation. Top priority identified in regional interviews and for Port of Vancouver.	T-1	7,600	Construction Unfunded	http://www.columbiarivercrossing.org/	TPA		$ 50.00	$ 0.07	$ 34.96	$ 85.03	N

*Sorted by WSDOT region, county, and state route number.

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Studies or Environmental Documentation Required for Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
Cowlitz	Southwest	400507W	I-5/Woodland Industrial Area - Analysis of Freight Movement	The section of I-5 between the Dike Access Road and SR 503 interchanges experiences high volumes of freight traffic. A study of freight movements at these two interchanges will provide concepts to improve the interchanges in order to improve freight movement in this area.	High	Provides analysis and recommendations to improve safety, increase capacity, and reduce congestion on a major freight corridor (I-5) and improve connection between two freight corridors. Dike Access Road will also provide access to new retail center and new Woodland High School.		Yes - identified by regional industries in HSP interviews.	T-1 (I-5) T-2 (SR 503) T-3 (Dike Road)	10,000 (I-5) 1,600 (SR 503)			TPA		$ 0.25			$ 0.25	N
King	Urban Corridors	800515B	I-5/S Boeing Access Rd to Northgate - Conc Pavm't Rehab Early Design	Completes the environmental review that will allow WSDOT to prioritize pavement rehabilitation, lane continuity, and operational improvement projects on I-5 between Tukwila and Northgate. The first phase will be in PIN 800515C.	High	Improves safety and preserves state's major freight corridor by repaving I-5 from Tukwila to north of Seattle. Operational and lane continuity improvements improves safety, decreases congestion, and increases reliability on this congested segment of I-5.		Yes - Identified in CPS Manufacturing Study and in regional interviews.	T-1	11,000 to 14,000	Underway	http://www.wsdot.wa.gov/Projects/I5/Rehab/	Nickel	$ 10.30				$ 10.30	N
King	Urban Corridors	809936M	SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design	This work completes design of the first stage of the overall project to replace the viaduct and seawall.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel	$ 21.74			$ 77.82	$ 99.56	Unknown
King	Urban Corridors	809936K	SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS	This will complete the environmental review of the project.	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, SODO manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 & T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	Nickel	$ 10.00			$ 7.73	$ 17.73	Unknown
King	Urban Corridors	852002G	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV EIS	The overall project will replace the SR 520 floating bridge and associated approaches. This funding provides for the environmental review, including an EIS through the Record of Decision. Phase 1 of the project is described in Project 852002T.	Medium	Improves safety and preserves freight corridor by replacing SR 520 bridge. Bridge provides east- west connection in Central Puget Sound, and there would be significant traffic impact to major freight corridors in the region if bridge failed (I-5, I-405, and I-90).			T-2	1,700	Future	http://www.wsdot.wa.gov/projects/SR520Bridge/	Nickel	$ 19.85				$ 19.85	N

*Sorted by WSDOT region, county, and state route number.

Future or Underway Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Studies or Environmental Documentation Required for Projects on Freight Corridors

County	Region	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews conducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	Revenue Package	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 Packages (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction /Completion Fully Funded (Y/N)
King	Urban Corridors	852002I	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV Design	This funding provides for the design of the bridge replacement project including design of the floating bridge and approaches. This completes design of the first stage of phase 1 of a larger corridor project to replace the floating bridge and make other improvements on SR 520.	Medium	Improves safety and preserves freight corridor by replacing SR 520 bridge. Bridge provides east- west connection in Central Puget Sound, and there would be significant traffic impact to major freight corridors in the region if bridge failed (I-5, I-405, and I-90).			T-2	1,700	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	Nickel	$ 26.40			$ 0.86	$ 27.26	N
King	Urban Planning	109061S	I-90/ Issaquah to North Bend - Route Development Study	Study to investigate new access points to I-90 as this is a fast growing area. Improving existing interchanges will be considered.	High	Provides analysis and recommendations to improve safety, increase capacity, reduce congestion, improve interchange access on major freight corridor.		Yes - identified by regional industries in HSP interviews.	T-1	5,800 to 10,000	Underway	http://www.wsdot.wa.gov/planning/RDP/I90/EastgateTo465th/default.htm	TPA		$ 2.00			$ 2.00	N
King	Urban Planning	816700U / 116700S	SR 167/Corridor Study	This project will complete the environmental process for the SR 167 corridor between South Renton and Puyallup. The study will determine how the existing projects at the north and south ends of SR 167 should tie together most effectively. At the completion of the environmental process, WSDOT will know the scope and cost range for making any needed improvements.	High	Provides analysis and recommendations to improve safety, increase capacity, and improve performance of major freight corridor that serves state's primary warehousing and distribution center. Corridor provides alternate freight route to I-5 and carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.	Yes - WTA identified SR167/I-405 interchange and SR-167/277th St exit as priority concerns.	Yes - WTP freight recommendation and high priority in regional and statewide industry interviews.	T-1	1,900 to 11,000	Underway	http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan	Nickel	$ 9.60		$ 0.00	$ 0.50	$ 10.10	N
King	Urban Planning	816700U	SR 167 Improvement Projects - Corridor Mobility Improvement Analysis	This project will develop draft recommendations to improve safety and relieve congestion on SR 167 between Renton and Puyallup, as part of the SR 167 Corridor Plan. It identifies existing and emerging problems, and proposes specific solutions to be implemented over the next 25 years. The corridor serves a growing number of housing developments and lies along the largest freight distribution center in the region. SR 167 is also an important alternative route to I-5. When finalized, the corridor recommendations will be incorporated into other regional and statewide plans to ensure consistency and give decision makers the tools they need to prioritize projects for implementation.	High	Provides analysis and recommendations to improve safety, increase capacity, and improve performance of major freight corridor that serves state's primary warehousing and distribution center. Corridor provides alternate freight route to I-5 and carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.	Yes - WTA identified SR167/I-405 interchange and SR-167/277th St exit as priority concerns.	Yes - WTP freight recommendation and high priority in regional and statewide industry interviews.	T-1	1,900 to 11,000	Underway	http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan	Nickel	$ 9.60				$ 9.60	N

*Sorted by WSDOT region, county, and state route number.

Exhibit 9

Rail Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Rail Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Region	County	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in WTP, Rail Capacity and Needs Study, or in industry interviews conducted during 2004 to 2008	Status	Project Web Page	Revenue Package	Estimated Cost at Completion (Million $)	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)	Project Complete?	Completion or Expected Completion Date
Rail	Clark	P01005A	Vancouver - Rail Bypass and W 39th Street Bridge	Right of way funds include earmark for 39th St. grade separation. Construction funds include $11,000,000 of Federal funds for the construction of the 39th St. grade separation project.	High	Increases through-put of the key E-W/N S intersection of the rail system. Increases speeds of trains moving between the N-S and E-W main tracks in all directions. Allows trains to change crews clear of the N-S main line. Provides space for modern 7000'+ long UPRR and BNSF trains to wait for Columbia River bridge openings. Improves switching efficiency in the busy yard; Integrates with rail improvements sponsored by the Port of Vancouver. Provides reliable secondary track route out of the west Vancouver industrial area.	Rail Capacity and Needs Study, WTP, STIP	Under construction	http://www.wsdot.wa.gov/Projects/Rail/PNWRC_Vancouver/	Nickel	$ 142.05	$ 98.72		$ 13.00	$ 114.95	N	$ 27.10	No	6/30/2012
Rail	Columbia, Walla Walla	F01021A	Port of Columbia/Wallula to Dayton - Track Rehab	Rehabilitates the 69-mile line from Wallula to Dayton and spur tracks. Allows for continued operation of the line that serves rail dependent shippers in Columbia & Walla Walla Counties, preserving 1,160 jobs.	Medium	Keeps the marginal rail line open and available to agricultural shippers in Columbia and northern Walla Walla Counties.	Rail Capacity and Needs Study	Design	http://www.wsdot.wa.gov/Projects/Rail/PCC_PtColumbia/	Nickel	$ 5.31	$ 5.31			$ 5.31	Y		No	4/1/2012
Rail	Cowlitz	P01006A	Kelso to Martin's Bluff - 3rd Mainline and Storage Tracks	Constructs additional main line and storage tracks along an 18-mile corridor. Project is part of the improvements to support the 5th Amtrak Cascades round trip. Assumes BNSF will pay remaining $320 million. Currently in the environmental phase.	High	The overall project will eliminate a major choke point in the N-S main line, used by both UPRR and BNSF. Improves rail access to the Ports of Kalama, and Longview and also benefiting all shipper in Puget Sound.	Rail Capacity and Needs Study, WTP	Design	http://www.wsdot.wa.gov/Projects/Rail/PNWRC_KelsoMartin/	Nickel	$ 53.07	$ 53.07			$ 53.07	Y		No	4/1/2019
Rail	Douglas, Lincoln, Spokane, Whitman	F01111A	Palouse River and Coulee City RR - Acquisition	Purchase 296-mile Palouse River and Coulee City (PCC) RR, plus prior expenditures for first phase of PCC acquisition.	High	Kept the poorly maintained lines from being abandoned in the near future. Rail dependent agricultural shippers rely on the PCC-system to get their products to market in an economical way.	Rail Capacity and Needs Study (combined with Rehab)	Complete	http://www.wsdot.wa.gov/Projects/Rail/PCC_Acquisition/	Nickel	$ 15.34	$ 15.34			$ 15.34	Y		Yes	11/1/2004
Rail	Douglas, Lincoln, Spokane, Whitman	F01111B	Palouse River and Coulee City RR -- Rehabilitation	Rehabs Palouse River and Coulee City RR track & bridges in Grant, Lincoln, Spokane & Whitman counties over the railroad's 296-mile system.	Medium	Makes badly needed capital repairs to all three lines, keeping them from deteriorating further. Rail dependent agricultural shippers rely on the PCC-system to get their products to market in an economical way.	Rail Capacity and Needs Study (combined with (Acquisition)	Going to Construction	http://www.wsdot.wa.gov/Projects/Rail/PCC_Acquisition/	Nickel	$ 3.60	$ 3.60			$ 3.60	Y		No	6/30/2009
Rail	Franklin	F01001R	Port of Pasco - Intermodal Facility Improvements	Creation of a better west end mainline connection, creation of a better east end connection so that locomotives can pull through the port facility, rather than blocking mainline traffic, and track upgrades to old tracks not used for decades.	Medium	Creation of a better west end mainline connection, creation of a better east end connection so that locomotives can pull through the port facility, rather than blocking mainline traffic, and track upgrades to old tracks not used for decades.	Rail Capacity and Needs Study	Completed		TPA	$ 5.40		$ 5.40		$ 5.40	Y		Yes	6/30/2007
Rail	Grays Harbor	F01001M	Port of Grays Harbor - Rail Access Improvements	Rail access improvements to increase capacity and allow rail traffic to move easily in the congested area.	Medium	Rail access improvements to increase capacity and allow rail traffic to move easily in the congested area.	Rail Capacity and Needs Study	Completed		TPA	$ 0.77		$ 0.77		$ 0.77	Y		Yes	6/30/2008

*Sorted by WSDOT region, county, and state route number.

Rail Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Region	County	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in WTP, Rail Capacity and Needs Study, or in industry interviews conducted during 2004 to 2008	Status	Project Web Page	Revenue Package	Estimated Cost at Completion (Million $)	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)	Project Complete?	Completion or Expected Completion Date
Rail	Lewis	F01130C	Tacoma Rail and Puget Sound and Pacific RR/Centralia - Phase 1A	Upgraded rail, an additional switch and signaling would be installed to allow for routing of Puget Sound & Pacific trains around the congested Centralia yard area on Tacoma Rail's Mountain Division tracks.	Medium	This first phase will improve speeds onto and off the main line increasing overall rail system capacity between Tacoma and Vancouver, WA	Rail Capacity and Needs Study	Future Construction	http://www.wsdot.wa.gov/Projects/Rail/ChehalisToBlakeslee/	TPA	$ 17.40		$ 7.40		$ 7.40	N	$ 10.00	No	4/1/2013
Rail	Lewis,Pierce	F01160B	Tacoma R.M.D. RR Morton Line Repairs-Phase 2	Constructs Phase 2 of Tacoma Rail Mountain Division`s Morton line upgrade to restore rail service after 1996 floods, maintaining more than 200 jobs and potential to divert 16,000 heavy truck trips per year from state highways.	High	Constructs Phase 2 of Tacoma Rail Mountain Division`s Morton line upgrade to restore rail service after 1996 floods, maintaining more than 200 jobs and potential to divert 16,000 heavy truck trips per year from state highways.	Rail Capacity and Needs Study	Completed		Nickel	$ 3.18	$ 3.18			$ 3.18	Y		Yes	6/30/2005
Rail	Pierce	P01008C	Tacoma - Bypass of Pt. Defiance	Constructs a 20-mile bypass route through Lakewood, in coordination with Sound Transit. This will result in a six-minute reduction in the Amtrak Cascades schedule between Seattle and Portland.	Medium	Removes passenger trains from the congested water-level line around Pt. Defiance and along the Tacoma Narrows; Frees-up capacity for BNSF and UPRR trains who share this route when servicing all their Western Washington customers, including the Ports of Tacoma and Seattle.	Rail Capacity and Needs Study; WTP; STIP	Design	http://www.wsdot.wa.gov/Projects/Rail/PNWRC_PtDefiance/	Nickel and TPA	$ 74.48	$ 7.07	$ 49.31	$ 3.20	$ 59.58	N	$ 14.90	No	6/30/2012
Rail	Skagit	P01101A	Mt Vernon - Siding Upgrade	Completes contractual commitments with the host railroad to upgrade the existing rail siding for on-time reliability. Guarantees the continued operation of the second train on this route, currently operating between Seattle and Bellingham.	Medium	The longer siding in Mt. Vernon on the single-track main allows modern 7000'+ long freight trains to meet when traveling in opposite directions when not used twice a day by Amtrak *Cascades* trains.	Rail Capacity and Needs Study; STIP	Design	http://www.wsdot.wa.gov/Projects/Rail/PNWRC_MtVernonSiding/	Nickel	$ 3.80	$ 3.80			$ 3.80	Y		No	6/30/2009
Rail	Snohomish	F01030D	Snohomish Riverfront Redevelopment (Rail)	Snohomish Riverfront Redevelopment (Rail)	Medium	Relocates 1.5 miles of BNSF rail line and installs a new junction to support the redevelopment of the Snohomish River waterfront in Everett.	Rail Capacity and Needs Study	Completed		TPA	$ 1.80		$ 1.80		$ 1.80	Y		Yes	6/30/2007
Rail	Snohomish	P01102A	Everett - Curve Realignments and Storage Tracks	Realigns curves to improve speeds for passenger trains up to 50 mph, a 15-20 mph increase. Results in a 2-minute reduction in Seattle-Vancouver, BC schedule. Also guarantees the continued operation of the second train on this route.	Medium	Increases through-put of the key E-W/N S intersection of the rail system; As the current yard does not have long enough tracks, the addition of 2 tracks long enough to receive modern 7000'+ long freight trains, and the addition of a switching lead improves through-freight train capacity and improves switching efficiency in the busy yard.	Rail Capacity and Needs Study	Future Construction	http://www.wsdot.wa.gov/Projects/Rail/PNWRC_Everett_PaJct/	Nickel	$ 14.00	$ 14.00			$ 14.00	Y		No	6/30/2009
Rail	Spokane	F01112A	Geiger Spur/Airway Heights - New Rail Connection	Connects Airway Heights industrial track to Palouse River & Coulee City Railroad at Medical Lake to avoid shutdown due to Fairchild AFB security issues. 250 existing jobs are affected.	Medium	Removing the line from Fairchild AFB guarantees the line will remain in operation for the existing rail-dependent shippers on the line and for planned future rail-dependent industries.	Rail Capacity and Needs Study; STIP	Construction Underway	http://www.wsdot.wa.gov/Projects/Rail/SRS_GeigerSpur/	Nickel and TPA	$ 7.00	$ 5.30	$ 1.50	$ 0.20	$ 7.00	Y		No	4/1/2009
Rail	Whatcom	F01030C	Bellingham - Waterfront Restoration	Relocates a 3/4-mile section of track to allow the site to be redeveloped for recreational, residential and commercial uses. Includes Federal Earmark Waterfront Redevelopment Project, Bellingham (WA282)	Medium	The mainline of the BNSF Railway track currently runs through a sharp curve at the Georgia Pacific plant. This project will relocate a 3/4-mile section of the track. This will allow the site to be redeveloped for recreational, residential and commercial use.	Rail Capacity and Needs Study	Future Construction		TPA & Other	$ 17.50		$ 5.00	$ 0.50	$ 5.50	N	$ 12.00	No	6/30/2011

*Sorted by WSDOT region, county, and state route number.

Rail Projects in 2003 and 2005 Legislative Funding Packages with Medium- or High-Freight Benefits

Region	County	PIN	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in WTP, Rail Capacity and Needs Study, or in industry interviews conducted during 2004 to 2008	Status	Project Web Page	Revenue Package	Estimated Cost at Completion (Million $)	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)	Project Complete?	Completion or Expected Completion Date
Rail	Whatcom	P01105A	Blaine - Customs Facility Siding	Construction of a joint facility that could be used for inspections would reduce border congestion, improve safety, address customs and security issues, and provide the opportunity for better utilization of the rail line.	Medium	The addition of a second inspection track at the freight rail inspection facility will double the inspection capacity of cross-border fright train movements.	Rail Capacity and Needs Study; STIP	Design	http://www.wsdot.wa.gov/Projects/Rail/SwiftCustoms/	TPA	$ 6.00		$ 3.00	$ 3.00	$ 6.00	Y		No	4/1/2009
Rail	Yakima	F01171A	White Swan/Toppenish - Yakama Sawmill Traffic Upgrades	Upgrades existing Toppenish Simcoe & Western line for increased traffic from Yakama Tribe sawmill, supporting 225 jobs.	Medium	Makes needed capital repairs to the rail line, keeping it from deteriorating further. Rail dependent wood products shippers rely on the line to get their products to market in an economical way.	Rail Capacity and Needs Study	Construction Underway	http://www.wsdot.wa.gov/Projects/Rail/CBRR_YakamaSawmill/	Nickel	$ 0.64	$ 0.64			$ 0.64	Y		No	6/30/2009
Rail	State-wide	F01000A	Statewide - Freight Rail Investment Bank	Rail Investment Bank program initiated in the 2005 Legislative Session. No project list is available at this time. Funding is provided by a distribution transfer from the Multimode Transportation Account to the Transportation Infrastructure Account proviso	High	Operates as a "Bucket" of projects. Each project will have it's own benefits, all of which will he more than the funds provided by the state.	Interviews (applications) in Fall 2007	Continuous	http://www.wsdot.wa.gov/Freight/Rail/GrantandLoanPrograms.htm	TPA	$ 37.50		$ 37.50		$ 37.50	Y		No	N/A

*Sorted by WSDOT region, county, and state route number.

Exhibit 10

New, Low Cost Freight Project Proposals for *2009-2028 Highway System Plan*

New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Estimated Cost for Completion (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)
Statewide	All	Improved Signage for Truck Movements - All Regions in Greater Washington except for Central Puget Sound	Conduct a comprehensive review of signage issues and potential improvements, evaluate and prioritize signage improvements based on truck movement benefit, and develop a uniform design practice and protocol for truck signage. There are various locations where improved signage could reduce confusion for truck drivers that are unfamiliar with the area, and enhance safety by increasing the decision time that a truck driver needs in advance of changing lanes to follow their intended route. In addition, at some locations, the size and volume of trucks block visibility of advance guide signing for general-purpose traffic. At freeway ramps located along multi-lane arterials, truck drivers may need advance guidance to get into the appropriate access lane. In some locations, hazardous materials may be prohibited and there often is no signage on alternate routes.	High	Improves safety by improving driver guidance. Minimizes weaving and sudden lane changes by trucks and/or general-purpose traffic, excess travel time due to wrong directional decisions, and driver frustration. Provides clearer signage of alternate routes when hazardous materials are prohibited.	Yes	Yes - Identified in regional HSP industry interviews.	Multiple	Multiple	Funding Needed	$ 0.75	N	$ 0.75
Statewide	All	Truck Advanced Traveler Information System	Build Truck Advanced Traveler Information System. This project would expand WSDOT's existing advanced traveler information system in 2009-2011 to provide information specifically tailored to the needs of the trucking community. The information would be provided via web and phone, and could also be "pushed" out via subscription email alerts. Truck specific information that WSDOT already has in various locations on the web would be consolidated. The project would also maintain the data and add new information as needs arise. It would also develop an outreach program to educate trucking firms about the information available.	High	Improves truck mobility due to increased knowledge of construction activity, incidents, and border congestion that allows trucks to plan routes and schedule travel. Reduces local impacts with improved information about truck parking options. Improves safety due to increased compliance with weight and permitting restrictions		Yes - WTP Freight Report and identified need in regional industry interviews across the state	Multiple	Multiple	Funding Needed	Ongoing	N	$ 0.38
Statewide	All	Truck Parking in High Demand Locations	Improve truck parking services and ensure adequate supply of truck parking in high demand locations so that commercial truck drivers can park and rest. Current federal regulations require truck drivers to take 10-hour rest periods after 11- hours of driving in a 14-hour period. Therefore, trucks need a place to park during these 10-hour rest periods, and trucks also require short-term parking when they are waiting to make a delivery or to pick-up a load.	High	Improves safety on major freight routes. Ensures that there is safe, secure and legal places for commercial truck drivers to park and take manadatory rests.	Yes	Yes - Identified in regional industry interviews, WSDOT Truck Parking Study, and trucking surveys.	Multiple	Multiple	Preliminary planning	$ 5.00	N	$ 5.00

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New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Estimated Cost for Completion (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)
Spokane	Eastern	US 395/ North Spokane Corridor Interim Improvements Francis Street to I-90	Minor improvements could be made in the near-term to maintain flow from Francis Street to I-90 until the full North Spokane Corridor is funded and completed. The corridor improvements have been funded from Wandermere to Francis Street, which will be completed in 2011. This project would study alternatives and design improvements that will maintain flow until the full corridor improvements are funded and completed.	High	Maintains flow on freight route until full project improvements are constructed. Provides operational improvements to improve safety, maintain capacity, and decrease congestion.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100 to 1,400	No scoping completed	$ 2.20	N	$ 2.20
King, Kittitas, Grant, Chelan	North Central	US 2 Stevens Pass and I-90 Snoqualmie Pass Improved Truck Traveler Information	Improvements to Intelligent Transportation Systems (ITS) on and in the vicinity of US 2 Stevens Pass and I-90 Snoqualmie Pass to increase access to information while on the road. The project would benefit general traffic as well as freight. Includes improving ITS systems on US 2 in the Stevens Pass area and adding a variable speed limit sign to actively manage traffic and provide better information on roadway conditions. Install information kiosk at the I-90 Winchester Waste Way rest areas to provide real-time information on delays and pass conditions. Add new cameras, potentially at Moses Lake, Othello, and the Vernita areas, to aide in incident management and allow for visual observation of congestion and roadway conditions. Add a Highway Advisory Radio site on I-90 to provide real-time communication of road and weather conditions. This project complements, and is adjacent to, the I-90 Snoqualmie Pass - Improved Truck Traveler Information project.	High	Improves information on road conditions and closures so that freight dependent industries and carriers can plan for trips over the state's east-west freight routes. Provides advance notification to prepare for driving conditions, choose alternate routes, and adjust delivery schedules.		Yes - Identified in HSP interviews	T-3 and T-2 (US 2), T-1 (I-90)	1,900 (US 2), 5,800 (I-90)	Scoped	$ 1.90	N	$ 1.90

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New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Estimated Cost for Completion (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)
Multiple	Northwest, Urban Corridors	Pilot Project - Ramp Meter Improvements for Heavy Trucks	Pilot project to evaluate potential benefits of ramp meter by-pass or relocation of ramp meters for heavy trucks. Locations with steep grades or short ramps where the trucks cannot obtain speed prior to merging on highway. Project will conduct up to three demonstration studies to test the operational benefits or disadvantages of either allowing trucks to bypass the ramp meter using the HOV lane or relocating the ramp meters to increase the acceleration distance. Potential ramp locations include: Corson Avenue southbound on-ramp to I-5, Northbound West Valley Highway (SR 181) on-ramp to northbound I-405, Central Avenue northbound on-ramp to SR 167, Leary Way/West Lake Sammamish Parkway westbound on-ramp to SR 520, SR 516 on-ramps to northbound and southbound SR 167. Reduces congestion by allowing trucks to gain adequate speed before merging onto mainline highway. Reduces the risk of crashes and improves safety. Improves mainline capacity for general-purpose traffic by increasing the speed that trucks can merge into traffic.	High	Improves truck mobility by improving acceleration and merge conditions. Reduces truck delay in queue at ramp meters. Reduces congestion and improves safety on major freight corridors.	Yes	Yes - Central Puget Sound congestion on major freight routes identified WTP freight recommendation and high priority problem in industry interviews. Ramp meters identified in industry interviews	T-1 (all candidate locations)	1,700 to 14,000		$ 0.40	N	$ 0.40
All	Northwest, Urban Corridors, Olympic	Improved Signage for Truck Movements - Central Puget Sound	Conduct a comprehensive review of signage issues and potential improvements, evaluate and prioritize signage improvements based on truck movement benefit, and develop a uniform design practice and protocol for truck signage. There are various locations where improved signage could reduce confusion for truck drivers that are unfamiliar with the area, and enhance safety by increasing the decision time that a truck driver needs in advance of changing lanes to follow their intended route. In addition, at some locations, the size and volume of trucks block visibility of advance guide signing for general-purpose traffic. At freeway ramps located along multi-lane arterials, truck drivers may need advance guidance to get into the appropriate access lane. In some locations, hazardous materials may be prohibited and there often is no signage on alternate routes.	High	Improves safety by improving driver guidance. Minimizes weaving and sudden lane changes by trucks and/or general-purpose traffic, excess travel time due to wrong directional decisions, and driver frustration. Provides clearer signage of alternate routes when hazardous materials are prohibited.	Yes	Yes - Identified in regional HSP industry interviews.	Multiple	Multiple Funding Needed	$ 0.75	N	$ 0.75

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New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Estimated Cost for Completion (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)
Multiple	Northwest, Urban Corridors	Geometric Improvements for Trucks at Freeway Ramps - Identify Needs and Design	Identify needs and design geometric improvements on freeway ramps to better accommodate trucks. Radius improvements so that trucks can navigate turn, lengthened ramps to allow trucks to obtain merge speed. These improvements could include widening the turning radii where the ramp connects to the local arterials; enlarging the radius of a loop ramp; or extending a ramp to increase the acceleration distance before the merge point. The following lists candidate locations where improvement needs have been identified: SR 167 15th St SW southbound; 8th St E southbound; S 212th St northbound. I-5 SR 516 southbound; Spring Street southbound. SR 99 S Cloverdale St northbound. Final design and construction cost to be determined.	High	Radius improvements enhance truck mobility and safety by reducing chance that turning trucks ride up on to a curb or fall off the pavement edge. Lengthened ramps increase truck speeds at merge points, which reduces merge-induced congestion along a freeway's mainline. Lengthened ramps improve safety by increasing distance that vehicles have to merge, and reducing the differential in speeds between the merging and mainline traffic.	Yes	Yes - Multiple locations identified in WTP Freight Report and in regional industry interviews.	Multiple	5,300 to 14,000	Funding Needed	$ 0.50	N	$ 0.50
King	Northwest	SR 99 Travel Time Improvements for Trucks	Work with City of Seattle to improve signal timing for trucks on SR 99 (Aurora Avenue) from north through Shoreline. Collect additional information on truck origin and destination on SR 99 to identify benefit and need. In 2006, there were over 5,500 trucks per day on Aurora Avenue N north of N 50th Street (near the Woodland Park Zoo), or about 15% of the total traffic. The percentage of trucks increased during the peak hours to over 18% of the total traffic. While this is a major highway serving Seattle, it is not often perceived as a highly used truck route.	High	Reduces delay and congestion on alternative freight route to I-5 north of Seattle. Maintains functionality of corridor to maintain flow during Alaskan Way Viaduct construction.		Yes - Identified in regional HSP industry interviews.	T-2	1,900	Scoping needed	$ 0.20	N	$ 0.20

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New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Estimated Cost for Completion (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)
Whatcom	Northwest	SR 543 - Free and Secure Trade Program Utilization	Free and Secure Trade program (FAST). FAST allows for pre-approved trucks to quickly cross the border, much like Nexus, used by passenger vehicles. A new dedicated lane for northbound trucks using FAST was built in August 2008, partially funded through the state's 2003 Legislative Funding Package. The dedicated lane is currently underutilized. This study would survey commercial trucks at the border crossing to determine why they are not currently using FAST and what features would make FAST attractive enough to cause them to enroll. Analysis would include recommendations to increase industry enrollment in FAST. This would reduce border crossing times for commercial trucks, increase utilization of the dedicated lane recently constructed, and provide increased safety and security for US – Canadian trade.	High	Reduces delay and increases safety at the busiest commercial truck crossing on Washington - Canadian border; and fourth busiest of all US - Canadian border crossings. Identifies casual factors for FAST enrollment and identifies recommendations to increase use. FAST approved trucks receive expedited clearance and have dedicated lane recently constructed by the state.		Yes - border delays identified in WTP Freight Report, industry interviews, and highest priority in HSP regional industry interviews.	T-1	1,700	Funding Needed	$ 0.03	N	$ 0.03
King	Olympic	SR 167/SR 509 to SR 161 - Extension of Freeway - Interim Solutions	Identify and design strategies to maintain adequate access and improve truck routing on local roads until the SR 167/ SR 509 to SR 161 extension project can be funded and built. Local streets and arterials are used to transport freight to and from the Port of Tacoma, Green River Valley and Interstate 90, creating more congestion related delays and unsafe conditions on surface streets. The existing non-freeway segment of SR 167 is on surface streets and includes a circuitous route through Puyallup via Meridian Avenue and River Road.	High	Design and prepare project if construction funds become available. If funding, construction would reduce congestion on existing mainline segments by adding an alternative route between the Port of Tacoma , the Green River Valley, I-90, and Central Puget Sound. SR 167 serves freight warehouses in the Green River Valley.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	$ 1.00	N	$ 1.00

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New, Low Cost Freight Project Proposals for 2009-2028 Highway System Plan

County	Region	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Estimated Cost for Completion (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)	Estimated Funding Gap (Million $)
Kittitas	South Central	I-90 Snoqualmie Pass - Improved Truck Traveler Information	Improvements to Intelligent Transportation Systems (ITS) on and in the vicinity of I-90 Snoqualmie Pass to increase access to information while on the road. The project would benefit general traffic as well as freight. Includes replacing the MIST System that controls variable speed limits and traction advisory to allow for more direct communication and accurate information. Upgrade the Highway Advisory Radio and improve coverage to provide real-time communication of road and weather conditions. Add new cameras to aid in incident management and allow for visual observation of congestion and roadway conditions. Install information kiosks at rest areas to provide advance notification of roadway and weather conditions. Add a Variable Message Sign (VMS) in I-90 Ellensburg vicinity to provide real-time information on delays. This project complements, and is adjacent to, the US 2 Stevens Pass and I-90 Snoqualmie Pass Improved Truck Traveler Information project.	High	Improves information on road conditions and closures so that freight dependent industries and carriers can plan for trips over the state's major east-west freight route. Provides advance notification to prepare for driving conditions, choose alternate routes, and adjust delivery schedules.		Yes - Identified by regional industries across the state in HSP interviews.	T-1	5,800	Initial scoping	$ 2.00	N	$ 2.00
Clark	Southwest	I-5 - Connectors to Port of Vancouver Analysis	A study is needed to determine how to maintain adequate access from Port of Vancouver to I-5. Port of Vancouver is a generator of truck trips, approximately 200,000 truck trips per year. Current access to the state's major freight route, I-5, is on 4th Plain and Mill Plain Boulevard. Mill Plain Boulevard currently handles 77% of daily truck traffic to and form the port's main entrance. Planned changes to this area of Vancouver, WA and the I-5 Columbia River Crossing project will impact capacity and access from I-5 to the port facilities.	High	Maintains access from state's major freight route to freight trip generator and port facilities.		Yes - Identified by regional industries in HSP interviews.	T-1 (I-5), T-1 (Mill Plain Blvd)	7,600 (I-5)	Funding Needed	$ 0.30	N	$ 0.30

*Sorted by WSDOT region, county, and state route number.
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Exhibit 11

***2009-2028 Highway System Plan* Projects and Strategies with Freight Benefit for Further Consideration**

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Multiple	Eastern		Eastern Region Pavement Preservation Program	Unfunded needs in the region's prioritized pavement preservation program for state routes. Preserves pavement condition and functionality of corridor. Improves safety and provides for smoother driving conditions by replacing rutted pavement. Preserves state assets.	High	Preserves major freight routes and secondary freight routes. Improves safety and prevents product damages due to rutted pavement.		Yes - Identified in HSP interviews as high priority	Multiple	Multiple	Scoping Completed							N
Spokane	Eastern		SR 27/ 32nd Ave to I-90 - I/S Improvements	Improvement management strategies for this route segment include capacity improvements at intersections as well as additional lanes. Capacity improvements at intersections will provide for improved LOS at the intersection as well as improved travel time for the route segment. Traffic impact analyses for significant commercial and residential development proposals for properties adjacent to, or in the vicinity of, this route segment all indicate failing levels of service at various intersections, and on the arterial itself, if facility improvements are not made in conjunction with build-out of development proposals.	Medium	Improves safety and decreases congestion on secondary freight route.		Yes - Identified by regional industries in HSP interviews.	T-3	700	Preliminary Scoping							N
Spokane	Eastern		I-90/US 195 interchange to Liberty Park interchange - Enhanced ITS and Incident Response Capabilities	Enhanced ITS systems in the corridor along with additional Incident Response capabilities. Additional ITS capabilities will enhance safe operations of the facility through motorist awareness of delay caused by incidents on the facility. Close ramp spacing, especially through the Viaduct portion of the route segment, creates numerous diverging and merging conflicts through the weave sections. On occasion, traffic queues resulting from congestion on the US 2 eastbound off-ramp interfere with mainline I-90 through traffic movements. The regional travel demand model predicts PM peak operating speeds at 50% of posted speed on some portions of this route segment.	High	Improves safety and decreases congestion on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	4,400	Preliminary Scoping							N
Spokane	Eastern		I-90 / I-195 Interchange Redesign	Redesign hairpin loop from westbound I-90 to southbound I-195. Currently, trucks must start slowing down on I-90 prior to interchange. This causes congestion and trucks behind them cannot maintain acceleration for 2 mile steep grade on I-90. From northbound 195 to westbound I-90, trucks do not have enough room to obtain speed to merge onto I-90. This creates a safety and congestion concern on I-90. Redesign of these interchanges could be considered when the Latah Creek Bridge needs to be replaced.	High	Improves safety and decreases congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-1 (I-90) T-2 (I-195)	8,700 (I-90) 1,800 (I-195)	Preliminary Scoping							N
Spokane	Eastern		I-90/US 2 interchange EB Off-Ramp - Ramp and Terminal Improvements	Improved operation on the ramp, and at the ramp terminal, will eliminate mainline I-90 congestion as well as safety issues related to the potential for ramp queuing interfering with I-90 mainline movements. Traffic congestion at ramp terminal and inadequate storage length creates queuing issues, with traffic backing up onto mainline I-90. Current interchange is not designed for trucks.	High	Improves safety and decreases congestion on major freight route and connector to Spokane International Airport.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping							N

*Sorted by WSDOT region, county, and state route number.

2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern		I-90 Sprague Interchange to Sullivan Interchange - Construct General Purpose Lanes	Construct an additional lane, in each direction, between Sprague Ave. interchange and Sullivan Rd. interchange. Construction of an additional lane will allow the facility to operate at adequate service levels. Data from the regional travel demand model shows this segment becoming severely congested by 2030, with some segments projected to operate at well below 70% of posted speed. Volume to capacity ratios will be approaching, and exceeding, 1.00.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		I-90/Sprague interchange to Sullivan interchange - Enhanced ITS and Incident Response Capabilities	Continued development of ITS capabilities and enhanced Incident Response program. Provision of ITS and enhanced Incident Response will help to maintain acceptable operating conditions on this route segment prior to the construction of general purpose lanes in the longer term. High growth rates of 7 to 8 percent in traffic volumes on this route segment will absorb reserve capacity recently afforded by the construction of additional general purpose lanes. A portion of this route segment is predicted by the regional model to operate at well below 70% of posted speed by 2030.	High	Improves safety and decreases congestion on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping							N
Spokane	Eastern		I-90 - Broadway Interchange Improved Signage	New signage to clearly indicate lane to be in for right or left turn on westbound and eastbound I-90 off ramps.	High	Improves safety and reduces congestion by giving trucks enough notice to be in the correct lane.		Yes - Identified in regional industry HSP interviews.	T-1	8,700	Preliminary Scoping							N
Spokane	Eastern		I-90 Pavement from Sullivan Interchange to Idaho State Line	Repave I-90 from Sullivan Interchange to Idaho State line. Repaving is funded up to Sullivan Interchange.	High	Preserves major freight route. Improves safety and prevents product damages due to rutted pavement.		Yes - identified by regional industries in HSP interviews as high priority.	T-1	8,700	Preliminary Scoping							N
Spokane	Eastern		I-90 Sullivan Interchange to Barker Interchange - Construct General Purpose Lanes	Construction of an additional lane, in each direction, between Sullivan Rd. and Barker Rd. interchanges. Construction of additional capacity will allow travel speed to be maintained above the 70% of posted speed threshold. Sullivan I/C has been identified as a bottleneck due to an eastbound lane reduction. This route segment is also experiencing high growth rates due to continued rapid urbanization within the corridor.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		I-90/Sullivan interchange to Idaho State Line - Enhanced ITS and Incident Response Capabilities	Enhanced ITS and incident response capabilities within the route segment. Urbanization of the corridor, along with increased commuter traffic between Spokane and North Idaho communities, will create travel speed deficiency, with PM peak travel speeds at 60% of the posted speed limit. Improved traffic flow resulting from increased incident detection, response capabilities, and motorist advance warning.	High	Improves safety and decreases congestion on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern		I-90 Barker Interchange to Harvard Interchange - Construct General Purpose Lanes	Additional lane in each direction between Barker Rd. interchange and Harvard Rd. interchange, including the cost to reconstruct Barker and Harvard interchanges. Additional capacity will result in a reduction in delay of approximately 6% according to recent travel demand modeling done for this route segment. Eastbound I-90 PM Peak travel speeds, between Sullivan and Barker interchanges, deteriorate to below 70% of the posted speed limit in forecast years. Additionally, failing conditions at ramp merge and diverge points grow worse.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		I-90 Harvard Interchange to Idaho State Line - Construct General Purpose Lanes	Construction of one general purpose lane, in each direction, between the Harvard Rd. interchange and the Idaho State Line. This will provide for, at a minimum, a contiguous 3 lane section, in each direction, between Sprague Ave. interchange and the State Line. Construction of additional capacity will enable the facility to operate at acceptable service levels through the remainder of the HSP planning horizon. By the forecast year of 2030, interchange merge/diverge sections are operating at failing LOS. Mainline I-90 speeds fall to 60% of the posted speed limit by 2030.	High	Decreases congestion and delay by increasing capacity on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	8,700	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I90/SpokaneIdahoStLine/						N
Spokane	Eastern		SR 195 - Passing Lanes south of Spangle	Add passing or climbing lanes on two lane segment of SR 195 south of Spangle. This segment has increasing congestion and cars will attempt to pass trucks, creating safety concerns.	High	Improves safety and decreases congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,000	No scoping completed							N
Spokane	Eastern		US 395/ North Spokane Corridor Interim Improvements Francis Street to I-90	This project would build improvements identified during study proposed in 2009-2011 budget to maintain flow until the full corridor improvements are funded and completed. Minor improvements could be made in the near-term to maintain flow from Francis Street to I-90 until the full North Spokane Corridor is funded and completed. The corridor improvements have been funded from Wandermere to Francis Street, which will be completed in 2011.	High	Maintains flow on freight route until full project improvements are constructed. Provides operational improvements to improve safety, maintain capacity, and decrease congestion.	Yes	Yes - Identified by regional industries in HSP and WTP interviews.	T-2	1,100 to 1,400	No scoping completed	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/						N
Spokane	Eastern	Multiple	US 395/ North Spokane Corridor	Spokane lacks adequate capacity for North/South traffic through Spokane from I-90 north. When completed, the North Spokane Corridor will be a 60-mile per hour, limited access highway with a direct connection to I-90 just west of the existing Thor/Freya Interchange. Other interchanges will be placed at locations such as Trent Avenue (SR 290), Wellesley Avenue, Francis / Freya Street, Parksmith Drive, US 2, and US 395 at Wandermere. Individual sections of the corridor will be designed and constructed under separate projects. Funded for construction from Francis to Wandermere. Unfunded from I-90 to Francis Street, with some funding for right of way along I-90.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Builds limited access highway with direct connection to I-90, to replace existing US 395 on local arterial Division Street. Resolves current trucking industry concerns about congestion from eastbound I-90 to northbound 395, and from westbound I-90 to southbound 395.	Yes	Yes - Identified in HSP and WTP regional interviews.	T-2	1,100 to 1,400	Under Construction	http://www.wsdot.wa.gov/Projects/US395/NorthSpokaneCorridor/Francis_Farwell/	$ 321.00	$ 152.00	$ 41.00	$ 19.21	$ 533.59	N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Spokane	Eastern	690201C	SR 902/Medical Lake Interchange - Intersection Improvements	The area around this interchange is becoming highly commercialized. Intersection improvements will be made to enhance safety by reducing the potential increase in collisions at these intersections due to growth.	Medium	Improves safety and reduces congestion on a connector serving a major freight corridor (I-90). Extends right-turn lane to provide more capacity for larger vehicles on the westbound off-ramp. Improves the turning radius on the north intersection provides for improved truck turns. Reduces congestion on I-90 caused by merge/ weave conflicts.			T-3 (SR902) T-1 (I-90)	280 (SR 902) 4,400 (I-90)	Under Construction	http://www.wsdot.wa.gov/Projects/SR902/MedicalLakeInterchange/		$ 0.64		$ 0.10	$ 0.74	N
Chelan	North Central		US 2/School St to Odabashian Bridge - Median barrier	Extend median barrier in the vicinity of School St. intersection to turn School St. intersection into a right in right out only intersection. Will provide congestion relief through better traffic flow management. This route provides one of only two crossings of the Columbia River and connects the cities of East Wenatchee and Wenatchee.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Chelan	North Central		US 2/School St to Odabashian Bridge W end - Grade Separation	Sunnyslope Interchange, Grade separation at Easy St., and improve connecting streets. Congestion relief by providing alternate traffic flow patterns. This route provides one of only two crossings of the Columbia River and connects the cities of East Wenatchee and Wenatchee.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	2,300	Preliminary Scoping							N
Chelan / Douglas	North Central		SR 285, SR 285 Couplet/E Wenatchee to US 2 - Signal management	Adaptive signal management and camera use to better manage traffic flows through the segment and better access management practices. Congestion relief through better traffic flow management. City highway is causing congestion related to volume of traffic.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2 & T-3	590 to 2,100	Preliminary Scoping							N
Chelan	North Central		SR 285/W end George Sellar Bridge to Chehalis St - Interchange Improvement	Improved interchange at the West end of the George Sellar Columbia River Bridge. Congestion relief with improved traffic flow patterns. City highway is causing congestion related to volume of traffic.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,600 to 2,100	Preliminary Scoping							N
Chelan	North Central		SR 285, SR 285 Couplet/Chehalis St to US 2 - Additional River Crossings	Additional (third) Columbia River Crossing and additional (third) Wenatchee River Crossing. Congestion relief with alternative traffic corridors for traffic entering or leaving Wenatchee to East Wenatchee or to the West. Three lane city highway is causing congestion related to volume of traffic.	High	Reduces congestion and improves safety on freight route. Provides alternative access across Columbia River in Wenatchee.		Yes - Identified by regional industries in HSP interviews.	T-2 & T-3	590 to 2,100	Preliminary Scoping							N
Chelan / Douglas	North Central		SR 285, SR 285CO/North Wenatchee Avenue - Study	Study to be conducted to clarify solutions and address access management. Congestion relief through better traffic flow management. City highway is causing congestion related to volume of traffic and poor access management.	High	Study to identify solutions that will reduce congestion and improve safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2 & T-3	590 to 2,100	Preliminary Scoping							N
Douglas	North Central		US 2/Odabashian Bridge E end to Jct SR 28 - Interchange	Cascade Avenue Vic. Interchange. Congestion relief for US 2 and SR 28 (Sunset highway) by providing alternate traffic flow patterns. This route provides one of only two crossings of the Columbia River between the cities of East Wenatchee and Wenatchee.	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	2,300	Preliminary Scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Douglas	North Central		US 2/Jct SR 28 to Lincoln Rock State Park - 4 Lanes	4 lane configuration. Reduced congestion by providing additional lanes. Two lane highway is causing congestion related to slow moving vehicles.	High	Reduces congestion and improves safety on freight route. Adds additional capacity to handle increased traffic demand.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Preliminary Scoping							N
Douglas	North Central	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	SR 28 is heavily congested mainly due to local traffic connecting to the intersection of US 2/97 and SR 28. Extends Eastmont Avenue to provide alternative corridor to SR 28, improves the SR 28 and US 2/97 intersection. This segment of SR 28 serves East Wenatchee, connecting bridges over the Columbia River on US 2/97 to the north and SR 285 to the south, providing access to the City of Wenatchee.	High	Improves safety, provides additional capacity and access, improves pavement condition, and reduces congestion on freight corridor. SR 28 also serves as the truck route to US 97.		Yes - Identified by regional industries in HSP interviews.	T-1 & T-2	2,300 to 1,700 (US 2) 1,900 (SR 28)	Design	http://www.wsdot.wa.gov/Projects/SR28/JctUS2_97to9thStStage1/		$ 53.91			$ 53.91	N
Douglas	North Central		SR 28/US 2 to 9th St - 4 lanes	4 lane configuration from Jct. US 2 to 9th Street (MP 3.67B). Reduced congestion by providing additional lanes. Two lane highway is causing congestion related to slow moving vehicles.	High	Reduces congestion and improves safety on freight route. Adds additional capacity to handle increased traffic demand.		Yes - Identified by regional industries in HSP interviews.	T-1	1,900	Preliminary Scoping							N
Douglas	North Central		SR 28/E Wenatchee City Limits to Rock Island Hydro Park - 4 lanes	4 lane configuration. Reduced congestion by providing additional lanes. Two lane highway is causing congestion related to slow moving vehicles.	High	Reduces congestion and improves safety on freight route. Adds additional capacity to handle increased traffic demand.		Yes - Identified by regional industries in HSP interviews.	T-2	1,400	Preliminary Scoping							N
Douglas	North Central		SR 28/9th St to E Wenatchee City Limits - Urban Interchange	Build a new urban Interchange at Grant Road. Congestion relief by providing alternate traffic flow patterns. Two lane highway is causing congestion related to slow moving vehicles	High	Reduces congestion and improves safety on freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	2,100	Preliminary Scoping							N
Grant	North Central	201701E	SR 17/N of Moses Lake - Add Passing Lane	Numerous passing related collisions have occurred at this location. Construct a passing lane for northbound SR 17 traffic. This will reduce the risk of head-on collisions.	Medium	Improves safety on secondary freight route by building a passing lane, part of SR 17 Moses Lake to Ephrata widening.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-3	1,100	Design	http://www.wsdot.wa.gov/Projects/SR17/NorthMosesLakePassingLane/		$ 1.31			$ 1.31	N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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Multiple	Northwest, Urban Corridors		Pilot Project - Ramp Meter Improvements for Heavy Trucks	Ramp meter changes at additional locations after pilot project conducted in 2009-2011. Locations with steep grades or short ramps where the trucks cannot obtain speed prior to merging on highway. Project will conduct up to three demonstration studies to test the operational benefits or disadvantages of either allowing trucks to bypass the ramp meter using the HOV lane or relocating the ramp meters to increase the acceleration distance. Potential ramp locations include: Corson Avenue southbound on-ramp to I-5, Northbound West Valley Highway (SR 181) on-ramp to northbound I-405, Central Avenue northbound on-ramp to SR 167, Leary Way/West Lake Sammamish Parkway westbound on-ramp to SR 520, SR 516 on-ramps to northbound and southbound SR 167. Reduces congestion by allowing trucks to gain adequate speed before merging onto mainline highway. Reduces the risk of crashes and improves safety. Improves mainline capacity for general-purpose traffic by increasing the speed that trucks can merge into traffic.	High	Improves truck mobility by improving acceleration and merge conditions. Reduces truck delay in queue at ramp meters. Reduces congestion and improves safety on major freight corridors.	Yes	Yes - Central Puget Sound congestion on major freight routes identified WTP freight recommendation and high priority problem in industry interviews. Ramp meters identified in industry interviews	T-1 (all candidate locations)	1,700 to 14,000	Funding Needed							N
King	Northwest		I-5 - South Industrial Way vicinity - HOV direct access connection to South Industrial Way/E3 bus way	HOV direct access connection to South Industrial Way/E3 bus way. HOV direct access from I-5 to the S. Industrial/ E-3 bus way will enhance transit operations and improve I-5 safety and mainline operations. I-5 experiences congestion on this segment due to weaving movements by buses trying to access the E-3 bus way ramp from the existing HOV lane.	High	Improves safety and reduces congestion on the state's major freight corridor. Reduces transit and general purpose traffic conflicts and merging to improve I-5 flow.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	14,000	Preliminary Scoping							N
King	Northwest		I-5 - I-5 at I-90 Interchange - Construct a two lane off-ramp from Northbound I-5 to Eastbound I-90	Construct a two lane off-ramp from northbound I-5 to eastbound I-90. The addition of a 2-lane off-ramp will improve vehicle flow through the I-5/I-90 Interchange, which is currently very congested. Traffic speeds on I-5 northbound near the I-5/I-90 interchange are frequently under 5 mph in the morning peak commute period, making this location the worst bottleneck in the region. The trucking association has identified that northbound I-5 to eastbound I-90 exit ramp should be 2 lanes.	High	Improves safety, reduces congestion, and adds capacity to the state's major freight corridor. Provides better access between the major north - south freight route (I-5) the major east-west freight route (I-90). Merge and weave issues at this location, as well as delay, have been identified as a high priority problem by shippers and carriers.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	14,000 (I-5) 8,000 (I-90)	Preliminary Scoping							N

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King	Northwest		I-5 - E Denny Way to NE 45th St. - Modify the Mercer St. Interchange, SR 520 Interchange and I 5	Modify the Mercer St. Interchange, SR 520 Interchange and I-5 to eliminate left side I-5 ramps at Mercer St. Interchange and SR 520 Interchange. This will improve I-5 mainline operations and safety. It will also help address I-5 mainline congestion deficiencies and will improve connections between I-5 and key arterials in the Seattle central business district. Very congested segment of I-5. This section of I-5 runs through the Seattle central business district and experiences considerable congestion and safety deficiencies.	High	Improves safety, reduces congestion, and add capacity to the state's major freight corridor. Improves interchanges on I-5 through downtown Seattle. Merge and weave issues at this location, as well as delay, have been identified as a high priority problem by shippers and carriers.	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews. These specific interchanges were identified problems in industry interviews.	T-1	11,000	Preliminary Scoping								N
King	Northwest		I-5 - I-5 at Lake City Way - Extend drop lane and braid the N 70th on ramp	Extend right lane that drops to Lake City Way up to the N 85th St. exit and braid the N 70th on ramp into the mainline. This will reduce backups onto I-5 freeway and will improve traffic flow on I-5 and Lake City Way/SR 522. Northbound lane drop at Lake City Way causes backups on I-5.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping								N
King	Northwest		I-5 - I-5 at Snohomish County Line - Construct SB auxiliary lane (SR 104 to NE 175th)	Construct a southbound auxiliary lane on I-5 from SR 104 down to NE 175th Street. This will improve transit access to I-5 and will improve traffic flow on SR 104. Three on-ramps feed onto southbound I-5 within 1,000 yards. A longer on-ramp is needed to accommodate high volume of buses, or restrict the merge of that traffic until further south on I-5. Merging transit affects performance of mainline I-5 and causes congestion.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow. Improves access between two freight routes (I-5 and SR 104).	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (SR 104)	11,000 (I-5) 3,100 (SR 104)	Preliminary Scoping								N
King	Northwest	101822A and 101826A	SR 18 - Issaquah-Hobart Road to I-90 - Add Lanes and new I-90 Interchange	WSDOT is in the midst of a several-phase project to widen SR 18 to four lanes from Auburn to I-90. This effort includes many interchange projects and other details, with the aim of increasing capacity, reducing congestion and improving safety. This effort is funded up to Issaquah Hobart Road. Funding has been provided in the 2003 Legislative Funding Package for the environmental impact study, but does not fund actual construction. Work includes building additional lanes, new interchange, and rebuilding several bridges to complete widening SR 18 to four lanes. This project is a major safety, congestion relief, and freight mobility improvement in a rapidly growing area of King County. A new freeway to freeway interchange at SR 18 and I-90. This will address congestion deficiency on this section of I-90 and will improve I-90 mainline operations by eliminating backups onto the I-90 mainline.	High	Reduces congestion and delay, increases capacity, and improves safety on major freight corridor. Provides alternate route to I-5, I-405, SR 167,and I-90, and improves access to/from the Green River Valley industrial/ warehousing district to/from Central Puget Sound and Eastern Washington.	Yes	Yes - Identified WTP freight recommendation and in regional industry interviews.	T-1	3,500 (SR 18) 8,000 (I-90)	Construction Unfunded	http://www.wsdot.wa.gov/Projects/SR18/AuburntoI90/	$ 6.02		$ 0.04		$ 6.04	N

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Island / Snohomish	Northwest	153209G / 153211G / 153203D / 153210G / 153212G	SR 532 - Sunrise Blvd to 12th Ave NW Corridor Improvements and General Mark W. Clark Memorial Bridge Replacement	Improve traffic flow and enhance motorist safety traveling the S 532 corridor from Camano Island to I-5. The project will improve several intersection choke points, and improve and consolidate driveways. Work will include replacing the General Mark W. Clark Memorial Bridge to meet current design standards for safety and capacity, and widened highway connections to the new bridge.	Medium	Improves safety and reduces travel time on secondary freight route. SR 532 provides the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I 5 for the city of Stanwood and surrounding rural northwest Snohomish County. Project includes a number of improvements on corridor, such as building a wider bridge to replace the General Mark Clark bridge, adding new turn lanes and truck climbing lanes, and reducing pedestrian/ vehicle conflicts.			T-2 and T-3	1,200 to 1,400	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR532/		$ 73.67	$ 8.50		$ 82.17	N
Snohomish	Northwest		I-5 - 220th St. SW to 44th Ave. W. - Construct Northbound auxiliary lane.	Construct a northbound auxiliary lane. This will improve I-5 mainline operations, help reduce congestion and improve safety on this section of I-5. Congested corridor segment of I-5. Extensive weave movements in the vicinity of the 44th Ave. W. interchange impacts performance of I-5 and cause safety concerns.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping							N
Snohomish	Northwest		I-5 - SR 524 Interchange Operation and safety Interchange improvements at the SR 524 (196th St.)	Interchange improvements at the SR 524 (196th St.) interchange. This project would construct Northbound and Southbound collector distributor lanes to improve the operation and safety of the I-5 196th Street interchange. The I-5/SR 524 interchange improvements will improve I-5 mainline operations, safety and traffic flow through this interchange. There is significant congestion and safety/operational deficiencies at the I-5 / SR 524 interchange (weaves, mainline back-ups, etc.).	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Reduces merge and weave conflict on I-5 to provide better mainline flow. Improves access between major freight route (I-5) and secondary freight route (SR 524).	Yes	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-3 (SR 524)	11,000 (I-5) (SR 524)	Preliminary Scoping							N
Snohomish	Northwest		I-5 - SR 96/128th St. SW Interchange - Construct New Interchange	Construct a new urban interchange on I-5 at SR 96th/128th Street. New interchange will be constructed to current design standards and will improve safety and traffic operations on the I-5 mainline and on connecting arterials of SR 96 / 128th SW. Current SR 96/128th SW Interchange is substandard and deficient.	High	Improves safety, reduces congestion, and decreases delay on the state's major freight route. Improves interchange to meet current design standards and improves access between two freight routes (I-5 and SR 96).		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (SR 96)	11,000 (I-5) 1,800 (SR 96)	Preliminary Scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Snohomish	Northwest		I-5 - US-2 to SR 528 - Construct HOV Lanes	Construct HOV lanes in each direction on I-5 from US 2 to SR 528 in Snohomish County. This will address the congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV and transit operations on I-5 to and from Everett.	High	Improves safety, reduces congestion, and adds capacity on the state's major freight route. Building HOV lanes on I-5 will move some of current traffic in general purpose lanes, increasing capacity and reducing congestion in these lanes.	Yes - Merge and interchange problems identified near US 2.	Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping							N
Snohomish	Northwest		I-5 - SR 528 to SR 531 - Widening and Reconstruct Interchanges and Ramps	Widen I-5 from three to four lanes in each direction and reconstruct interchanges and interchange ramps at 88th St NE and 116th NE. This will address congestion deficiency on I-5 through this section. Interchange ramp-reconstruction will improve I-5 operations by eliminating backups onto the I-5 mainline. Congested mainline I-5 segment - also safety and interchange deficiencies on this section of I-5.	High	Improves safety, reduces congestion, and adds capacity on the state's major freight route.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1	11,000	Preliminary Scoping							N
Snohomish	Northwest	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	This section of SR 9 experiences severe congestion and operational problems due to large traffic volumes and rapid commercial and residential development. This section also falls within a High Accident Corridor (HAC) as identified in the 2000 Safety Management System. To address capacity needs, enhance traffic operations and reduce the number and severity of accidents, SR 9 will be widened from two lanes to four lanes, plus a raised median. Sidewalks will be constructed in selected locations on both sides of SR 9. Other minor work will be performed as needed. This is Stage 3 of the overall work on this corridor.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delay caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future	http://www.wsdot.wa.gov/Projects/SR9/212thse_176thse/	$ 81.50			$ 0.12	$ 81.62	N
Snohomish	Northwest	100917G	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	This project adds new northbound and soutbound SR 9 through lanes, improves or adds the left and right turn lanes on northbound and soutbound SR 9 as needed, adds a right turn lane in both directions on Lundeen Parkway, cul-de-sacs the west leg of the 4th St SE intersection, adds a right turn lane to northbound SR 9 at SR 92, widens and extends the right turn lane on SR 92, upgrades illumination and traffic signal systems at Lundeen Parkway, Soper Hill Rd, and SR 92 intersections.	High	Improves safety and reduces congestion on freight corridor. Widens SR 9 and prevents delay caused by left turns.		Yes - HSP regional industry interviews.	T-2	2,400	Future Construction	http://www.wsdot.wa.gov/Projects/SR9/LundeenToSR92/		$ 34.00			$ 34.00	N
Snohomish	Northwest	100934R	SR 9/Pilchuck Creek - Replace Bridge	This project will replace the existing bridge which is very narrow (about 17 feet wide) with a new one that will meet current design standards.	Medium	Improves safety and reduces congestion on secondary freight route. Replaces narrow bridge.			T-3	260	Future			$ 6.25			$ 6.25	N
Snohomish	Northwest		SR 522 - Paradise Lake Road Interchange	Replace the existing intersection at State Route 522 and Paradise Lake Road (SR 524 / Maltby Rd) with a new interchange. Current delay due to rail crossing and stop light interchange. Replaces the existing traffic signal with a freeway interchange. On-ramps and exits and a new bridge over the highway will result in smoother transitions between SR 522 and adjacent county roads. This will greatly improve traffic flow and driver safety.	High	Improves safety, reduces delay, and improves access on freight route. Addresses identified problem by industry users in growing industrial area of Snohomish county.		Yes - Identified in regional HSP industry interviews.	T-1 (SR 522) T-3 (SR 524)	4,900 (SR 522) 1,700 (SR 524)	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/SR522/Widen/ParadiseLkIC/			$ 6.23	$ 0.09	$ 6.32	N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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Skagit	Northwest		I-5/George Hopper Rd Interchange - Intersection Improvements	Intersection improvements at ramp terminals on I-5 at George Hopper Road. Reduces delays at ramp terminal intersections and southbound left-turn queuing.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000	Preliminary Scoping							N
Skagit	Northwest		I-5/George Hopper Rd Interchange - Ramp Improvements	Construct loop ramp in the northwest quadrant of the interchange to reduce delays at the ramp terminal intersections and reduce southbound left-turn queuing.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000	Preliminary Scoping							N
Skagit	Northwest		I-5/Cook Road Ramp Terminal Improvements	Improvements at the Cook Rd/Old Highway 99 intersection and intersection improvements at I-5 Southbound ramp terminals. Reduces delays at the intersection, and reduction of queuing on ramps. Reduces delays and queuing at the intersection.	High	Improves safety, reduces congestion, and improves access on major freight corridor (I-5) and connection to secondary freight route.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000	Preliminary Scoping							N
Skagit / Whatcom	Northwest		I-5/Samish River to N Lake Samish - Interstate Improvements	A truck climbing lane from the Samish River to Bow Hill Road, and a longer ramp taper at the North Lake Samish southbound on-ramp. Reduced delay and reduced congestion. Slow moving trucks and merging vehicles inhibit the movement of mainline vehicles, and reduce the capacity of the interstate.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000 to 4,400	Preliminary Scoping							N
Skagit / Whatcom	Northwest		I-5/Cook Rd to Fairhaven - Interstate Improvements	Make strategic investments to improve capacity that are consistent with a long-term strategy for I-5. Conduct Interstate Master Plan to manage I-5 operations to optimize capacity and safety. The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	6,000 to 4,400	Preliminary Scoping							N
Whatcom	Northwest		I-5/ Fairhaven to Slater Interstate Improvements	Make strategic investments to improve capacity that are consistent with a long-term strategy for I-5. Apply appropriate solutions for safety and congestion relief from Exit 250 to Exit 262, which will be determined by the findings of the interstate Master Plan and Interchange Justification Reports. The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	4,400	Preliminary Scoping							N
Whatcom	Northwest		I-5/Slater to Grandview Interstate Improvements	Manage I-5 operations to optimize capacity and safety. Improvements are determined by the findings of the Interstate Master Plan and Interchange Justification Reports. Existing I-5 capacity may be inadequate to process the volumes of traffic that will occur in the future. Vehicle queuing at interstate ramp terminals have an affect on mainline operations.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor. Reduces congestion and safety concerns caused by merging and weaving onto I-5.	Yes	Yes - Identified in HSP regional industry interviews.	T-1	4,400	Preliminary Scoping							

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Whatcom	Northwest		I-5/Grandview Rd to Blaine - Interstate Improvements	Make strategic investments to improve capacity that are consistent with a long-term strategy for I-5. Conduct Interstate Master Plan to manage I-5 operations to optimize capacity and safety. The current capacity of the interstate will be inadequate to process the volumes of traffic that will occur in the future.	High	Improves safety, reduces congestion, and adds capacity to meet future demand on major freight corridor.		Yes - Identified in HSP regional industry interviews, WTP Freight Update, and other industry interviews.	T-1	4,400	Preliminary Scoping							N
Whatcom	Northwest		SR 539/I-5 to Kellogg Rd - Corridor Improvements (Minimum)	Incorporating access management strategies in the corridor will help to reduce accidents and delays caused by the many driveways which exist here. Project would improve the flow of traffic using existing facilities as much as possible. Eliminating left turns out of driveways will reduce accidents. This project will help to improve safety and traffic flow without making major changes to the existing roadway.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5.		Yes - Identified in HSP regional industry interviews	T-2	1,700	Preliminary Scoping							N
Whatcom	Northwest		I-5 - Downtown Bellingham On/Off Ramps - Ramp Reconstruction	The downtown Bellingham on- and off-ramps between Samish Way and Sunset Drive were built more than 40 years ago and do not meet current state and federal design standards. The ramps are short, making it difficult for drivers to enter and exit I-5 safely, causing congestion at interchanges, and creating backups on the interstate. The ramps need to be improved so that they can carry traffic safely and efficiently. WSDOT will begin construction in 2010 at the highest-priority locations first between Samish Way and Sunset Drive using $15 million from the 2005 Legislative Funding Package. A total of forty-two geometric deficiencies exist on the on- and off-ramps in the corridor between the Fairhaven and Slater interchanges. Additional funding may be needed for future improvements once the highest priority locations are improved.	High	Improves safety and reduces congestion on major freight corridor. I-5 on/off ramps through Bellingham have been identified as a high priority freight problem by industry sectors. The frequency of ramps, and lack of merge space, create safety problems and impact performance of I-5 mainline. This project would improve on- and off-ramps through Bellingham to reduce collisions and relieve congestion.	Yes	Yes - Identified high priority by regional industries in HSP interviews	T-1	4,400	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I5/BellinghamOnOffRamps/	$ 14.98	$ 4.97	$ 7.35	$ 27.30	N
Whatcom	Northwest		SR-539: Horton Road to Ten Mile Road – ITS Improvements	This project would implement ITS elements of a widening project on SR 539. Improvements include installation of fiber optic cable, web cameras and a variable message sign (VMS). Installation of a VMS would provide border crossing wait time information at a key decision point to help trucks select the quickest crossing. This item would enhance WSDOT's existing driver information program that provides border wait times via VMS at two locations along I-5.	High	Installation of a VMS would provide border crossing wait time information at a key decision point to help trucks select the quickest crossing.		Yes - identified in HSP regional industry interviews	T-2	1,700	Scoped							N

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Whatcom	Northwest	153910A	SR 539/Tenmile Road to SR 546 - Widening	This project will construct one additional lane in each direction from Ten Mile Rd to SR 546 near Lynden to reduce congestion and improve safety. The project includes a study to determine the best alternative to improve traffic flow: either widening SR 539 to the border; or improving SR 546 east to SR 9 at Sumas. Funds will complete the design and right of way processes and begin construction. Final costs for widening of SR 539 or SR 546 will be determined during alternative analysis.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Under Construction	http://www.wsdot.wa.gov/Projects/SR539/TenMileBorder/	$ 105.16		$ 1.58		$ 106.73	N
Whatcom	Northwest		SR 539 Tenmile to Badger Stage 2	This project will construct one additional lane in each direction from Ten Mile Rd to Badger Rd to reduce congestion and improve safety. This project would complete the final segment of the SR 539 widening project extending from Horton Road in Bellingham to SR 546/ Badger Road in Lynden.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - Identified by regional industries in HSP interviews.	T-2	1,700	Preliminary Scoping							N
Whatcom	Northwest		SR 539 Badger to International Boundary	This project will construct one additional lane in each direction from Ten Mile Rd to Badger Rd to reduce congestion and improve safety. This project would complete the final segment of the SR 539 widening project extending from Horton Road in Bellingham to the border crossing at Lynden.	High	Improves safety and reduces congestion on freight corridor that provides access to border crossing. Provides better access to border crossing for clearance. Crossing is alternate to Blaine commercial crossing. Freight corridor (Guide Meridian) is alternate route to I-5. Widens roadway, adds lanes, and constructs other safety/ mobility improvements.		Yes - Identified by regional industries in HSP interviews.		1,700	Preliminary Scoping							N

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Multiple	Olympic		Olympic Region Intelligent Transportation System Master Plan / 2009-2011 High Priority Solutions	Upgrade traffic management center in Tacoma, upgrade fiber optics on I-5 and SR 16, and implement phase expansion and upgrade of traffic management center's equipment/ software. Allows region to handle increased volume of traffic and still provide accurate information, active traffic management, incident response, and signal integration throughout area.	High	Improves safety, reduces unpredictable delay, and provides traveler information so that truckers can plan for reliable trip times and choose alternate routes.		Yes - Congestion and unpredictable delay on these highways identified in WTP Freight Report and regional industry interviews.	Multiple	Multiple	Scoped							N
Multiple	Olympic		Olympic Region Intelligent Transportation System Master Plan High Priority Solutions	Active traffic management, signal integration and arterial ITS, ramp metering fill-ins, traveler information travel time signs, 511, and web information at highest priority locations in Olympic region. Includes congestion warning systems on I-5 in Olympia and Fort Lewis to monitor congestion and warn motorists. Ramp meters on I-5, I-705, SR 509, SR 512, SR 167, SR 410, US 101, and SR 16. Additional technology to provide better traveler information and incident response on I-5, I705, SR 509, SR 512, SR 167, SR 410 US 101, SR 3, and SR 16.	High	Improves safety, reduces unpredictable delay, and provides traveler information so that truckers can plan for reliable trip times and choose alternate routes.		Yes - Congestion and unpredictable delay on these highways identified in WTP Freight Report and regional industry interviews.	Multiple	Multiple	Scoped							N
Clallam	Olympic	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	This section of US 101 experiences back-ups due to high truck volumes and steep grades. This project constructs a northbound truck climbing lane along this section of US 101 to reduce congestion and improve motorist safety.	High	Improves safety and reduces congestion by building truck climbing lanes on freight corridor.			T-2	2,000	Future		$ 2.81		$ 0.65	$ 0.09	$ 3.54	N
Grays Harbor	Olympic	301239B	US 12 and SR 8/Aberdeen to Olympia - At Grade Separation Study	US 12 (portion between Aberdeen and Elma) and SR 8 (entire route) - Study at-grade separations for enhancing economic vitality. This study would evaluate existing at-grade intersections with the intent of determining and prioritizing transportation improvements between Aberdeen and Olympia. At-grade separations may enhance economic vitality along the US 12/SR 8 Corridors.	High	Improves safety, increases capacity, and reduces congestion on major freight route. Congestion on SR 12, in Aberdeen, identified freight bottleneck.		Yes - identified in HSP regional industry interviews.	T-2 (SR 8) T-1 (US 2)	1,700 (SR 8) 2,400 (US 2)	Preliminary Scoping							N
Grays Harbor	Olympic		US 101 - Aberdeen-Hoquiam Regional Circulation - Port Industrial Road Improvements	Improve safety, reduce delay, and provide additional capacity to meet increased demand between Aberdeen and Hoquiam. Implement high priority, low cost improvements at intersections identified in the Aberdeen-Hoquiam Regional Circulation study. Install traffic signal and left / right turn pocket channelization on Port Industrial Road in Aberdeen. Roadway is primary alternate truck route to US 101.	High	Improves safety, increases capacity, and reduces congestion on freight route. Current conditions require truck traffic to move through city core and layout has gridlock with one mile queues in the summer.		Yes - Identified need during regional interviews for HSP update.	T-2	3,400	Initial scoping							N
Grays Harbor	Olympic		US 101 - Aberdeen-Hoquiam Regional Circulation - 5 Options	Five stand alone projects to improve safety, reduce delay, and provide additional capacity to meet increased demand between Aberdeen and Hoquiam. Options include 1) Full truck corridor; 2)Tri City operational improvements; 3) Alternate access to Wishkah mall; 4) Intelligent Transportation Systems (ITS); 5) Improve port industrial road (additional improvements not in 2009-2011 request).	High	Improves safety, increases capacity, and reduces congestion on freight route. Current conditions require truck traffic to move through city core and layout has gridlock with one mile queues in the summer.		Yes - Identified need during regional interviews for HSP update.	T-2	3,400	Preliminary Scoping							N

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Grays Harbor	Olympic		US101/ US12 - Bridge Improvements	Develop solutions to replace bridges on US 101 and SR 12 (including Riverside, Simpson Avenue, and Wishka River bridges) that are not sized for current capacity. Bridges present a bottleneck for both freight and passenger travel.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Replace bridges that do not meet current capacity needs and design standards.		Yes - Identified need during regional interviews for HSP update.	T-1	3,400 (US 101) 2,400 (US 12)	Preliminary Scoping							N
Kitsap	Olympic	300383A	SR 3 - SW of Sunnyslope Rd to SR 16 Gorst Spur Vicinity	Widen SR 3 from 3 lanes to 5 lanes with a southbound truck climbing lanes on new alignment. Creates safety and mobility improvements to meet future demand. Route serves Kitsap Industrial Area near the airport.	High	Increases safety and capacity to meet future demand on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2	1,700	Preliminary Scoping							N
Kitsap	Olympic	300326D	SR 3 - SR 3/SR 16 Interchange - Reconstruct Interchange	Reconstruct the SR 3/SR 16 Interchange. Other options include bridging Sinclair Inlet and Westerly Corridor Alternatives. Exceeds maximum throughput in 2005.	High	Increases safety and reduces congestion and delay at bottleneck on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2 (SR 3) T-1 (SR 16)	1,700 (SR 3) 3,900 (SR 16)	Preliminary Scoping							N
Kitsap	Olympic	300326E / 300326C	SR 3 - SR 16 to SR 304 (Gorst to Bremerton) - Widening	Widen from four to six to eight-lane divided facility (creating two HOV lanes in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange. Exceeds maximum throughput in 2005.	High	Increases safety and capacity to meet future demand on freight route. HOV lanes will move traffic from general purpose lanes at identified bottleneck location on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2	1,700	Preliminary Scoping							N
Kitsap	Olympic	300326H	SR 3 - SR 3 and SR 304 - Widening and Ramp meter westbound SR 304 onto SR 3 and extend on ramp to southbound SR 3	Widen soutbound SR 3 under bridge and Ramp meter westbound SR 304 onto SR 3 and extend on ramp to southbound SR 3.The preliminary analysis results indicate the proposed solutions will provide reductions in collisions and travel delay. The southbound lanes narrow from two to one lane under a bridge structure. This southbound lane reduction at the SR 3/SR 304 Interchange causes large back ups.	High	Increases safety and reduces delay at bottleneck on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2 (SR 3) T-3 (SR 304)	1,700 (SR 3) 880 (SR 304)	Preliminary Scoping							N
Kitsap	Olympic	300326H	SR 3 - SR 3/SR 304 Interchange - Reconstruct the SR 3/SR 304 Interchange.	Reconstruct the SR 3/SR 304 Interchange. Exceeds maximum throughput in 2005	High	Increases safety and reduces delay at bottleneck on freight route.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2 (SR 3) T-3 (SR 304)	1,700 (SR 3) 880 (SR 304)	Preliminary Scoping							N
Mason	Olympic	310116D	US 101/Lynch Road - Safety Improvements	This is the states contribution to improve safety to the roadway network on US 101 at Lynch Road. These funds are to improve the frontage road between Kamilche and Taylor Town. Mason County will serve as the lead agency for this project.	High	Improve safety on freight route.		Yes - safety concerns identified by regional industries.	T-2	2,500	Under Construction	http://www.wsdot.wa.gov/Projects/US101/LynchRd/		$ 1.00			$ 1.00	N
Mason/ Kitsap	Olympic	300009D	Implement Strategies from SR 3/SR 16/Bremerton Economic Development Study (BEDS) for SR 3/South Kitsap and North Mason County	Implement strategies identified in the South Kitsap/East Mason County Subarea Study. The intent of this study is to determine the transportation improvements that will need to be made to support anticipated job and population growth associated with build-out of the South Kitsap Industrial Area.	High	Increases safety and capacity to meet future demand on freight route. Route serves South Kitsap Industrial Area.		Yes - SR 3 bottlenecks near Bremerton identified in WTP regional industry interviews.	T-2	1,700	No Scoping				$ 0.50	$ 0.34	$ 0.84	N

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Pierce	Olympic	300578B	I-5 - SR 510 to SR 512 - Fort Lewis Comprehensive Network Analysis Study	Network Analysis Study. This comprehensive study of the regional city/county/state transportation network could find long-term solutions by identifying alternate routes or modes that could be developed to address transportation demand on the inter-regional network in West Pierce County and North Thurston County.	High	Allows for the study of alternative freight routes.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	No Scoping							N
Pierce	Olympic	300585M	I-5 - Fort Lewis to Thorne Lane - Construct Southbound and Northbound Auxiliary Lanes	Construct a southbound auxiliary lane from Thorne Lane to Berkeley Street and a northbound auxiliary lane from the Fort Lewis CD System to Thorne Lane. Reduce backups onto the freeway and improve traffic flow on mainline. A combination of high traffic volumes on a 6-lane facility with Interchange on and off ramps cause congestion. Traffic also identified a 4-lane to 3-lane I-5 southbound reduction from Thorne Lane Interchange to Berkley Interchange as a bottleneck as well as high volumes I-5 northbound PM from Fort Lewis Main Gate to Thorne Lane on 3-lanes causing back ups. The capacity of the 6-lane facility cannot handle mainline traffic volumes.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping							N
Pierce	Olympic	300585L	I-5 - Berkeley on ramp to Thorne off ramp Construct Northbound Auxiliary Lane	This project will modify weave, merge, and diverges between two interchanges by increasing distance for these movements with installation of a Northbound auxiliary lane between Berkeley on-ramp and Thorne Lane off ramp. Thorne Lane Interchange is near the location of a future urban interchange that will serve a new SR 704. A combination of high traffic volumes on a 3 lane with Interchange on and off ramps cause congestion. The capacity of the 6-lane facility is not enough to handle mainline traffic volumes.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping							N
Pierce	Olympic	300596F / 300596C / 300564A	I-5 - Thorne Lane Crossing to South 96th - Add HOV Lanes, New Interchange at Gravelly Lake Drive and Bridgeport Way, Freeway to Freeway Interchange at SR 512and ITS	Add an HOV lane southbound and northbound, new interchanges at Gravelly Lake Dr. Bridgeport Way, a freeway to freeway interchange at SR 512, and Intelligent Transportation Systems (ITS) facilities. This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV, freight mobility, and transit operations on congested segment of I-5.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping							N
Pierce	Olympic		I-5 - Northbound I-5 to Eastbound SR 512 Interchange - Mobility	Widen on ramp to two lanes and add an auxiliary lane on SR 512 to E Steele St. Reduce backups onto the freeway and improve traffic flow on mainline. A high volume of northbound I-5 traffic exiting to eastbound SR 512 in the afternoon causes large traffic back ups between Bridgeport Way Interchange and SR 512 Interchange for both Truck and GP traffic.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000 (I-5) 6,700 (SR 512)	Preliminary Scoping							N
Pierce	Olympic		I-5 - Westbound 512 to Northbound I-5 Interchange - Mobility	Widen on ramp to two lanes and add an auxiliary lane on SR 512 from E Steele St. Reduce backups onto the freeway and improve traffic flow on mainline. A high volume of westbound SR 512 traffic to northbound I-5 in the morning as 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.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000 (I-5) 6,700 (SR 512)	Preliminary Scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Pierce	Olympic		I-5 - Southbound I-5 to Eastbound 512 Interchange - Mobility	Construct a new southbound I-5 to eastbound SR 512 two lane flyover ramp. This solution is expect to reduce backups onto the freeway and improve traffic flow on mainline. A high volume of southbound I-5 traffic exiting to eastbound SR 512 in the afternoon as causes large traffic back ups between 72nd Interchange and SR 512 Interchange for both Truck and GP traffic. The radius of the northbound I-5 to eastbound SR 512 ramp for truck traffic is too tight and the length of on-ramp to northbound I-5 is inadequate for trucks to reach operating speed by the time merging onto I-5.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000 (I-5) 6,700 (SR 512)	Preliminary Scoping								N
Pierce	Olympic	300565A	I-5 - SR 512 to SR 16 - Construct Core HOV Lanes, Reconstruct Interchanges, Modify the S 38th St Interchange, Replace the S 48th St. Bridge and add ITS	Construct Core HOV lanes, reconstruct interchanges at S 56th St, S 84th St and S 72nd St, modify the S 38th St interchange, provide southbound ramp access to Tacoma Mall, replace the S 48th St. Bridge and add Intelligent Transportation Systems (ITS) facilities. This will address congestion deficiency on this section of I-5 and improve freeway operations. It will also enhance HOV, freight mobility, and transit operations on I-5. I-5 congested corridor segment. Deficient/substandard interchanges at: S.56th Street, S.84th St., S.72nd Street. Safety/operational issues due to deficient interchanges.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping								N
Pierce	Olympic		I-5 - Yakima Avenue to Port of Tacoma - Construct Direct Access Ramp to Tacoma Dome	Construct direct access ramp to Tacoma Dome. This will directly improve transit access to I-5 and overall transit operations from Tacoma-Dome P&R to Seattle and points north. Presently, transit operators (ST/Pierce Transit) do not have direct access from Tacoma-Dome P&R to I-5 mainline resulting in circuitous routings and transit delays.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor. Moves transit from GP ramp to specific transit only ramp.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	14,000	Preliminary Scoping								N
Pierce	Olympic	309910A	SR 99 - Hwy 99 at I-5 Interchange - Widening and Intersection Improvements	Add a southbound thru lane on Hwy 99 from 54th to northbound On Ramp to I-5. Improve intersection of HWY 99 and 54th Avenue. Additional southbound thru lane and I-5 interchange improvements will improve capacity and vehicle flow through this Interchange segment. The one lane southbound through on the SR 99 bridge structure over I-5 causes back-ups through the signal at SR 99 (54th) and Pacific Highway. High volumes in one lane and nearby signal system causes large back-ups.	High	Improves safety, increases capacity, and reduces congestion on major freight route.		Yes - identified in HSP regional industry interviews.	T-1	2,500	Preliminary Scoping								N
Pierce	Olympic	316718A, 316718B, 316718C	SR 167/SR 509 to SR 161 - Extension of Freeway	This project would construct a new freeway from SR 509 to I-5 in Fife improving regional mobility of freight and passenger vehicles between SR 509 and I-5. Local streets and arterials are used to transport freight to and from the Port of Tacoma, Green River Valley and Interstate 90, creating more congestion related delays and unsafe conditions on surface streets. The existing non-freeway segment of SR 167 is on surface streets and includes a circuitous route through Puyallup via Meridian Avenue and River Road. This project completes a vital component of the Puget Sound Freeway system by constructing a new freeway between I-5 and SR 161, reducing congestion and improving safety.	High	Design and prepare project if construction funds become available. If funding, construction would reduce congestion on existing mainline segments by adding an alternative route between the Port of Tacoma , the Green River Valley, I-90, and Central Puget Sound. SR 167 serves freight warehouses in the Green River Valley.	Yes	Yes - WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	4,500	Design	http://www.wsdot.wa.gov/Projects/SR167/TacomaToEdgewood/	$ 62.09	$ 70.00		$ 8.08	$ 140.16	N

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Pierce	Olympic	316718G	SR 167 - Puyallup to Pierce/King Co. Line - Complete the Core HOV system on SR 167	Complete the Core HOV system on SR 167. This will provide congestion relief on SR 167 and will improve HOV / transit operations and reliability. SR 167 congested corridor segment. Will address mobility, safety and operational deficiencies for freight, general purpose travel, HOV, and transit.	High	Improves safety, increases capacity, and reduces congestion on major freight route. SR 167 serves freight warehouses in Green River Valley and is alternate to I-5 (state's major freight route).		Yes - SR 167 capacity and congestion WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	11,000	Preliminary Scoping							N
Pierce	Olympic		SR 167 / SR 410 - Rebuild Interchange	Design and construct new interchange to reduce congestion and improve safety on SR 167. Nearby railroad, Puyallup River, Stuck River, and three converging cities (Puyallup, Sumner, and Edgewood) in Pierce County will require an environmental impact statement to rebuild a service interchange. SR 410 is used for access to Chinook pass and Eastern Washington.	High	Improves safety and reduces congestion on major freight route. SR 167 serves freight warehouses in Green River Valley and is alternate to I-5 (state's major freight route). Provides access between two major freight routes.		Yes - SR 167 capacity and congestion WTP Freight Recommendation and identified in industry interviews as high priority.	T-1 (SR 167) T-1 (SR 410)	11,000 (SR 167) 4,000 (SR 410)	Preliminary Scoping							N
Pierce/ King	Olympic/Northwest		SR 167 - Puyallup to Renton -ITS	Install Intelligent Transportation Systems (ITS) including Closed Circuit Television (CCTV), data station, Highway Advisory Radio System (HARS), Highway Advisory Radio Transmitter (HART), ramp meter, Variable Message Sign (VMS), and fiber optic line. The provision of ITS project improvements here will improve SR 167 mainline operations and will help address congestion and safety deficiencies. Currently congested corridor segment. Addresses operational, safety and capacity deficiencies.	High	Improves safety, and reduces congestion and unpredictable delay on major freight route. SR 167 serves freight warehouses in Green River Valley and is alternate to I-5 (state's major freight route).		Yes - SR 167 capacity and congestion WTP Freight Recommendation and identified in industry interviews as high priority.	T-1	11,000	Preliminary Scoping							N
Pierce	Olympic	351229A	SR 512 - SR 512 at SR 7 (Pacific Ave) Interchange - Two Lane Eastbound Off-Ramp	Construct a two lane eastbound off-ramp to SR 7. This will improve SR 512 mainline operations and will improve safety at this interchange. Will prevent traffic from backing up onto freeway by extending the eastbound off-ramp. Synchronize lights.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N
Pierce	Olympic	351230A	SR 512 - SR-512 at Canyon Road Interchange - Two Lane Eastbound Off-Ramp	Construct a two lane eastbound off-ramp to Canyon Road. The addition of 2 lane eastbound off-ramp here will improve SR 512 mainline operations and help reduce congestion. Synchronize the stop lights.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N
Pierce	Olympic	351231A	SR-512 at Canyon Road Interchange - Two Lane Westbound Off-Ramp	Construct a two lane westbound off-ramp to Canyon Road. The addition of 2 lane westbound off-ramp here will improve SR 512 mainline operations and help reduce congestion. Synchronize the stop lights.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N
Pierce	Olympic	351232A	SR 512 - SR 161 Interchange - Widening	Widen the westbound off ramp to SR 161 to two lanes, widen the eastbound on ramp from SR 161 to two lanes, widen the SR 512/SR 161 under-crossing from two to six lanes and extend the westbound climbing lane through interchange to tie in with the westbound on-ramp from 94th Ave. SE to SR 512. This will improve SR 512 mainline operations, safety and traffic flow through this interchange. SR 512 deficient interchange segment. Will address interchange deficiencies and improve safety, mobility, and operations.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping							N

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Pierce	Olympic	351233A	SR 512 - SR 161 to SR 167 - Auxiliary Lanes (SR 512/Meridian St to Pioneer Ave - Mobility)	Construct eastbound and westbound auxiliary lanes from Meridian to Pioneer Way with two lane off-ramps at each Interchange. This will improve mainline operations on SR 512 and will improve safety at this interchange. A combination of high volumes, interchange ramps, vertical and horizontal alignment may cause westbound traffic between SR 161 (Meridian) and SR 167 to be congested, particularly on the steep grade approaching SR 161 (Meridian). Special events at the Puyallup Fairgrounds can also increase traffic in this vicinity.	High	Increased safety and reduced congestion on major freight route.	Yes	Yes - Identified in WTP Freight Report and industry interviews.	T-1	6,700	Preliminary Scoping								N
Pierce	Olympic	370401A / 370402A	SR 704/Cross Base Highway - New Alignment	The limited east-west access and circuitous nature of the existing routes results in poor transportation system linkage to the growing areas of mid-Pierce County and creates additional congestion on the existing east-west corridors of SR 512 north of McChord Air Force Base and SR 510 south of Fort Lewis in Thurston County. The full project will construct a new alignment between the Thorne Lane interchange at I-5 and the intersection of 176th Street and SR 7 in Spanaway to improve transportation system linkage and capacity between mid Pierce County and destinations along the I-5 corridor for the efficient movement of people and goods. Stage 1 will complete the east end connection to SR 7. Stage 2 is not fully funded.	High	Adds a new freight corridor to relieve traffic on I-5 and SR-512. Provides a direct arterial link in the mid-Pierce County area in proximity with the Cities of Lakewood and DuPont for the movements freight and other traffic. Provides access to truck gate at McChord AFB. Provides direct access between Fort Lewis and McChord AFB.	Yes	Yes - Identified need during regional interviews for HSP update.	Unknown, New Corridor	Unknown, New Corridor	Under Construction	http://www.wsdot.wa.gov/Projects/SR704/CrossBase/	$ 15.00	$ 15.00		$ 12.93	$ 42.93	N
Thurston	Olympic	300524C	I-5/ US 12 to SR 121 - Study	I-5 High Occupancy Vehicle and/or Collector-Distributor Feasibility Study in Rural Thurston County. Phase 2 would analyze the feasibility of high occupancy vehicle (HOV) lanes within Thurston County and consider other issues such as dedicated freight lanes, high speed ground transportation, commuter rail, transportation demand management (TDM), and intelligent transportation system (ITS).	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor. I-5 narrowing to two lanes in Thurston County identified problem by shippers and carriers.		Yes - Identified in WTP Freight Report and industry interviews.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300581E	I-5 HOV and/or Collector- Distributor Feasibility Study in Urban Thurston County	I-5 High Occupancy Vehicle and/or Collector-Distributor Feasibility Study in Urban Thurston County. Phase 1 would analyze I-5 within the urban boundaries of Tumwater, Olympia, and Lacey. There are existing bottleneck and chokepoint issues within these urban cities that impact I-5 mainline. Specific southbound and northbound segments are less than 70% of posted speed threshold>	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N
Thurston	Olympic	300587B	I-5/N 2nd Ave Off Ramp I/S - Signal and Acceleration Lane	Construct a signal with acceleration lane or other alternative at Desoto/N 2nd Ave./US 101 off ramp and I-5 off ramp to N 2nd Ave. Improves safety and reduces delay on this facility. Average delay will be more than 50 seconds per vehicle in 2030.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping								N

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Thurston	Olympic	300596D	I-5/Deschutes Way to Plum St - Mobility	Build transit southbound off ramp and bridge to Eastside Street. Consider/study extending this proposed facility as a high-level ribbon ramp structure to US 101 off ramp for transit and/or High Occupancy Vehicle use (Exit 105 City Center/Plum connecting to Eastside Street and possibly into off ramp into US 101). The I-5/US 101 Interchange on/off ramp weaving causes PM peak traffic queuing. The most significant queue/shock wave is from the I-5 Southbound off ramp to US 101 (includes effects of on ramp weaving from 14th Ave. and Henderson Blvd.). The next major weaving deficiency is the on ramp from Plum Street to Northbound I-5 that generates queues/shock waves between the Plum Street on ramp and Pacific Avenue off ramp. Southbound more than 70% of posted speed threshold in 2003 and in both directions by 2030.	High	Improves safety and reduces congestion by separating transit and general traffic on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585E	I-5/Pacific Ave Interchange - northbound Off Ramp Double Left Turn	Creates an I-5 Northbound off ramp double left turn movement to westbound Pacific Avenue at the ramp terminal and consider modifying the existing eastbound Pacific Avenue roadway section to create a double left turn movement toward the I-5 northbound on ramp terminal. Signalized Pacific Avenue Interchange northbound ramp terminal left turn delay approaching 50 seconds per vehicle in 2003.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585D	I-5/Pacific Ave Interchange to Martin Way Interchange - Collector Distributor Lanes or Extend Auxiliary Lanes	This project will install one lane collector-distributor lanes or auxiliary lanes in both northbound and southbound directions. Consider making proposed C-D lanes 2-lanes where existing or acquired right-of-way will accommodate the extra widening without high bridge widening costs or class 1 trail relocation costs. Consider alternative auxiliary lane proposal to reduce the estimated costs and to eliminate probable design deviations. An extension of the existing auxiliary lane between Sleater Kinney Road and College Street northbound could also be considered. A combination of high volumes and ramp weaves cause frequent back-ups in the PM peak. Analysis of existing travel patterns and traffic volumes along Interstate 5 between Pacific Avenue and Martin Way indicate that the level of service (LOS) is deteriorating. The mainline segment along Interstate 5 is approaching or at 70% of the posted speed threshold during peak commuter hours in 2003.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585F	I-5/Sleater Kinney Interchange - Southbound Acceleration Lane on Sleater Kinney	Southbound acceleration taper and/or auxiliary lane on Sleater Kinney to allow free right turn movements at the ramp terminal (Eastbound right turn movement). Widening for the acceleration taper and/or lane also means widening the existing bike tunnel. A wider roadway cross section will help deter bicycles from crossing Sleater Kinney at-grade and encourage usage of the bike tunnel to cross under Sleater Kinney. Unsignalized stop control movements from I-5 Northbound off ramp (EB direction) to Southbound Sleater Kinney. The stop controlled right turn movement generates long queues in the PM peak period. Delay was more than 50 seconds per vehicle in 2000	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N

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Thurston	Olympic	300585G	I-5/Martin Way Interchange - Northbound Off Ramp Deceleration Lane Extension	Build a northbound I-5 deceleration lane. Providing a 0.3 mile northbound deceleration lane into the Martin Way off ramp will improve ramp performance to better than 85% of posted speed. There are no low cost ramp terminal improvements feasible at this location that would improve performance to better than 80 seconds per vehicle of average delay due to high local arterial traffic volumes. A "Northeast Lacey Access" Study would consider various alternatives at Martin Way and at other locations that could be addressed further in an interchange justification report and/or environmental documentation. Signalized ramp terminal average delay more than 80 seconds per vehicle in 2005.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.	Yes	Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585H	I-5/Martin Way Interchange - Southbound Off Ramp Double Right Turn	Ramp terminal improvements. This project will add a southbound right turn lane to create two right turn lanes and extend the storage lane length of the existing left turn lane at the southbound off ramp terminal. Signalized ramp terminal with average delay more than 80 seconds per vehicle in 2003. Observed high traffic volumes at the southbound off ramp to Martin Way cause queuing into mainline I-5 during the PM peak period. This off-ramp directs traffic into the City of Lacey with connections to large retail stores and a major city street (College Avenue) and private college (St. Martins). Interchange ramp with signalized ramp terminal has insufficient capacity causing back-ups into mainline I-5 shoulder. Analysis of existing travel patterns and traffic volumes at this off ramp indicate that the level of service (LOS) is deteriorating. The ramp diverge influence area was approaching 85% of posted speed during peak commuter hours in 2003.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300588A	I-5/ SR 510 Interchange - Stage 2	This project would construct a single point urban interchange at the Marvin Road (SR 510) Interchange, relocate the Northbound on-ramp to Quinault, and possibly ramp meter the on-ramps. There are long traffic queues developing at the Marvin Road (SR 510) off ramps. The longest queues are at the southbound (westbound direction) off ramp to Marvin Road. These queues for vehicles desiring to turn left are beginning to extend back to the I-5 shoulder in the PM peak period.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Thurston	Olympic	300585J	I-5/Marvin Rd Interchange - Add Right Turn Lane to Southbound Off Ramp Creating Double Left Turn Lanes or Slip Ramp	This project will construct an exclusive right turn lane on the Interstate 5 southbound off ramp to Marvin Road. The exclusive right turn would help facilitate freight movements toward the industrial area north of the interchange where distribution centers are proposed and exist. More than 600 vehicles are anticipated to turn left from I-5 southbound off ramp towards SR 510 at the single left turn lane. The ramp diverge and left turn movement at the ramp terminal is anticipated to be approaching 85% of the posted speed threshold during peak commuter hours in 2006. Other proposed developments in the vicinity may cause traffic volumes to be higher than anticipated. A climbing lane might also be constructed due to the steep southbound grade.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N

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Thurston	Olympic	300585N	I-5 - SR 510 Interchange to Nisqually Interchange - Truck Climbing Lane or Southbound Slip Ramp	Southbound climbing lane from the Nisqually on ramp to I-5 past crest of 3% vertical curve near the Marvin Road (SR 510) Interchange. This auxiliary lane would also function as an acceleration lane and deceleration lane from the Nisqually on ramp to the Marvin Road off ramp and help reduce weaving conflicts. Constructing an auxiliary lane between the Nisqually southbound on ramp and the Marvin Road (SR 510) off ramp would provide this climbing lane, a deceleration lane into the off ramp, and an acceleration lane for the on ramp reducing weaving conflicts.	High	Improves safety, increases capacity, and reduces congestion on state's major freight corridor. Builds truck climbing lane and reduces weaving conflicts on I-5.		Yes - I-5 congestion Olympia to Everett identified in WTP Freight Report and industry interviews statewide as high priority.	T-1	13,000	Preliminary Scoping							N
Benton, Walla Walla	South Central		US 395/Finley to US 12 - Extend By-Pass Route	New alignment (approximately 13 miles) of existing roadway. Kennewick bypass provides a new route so that trucks do not need to come through congested city. Increases freight mobility, access to Finley and Burbank/Wallula industrial areas, and reduces congestion. Corridor goes from I-82 Exit 114 (Locust Grove Rd) across the Columbia River to US 12/Dodd Rd vicinity (mp 301.61) utilizing new I-82/SR 397 intertie.	Medium	Improves safety and decreases delay on freight route. Increases access to Finley and Burbank/Wallula industrial areas. It is estimated that this will be a T-1 route and carry an average annual daily truck traffic of 3,200. Currently, I-82 carries 3,800 trucks per day at mp 114.41; and US 12 carries 2,000 at mp 301.61.		Trucking industry confirmed project would benefit freight, but not current high priority.	Unknown, New Corridor	Unknown, New Corridor	Initial scoping estimate							N
Kittitas	South Central	508207Q	I-82/Thrall Road to Manastash Ridge - Construct Truck Climbing Lane - E/B	Construct eastbound truck climbing lane. There is a 5% grade over 4 miles on I-82 that reduces freight mobility and creates safety concerns. This segment has a lot of fog, which reduces visibility, and cars will try to pass slow moving trucks.	Medium	Improves safety and reduces congestion on major freight route by adding a truck climbing lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	Initial scoping estimate	WSDOT - Project - I-82 - Thrall Road to Manastash						N
Kittitas	South Central		I-90 Snoqualmie Pass East – Keechelus Dam to Easton	Widen the interstate from 4 lanes to six lanes for capacity improvements from the funded Keechelus Dam project to Exit 71. This project will serve to maintain the effectiveness of the facility and to enhance safe operations. There are several highway improvements designed to better accommodate the movement of freight vehicles throughout this 10-mile corridor of I-90 Snoqualmie Pass. Includes widening to six lanes, replacement of deteriorated pavement, 13,200 feet of new westbound chain up/off area, improved ITS communications to relay real-time roadway and traffic conditions, rock fall hazard improvements to increase safety, fencing to prevent wildlife/ vehicle collisions, and improved alignment to reduce sharp curves.	High	Improves safety, increases capacity, and reduces congestion on major freight route. Preserves major freight route and replaces deteriorated pavement. Provides additional chain up/ off area for trucks.		Yes - Identified need for additional chain-up areas HSP interviews.	T-1	5,800	Initial scoping							N
Kittitas	South Central		US 97/Bettas Rd Vicinity to Swauk Creek - Construct Truck Climbing Lane	Construct truck climbing lane in both northbound and southbound directions on US 97. There is a steep grade over 4+ miles in both northbound & southbound directions with crest at mp 147.	Medium	Improves safety and reduces congestion on freight route by adding a truck climbing lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-2	2,200	No scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Walla Walla	South Central	501210U	US 12/Attalia Vicinity to Nine Mile Hill (Phase 8) - Add Lanes	This section of US 12 experiences congestion and a number of collisions. This project will construct a four lane divided highway; adding capacity, improving safety and reducing congestion along this stretch of US 12. Phase 8 is unfunded and, along with Phase 7, will connect two four lane sections that were funded in the 2003 and 2005 Legislative Funding Packages. US 12 has been four-laned from Wallula and is being constructed funded from Frenchtown to Walla Walla.	Medium	Improves freight movements between Walla Walla and Tri Cities. Widens US 12 to a four-lane divided highway. Improves safety, increases capacity, and reduces congestion on freight corridor.			T-1, T-2	1,200 to 2,000	Initial scoping	http://www.wsdot.wa.gov/Projects/US12/PlanningStudy/						N
Walla Walla	South Central	501210T	US 12/Nine Mile Hill to Frenchtown Vicinity (Phase 7) - Add Lanes	This section of US 12 experiences congestion and a number of collisions. This project will construct a four lane divided highway; adding capacity, improving safety and reducing congestion along this stretch of US 12. Phase 7 is unfunded and, along with Phase 8, will connect two four lane sections that were funded in the 2003 and 2005 Legislative Funding Packages. US 12 has been four-laned from Wallula and is being constructed funded from Frenchtown to Walla Walla.	Medium	Improves freight movements between Walla Walla and Tri Cities. Widens US 12 to a four-lane divided highway. Improves safety, increases capacity, and reduces congestion on freight corridor.			T-2	1,200	Initial scoping	http://www.wsdot.wa.gov/Projects/US12/PlanningStudy/						N
Walla Walla	South Central	501205D	US 12/Attalia Vicinity to US 730 - Add Lanes	WSDOT has recently completed a preliminary analysis of the engineering and environmental needs for a four lane highway from Wallula to the Frenchtown vicinity and has identified a preferred corridor for further development. The preferred corridor separates from the existing US 12 alignment near the Boise Cascade Paper Mill, traveling easterly to meet the Nickel/TPA funded Frenchtown Vicinity to Walla Walla project, eight miles west of Walla Walla. The design funds remaining on the Attalia Vicinity to US 730 project will explore options for the US12/US730 connection. This project is no longer needed since new proposed alignment will bypass this section of highway . 4-laning of this section of US 12 will not be done. However , remaining funds will look at possible improvements to the US 12/SR 730 connection.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from Dodd Road to the Boise Cascade truck center. It will widen US 12 and divide highway to improve safety, and improve intersections.			T-1, T-2	2,000	PE Only Active	http://www.wsdot.wa.gov/Projects/US12/SR124Wallula/Attalia_Vic/	$ 0.80				$ 0.80	N
Walla Walla	South Central	501202Z	US 12/Wallula to Walla Walla - Corridor Study	The two-lane section of US 12 from the Wallula Junction to Walla Walla has experienced a number of serious collisions, as well as congested conditions due in part to a high percentage of truck traffic. This project studies alignment alternatives for US 12 from Wallula to Frenchtown Vicinity, and prepares environmental documentation to determine the best alignment to address the congestion and safety issues. Environmental documentation will determine Endangered Species Act compliance, as well as the environmental impacts that will need to be mitigated. Design decisions will be documented and approved for the section from Nine Mile Hill to Frenchtown Vicinity.	Medium	Improves safety, increases capacity, and reduces congestion on freight corridor. Part of plan to widen US 12 from the Snake River Bridge (SR 124) to the City of Walla Walla. It will widen US 12 and divide highway to improve safety, and improve intersections.			T-1, T-2, T-3	890 to 2,000	Under Construction	WSDOT - Project - US 12 - Widening From SR 124 to Walla Walla	$ 2.64			$ 2.83	$ 5.46	N
Yakima	South Central	508207I	I-82/Selah Creek & F. G. Redmond Bridge to S Umtanum Ridge WB - Construct Truck Climbing Lane	Construct westbound truck climbing lane on I-82. Steep grade causes delay and creates safety concerns. This segment also has significant fog, which reduces visibility, and cars often try to pass slow moving trucks.	Medium	Improves safety and reduces congestion on freight route by adding a truck climbing lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	No scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
Yakima	South Central		I-82/SR 823 to US 97 - Add Lanes	Widen I-82 to 6 lanes in order to reduce congestion and improve safety. This section is a heavy freight corridor and is experiencing increasing congestion.	Medium	Improves safety and reduces congestion on major freight route by adding an additional general purpose lane.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	Initial scoping estimate							N
Yakima	South Central	508201S	I-82/South Union Gap Interchange - Improvements	Reconstruct interchange the I-82 South Union Gap interchange (Exit 38) to provide full access to south Union Gap and industrial areas. Exit 38 currently only has westbound off and eastbound on ramps to south Union Gap, but no westbound on or westbound off ramps.	Medium	Improves safety, reduces congestion, and provides an alternative to the Valley Mall Blvd. Interchange by allowing for full access to/ from I-82 in an increasingly industrial and commercial area within the Yakima metropolitan area.		Trucking industry confirmed project would benefit freight, but not current high priority.	T-1	3,700	Initial scoping estimate	http://www.wsdot.wa.gov/Projects/I82/SoUnionGap_IC/				$ 1.70		N
Clark	Southwest		I-5 Columbia River Crossing	Columbia River Crossing is a bridge, transit and highway improvement project of the Oregon and Washington transportation departments. The project is designed to reduce congestion and improve safety problems on a five-mile segment of Interstate 5. The project area stretches from State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River. These improvements will address safety and congestion issues on this vital freight and commuter corridor. Final project description and cost will not be accurately known until the EIS is complete and preliminary design started. Funding is available for Washington State's contribution to a partnership with the State of Oregon for EIS and preliminary design.	High	Preserves and maintains capacity on a major freight corridor. Improvements identified may decrease congestion and improve safety on major freight corridor. Improvements to interchanges on I-5 at SR 14, SR 501, and SR 500 are identified priorities for Port of Vancouver access.	Yes	Yes. WTP Freight recommendation and HSP high priority recommendation. Top priority identified in regional interviews and for Port of Vancouver.	T-1	7,600	Construction Unfunded	http://www.columbiarivercrossing.org/		$ 50.00	$ 0.07	$ 34.96	$ 85.03	N
Clark	Southwest		I-5/I-205 - NE 134th St Interchange, Stage II	Partnership with Clark County to widen NE 134th St structure over I-205 and to construct ramps to I-205 Southbound. Alleviation of congestion and delays. Demand in this area exceeds capacity of the existing interchange. Local government has frozen development in the area until traffic demand can be met.	High	Increases safety and reduces congestion on state's major freight route in Vancouver, Washington.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	13,000 (I-5) 7,100 (I-205)	Preliminary Scoping							N
Clark	Southwest		I-5/NE 139th St to NE 219th St - Add Auxiliary Lanes	Add auxiliary lane SB from 139th St. to 179th St. and add auxiliary lane in both directions from 179th St. to 219th St. Reduce collisions and delays due to existing limited weave distance. Under expected growth assumption, the projected driving speed on this section in 2026 will be as low as 27% of posted speed. Widening is necessary for this section to benefit from other interchange and arterial improvements along I-5.	High	Increases safety and reduces congestion on the state's major freight route in Vancouver, Washington.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	13,000	Preliminary Scoping							N
Clark	Southwest		I-5/NE 179th St - Rebuild Interchange	Rebuild 179th St. interchange (likely a diverging diamond interchange). Adequate capacity and reduction of projected delays at this interchange. Significant growth projections anticipate traffic increases to overload the current interchange.	High	Increases safety and reduces congestion on the state's major freight route in Vancouver, WA.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	13,000	Preliminary Scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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Clark / Cowlitz	Southwest		I-5 Corridor - Install ITS	From MP 8.8 to 10.5, Infill ITS technology (fiber/conduit, data stations, and closed circuit television), with data stations approximately every half mile. From MP 20.5 to 21 (I-5 Woodland Interchange): wireless communications, traffic cameras, and data stations. From MP 76.8 to 81.2, I-5 Infill ITS technology (fiber/conduit, data stations, and closed circuit television), with data stations approximately every half mile . The proposed ITS facilities will reduce trip time (8% to 48% delay reduction), air pollution (5% to 13% carbon monoxide emission reduction), and energy consumption (6% to 12% fuel consumption reduction); increase travel reliability; enhance the ability to communicate during emergencies (40% incident response time reduction); and improve safety (10% fatal accident reduction in urban areas).	High	Increases safety and reliability, and reduces congestion on state's major freight route. Provides better traveler information for trucks to plan trip and prepare if closures or accidents on I-5.		Yes - I-5 congestion through Vancouver, WA identified in regional industry interviews.	T-1	10,000 to 13,000	Preliminary Scoping							N
Clark	Southwest	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	The 0.7 mile section of I-5 in the vicinity of the SR 501 interchange needs relief from congestion. Funding represents a state contribution to a partnership project that will construct a new bridge across I-5, reconstruct the I-5 on and off ramps, widen SR 501 between 56th Place and 65th Avenue, and improve SR 501 intersections at 56th Place and 65th Avenue. At completion, the project will reduce congestion to improve traffic flow.	Medium	Improves safety and access on a freight route that connects Ridgefield to a major freight corridor (I-5). Project improves SR 501 and interchange to I-5.			T-3 (SR 501) T-1 (I-5)	13,000 (SR 5) 590 (SR 501)	Future Construction Start - Not fully funded	http://www.wsdot.wa.gov/Projects/I5/SR501Interchange/		$ 10.00	$ 3.00		$ 13.00	N
Clark	Southwest		SR 14/I-5 to 164th Ave - Install ITS (Variable Message Sign and Ramp Metering)	Install variable message signs on SR 14 between I-5 and 164th. Ramp metering at interchanges between I-5 and 164th Ave. Depending on the location, benefits for ITS facilities vary. It is widely acknowledged that ITS has positive impacts on mobility, safety, and environment. For example, nationwide studies indicate ramp metering can increase speeds from 16% to 62%, and decrease collisions from 15% to 50%. This is a congested corridor with high collision history.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest		SR 14/I-5 to I-205 - Add Lanes and Rebuild Structures	Widen SR 14 to six lanes and rebuild interchanges. This project is a response to the congestion in the future, especially after completion of the Columbia River Crossing project. It is estimated the project can bring $142 million mobility benefits and $39 million safety benefits in 20 years. The benefit-cost ratio is 1.32. Upon completion, the ratio of peak hour speed to posted speed in 2025 will increases from 32% ~ 64% to over 89%. It is estimated in 2030 that, without improvements, peak hour speeds on most segments of this corridor will be lower than 60% of posted speed.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest		SR 14/I-5 to Washougal East City Limit - Install ITS (CCTV, Data Station, and Fiber Optic Cable)	Closed circuit television at intersections, interchanges and blind spots Data stations every ½ mile and at intersections and interchanges Fiber optic cable from I-205 to Washougal. Depending on the location, benefits for ITS facilities vary. It is widely acknowledged that ITS has positive impacts on mobility, safety, and environment. This is a congested corridor with high collision history.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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Clark	Southwest		SR 14/SE Ellsworth Ave Install Signal	Add signal at SR 14 eastbound ramp and at SE Ellsworth Rd. This project will improve the intersection level of service and reduce congestion and delay. The level of service for this intersection in 2006 is E, and the left turn movement on the west leg has level of service at F.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest		I-205/SR 14 - Rebuild Interchange	Rebuild I-205 / SR 14 interchange. Alleviate delay and accidents associated with the tight weave of closely spaced on/off ramps. Weaving problems due to closely spaced on/off ramps. This project is within an identified bottleneck.	High	Increases safety and reduces congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	3,300 (SR 14) 7,100 (I-205)	Future							N
Clark	Southwest		SR 14/I-205 to SE 164th Ave - Add Auxiliary Lanes	Re-stripe and extend ramps between I-205 and 164th Ave., including lengthening and widening westbound on ramp from 164th. Based on the WSDOT Mobility Project Prioritization Process software estimates, this project will bring $87 million mobility benefits and $15 million safety benefits in 20 years, with a benefit-cost ratio of 5.76. The ratio of peak hour speed to posted speed in 2025 will increases from 58%, under no-build scenario, to at least 83% under build scenario. Reduces congestion and delay without increasing capacity. There is significant delay during peak hours on this highway segment and it is an identified bottleneck/chokepoint.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	5,200	Preliminary Scoping							N
Clark	Southwest		SR 14/SE Union St - Complete Interchange	Complete the interchange to full build-out at SR 14/SE Union St. Anticipated collision reduction is 30%. This project is a component of increasing capacity while decreasing delay and accidents through greater control and fewer access points. Funded widening and interchange project (#401409W, Camas Washougal Widening and Interchange) will build an interchange with only one mainline through lane in each direction, full build-out of this interchange is needed to match the planned corridor widening to 4 lanes and to access benefits of other improvements along this corridor. This project is within an identified bottleneck.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	1,900 (SR 14)	Preliminary Scoping							N
Clark	Southwest		SR 14/SE Union St to 32nd St - Add Lanes and Construct Interchanges	Widen roadway, construct interchanges, and limit access on SR 14. Anticipated collision reduction is 30%. Upon completion of the project, the whole section from MP 0.00 to 17.06 on SR 14 will become a highway with controlled access. It is anticipated that delay will be reduced by 80%. Overall, this project will bring $100 million mobility benefits and $22 million safety benefits in 20 years. The benefit-cost ratio is 1.93. Projected growth will exacerbate existing intersection related delays, overall congestion and resulting accident levels.	High	Increases safety and reduces congestion on major freight route. Congestion on this segment identified problem by shippers and carriers. Provides additional capacity to accommodate growth on major freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	1,900	Preliminary Scoping							N
Clark	Southwest		I-205/SR 14 to SE Mill Plain Rd - Construct Ramps	Build braided on and off ramps from SR 14 Interchange to Mill Plain Interchange. Reduction in delays and conflicts due to weaving. Weaving problems due to closely spaced on/off ramps between SR 14 and Mill Plain. Large volume of traffic entering and exiting at Mill Plain interchange. This project is within an identified bottleneck.	High	Increases safety and reduces congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-1	3,300 (SR 14) 7,100 (I-205)	Future							N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

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Clark	Southwest		SR 500/SR 503 and NE Fourth Plain Blvd - Construct Turn Lanes	Construct northbound to eastbound dual right turns at Fourth Plain Rd. Intersection of two high volume regional arterials; long queuing; high accidents. This intersection is an identified bottleneck/chokepoint.	High	Increases safety and reduces congestion on major freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,500	Preliminary Scoping							N
Clark	Southwest		SR 503/NE Fourth Plain Blvd to NE 244th St - Install ITS	Install closed circuit television at intersections, interchanges, and blind spots from SR 500 to SR 502. Install data stations every ½ mile and at intersections and interchanges SR 500 to SR 502, and fiber cable from 99th to 244th Streets and interconnect. Depending on each corridor/location, benefits for ITS facilities vary. Overall it is widely acknowledged that ITS has positive impacts on mobility, safety, and environment.	High	Improves safety and reliability, and reduces congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/Padden Parkway and SR 500 - Construct Interchange	Build an interchange at Padden Parkway. SR 503 is a major north-south route and Padden Pkwy is a major east-west route with high volumes at an at-grade intersection. This intersection is an identified bottleneck/chokepoint.	High	Improves safety and increases capacity on freight route and connector to freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/Padden Parkway - Install Directional Signs	Directional signs (overhead signs) to route traffic to I-205 via the Padden Parkway. Alleviation of congestion along SR 503 SB and SR 500 WB to SB I-205. Heavily congested movement exists from SR 503 SB to I-205 via SR 500.	High	Improves safety and reliability, and reduces congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/Padden Parkway to SR 502 - Add Lanes	Widen SR 503 to six lanes from Padden Parkway to SR 502. The project will reduce delay by 47% (Benefit Collision Delay Program). Projected growth expected to add to existing congestion, increasing frequency and length of delays.	High	Improves safety, reduces congestion, and provides additional capacity on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/107th St - Install Variable Message Sign	Install southbound variable message sign at 107th St to direct traffic to the Padden Parkway when SR 500 is congested. The variable message sign will help to reduce congestion and delay on SR 500 during peak hours. SR 500 provides connection to I-5, I-205, and SR 500; it is one of the major commuter and freight corridors in the region.	High	Improves safety and reliability by providing real-time traffic information so that truckers can choose least congested freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Clark	Southwest		SR 503/SR 502 - Construct Turn Lanes	Add right turn channelization on east leg, west leg, and north leg of SR 503. Expected benefits include a delay reduction of 50% (comparison year: 2026) and collision reduction of 10% to 40%. This is the intersection of two high volume regional arterials	High	Improves safety and reduces congestion on freight route.		Yes - Identified by regional industries in HSP interviews.	T-2	1,900	Preliminary Scoping							N
Cowlitz	Southwest	400507W	I-5/Woodland Industrial Area - Analysis of Freight Movement	The section of I-5 between the Dike Access Road and SR 503 interchanges experiences high volumes of freight traffic. A study of freight movements at these two interchanges will provide concepts to improve the interchanges in order to improve freight movement in this area.	High	Implement high priority strategies identified in analysis to improve safety, increase capacity, and reduce congestion on a major freight corridor (I-5) and improve connection between two freight corridors.		Yes - Identified by regional industries in HSP interviews.	T-1 (I-5) T-2 (SR 503) T-3 (Dike Road)	10,000 (SR 5) 1,600 (SR 503)	Preliminary Scoping			$ 0.25			$ 0.25	N

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Lewis	Southwest		I-5/13th St to Chamber Way - Add Lanes and Rebuild Structures	Widen I-5 to six general purpose lanes, with additional auxiliary lane between interchanges, and rebuild bridges and interchanges as necessary to accommodate Increases traffic volume. This widening project will increase interstate capacity, improve safety, and encourage regional economic development. Current conditions are at capacity with existing demand. Significant growth is projected and expected to compound existing conditions.	High	Increases safety and reliability, and reduces delay on the state's major freight route. Increases capacity to meet demand on I-5. Completes widening of I-5 from 2 lanes in each direction to 3 lanes in each direction from Centralia to Chehalis.		Yes - Identified in WTP Freight Report, HSP industry interviews, and other shipper / carrier interviews.	T-1	11,000	Preliminary Scoping							N
Lewis	Southwest		I-5/Chamber Way to Mellen Street - Add Lanes and Rebuild Structures	Widen I-5 to six general purpose lanes, with additional auxiliary lane between interchanges, and rebuild bridges and interchanges as necessary to accommodate increased traffic volumes. Lessens potential flooding damage and delays by raising the roadway or building a levee. The widening project will increase interstate capacity, improve safety, encourage regional economic development and reduce delay due to congestion, growth projections and flooding. Significant volume increase is expected after completion of the Chamber Way Interchange improvement and the widening project from Mellen St. to Grand Mound. Without future improvements, by year 2026, the projected driving speed on this interstate section will be 55% of posted speed. Flooding along this section causes delays and other society costs.	High	Increases safety and reliability, and reduces delay on the state's major freight route. Increases capacity to meet demand on I-5. Completes widening of I-5 from 2 lanes in each direction to 3 lanes in each direction from Centralia to Chehalis.		Yes - Identified in WTP Freight Report, HSP industry interviews, and other shipper / carrier interviews.	T-1	11,000	Preliminary Scoping							N
King	Urban Corridors/ Northwest	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes	Construct HOV lanes and a southbound truck climbing lane in the Tukwila vicinity on I-5. Construction will be in 6 stages. Stage 1 will construct a truck climbing lane and a southbound HOV lane from Tukwila to S. 188th. Stage 2-2N will construct a southbound HOV lane from S. 188th to S. 209th. Stage 2-2S will construct a southbound HOV lane from S. 209th to SR 516. Stage 3 will construct a southbound HOV lane from SR 516 to S. 320th. Stage 4 will construct a southbound HOV lane from S. 320th to the Pierce County Line, and a northbound HOV lane from the Pierce County Line to S. 272nd. Stage 5 will construct a northbound HOV lane from S. 272nd to S. 200th. Stage 6 will construct a northbound HOV lane from S. 188th to Tukwila. The completed project will improve traffic flow and transit service reliability. ** Stages 5 and 6 are unfunded. I-5, Pierce County Line to Tukwila Stage 2N - Southbound. Will replace the interim southbound HOV lane from South 188th Street to South 211th Street and builds a truck climbing lane in the same location. Construction for this project has not been funded.*	High	Reduces delay, improves safety, and increases capacity on major freight corridor. Adding HOV lanes and truck climbing lanes improves performance of this highly congested section of state's major freight route. The project also adds traffic cameras, installs hardware needed to create traffic congestion maps and improves the existing pavement.		Yes - I-5 congestion from Olympia to Everett most frequently identified high priority problem by industry. WTP Freight Recommendation.	T-1	14,000	Preliminary Scoping	http://www.wsdot.wa.gov/Projects/I5/hovPiercetoTukwila/i5HOV_Pierce_S320th/	$ 50.84		$ 22.60	$ 66.42	$ 139.85	N

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2009-2028 Highway System Plan Projects and Strategies with Freight Benefit For Further Consideration

County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	800502K / 100502K	I-5/SR 161/SR 18 - Triangle Interchange Improvements	The project will modify the I-5/SR 18 interchange to eliminate weaving vehicle movements. It will improve existing and future traffic circulation, and reduce the number and severity of accidents in the vicinity of I-5, SR 161 and SR 18. The existing loop ramps are substandard and two of the loop ramps are high-accident locations. These improvements will improve traffic flow and safety at this increasingly congested interchange. Phase I is fully funded and will build flyover ramps from westbound SR 18 to southbound I-5 and from eastbound SR 18 to southbound I-5, and construct a new exit from I-5 to SR 161 at S.359th street. This will replace existing cloverleaf and related merge/ weave issues on I-5. Additional phases are not fully funded. These phases would build an eastbound SR 18 flyover ramp to northbound I-5, replacing the current cloverleaf and merge/ weave issues on I-5. Additional improvements would be made to the interchange to lengthen merges and improve freeway efficiency.	High	Improves safety and reduces congestion on major freight corridors, and improves interchange connecting three primary freight corridors. Improves interchanges where Interstate 5, SR 161 and SR 18 connect in Federal Way. Reduces merge and weave, and provides freight access.	Yes	Yes - WTP Freight recommendation and identified problem in regional interviews. Improves congestion in central Puget sound, high priority problem, on primary freight corridors.	T-1 (SR 161, SR 18, and I-5)	14,000 (SR 5) 9,300 (SR 18) 2,800 (SR 161)	Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/sr18sr161ic/	$ 3.00	$ 100.00		$ 8.20	$ 112.00	N
King	Urban Corridors	800506C	I-5/S 272nd St - Interchange Improvements	Build exclusive ramps for transit and HOV, and other major interchange improvements including widening S 272nd, will connect the HOV lanes on I-5 to S 272nd. During peak hour, transit buses have to cross 4 lanes of heavily congested I-5 traffic and deal with heavy congestion on S 272nd street to get between the HOV lanes and two park and ride lots. Funding will keep design and right of way acquisition proceeding until additional funds are available. The project design will determine construction phasing options. The work will ultimately include replacing the I-5 bridges, realigning ramps and other related work on local streets.	High	Improves safety and reduces congestion on major freight corridors. Improves access between two freight corridors (I-5 and S 272nd). Reduces merge and weave issues on I-5 near Kent.		Yes - I-5 congestion from Everett to Olympia identified WTP freight recommendation and high priority problem in industry interviews.	T-1 (I-5) T-2 (S 272nd)	14,000 (I-5)	Construction Unfunded	http://www.wsdot.wa.gov/Projects/I5/272ndInterchange/		$ 10.00		$ 1.60	$ 11.60	N
King	Urban Corridors	800515B / 800515C	I-5/S Boeing Access Rd to Northgate - Concrete Pavement Rehab and Early Design	The concrete is now 40 years old, has exceeded its lifespan and needs to be replaced. This is the first phase of a multi-phase plan to replace 16 miles of concrete on Interstate 5 from Tukwila through downtown Seattle to Northgate. The existing concrete will be removed and replaced with thicker concrete pavement reinforced with steel bars at the joints. The thicker concrete and steel bars at the joints will extend the life of I-5 at least another 40 years, and provide a smoother ride. The first phase, PIN 800515C, completes the environmental review that will allow WSDOT to prioritize pavement rehabilitation, lane continuity, and operational improvement projects on I-5 between Tukwila and Northgate.	High	Improves safety and preserves state's major freight corridor by repaving I-5 from Tukwila to north of Seattle. Operational and lane continuity improvements improves safety, decreases congestion, and increases reliability on this congested segment of I-5.		Yes - Identified in CPS Manufacturing Study and in regional interviews.	T-1	11,000 to 14,000	Underway and Future Construction Start	http://www.wsdot.wa.gov/Projects/I5/Rehab/	$ 124.60				$ 124.60	N

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King	Urban Corridors		I-90 - Eastgate to Sunset Interchange - Extend the Westbound HOV Lane to Sunset interchange	Extend the westbound HOV Lane to Sunset interchange on I-90. This will improve mainline operations on I-90 and improve traffic flows and transit access to Sunset Way. I-90 between Eastgate and the Sunset Interchange in Issaquah experiences peak congestion westbound in the morning and eastbound in the evening.	High	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N
King	Urban Corridors	109061S	I-90/ Issaquah to North Bend - Implement Strategies from Route Development Study	Implement high priority strategies identified in the I-90 Issaquah to North Bend Route Development Study. The study is underway and will investigate new access points to I-90 in this is a fast growing area. Improving existing interchanges will also be considered.	High	Implements recommendation to improve safety, increase capacity, reduce congestion, improve interchange access on major freight corridor. This is primary east-west freight route and connects Eastern Washington with Central Puget Sound ports and markets.	Yes	Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	5,800 to 10,000	Study Underway	http://www.wsdot.wa.gov/planning/RDP/I90/EastgateTo465th/default.htm		$ 2.00			$ 2.00	N
King	Urban Corridors		I-90 - I-90/I-I-405 Interchange Area - Construct a Freeway-to-Freeway Core Lane HOV Connection in NE Quadrant	Construct a freeway-to-freeway Core lane HOV connection at SR90/SR405 interchange (NE quadrant). This will address congestion and operational deficiencies through the I-90/405 Interchange and will improve freeway mainline operations for GP/HOV/transit users. I-90 / I-405 interchange experiences considerable congestion and delay during am/pm peak periods. Transit/HOV experiences considerable delay and inefficiencies through I-90/I-405 Interchange.	High	Improves safety and provides congestion relief on a major freight corridor. Adding HOV lanes and direct access ramps will remove some traffic from general purpose lanes and reduce congestion. I-90 is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets. Improves connection between two major freight routes (I 405 and I 90) that provide alternate route to I-5 in congested Central Puget Sound urban area.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington.	T-1	8,000 (I 90) 7,700 (I 405)	Preliminary Scoping							N

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King	Urban Corridors		I-90 - I-90 Eastgate to Issaquah - Extend HOV Lanes and Add Auxiliary Lanes	Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street. This will address congestion and operational deficiencies on this section of I-90. This will improve trip reliability for HOV and transit users and will improve I-90 mainline operations. Congested I-90 corridor segment with extensive delay/operational impacts experienced by HOV/transit users during peak periods.	High	Improves safety and provides congestion relief on a major freight corridor. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N
King	Urban Corridors		I-90 - West Lake Sammamish Parkway Interchange Improvements	Construct interchange improvements on I-90 at West Lake Sammamish Parkway. This solution will improve I-90 mainline operations by eliminating back-ups onto the I-90 mainline and will improve traffic flow through this interchange and onto West Lake Sammamish Parkway.	High	Improves safety and provides congestion relief on a major freight corridor. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N
King	Urban Corridors		I-90 - SR 900 to Front Street - Eastbound Auxiliary Lane and Two-Lane Eastbound Off-Ramp	Construct an eastbound auxiliary lane from SR 900 to Front Street with a two lane eastbound off-ramp to Front Street. This auxiliary lane will improve I-90 mainline operations and will improve safety at the I-90/Front Street Interchange. Vehicle back ups onto freeway because of immediate stoplight on Front Street at end of eastbound off ramp.	High	Improves safety and provides congestion relief on a major freight corridor. This is primary east- west freight route and connects Eastern Washington with Central Puget Sound ports and markets.		Yes - Identified by regional industries in HSP interviews. Central Puget Sound congestion identified WTP Freight Recommendation and high priority in WTP and HSP interviews. I-90 congestion Bellevue to Seattle also concern for Port of Seattle inbound freight flows from Eastern Washington	T-1	8,000	Preliminary Scoping							N

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County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors	Multiple	SR 99/Alaskan Way Viaduct and Seawall - Replacement	The Alaskan Way Viaduct and Seawall Replacement Program is composed of the Moving Forward projects, located in the north and south ends of the viaduct, and the central waterfront project. The Moving Forward projects will repair or replace about half of the seismically vulnerable viaduct. They are necessary to improve public safety and keep traffic moving no matter what replaces the viaduct's central waterfront section. The central waterfront project will be decided through a collaborative process managed by the State of Washington, King County, and the City of Seattle. Until a decision is reached on the central waterfront project, it is unknown if project is fully funded. The Alaskan Way Viaduct plays a major role in sustaining our economy and maintaining our citizens' ability to travel to and throughout Seattle. However, the viaduct, along with the seawall, is at risk of failure from earthquakes (with unacceptable risk to lives as well as property) and irreversible loss of use from age and deterioration. The structure must be replaced. Funding amounts are shown for the entire project, including the r	High	Improves safety and preserves freight corridor (SR 99) that is primary alternate to I-5 through downtown Seattle, and serves the Port of Seattle, manufacturing and industrial center, and access to major urban area.	Yes	Yes - Alaskan Way Viaduct replacement WTP freight recommendation and identified priority in regional interviews.	T-1 and T-2	1,900 to 3,300	Future	http://www.wsdot.wa.gov/projects/viaduct/	$ 177.00	$2,000.00		$ 226.50	$2,403.50	Unknown
King	Urban Corridors	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	The SR 167 Corridor is highly congested during peak hours. This project will construct a southbound HOT lane from where it ends currently at 37th St NW to the vicinity of 3rd Avenue SW. A drop lane will be constructed from the vicinity of 3rd Avenue SW to the 8th St E interchange. Ramp meters will be installed at the following ramps: 15th St SW SB, Ellingson Road SB, and 8th St E SB. New interim signals will be installed at the 8th St E/SR 167 SB ramps and the Ellingson Rd /SR 167 SB ramps intersections. This project will improve mobility, traffic operation, safety and reduce congestion on SR 167.	High	Improves safety, increases capacity, and reduces congestion on major freight corridor. Builds HOT lanes on 167 to increase capacity on general purpose lanes. Corridor provides access to major warehousing and distribution center, and is alternative to I-5 in Central Puget Sound. Highway segment carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.		Yes - WTP Freight recommendation and high priority in industry interviews.	T-1	11,000	Future Construction Start	http://www.wsdot.wa.gov/Projects/SR167/8to277/		$ 80.00			$ 80.00	N
King	Urban Corridors	816700U / 116700S	SR 167/Corridor Study	Implement strategies identified in the SR 167 Corridor Plan to improve safety and relieve congestion on SR 167 between Renton and Puyallup. Study identifies existing and emerging problems, and proposes specific solutions to be implemented over the next 25 years. The corridor serves a growing number of housing developments and lies along the largest freight distribution center in the region. SR 167 is also an important alternative route to I-5.	High	Provides analysis and recommendations to improve safety, increase capacity, and improve performance of major freight corridor that serves state's primary warehousing and distribution center. Corridor provides alternate freight route to I-5 and carries 11,000 trucks per day, one of the highest volumes of truck traffic in the state.	Yes - WTA identified SR167/I-405 interchange and SR-167/277th St exit as priority concerns.	Yes - WTP freight recommendation and high priority in regional and statewide industry interviews.	T-1	1,900 to 11,000	Underway	http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan	$ 9.60		$ 0.00	$ 0.50	$ 10.10	N

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County	Region	Pin	Project	Project Description	Freight Benefit Level	Anticipated Freight Benefit	Identified in 2005 and 2008 Washington Trucking Associations surveys	Identified in WTP, HSP, or in industry interviews cunducted during 2004 to 2008	FGTS Class 2007	Average Annual Daily Truck Volume (2006)	Status	Project Web Page	State 2003 Funding Package (Million $)	State 2005 Funding Package (Million $)	Other State Funds, not 2003 or 2005 funding (Million $)	Federal, Local and Non State Funds (Million $)	Total Funding Available (Million $)	Full Project Construction/ Completion Fully Funded (Y/N)
King	Urban Corridors		SR 167/SR 18 Eastbound-to-Southbound Ramp and Northbound-to-Westbound Ramp	Construct interchange from eastbound SR 167 to southbound SR 18, and from northbound SR 167 to westbound SR 18. The SR 167/SR 18 interchange is missing two ramps. In order to make the eastbound SR 267 to southbound SR 18 connection today, vehicles exit eastbound SR 18 to West Valley Highway S, go south on West Valley Highway S, turn east on 15th Street SW and then use the southbound on-ramp to SR 167. There are currently about 790 large trucks per day that make this movement. In order to make the northbound SR 167 to westbound SR 18 movement, vehicles exit 15th Street SW (Supermall Way), turn west on 15th Street SW, north on West Valley Highway S, and then right onto a tight loop ramp to westbound SR 18. It is estimated that 830 trucks per day now make this movement. A flyover ramp from northbound SR 167 to westbound SR 18 is proposed. Additional travel time benefit would accrue for passenger vehicles. Improves local intersection operations by shifting freeway-to-freeway traffic to the proposed ramp.	High	Improves safety, reduces delay, and improves access between two major freight routes. Provides direct connection between SR 18 eastbound and SR 167 southbound to replace the circuitous route along local streets. Provides direct connection between northbound SR 167 and westbound SR 18 to replace the circuitous route along local streets. Existing on ramp to westbound SR 18 from West Valley Road is difficult for trucks because of its tight radius. The new direct-connection ramp would have a larger radius for trucks. Travel time benefit for heavy trucks over a 20-year period is estimated at approximately 324,000 hours.	Yes	Yes - Identified WTP freight recommendation and in regional industry interviews.	T-1	11,000 (SR 167) 9,300 (SR 18)	Scoped	http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan						N
King	Urban Corridors		SR 167 - Southbound SR 167 at exit for 277th Street - Widen the southbound off-ramp to two lanes.	Widen the southbound off-ramp to two lanes. This will improve SR 167 mainline operation and improve safety. Southbound exit is near Smith Dairy and traffic backs up at the stop light.	High	Improves safety and reduces congestion on a major freight corridor. Widening off-ramp will prevent traffic from backing onto mainline and causing congestion on SR 167.	Yes	Yes - WTP freight recommendation and high priority in regional and statewide industry interviews.	T-1	11,000								N

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King	Urban Corridors	Multiple	I-405 Tukwila to Renton Improvement Project (I-5 to SR 169 Stage 2)	Completion of the project will allow for better connectivity between the SR 167 and I-405 Corridors. This is the second phase of improvements on I-405 between I-5 in Tukwila and SR 169. The first phase of improvements is the Renton Nickel Improvement Project (I-5 to SR 169). The Tukwila to Renton Improvement Project includes adding one lane in each direction on I-405 between SR 181 and SR 167, two lanes in each direction on I-405 between SR 167 and SR 169, and one lane northbound on SR 167 from South 180th Street to I-405. It will also reconfigures the SR 181 and SR 167 interchanges, including improving HOV connections between SR 167 and I-405. The SR 515 (Talbot Road) Interchange, is funded for construction from the 2005 Legislative Funding Package. Additional funding is required to complete the entire Tukwila to Renton Improvement Project, including the SR 167 interchange.	High	Improves safety, increases capacity, and reduces congestion on major freight route. I-405 serves as major north-south freight corridor in Central Puget Sound and is alternative to I-5. Builds additional lanes and improves access between I-405 and SR 181, 167 and 169. The northbound 167 merge onto southbound I 405 was identified as one of the top 3 merge chokepoints in Central Puget Sound by Washington Trucking Associations' members. The southbound I-5 exit to Interstate 405 interchange was identified as on of the top 3 merge chokepoints in Central Puget Sound by Washington Trucking Associations' members.	Yes	Yes- Identified in WTP Freight Report and in regional industry interviews.	T-1 (all)	7,700 (I 405) 3,100 (SR 181) 11,000 (SR 167) 4,200 (SR 169)	Scoped			$ 114.17		$ 1.41	$ 115.58	N
King	Urban Corridors	Multiple	I-405 - Renton to Bellevue	The Renton-to-Bellevue project, partially funded by the Legislature, will add two new general purpose lanes in each direction between SR 169 and Interstate 90 to help address one of the most-congested sections of freeway in the state. The addition of travel lanes and other improvements will increase safety by reducing congestion, improving sightlines and widening shoulders. Congestion-related accidents – rear-end and side-swipe crashes – make up the largest percentage of accidents on I-405. The addition of a ramp meter at 112th Avenue SE will help reduce congestion and improve safety at that location, particularly during the morning peak traffic period.	High	Improves safety, increases capacity, and reduces congestion on major freight route. I 405 serves as major north-south freight corridor in Central Puget Sound and is alternative to I-5. Builds additional lanes on I 405 and improves access between two major freight routes (I 405 and I 90).	Yes	Yes- Identified in WTP Freight Report and in regional industry interviews.	T-1	7,700 (I 405) 8,000 (I 90)	Scoped			$ 144.80	$ 5.20	$ 78.00	$ 228.00	N

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King	Urban Corridors	850901F and 850902A	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	The SR 509/I-5 Freight and Congestion Relief Project will ease congestion on I-5, improve freight mobility, increase safety, lower travel times, accommodate plans for a new south-oriented access to Sea-Tac International Airport, and increase safety on south King County roadways. Construct a southbound auxiliary lane on I-5 between SR 516 and S 272nd Street with a two lane off ramp to 272nd Street. The 2003 and 2005 Legislative Funding Packages fund continued design and right-of-way acquisition, but there is no funding for project construction. The project may be constructed in phases with funding determining phasing opportunities.	High	Improves safety, reduces congestion, and increases capacity on a major freight corridor by providing an alternative route from SeaTac, the Port of Seattle, and the MIC to the southern industrial areas of King County and the industrial areas of Pierce County. If completed, SR 509 would complete one of three major north-south freight corridors in Central Puget Sound.	Yes - WTA places a high priority on congestion relief on I-5.	Yes - Identified WTP freight recommendation and high priority in industry interviews. Improves safety, reduces congestion, and add capacity to the state's major freight corridor (I-5). Priority for Port of Seattle.	Unknown, New Corridor	Unknown, New Corridor	Design and Purchase of Right of Way	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/	$ 35.00	$ 29.50		$ 21.00	$ 86.00	N
King	Urban Corridors		SR 509 Corridor Completion Element: I-5 South Access Road, Connector to South 228th Street	This project results from the design work underway for the SR 509 Corridor Completion and Freight Improvement Project including the I-5 South Access Road Project. One element of the South Access Road Project can be constructed independently, and would improve truck access between I-5 and the Kent Valley. This project element includes a new overcrossing of I-5 at S 228th Street, just north of SR 516, and two new ramps that connect to and from the north on I-5. The City of Kent recently completed the new S228th Street corridor between Military Road and the valley. It was constructed to provide freight access from the primary industrial and warehousing area in Kent to I-5 and the planned SR 509 project. However, because SR 509 and its improvements along I-5 have not been constructed, the new S 228th Street corridor is underutilized. The current access route to this corridor is circuitous using portions of SR 516 and Military Road. The recommended over-crossing of I-5 would enhance the investment already made on S 288th St.		Provides direct connection from state's major freight route (I-5) to S 228th Street, a new five-lane arterial constructed as a freight corridor between I-5 and the Kent Valley. Increases utilization of S 228th Street and reduces traffic and congestion on SR 516. Eliminates circuitous route through the SR 516 interchange. Travel time benefit for heavy trucks over a 20-year period is estimated at 376,000 hours. SR 516 is a T-2 FGTS class roadway, carrying 1,700 trucks per day.		Yes - WTP Freight recommendation, identified in industry interviews. High priority for Port of Seattle	T-1	14,000	Scoped	http://www.wsdot.wa.gov/Projects/I5/SR509FreightCongestionRelief/						N
King	Urban Corridors		SR 518 - I-5 (Tukwila) Interchange - Add Second Eastbound Lane and Relocate I-5 northbound Ramp	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila Interchange. Relocate the I-5 northbound ramp to the right side and combine I-5 northbound, I-5 southbound and the 51st Ave. S ramps at the Tukwila Interchange.	High	Improves safety, increases capacity, and reduces congestion on a major freight corridor. Improves connection from state's major freight route (I-5) to freight route that serves airport handling highest volume of air cargo in the state.	Yes	Yes - Identified in WTP Freight Report and by Port of Seattle as priority for handling future air cargo needs.	T-1 (I-5 and SR 518)	4,900 (SR 518) 14,000 (I-5)	Preliminary Scoping								N

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King	Urban Corridors	852000T, 852002G, 8582002H, 852002I	SR 520/ I-5 to Bellevue - Bridge Replacement and HOV	The overall project will replace the SR 520 floating bridge and associated approaches. Construct new six lane bridge and approaches from Montlake Blvd. on the west side of the lake to 84th Ave. NE on the east side. Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge. It will also construct a new westbound to southbound freeway to freeway core HOV connection at the I-5 / SR 520 interchange. This will address major congestion deficiency on SR 520 and will replace two major functionally obsolete bridges. This will also improve safety and operations on this section of SR 520. The bridge is vulnerable to earthquakes and wind storms. The first phase will replace the floating bridge and approaches. Additional funding is assumed to come from tolling and other sources.	High	Improves safety and preserves freight corridor by replacing SR 520 bridge. Bridge provides east- west connection in Central Puget Sound, and there would be significant traffic impact to major freight corridors in the region if bridge failed (I-5, I-405, and I-90). New HOV interchange between SR 520 and I-5 will reduce merge and weave issues caused at this location. This improves safety and reduces congestion on major freight route (I-5).		Yes - Identified in regional industry interviews.	T-2 (SR 520) T-1 (I-5)	1,700 (SR 520) 11,000 (I-5)	Future Construction Start	http://www.wsdot.wa.gov/projects/SR520Bridge/	$ 52.25	$ 484.29	$ -	$ 313.88	$ 850.43	N

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Exhibit 12

Freight Rail Investment Bank Project List

Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

Washington State Freight Rail Investment Bank Project List

Name of Applicant	Score	Ranking	Award
WSDOT Administration			$125,000
Port of Benton County	68	1	250,000
Port of Everett	61	2	250,000
Central Terminals, LLC	50	3	250,000
Tacoma Rail (Maintenance Facility)	60	3	250,000
NW Container Service	57	5	250,000
Port of Chehalis*	57	5	250,000
Ballard Terminal Railroad	56	7	250,000
Eastern Washington Gateway Railroad	51	8	36,875
Spokane County	44	9	250,000
Tacoma Rail (Locomotive Idling)	29	10	250,000
Funds to be re-appropriated to next biennium			88,125
Total			**$2,500,000**

* *This loan is dependent on the Port of Chehalis procuring $2.5 million to build two sidings for car load transfer.*

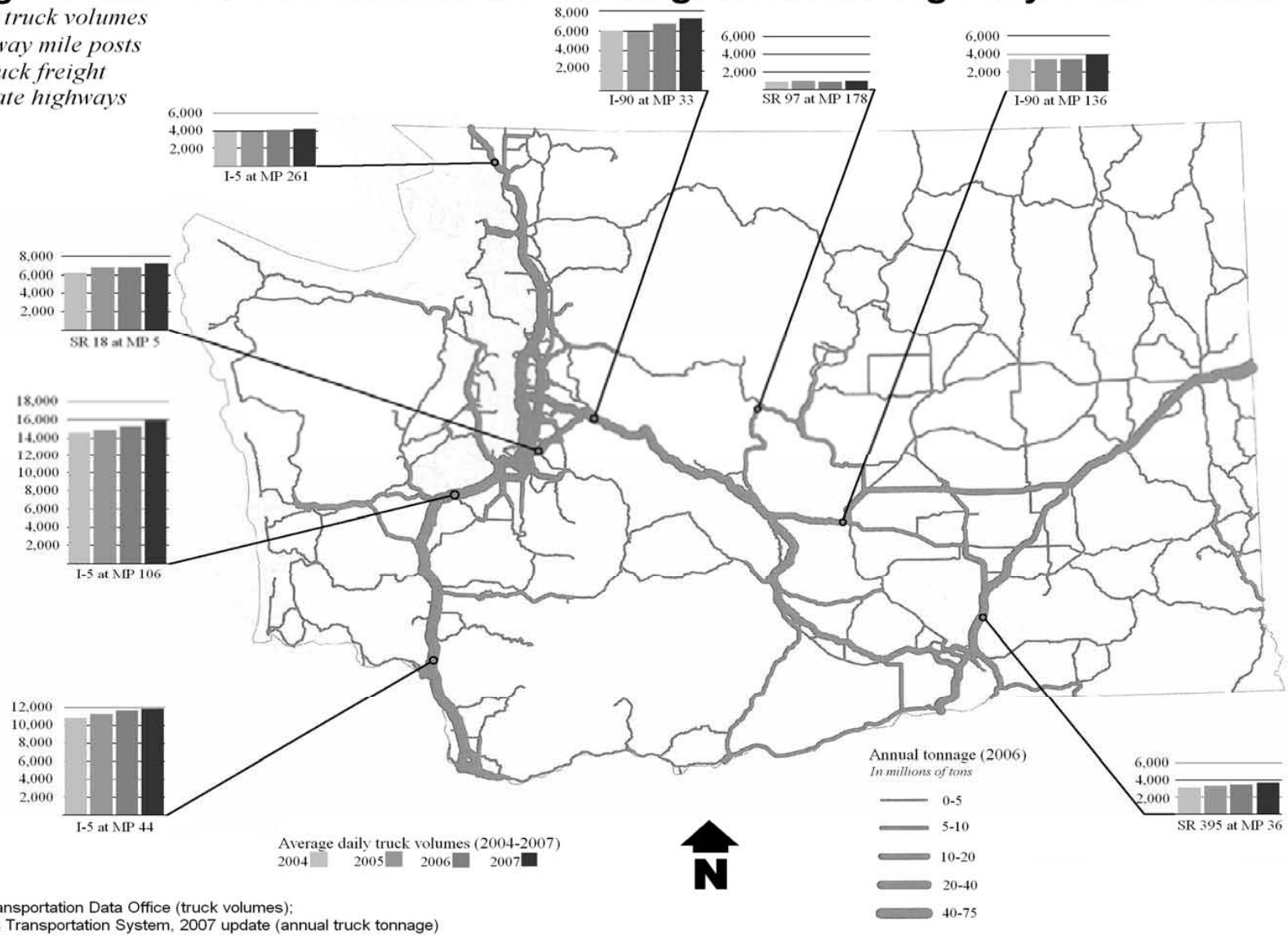
December 1, 2007

Exhibit 13

Washington State Truck Volumes and Tonnage on State Highways: 2004 – 2007

Washington State Truck Volumes and Tonnage on State Highways: 2004 - 2007

Average daily truck volumes at select highway mile posts and annual truck freight tonnage on state highways

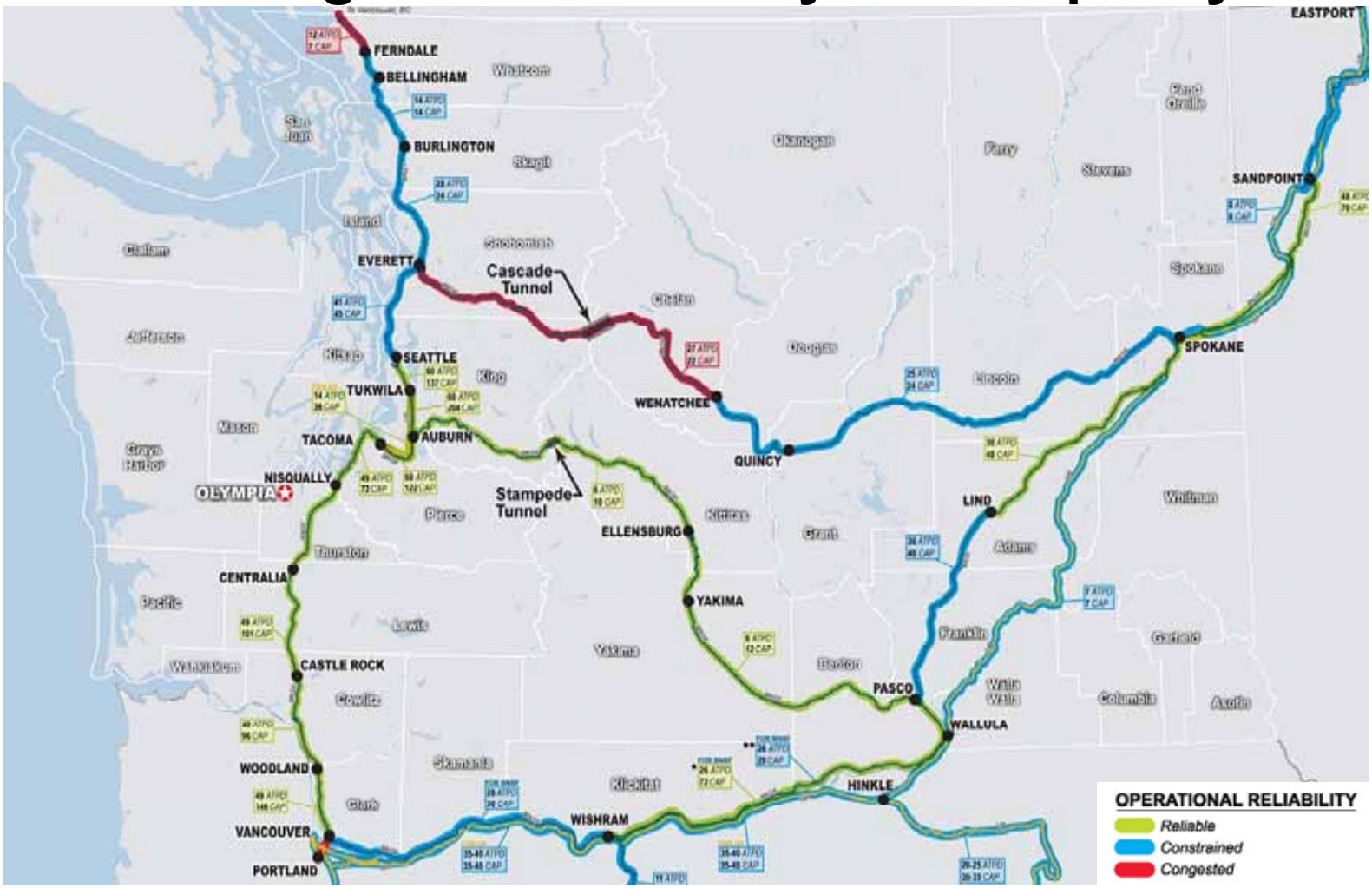


Data Sources: Transportation Data Office (truck volumes);
Freight and Goods Transportation System, 2007 update (annual truck tonnage)

Exhibit 14

Washington State Rail System Capacity

Washington State Rail System Capacity



2006 Average Mainline Train Counts and Capacities; HDR.

Exhibit 15

WSDOT 2009/2011 Truck Priorities for Central Puget Sound

TECHNICAL MEMORANDUM

Project: WSDOT 2009/2011 Truck Priorities for Central Puget Sound

Subject: Candidate Projects

Date: June 20, 2008

Author: Marni C. Heffron, P.E., P.T.O.E.
Claudia S. Hirschey, P.E.

A. Background and Approach

This memorandum presents information about candidate truck mobility projects in the Central Puget Sound region that WSDOT could include in its 2009/2011 biennial budget. These candidate projects reflect low to modest cost improvements that would have a relatively large benefit for truck mobility and accessibility.

The candidate projects were compiled from the WSDOT website, the Freight Mobility Strategic Investment Board (FMSIB) project lists, direct communication with WSDOT project managers, communications with staff at the WSDOT Freight Systems office, and contacts within the trucking community. When local agency and WSDOT staff were asked about their top freight priorities, almost all first listed major corridor projects such as SR 167, SR 509, Spokane Street Viaduct, and the SR 519 projects. These full corridor projects were deemed to be too large for this request; however, key elements of some of those corridor projects are included as candidates.

B. Candidate Projects

Seven candidate truck projects are listed below and then described in detail. The candidate projects span a wide range, including new freeway ramps, improvements to existing freeway ramps, signage enhancements, and intelligent transportation systems (ITS) for trucks. The following lists the candidate projects:

1. Ramp meter by-pass for heavy trucks
2. Improved signage for truck movements
3. Geometric improvements for trucks at freeway ramps
4. Truck advanced traveler information system
5. SR 167/SR 18 eastbound-to-southbound ramp
6. SR 167/SR 18 northbound-to-westbound ramp
7. I-5 Connector to South 228th Street

1. Ramp Meter By-Pass for Heavy Trucks

Project Description: This candidate project seeks to conduct up to three demonstration studies to test the operational benefits or disadvantages of either allowing trucks to bypass the ramp meter using the HOV lane or relocating the ramp meters to increase the acceleration distance. Several potential ramp locations were identified that have inclined ramps and high volumes of trucks. These include:

- Corson Avenue southbound on-ramp to I-5 (Consider moving the ramp meter since this ramp has ample vehicle queue area.)
- Northbound West Valley Highway (SR 181) on-ramp to northbound I-405. This ramp has a steep uphill grade with the ramp meter at the top of the hill. Trucks must accelerate from a stop position at the meter and merge into the mainline flow within approximately 1000 feet.
- Central Avenue northbound on-ramp to SR 167. Truckers recommended that the ramp meter end at 9:00 A.M. Alternatively, a ramp meter by-pass for heavy trucks could be implemented.
- Leary Way/West Lake Sammamish Parkway westbound on-ramp to SR 520. This ramp is a long, relatively steep uphill grade that continues to climb along the SR 520 mainline. It is one of the primary access points for industrial areas of Redmond located along the Willows Road corridor. The ramp meter shortens the merge distance to less than 1,200 feet.
- SR 516 on-ramps to northbound and southbound SR 167. The ramp meters shorten the acceleration distance to about 1,000 feet. Neither ramp has an HOV bypass lane; therefore, the ramp meter bypass is not yet possible. Changing the hours or conditions that the ramp meter is in effect could improve merging conditions for trucks.

Project Background:
Most on-ramps to major freeways in the urban areas of Central Puget Sound are metered. All freeway ramp meters shorten the effective acceleration length of the on-ramp. While most passenger vehicles can still attain freeway speeds before merging into mainline traffic, the shortened ramps do affect the speed that trucks can reach before the merge point. It is most pronounced for inclined ramps because the uphill grade further impedes a truck's ability to accelerate. During congested conditions when freeway speeds have decreased to below 20 mph, slow-moving trucks have little effect on mainline traffic flow. However, in the periods just before unstable flow begins and freeway speeds are above 35 mph, slow-moving trucks that merge into traffic can then reduce the speed of the entire mainline. A typical heavy truck can accelerate to 42 mph in 1,000 feet on a flat grade. On a 5% grade, common on uphill ramps, a truck can accelerate to 24 mph in 1,000 feet.[1] In addition, the differential in truck versus general traffic speeds increases the risk of a crash. The average crash rate for trucks at 10 mph below average running speed is 900 crashes per 100 million vehicle miles of travel. The crash rate increases to 3,800 crashes per 100 million vehicle miles when truck speed is 20 mph below average running speed.[2]

Current Project Status:
None.

[1] 2004 *American Association of State Highways and Transportation Officials* (AASHTO), Exhibit 3-56
[2] 2004 *American Association of State Highways and Transportation Officials* (AASHTO), Exhibit 3-58

1 (continued). Ramp Meter By-Pass for Heavy Trucks

Summary of Benefits:

- Improves mainline capacity for general-purpose traffic by increasing the speed that trucks can merge into traffic.
- Improves truck mobility by improving acceleration and merge conditions.
- Reduces truck delay in queue at ramp meters.
- Reduces the risk of crashes and improves safety.
- Low cost

Estimated Cost:

Pilot Study in 2009/2011 - $400,000

Identify three pilot locations, collect detailed speed, vehicle classification and meter function data for both the ramp and the mainline before and after ramp meter change. Compile data to show the influence that merging trucks have on mainline speeds without and with the change.

Ramp meter changes at additional locations 2011/2013 - $300,000

2. Improved Signage for Truck Movements

Project Description: There are various locations where improved signage could reduce confusion for truck drivers that are unfamiliar with the area, and enhance safety by increasing the decision time that a truck driver needs in advance of changing lanes to follow their intended route. In addition, at some locations, the size and volume of trucks block visibility of advance guide signing for general-purpose traffic. This project would require a comprehensive review of signage issues and potential improvements, evaluate and prioritize signage improvements based on truck movement benefit, and develop a uniform design practice and protocol for truck signage throughout the state. The following are examples of directional signage concerns:

- Southbound I-5 directional signage to the Express Lanes near NE 130th Street. This signage does not say that there is no access to I-90. Drivers have complained that they get trapped in the southbound express lanes if they do not exit downtown. The next exit to turn around is at S Forest Street.[1]
- Southbound I-5 to I-90 needs improved advance direction as to which lane trucks (and cars) should be in to travel to I-90 eastbound. Currently "Exit Only" signage causes drivers to weave to the one lane signed as "Exit Only," and then once they discover that two lanes feed I-90, they often perform a second weave to return to the less congested lane. [1]
- There are currently no signs that truck drivers can follow when hazardous materials are prohibited from using I-5 under the Convention Center or the I-90 tunnels. The prohibitions are signed with the variable message signs along I-5. The VMS message should indicate the proper off-ramp detour, and then fixed signs should be used along alternative route. [2]
- At freeway ramps located along multi-lane arterials, truck drivers may need advance guidance to get into the appropriate access lane. [1]
- On I-5 southbound approaching downtown Seattle, there is a sign informing drivers to use exit 154 for SeaTac, which is 15 miles downstream. The necessity of this sign is unclear. [1]

Sources:
1. *E-mail from Dale Tabat, Truck Freight Program & Policy Manager, WSDOT May 23, 2008.*
2. *E-mail from SDOT, May 23, 2008.*

Current Project Status:
WSDOT regional traffic operations maintain signage. However, signage improvements on limited-access facilities typically involve sign bridges and a higher cost solution than can be absorbed by the operations budget.

Summary of Benefits:
- Improves safety by improving driver guidance.
- Minimizes weaving and sudden lane changes by trucks and/or general-purpose traffic.
- Minimizes excess travel time due to wrong directional decisions.
- Minimizes driver frustration and improves WSDOT image.

Estimated Cost:

A $750,000 budget is recommended to address truck movement signage improvements on state highways in the Central Puget Sound Region, and $750,000 is recommended for signage improvements for trucks in Greater Washington. In addition, 1 FTE should be allocated to hire a design specialists tasked with providing a uniform statewide practice related to truck signage.

3. Geometric Improvements for Trucks at Freeway Ramps

Project Description: There are many freeway on and off-ramps throughout the region that could be improved to better accommodate trucks. These improvements could include widening the turning radii where the ramp connects to the local arterials; enlarging the radius of a loop ramp; or extending a ramp to increase the acceleration distance before the merge point. The following lists candidate locations where improvement needs have been identified:

- SR 167 at 15th Street SW southbound on-ramp. Lengthen the ramp to increase speeds and sight lines at the merge point. [1]
- SR 167 at 8th Street E southbound on-ramp and northbound on-ramp. Lengthen the ramps to increase speeds at the merge points. [1]
- SR 167 at S 212th Street northbound on-ramp. Lengthen the ramp to increase speeds at the merge point. [2]
- I-5 at Kent-Des Moines Road (SR 516) southbound on-ramp. Lengthen the ramp to increase speeds and sight lines at the merge point.
- SR 99 at S Cloverdale Street northbound on-ramp. Improve signage, lighting and the turning radius at the intersection. [3]
- I-5 Spring Street southbound on-ramp. Enlarge the turn radius for the northbound right turn from 6th Avenue onto the ramp.[3]

Sources:
1) *SR 167 Valley Freeway Corridor Plan,* Potential Bottleneck Projects, April 19, 2006
2) *SR 167 Valley Freeway Corridor Plan,* Freight Survey Findings, March 7, 2008, Heffron Transportation, Inc.
3) E-mail from Seattle Department of Transportation, May 23, 2008.

Current Project Status: Ramp geometric improvements are typically addressed during design and construction of a larger project rather than as a stand-alone project. However, with funding committed to other larger projects, these beneficial geometric improvements will not occur without specific funding. These improvements have been identified by the trucking community.

Summary of Benefits:

- Radius improvements enhance truck mobility and safety by reducing chance that turning trucks ride up on to a curb or fall off the pavement edge.
- Lengthened ramps increase truck speeds at merge points, which reduces merge-induced congestion along a freeway's mainline.
- Lengthened ramps improve safety by increasing distance that vehicles have to merge, and reducing the differential in speeds between the merging and mainline traffic.

Estimated Cost:

2009/2011 – Identify needs and design to 30% - $500,000

2011/2013 – Final design and construction - to be determined

2013/2015 – Final design and construction - to be determined

4. Truck Advanced Traveler Information System (ATIS)

Project Description: This project would expand WSDOT's existing advanced traveler information system to provide information specifically tailored to the needs of the trucking community. The information would be provided via web and phone, and could also be "pushed" out via subscription email alerts. WSDOT is currently contracting with a third-party subscription alert system that could be used to disseminate truck information.

WSDOT already has truck-specific information available in various locations on the web. This project would consolidate these data so that they can be accessed from a single website. The project would also maintain the data and add new information as needs arise. The Commercial Vehicle Services website at WSDOT (www.wsdot.wa.gov/CommercialVehicle) provides most of the information that the trucking industry now needs, including:

- Permits for oversize and overweight vehicles;
- Information related to the legal weight limits and calculators to determine truck weights;
- Information to obtain a transponder to bypass state weight stations through the Commercial Vehicle Information System and Networks (CVISN);
- News related to major construction;
- Links to traveler information for the three-state I-5 Corridor.

The utility of this website could be enhanced by consolidating other functions, including:

- Signing up for subscription e-mail alerts for various regions or highway corridors.
- Linking to the Puget Sound Region travel information (not just the I-5 corridor)
- Providing information about public and private parking locations (rest stops) for truckers.
- Providing more detailed information related to construction projects that could cause congestion.
- Linking to border and ferry wait time information.

In addition, previously-conducted focus groups have revealed that the trucking community is not fully aware of the traveler information that is already available. Therefore, this program should also include an outreach and public information effort to inform the trucking industry of the tools and information available.

Project Background: WSDOT operates a traveler information web site (http://wsdot.wa.gov/traffic/) that provides construction alerts, incident alerts, real time road conditions, weather, and camera images. The corresponding 511 phone system provides Puget Sound traffic conditions, statewide construction & incident information, mountain pass conditions, ferry system information, 800 numbers for passenger rail and airlines, weather, and a connection to Oregon's 511 system. WSDOT's Commercial Vehicle Services has a website that provides truck-specific information. In addition, WSDOT is contracting with a third-party subscription alert system to send real-time alerts. This project would consolidate and maintain the information pertinent to truckers. It would also develop an outreach program to educate trucking firms about the information available.

Current Project Status: None.

Summary of Benefits:

- Improved truck mobility due to increased knowledge of construction activity, incidents, and border congestion that allows trucks to plan routes and schedule travel.
- Reduced local impacts with improved information about truck parking options.
- Improved safety due to increased compliance with weight and permitting restrictions

Estimated Cost:

1 FTE (ongoing) to consolidate and maintain web-based information.

½ FTE in 2009/2011 to develop and implement training program for trucking industry.

5. SR 167/SR 18 Eastbound-to-Southbound Ramp

Project Description: The SR 167/SR 18 interchange is missing two ramps, one of which would serve the eastbound SR 18 to southbound SR 167 movement. In order to make this connection today, vehicles exit eastbound SR 18 to West Valley Highway S, go south on West Valley Highway S, turn east on 15th Street SW and then use the southbound on-ramp to SR 167. There are currently about 790 large trucks per day that make this movement.

Source: Google Maps, May 12, 2008

Project Background: The WSDOT and the SR 167 Corridor Working Group have completed the draft recommendations to improve safety and relieve congestion on 27 miles of SR 167 between Renton and Puyallup. The draft recommendations are part of the *SR 167 Valley Freeway Corridor Plan* report, which was scheduled to be published in Winter 2007/2008.

Current Project Status: The recommendations have been approved by the Steering Committee. The SR 167 Corridor Plan is project is currently unfunded Source: *SR 167 Valley Freeway Corridor Plan Draft Recommendations*, http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan/recommendations.htm, May 8, 2008. Project Manager: Carol Hunter, WSDOT Urban Corridors Office, 206-464-1219.

Summary of Benefits:

- Provides direct connection between SR 18 eastbound and SR 167 southbound to replace the circuitous route along local streets.
- Travel time benefit for heavy trucks over a 20-year period is estimated at approximately 179,200 hours. Daily truck volumes on the ramp would be an estimated 790 daily trucks in 2008 increasing up to approximately 1,400 in 20 years. Additional travel time benefit would accrue for passenger vehicles.
- Improves local intersection operations by shifting freeway-to-freeway traffic to the proposed ramp.

Estimated Cost:
Not available.

6. SR 167/SR 18 Northbound-to-Westbound Ramp

Project Description: The SR 167/SR 18 interchange is missing two ramps, one of which would serve the northbound SR 167 to westbound SR 18. To make this movement, vehicles exit 15th Street SW (Supermall Way), turn west on 15th Street SW, north on West Valley Highway S, and then right onto a tight loop ramp to westbound SR 18. It is estimated that 830 trucks per day now make this movement. A flyover ramp from northbound SR 167 to westbound SR 18 is proposed.

Source: Google Maps, May 12, 2008

Project Background: The WSDOT and the SR 167 Corridor Working Group have completed the draft recommendations to improve safety and relieve congestion on 27 miles of SR 167 between Renton and Puyallup. The draft recommendations are part of the SR 167 Valley Freeway Corridor Plan report, which was scheduled to be published in Winter 2007/2008.

Current Project Status: The recommendations have been approved by the Steering Committee. The SR 167 Corridor Plan is project is currently unfunded Source: *SR 167 Valley Freeway Corridor Plan Draft Recommendations*, http://www.wsdot.wa.gov/Projects/SR167/ValleyFreewayCorridorPlan/recommendations.htm, May 8, 2008. Project Manager: Carol Hunter, WSDOT Urban Corridors Office, 206-464-1219.

Summary of Benefits:

- Provides direct connection between northbound SR 167 and westbound SR 18 to replace the circuitous route along local streets.
- Existing on ramp to westbound SR 18 from West Valley Road is difficult for trucks because of its tight radius. The new direct-connection ramp would have a larger radius for trucks.
- Travel time benefit for heavy trucks over a 20-year period is estimated at approximately 324,000 hours. Daily truck volumes on the ramp would be an estimated 830 daily trucks in 2008 increasing up to approximately 1,500 in 20 years. Additional travel time benefit would accrue for passenger vehicles.
- Improves local intersection operations by shifting freeway-to-freeway traffic to the proposed ramp.

Estimated Cost:
Not available.

7. I-5 Connector to South 228th Street

Project Description: This project results from the design work underway for the *SR 509 Corridor Completion and Freight Improvement Project* including the *I-5 South Access Road Project*. One element of the South Access Road Project can be constructed independently, and would improve truck access between I-5 and the Kent Valley. This project element includes a new overcrossing of I-5 at S 228th Street, just north of SR 516, and two new ramps that connect to and from the north on I-5. The candidate project is shown in the figure below. The City of Kent recently completed the new S228th Street corridor between Military Road and the valley. It was constructed to provide freight access from the primary industrial and warehousing area in Kent to I-5 and the planned SR 509 project. However, because SR 509 and its improvements along I-5 have not been constructed, the new S 228th Street corridor is underutilized. The current access route to this corridor is circuitous using portions of SR 516 and Military Road. The recommended over-crossing of I-5 would enhance the investment already made on S 228th Street

Source: WSDOT SR 509 Design Team May 21, 2008

Project Background: The *SR 509 Corridor Completion and Freight Improvement Project* is a long-range improvement project that is unfunded. The design team recommended this project element as a high priority and high benefit truck freight project. Source: *Telephone conversation with Susan Everett, SR 509 Project Manager, Paul Johnson, and Jason Riggs, WSDOT, May 16, 2008.*

Current Project Status: All environmental clearance is complete. Design is at approximately 30%. Right of way needs have been identified, and the primary real estate needed (the former Poulsbo RV site) is for sale.

Summary of Benefits:

- Provides direct connection to S 228th Street, a new five-lane arterial constructed as a freight corridor between I-5 and the Kent Valley.
- Increases utilization of S 228th Street and reduces traffic and congestion on SR 516.
- Eliminates circuitous route through the SR 516 interchange.
- Travel time benefit for heavy trucks over a 20-year period is estimated at 376,000 hours.

Estimated Cost: The project office estimates a cost of $150 to $180 million including right-of-way. The cost is estimated based on a review of overall SR 509 cost; costs for this specific project element as a stand-alone project should be re-estimated.

C. Truck Travel Time Benefit

The WSDOT requested that proposed projects include an estimate of travel time benefit over 20 years. Projects 5 through 7 listed above are new ramp and interchange projects that would improve system connectivity. The direct travel time benefit for these projects can be estimated. The ramp meter and ramp improvements described in Projects 1 and 3, however, would provide travel time benefits to both traffic on the ramp as well as possibly on the freeway's mainline. The full travel time benefit for these projects can only be estimated using detailed simulation modeling for each project once its design features are known. The signage and information enhancements described in Projects 2 and 4 may provide travel time benefits to truckers who might otherwise take the wrong route or for truckers that use information to choose a more efficient route. It is not possible to estimate the travel time benefit for these projects since it could vary day to day or even hour to hour as truckers avoid non-recurrent congestion due to incidents. The following sections briefly describe the projects and estimates of the travel time benefits that can be quantified. The travel time advantage is presented only for large trucks; additional travel time benefits would accrue for other traffic.

1. I-5 Connector to South 228th Street

This project would provide a direct link between I-5 and S 228th Street. S 228th Street is a relatively new arterial that connects to the major industrial and warehousing district in the Kent Valley. Vehicles that now use this arterial exit or enter I-5 at SR 516 (Kent-Des Moines Road) and use Military Road to S 228th Street. The proposed connector, which is a portion of the full SR 509 project, would provide a direct link to new ramps at S 228th Street for traffic to and from the north on I-5.

WSDOT requested analysis of the cumulative delay over the course of a 20-year period. In the first year of this period (2010), the cumulative delay would be lower because both the volume of traffic and level of congestion along the existing route would be lower. The increase in truck volume was estimated from the truck growth rates on SR 167 which expect total truck volumes to increase by an average of 2.9% mid-day and 2.3% during peak periods between 2010 and 2030. These rates were presented in the technical memorandum; *Recommended Methodology for forecasting Future Truck Volumes, SR 167 Corridor, Plan,* October 9, 2006, Heffron Transportation, Inc.

The SR 509 design team's VISSIM traffic simulation model was used to determine the potential travel time benefits of the new connection. Vehicles that travel southbound I-5 to eastbound SR 516 would save time because each trip would be shorter, and would avoid several traffic signals along SR 516. Vehicles that travel westbound SR 516 to northbound I-5 would save travel time due to the shorter distance. In 2030, it is estimated that 2,400 trucks per day would use the new route. During the peak hours, each vehicle from I-5 southbound to eastbound S 228th Street would save an average of about 5.8 minutes using the new ramps and new link across I-5. During the off-peak hours, the average travel time savings is estimated to be just over 3 minutes per vehicle. Each vehicle returning from westbound S 228th Street to northbound I-5 would save an estimated 49 seconds based on the shorter route (signal delay is approximately the same for the old and new route). Weighted over the course of the day to account for reduced congestion in the off-peak hours, it is estimated that trucks would save a cumulative 55 hours of delay each day in the year 2010. Multiplied by 260 days per year and adding in the growth in traffic for the next 20 years, and the cumulative travel time savings for just trucks is estimated at about 376,000 hours. Additional travel time savings would accrue for light trucks and passenger vehicles.

Large trucks could save a cumulative of 376,000 hours of travel time over the next 20 years with the 228th Street Connector Project. Additional travel time savings would accrue for light trucks and passenger vehicles.

2. SR 167/SR 18 Eastbound-to-Southbound Ramp

The SR 167/SR 18 interchange is missing two ramps, one of which would serve the eastbound SR 18 to southbound SR 167 movement. Currently, trucks traveling eastbound on SR 18 to southbound on SR 167, exit to West Valley Highway S, go south on West Valley Highway S, turn east on 15th Street SW and then use the southbound on-ramp to SR 167.

Traffic volume data were collected on West Valley Highway as part of the SR 167 Corridor Plan. The data include 24-hour volumes collected on August 22, 2006. Daily truck volumes on the southbound ramp were estimated for each of the next 20 years starting in 2009. Two forecasts rates were applied, 2.9% per year for mid-day conditions and 2.3% per year for PM peak hour conditions. These rates were presented in the technical memorandum; *Recommended Methodology for forecasting Future Truck Volumes, SR 167 Corridor, Plan,* October 9, 2006, Heffron Transportation, Inc. Currently, 790 large trucks use this ramp, and that volume is expected to increase to 1,400 trucks per day in 20 years.

The travel time benefit was estimated using both the time savings of avoiding signalized intersections plus the time saved because the ramp would provide a shorter connection. The average delay values for the movements through each signal were estimated. On average, each truck is expected to save approximately 2 minutes of travel time if the new ramp were provided.

The annual travel time savings was estimated assuming the growth rates listed above and assuming 260 days per year because most truck travel is on weekdays. However, to be conservative, no additional travel time has been assumed to account for increased congestion along West Valley Highway in the future. The cumulative travel time benefit for 20 years is estimated to be over 184,000 hours for just the trucks on this corridor. Additional travel time benefits would accrue for passenger vehicles.

Large trucks could save a cumulative of 184,000 hours of travel time over the next 20 years with the proposed EB to SB ramp at the SR 167/SR 18 interchange. Additional travel time savings would accrue for light trucks and passenger vehicles.

3. SR 167/SR 18 Northbound-to-Westbound Ramp

The travel time estimating methodology for this ramp is the same as the eastbound-to-southbound ramp. The daily ramp volume is estimated at 830 large trucks per day in 2008 increasing up to approximately 1,500 trucks per day in 20 years. The proposed ramp is expected to save each truck about 3 minutes, 20 seconds in travel time. The cumulative travel time benefit over 20 years is estimated to be over 333,000 hours for just the trucks; additional travel time benefits would accrue for passenger vehicles.

Large trucks could save a cumulative of 333,000 hours of travel time over the next 20 years with the proposed NB to WB ramp at the SR 167/SR 18 interchange. Additional travel time savings would accrue for light trucks and passenger vehicles.

4. Ramp Improvements for Trucks

The capacity of a freeway is substantially affected by the capacity of its interchanges. Recurrent congestion often occurs at ramps with a high volume of merging or weaving traffic. Even during lighter traffic conditions, if the traffic merging into the mainline cannot attain the free-flow speed of the mainline, then the merging traffic will cause slowdowns on the mainline. The effect is to increase congestion along a mainline even before normal volume conditions would near capacity.

Trucks are the main culprit of slow traffic at merge points. Trucks are longer and heavier; require longer distances for acceleration and deceleration; are affected more significantly by steep grades; and are more limited in mobility around tight, super-elevated curves. If ramp meters are active when mainline speeds are still relatively high, the meter will further reduce the acceleration distance for trucks and decrease the speed that they can merge onto the mainline.

Table 1 presents select speed-distance relationships for trucks accelerating on an uphill grade from a stop condition. For a typical ramp design with a 3% uphill grade and 1,000 feet of ramp length, heavy trucks are entering the freeway at about 29 mph. At some ramp meter locations trucks are starting from a stop condition less than 1,000 feet from the merge point.

Table 1. Speed-Distance for Acceleration of a Typical Heavy Truck

3% Grade		5 % Grade	
Distance (feet)[1]	Speed (mph)	Distance	Speed
500	27	500	22
1,000	29	1,000	24
1,500	31	1,500	25

[a] *Source: AASHTO, A Policy on Geometric Design of Highways and Streets, 2004, Exhibit 3-56*

1. Distance from a stop condition

Three types of improvements at freeway ramps are recommended: geometric improvements, moving the ramp meter location, and ramp meter by-pass for trucks. Specific improvements could include:

- Increasing the length of the ramp.
- Providing an acceleration lane parallel to the mainline.
- Increasing the radius and decreasing the super elevation of loop ramps.
- Reducing the grade of on-ramps

The concept of ramp meter by-pass for heavy trucks would increase the length of acceleration for trucks on ramps, provide an acceleration lane, and achieve a merge speed closer to that of the mainline traffic. This concept is proposed as a demonstration project.

As described previously, the benefits of ramp improvements could extend well beyond the travel time advantage for just the trucks. Reduced congestion during the shoulder hours would also reduce delay and improve safety for all mainline traffic. The full time advantage would require detailed analysis of specific improvements using a micro-simulation model such as Corsim or Vissim that evaluates freeway interchange operations. The benefits would differ at each ramp location.

5. Improved Signage and Truck Traveler Information

Improving signage specific to truck drivers may provide travel time benefits to truckers who might otherwise take the wrong route. Similarly, traveler information for truckers would help truck drivers or dispatchers choose a faster route. However, it is not possible to estimate the travel time benefit for these projects since it could vary day to day or even hour to hour as truckers avoid non-recurrent congestion due to incidents.

MCH/mch

Exhibit 16

Freight Rail Assistance Program Application Packet

Washington State
Department of Transportation

Freight Rail Assistance

Call for projects - 2008

APPLICATION PACKET

Freight Rail Assistance Application Packet

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Freight Rail Assistance Application Packet

I. BACKGROUND AND OVERVIEW

Authorization

The Washington State Legislature authorized the Washington State Department of Transportation (WSDOT) to provide grants to:

- Support branch lines and light density rail lines
- Provide or improve rail access to ports
- Maintain adequate mainline capacity
- Preserve or restore rail corridors and infrastructure

State Benefits

As required by RCW 47.76, projects must be shown to maintain or improve the freight rail system in the state and benefit the state's interests. Project proposals may be submitted if they include one or more of the following benefits to the state:

- Improve freight mobility
- Increase economic development opportunities
- Increase domestic and international trade
- Preserve or add jobs
- Reduce roadway maintenance and repair costs
- Reduce traffic congestion
- Improve port access
- Enhance environmental protection
- Enhance safety
- Support economic viability of branch lines or light density lines
- Maintain adequate mainline capacity
- Preserve or restore rail corridors and infrastructure

Project examples include:

- Rehabilitate tracks, or restore tracks that were removed
- Upgrade tracks to handle heavier rail cars and/or improve system velocity
- Provide a rail connection to existing industries not currently served by rail
- Develop rail infrastructure that can be proven essential to attract new businesses
- Repair damaged rail infrastructure
- Increase rail system capacity and/or velocity in general
- Preserve a rail corridor
- Improve connections to a port or transload facilities
- Construct transload or other facilities
- Purchase or rehabilitate railroad equipment

Freight Rail Assistance Application Packet

Application Process

Please submit applications by mail or e-mail. We cannot accept applications by fax. Application packets must be post-marked no later than September 5, 2008. E-mail submissions must be received by 11:59 p.m. on September 5th. Please send completed applications to:

Washington State Department of Transportation
State Rail and Marine Office
PO Box 47407
Olympia, WA 98504-7407
rail@wsdot.wa.gov

If you wish to use express or private-mail delivery, please send to:

Washington State Department of Transportation
State Rail & Marine Office
310 Maple Park Ave. SE, Rm. SA17
Olympia, WA 98501-2361

If you have any questions or wish discuss your project and the application process, please contact:

Kevin Jeffers - Capital Projects Manager
360-705-7982

Andrew Wood - Deputy Director
360-705-7938

WSDOT will review the applications and submit a prioritized list of project proposals to the Governor's Office of Financial Management by November 1, 2008. The legislature will consider the submitted projects during the 2009 session.

The following criteria will be used to evaluate and prioritize proposals:

25 points	Economic development benefits (Cost/Benefit Analysis will be performed by WSDOT) CTED will assist WSDOT in the awarding of marks in this section.
15 points	Viability of proposal: financial sustainability
10 points	Financial and/or in-kind participation by local agency, railroad, private companies and other funding sources
10 points	Safety improvements and/or urgent needs
10 points	Preservation of rail corridor
10 points	Reduction of delay on statewide railroad system
10 points	Geographic balance
05 points	Reduced impacts on roads
05 points	Environmental benefits

II. Frequently Asked Questions

Is this program open to applicants from the private sector?

No. The funds for this program are provided from a source which prohibits their use for the private sector.

How much money is available?

We anticipate that the Washington State Legislature will allocate $2.75 million for freight rail assistance projects in 2009–2011. The legislature will determine how those funds will be spent based upon the applications submitted through WSDOT. It may choose to increase or decrease the funding that will actually be made available for the 2009-2011 biennium.

Who makes the decision about what projects are funded?

WSDOT will prioritize the applications using criteria developed by the Department, and send a prioritized list of projects to the Governor's office for determination about which projects to submit to the legislature. The legislature will consider the project recommendations and decide which projects to fund in the upcoming budget. When the budget is passed, the bill is subject to the Governor's acceptance or veto.

What does WSDOT staff do with the applications?

WSDOT staff will review the applications to determine whether they meet the requirements of RCW 47.76, and rate them against the application criteria. Staff may ask the applicant for more information, and may contact shippers, the railroad involved, and others to secure additional information or to verify information already gathered. Staff may visit the project site to verify information or develop further information.

Can I protect confidential information?

All successful applications are subject to public records disclosure laws for the state of Washington. If any information contained in the application is confidential and/or proprietary, please identify those components clearly. Please note that specific information may be marked as proprietary; it is not acceptable to mark the whole application. The state of Washington will protect information to the extent allowable by law. If there is a public records request, the Office of Freight Strategy and Policy will notify the applicant that such information will be released on a specified date. If the applicant wants to keep the information confidential, it is the applicant's responsibility to obtain a court injunction within 10 days of the notice to protect proprietary data. If the applicant fails to obtain the court order prohibiting disclosure, the Freight Systems Division will release the requested information on the date specified.

What is the "benefit to cost" requirement?

There is a statutory requirement that all freight rail assistance projects must deliver more benefits than cost. WSDOT staff will evaluate the economic benefits, project viability, safety, roadway preservation, rail system improvements, and environmental benefits of proposed projects, and provide that information along with cost information to the Governor's office and the legislature. WSDOT will perform a cost/benefit calculation for each application based on the responses to the requested information in this packet.

What is rail banking?

Rail banking is a separate term and is not to be confused with the Freight Rail Investment Bank Program. Washington State may have an interest in retaining rail lines at risk of abandonment, if they may become economically viable at a future date. If it appears that a line could become economically viable within ten years, the line may be rail banked or purchased by the state to prevent its loss as a rail corridor. A rail banked line may be used as a trail on a temporary basis. Maintenance or other changes on a rail banked line used as a trail must preserve the ability to use the line as a railroad in the future.

What is the difference between this program and the Freight Rail Investment Bank Program?

The Freight Rail Assistance program is directed toward larger projects, ones where it is difficult to gain a contribution and where the rail location or the project concerned is of strategic importance to the state as well as the local community. The Freight Rail Investment Bank program is a loan program, intended for either smaller projects or as a small part of a larger project where state funds would enable the project to be completed.

III. Application

WSDOT will use the information provided in the application to evaluate and prioritize the project proposal. Please answer each item that applies to your project as thoroughly as possible.

1. Contact Information

Please include:

- Contact name and title
- Organization name
- Address
- Phone and fax numbers
- E-mail address
- List all organizations and companies that are involved in planning, funding, and/or providing in-kind support, or railroad operation service for the proposal and provide contact information for each one.

2. Project Description

Please provide an overview of the project in two to three paragraphs, including:

- Existing conditions
- What you are proposing to do
- Where the project is located
- Which railroad(s) will serve the project's customers
- The intended outcome

Attachments required with application:

- Detailed vicinity map clearly showing site plan and project limits.
- Letter of support from railroad.
- Provide photographs of the site of the project that identify specific landmarks, points on track, buildings, and/or shipping areas.

3. Project schedule

Please provide actual or target completion date for each milestone:

Project Milestone	Month/Year
Complete project definition	
Begin preliminary engineering	
Complete environmental documentation	
Complete right of way certification (may include acquisition)	
Start construction	
Construction compete and project functionally operational	

4. Project cost

Provide an estimate of projects costs.

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	Total
Estimated Project Cost						
Committed Local Funds						
Additional Local Funds Requested						
Other Committed Funds						
WSDOT Funds Requested						

Attachment required with application:

- Estimate of project cost, reviewed and signed by an engineer licensed in the state of Washington.

5. Proposed funding

Indicate funds for the project that are coming from various sources, and indicate if the funds are cash payments or benefits in kind.

Funding Source	Public or Private	Cash or In-Kind	Amount
Local - Port District			
Local - Other			
Railroad			
WSDOT	Public		
Federal Funds	Public		
Other			
Total			

Attachment required with application:

- Funding commitment letters from all funding partners.

6. Yearly maintenance costs

Provide the estimated costs for maintenance for the project starting in the year they will be realized. Maintenance costs may include but are not limited to vegetation clearing, ballast renewal, and tie replacement.

7. Reduced road impacts

Provide specific information and supporting documentation for freight that will be shipped by rail as a direct result of project development - before and after project completion:

- Total length of truck mileage per one way trip that will move to rail as a result of the project.
- Type of trucks (e.g. semi, parcel, wide or oversize load)
- Types of products that are being transported (e.g. grain, steel, lumber, computers).
- Provide the number of rail cars shipped on the project-impacted segment of the railroad line in years 2002-2007. Provide type/weight of rail cars, if known.
- Provide an estimate of the total number of rail cars that will be shipped over the affected rail line segment for years 2009 - 2014 if the project is built.
- How much of that additional rail traffic is currently transported by trucks? What route do those trucks follow? Please give route names and mileposts.
- How many rail cars will be diverted to truck transport if the project is not completed? What route will those trucks follow? Please give route names and mileposts.

8. Shipper benefits or reduced costs

Benefits derived from lower logistic costs and the difference of shipping products by rail compared to other modes.

- Difference in cost of shipping by rail (e.g. Truck Rate vs. Rail Rate – this may vary depending on commodity, location, destination, etc. give supporting information)
- Improvements in reliability of service
- Improvement to rail access
- Provide a list of shippers that use the rail line or rail-related facility today, and the number of rail carloads shipped by each shipper using that segment in 2007.
- Provide a list of shippers that will use the rail line if the project is completed, and the estimated total number of rail cars each will ship.
- Include a contact person's name, title, company name, email address and phone number for each current and prospective shipper.

9. Safety improvements

Describe existing hazard(s) within the project limits and how the proposed project improves safety:

- The estimated annual amounts of freight tonnage that will use rail as a direct result of the project.
- Specific information on property damage that may be reduced or eliminated.
- Specific information on injury accidents that may be reduced or eliminated.

10. Urgent need

- Explain any special issues that create an urgent need. Examples of urgent projects might include:

    - Repairs to a tunnel wall that has started to bulge
    - Provision of a temporary trestle while a bridge is repaired

An urgent need can also be created by special factors that would greatly increase the cost of the project if delayed two years or more. Routine inflation is not considered. Examples of special factors include:

- If a bridge is not repaired, it may become unusable within the two-year period and have to be entirely replaced.
- A rail line needs to be built in conjunction with a road or other construction project. Without coordinated construction, the rail project will be dramatically more expensive in the future.

11. Tax from Industrial Development

Property taxes generated from new industrial development. Provide the following information and supporting documentation:

- Type of industrial development
- Assessed value of the industrial development

12. Reducing system-wide rail delays

Please explain how the proposal will eliminate or reduce overall rail system delays. Examples of delay reduction:

- Realignment of rail track to increase speeds on the main line or at junctions.
- Provision of a longer run-around loop to avoid a train having to be split to be run-around.
- Lengthen sidings to enable a facility to receive longer trains and avoid the end of the train standing foul of the main line until removed by a switching locomotive.

13. Preservation of rail line

- Explain how your project proposal will preserve service on the line if the rail line is at-risk of immediate abandonment.
- Will the proposed project restore service on an inactive rail line?

14. Environmental impacts

Explain the environmental benefits and impacts that will result from the project, specifically:

- The estimated annual truck trips reduced by using rail as a direct result of the project.

Remember that most rail projects have environmental impacts and will require a degree of environmental work. Answer the following questions as part of your applications:

- Are there wetlands or streams on or near your project site? If yes, how close is your project site to those wetlands or streams?
- Has your project site been evaluated for archaeological or historic resources? If yes, please submit the cultural resources report.
- What animals, birds, and plants are present on your project site (those species that would be considered endangered, threatened, or monitored by state or federal agencies)?
- Have you completed the State Environmental Policy Act (SEPA) process? If yes, please submit a copy of the documentation.
- What federal, state, and local permits will be needed for your project?

15. Geographic balance and support for regional economies

Is the project in a county listed as economically distressed by the Washington State Department of Community, Trade and Economic Development (CTED)? If the project is not in one of the listed counties, but the rail line on which the project is located runs through one of them, detail any positive economic benefits that would accrue to the distressed county.

Please refer to the following web address for a map and list of distressed counties:
http://www.workforceexplorer.com/article.asp?articleId=8098&PAGEID=&SUBID=

16. Economic Development Benefits

State the number of permanent, full-time direct jobs created and/or retained as a result of the economic activity being supported by this project. Direct jobs refer to new jobs in companies, developments, or sites specifically resulting from the Rail project. Do not include temporary jobs created in project construction or indirect "multiplier" jobs. Retained jobs do **not** include existing jobs unless there is an immediate threat the company or development will relocate outside of the State of Washington and documentation is provided.

- Number of full time direct jobs created
- Number of full time jobs retained
- Hourly wage for all new jobs
- Hourly wage for all retained jobs
- What is the current payroll of jobs that will be preserved by completing this project? What is the projected payroll of jobs that would be created, both on the railroad and in the industries it would serve?
- For each group of jobs that will be sustained or created, please provide the name of a contact person, the company's name, and a phone number; see shippers list.

Shipper savings
If this project is constructed please explain the impacts on rail-dependant shippers, existing and potential. How much would shippers save in freight charges, if any? Explain the current method of shipping, how that would change, and what the rates are for the current and prospective methods.

DRAFT

17. Project Business Plan

Management profile
Provide a profile of management experience and results, education and training, for rail operators (and port or regional entity project managers, if applicable.)

Marketing plan

- What new and/or extended freight services will the rail operator, port or local government provide as a result of this plan?
- Where and when will the service be offered?
- Provide a profile of types of customers that will find value in the new/extended services.
- What additional value will customers derive from this plan?
- What will differentiate this freight service from regional competition? Include an analysis of substitute competition such as truck and barge.
- Profile current and future demand in rail-dependent sector served in market area (grain, industrial, intermodal, timber/wood products, etc.).
- Provide action plan to reach rail carload sales projections.
- Provide action plan to check results quarterly and adjust marketing plan to actuals.

Operations plan
Provide operations plan for rail services to be provided upon completion of proposed project, including:

- Service schedule: operational hours. What services will be provided?
- Service outline/interchange plan between shortline and mainline railroad
- Switching operations plan, if applicable
- Key personnel contacts; emergency contacts
- Action plan indicating suggested service metrics and how the company will report actual performance against service metrics
- Personnel, training and certification plan
- Safety plan
- Track structure maintenance plan

Financial plan
Attachments required with application:

- Income statements, cash flow statements and balance sheets for years 2005 – 2007.
- Proformas for 2009, 2010, and 2011 assuming that the project is funded.

18. Additional Comments

Please provided any other information or reasoning that you would like considered in support of your project.

Check List of Required Attachments:

- ✓ Detailed project vicinity map clearly showing site plan and project limits.
- ✓ Letter of support from railroad.
- ✓ Estimate of project cost, reviewed and signed by an engineer licensed in the state of Washington.
- ✓ Funding commitment letters from all funding partners.
- ✓ A business plan for the project.
- ✓ Answers to each specific question outlined in the application. Especially note the requirements of the environmental questions as outlined in #14 above.

Freight Rail Assistance Application Packet

Help with your application

WSDOT will be running a series of workshops to help potential applicants with their paperwork. We will give examples of completed applications and cost benefit models. We will also be available to answer any questions that you may have. Workshops last a maximum of two hours. Space is limited and workshops may be canceled if there are no reservations. To attend one of the above workshops, please make your reservation by sending an email to rail@wsdot.wa.gov or calling 360-705-7900, stating which workshop you wish to attend and how many people will be in your party.

Location Address	Date	Time
WSDOT SW Region HQ Conference Room 211 11018 NE 51st Circle Vancouver, WA 98682-6686	**Wednesday June 18, 2008**	**8:00 a.m.**
WSDOT SC Region HQ Main Level Conference Room 2809 Rudkin Road Union Gap, WA 98903-1648	**Wednesday June 18, 2008**	**2:00 p.m.**
WSDOT Eastern Region HQ Lincoln County Conference Room 2714 North Mayfair Street Spokane, WA 99207-2090	**Thursday June 19, 2008**	**8:00 a.m.**
WSDOT NC Region HQ Conference Room 1511 North Wenatchee Avenue Wenatchee, WA 98807-0098	**Thursday June 19, 2008**	**2:00 p.m.**
WSDOT Olympic Region Lakewood Maintenance Facility 11211 41st Avenue SW Tacoma, WA 98499	**Friday June 20, 2008**	**2:00 p.m.**
WSDOT NW Region Mount Vernon Conference Room 4100 Cedardale Road Mount Vernon, WA 98274-9599	**Thursday June 26, 2008**	**8:00 a.m.**
WSDOT NW Region Conference Room 15700 Dayton Avenue North Seattle, WA 98133-5910	**Thursday June 26, 2008**	**2:00 p.m.**

Exhibit 17

Freight Rail Investment Bank Program Application Packet

Washington State
Department of Transportation

Freight Rail Investment Bank Program

Call for projects - 2008

APPLICATION PACKET

Rail Bank Application Packet

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III.	Application	Page 6

Rail Bank Application Packet

I. BACKGROUND AND OVERVIEW

Authorization

- The Washington State Legislature requires the Washington State Department of Transportation (WSDOT), under ESHB 2878, Section 310, Chapter 121, Laws of 2008, to issue a call for Rail projects.
- Clause 1(b) states that these projects are due from the Department *"By November 1, 2008, the department shall submit a prioritized list of recommended projects to the Office of Financial Management and the transportation committees of the legislature"*.
- The Governor and Legislature expect these projects to be prioritized using the following priorities and in order of relative importance:

  (i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes;

  (ii) Self-sustaining economic development that creates family-wage jobs;

  (iii) Preservation of transportation corridors that would otherwise be lost;

  (iv) Increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;

  (v) Better integration and cooperation within the regional, national, and international systems of freight distribution; and

  (vi) Mitigation of impacts of increased rail traffic on communities.

- The Governor and Legislature provided $2.5 million for the Freight Rail Investment Bank program during the 2007-2009 Biennium. It is anticipated the Washington State Legislature will allocate $5.0 million for Rail Bank projects in 2009-2011.

- The goal of the Rail Bank is to assist with the funding of smaller capital rail projects. Funds will be available for up to $250,000 and MUST be matched by at least 20 percent of funds from other sources.

Project Proposals

Project proposals may be submitted if they include one or more of the following benefits to the state:

- Advance Washington State economic development goals.
- Leverage state participation by allocating cost responsibilities among beneficiaries.
- Demonstrate that there is a low likelihood of obtaining public benefits without public involvement.

Project examples include:

- Strategic multimodal consolidation centers. Project proponents to provide:
    - Service agreement from BNSF and/or UP.
    - Volume commitment from shippers.
    - Business analysis of value offered.
- Rail Rolling Stock purchases (powered or unpowered).
- Intermodal transfer or transload facilities or terminals, including attached fixtures and equipment used exclusively for this facility.
- Terminals, yards, roadway buildings, fuel station, or railroad wharves or docks, including attached fixtures and equipment used exclusively in the facility.
- Railroad signal, communication, or other operating systems, including components of such systems that must be installed on locomotives or other rolling stock.
- Siding track.
- Railroad grading or tunnel bore.
- Track including ties, rails, ballast or other track material.
- Bridges, trestles, culverts or other elevated or submerged structures.

Rail Bank Application Packet

Application Process

Please submit applications by mail or e-mail. We cannot accept applications by fax. Application packets must be post-marked no later than September 5, 2008. E-mail submissions must be received by 11:59 p.m. on September 5th. Please send completed applications to:

Washington State Department of Transportation
State Rail and Marine Office
PO Box 47407
Olympia, WA 98504-7407
rail@wsdot.wa.gov

If you wish to use express or private-mail delivery, please send to:

Washington State Department of Transportation
State Rail & Marine Office
310 Maple Park Ave. SE, Rm. SA17
Olympia, WA 98501-2361

If you have any questions or wish discuss your project and the application process, please contact:

Kevin Jeffers - Capital Projects Manager
360-705-7982

Andrew Wood - Deputy Director
360-705-7938

WSDOT will review the applications and compile a prioritized list of project proposals that will be submitted to the legislature by November 1, 2008. If approved and funded by the Governor and the Legislature, these funds will be available after July 1, 2009.

The following criteria will be used to evaluate and prioritize proposals:

40 points	Value to the community expressed in dollar terms. This may be all or some of the state, the local community or the freight system.
35 points	Strategic benefit (how integral is this to future development of the rail line, the area, the specific business, etc.).
25 points	Matching funds (scaled according to the contribution).

II. Frequently Asked Questions

Who is eligible to submit an application to the Rail Bank?

Qualified applicants include:

- Publicly owned railroads
- Port districts
- Rail districts
- Local governments

Is this program open to applicants from the private sector?

No. Because this is a loan program, it is not possible to include organizations from the private sector as the state constitution prohibits loans to the private sector.

How much money is available?

It is anticipated the Washington State Legislature will allocate $5.0 million for Rail Bank projects in 2009-2011.

Are all these payments made as grants?

No, all payments from the Rail Bank are made by way of loans.

Am I limited to one application?

No. Applicants may make more than one application. However, it should be kept in mind each project requires matched funding and the same match may not be used more than once. A project may not be subdivided to increase the size of the claim to more than $250,000. Each submission should be for a separate and unrelated project.

Who makes the decision about what projects are funded?

Applicants will score themselves using the matrix attached to this packet. WSDOT will verify and alter these scores if they appear to be incorrect. The list submitted to the Office of Financial Management will be ranked in order of the highest scores. In the event of a tie the project that was submitted first will be allocated funds first.

What does WSDOT staff do with the applications?

WSDOT staff will review the applications to determine whether they meet the minimum criteria as set out in this packet. They will then rate them against the application criteria and verify the correctness of the applicant's score. Staff may ask the applicant for more information, and may contact shippers, the railroad involved, and others to secure additional information or to verify information already gathered. Staff may visit the project site to verify information or develop further information.

Can I protect confidential information?

All successful applications are subject to public records disclosure laws for the state of Washington. If any information contained in the application is confidential or proprietary, please identify those components clearly. Please note that specific information may be marked as proprietary; it is not acceptable to mark the whole application. The state of Washington will protect information to the extent allowable by law. If there is a public records request, the Freight Systems Division will notify the applicant that such information will be released on a specified date. If the applicant wants to keep the information confidential, it is the applicant's responsibility to obtain a court injunction within ten days of the notice to protect proprietary data. If the applicant fails to obtain the court order prohibiting disclosure, the Freight Systems Division will release the requested information on the date specified.

What is the "benefit to cost" requirement?

There is a statutory requirement that all freight rail assistance projects must deliver more benefits than cost. WSDOT staff will evaluate the economic benefits, project viability, safety, roadway preservation, rail system improvements, and environmental benefits of proposed projects, and provide that information along with cost information to the Governor's office and the legislature. WSDOT will perform a cost/benefit calculation for each application based on the responses to the requested information in this packet.

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Rail banking is a separate term and is not to be confused with the Freight Rail Investment Bank Program. Washington State may have an interest in retaining rail lines at risk of abandonment, if they may become economically viable at a future date. If it appears that a line could become economically viable within ten years, the line may be rail banked or purchased by the state to prevent its loss as a rail corridor. A rail banked line may be used as a trail on a temporary basis. Maintenance or other changes on a rail banked line used as a trail must preserve the ability to use the line as a railroad in the future.

What is the difference between this program and the Freight Rail Assistance Program?

This program is a loan program, intended for either smaller projects or as a small part of a larger project where state funds would enable the project to be completed. The Freight Rail Assistance Program is directed toward larger projects, ones where it is difficult to gain a contribution and where the rail location or the project concerned is of strategic importance to the state as well as the local community.

III. Application

WSDOT will use the information provided in the application to evaluate and prioritize the project proposal. Please answer each item that applies to your project as thoroughly as possible.

1. Contact information

Please include:

- Contact name and title
- Organization name
- Address
- Phone and fax numbers
- E-mail address
- Provide contact information for all organizations and companies that are involved in planning, funding or providing in-kind support, or railroad operation service for the project.

2. Project description

Please provide an overview of the project in two to three paragraphs, including:

- Existing conditions
- What you are proposing to do?
- Where is the project located?
- Which railroad(s) will serve the project's customers?
- The intended outcome

Attachments required with application:

- Detailed vicinity map clearly showing site plan and project limits.
- Letter of support from railroad.
- Provide photographs of the site of the project that identify specific landmarks, points on track, buildings, and/or shipping areas.

3. Project Schedule

Please provide actual or target completion date for each milestone (remember no funds can be distributed prior to July 1, 2009):

Project Milestone	Month/Year
Complete project definition	
Begin preliminary engineering	
Complete environmental documentation	
Complete right-of-way certification (may include acquisition)	
Start construction	
Construction complete and project functionally operational	

4. Project cost

Provide an estimate of project costs.

	Design Engineering	Right of Way	Construction Engineering	Construction Other	Construction Contract	Total
Estimated Project Cost						
Committed Local Funds						
Additional Local Funds Requested						
Other Committed Funds						
WSDOT Funds Requested*						

- * May not exceed $250,000 (in total)

Attachment required with application:

- Project cost estimate, reviewed and signed by an engineer licensed in the state of Washington. (This estimate applies to construction projects and should be broken down to show the costs of each element.)

5. Proposed Funding

Indicate funds for the project that are coming from various sources, and indicate if the funds are cash payments or benefits in kind.

Funding Source	Public or Private	Cash or In-Kind	Amount	Percentage
Local – Port/Rail District				
Local – Other				
Railroad				
WSDOT	**Public**			
Federal Funds	**Public**			
Other				
Total				

Attachment required with application:

- Funding commitment letters from all funding partners.

6. Yearly maintenance costs

Provide the estimated costs for maintenance for the project starting in the year they will be realized. Maintenance costs may include but are not limited to vegetation clearing, ballast renewal, and tie replacement.

7. Reduced road impacts

Provide specific information and supporting documentation for freight that will be shipped by rail as a direct result of project development - before and after project completion:

- Total length of truck mileage per one way trip that will move to rail as a result of the project.
- Type of trucks (e.g. semi, parcel, wide or oversize load)
- Types of products that are being transported (e.g. grain, steel, lumber, computers).
- Provide the number of rail cars shipped on the project-impacted segment of the railroad line in years 2002-2007. Provide type/weight of rail cars, if known.
- Provide an estimate of the total number of rail cars that will be shipped over the affected rail line segment for years 2009 - 2014 if the project is built.
- How much of that additional rail traffic is currently transported by trucks? What route do those trucks follow? Please give route names and mileposts.
- How many rail cars will be diverted to truck transport if the project is not completed? What route will those trucks follow? Please give route names and mileposts.

8. Shipper benefits or reduced costs

Benefits derived from lower logistic costs and the difference of shipping products by rail compared to other modes.

- Difference in cost of shipping by rail (e.g. Truck Rate vs. Rail Rate – this may vary depending on commodity, location, destination, etc. give supporting information)
- Improvements in reliability of service
- Improvement to rail access
- Provide a list of shippers that use the rail line or rail-related facility today, and the number of rail carloads shipped by each shipper using that segment in 2007.
- Provide a list of shippers that will use the rail line if the project is completed, and the estimated total number of rail cars each will ship. How is this commodity currently moving?
- Include a contact person's name, title, company name, email address and phone number for each current and prospective shipper.

9. Safety improvements

Describe existing hazard(s) within the project limits and how the proposed project improves safety:

- The estimated annual amounts of freight tonnage that will use rail as a direct result of the project.
- Specific information on property damage that may be reduced or eliminated.
- Specific information on injury accidents that may be reduced or eliminated.

10. Value to the community

- How will the project benefit the community? This may be the state, the local community or the system-wide freight network.
- Provide a dollar valuation for each of these communities and how the value was arrived at. If one or more of these communities is not impacted, then specifically say so in your packet application.
- The sort of things that you will need to take into consideration will be the impact on any job retention or creation. Include any delays that are minimized by the project. Show too, the value to the freight system. Does the project mean that congestion at this or another location is reduced?

11. Tax from Industrial Development

Property taxes generated from new industrial development. Provide the following information and supporting documentation:

- Type of industrial development
- Assessed value of the industrial development

12. Reducing system-wide rail delays

Please explain how the proposal will eliminate or reduce overall rail system delays. Examples of delay reduction:

- Realignment of rail track to increase speeds on the main line or at junctions.
- Provision of a longer run-around loop to avoid a train having to be split to be run-around.
- Lengthen sidings to enable a facility to receive longer trains and avoid the end of the train standing foul of the main line until removed by a switching locomotive.

13. Preservation of rail line

- Explain how your project proposal will preserve service on the line if the rail line is at-risk of immediate abandonment.
- Will the proposed project restore service on an inactive rail line?

14. Environmental impacts

Explain the environmental benefits and impacts that will result from the project, specifically:

- The estimated annual truck trips reduced by using rail as a direct result of the project.

Remember that most rail projects have environmental impacts and will require a degree of environmental work. Answer the following questions as part of your applications:

- Are there wetlands or streams on or near your project site? If yes, how close is your project site to those wetlands or streams?
- Has your project site been evaluated for archaeological or historic resources? If yes, please submit the cultural resources report.
- What animals, birds, and plants are present on your project site (those species that would be considered endangered, threatened, or monitored by state or federal agencies)?
- Have you completed the State Environmental Policy Act (SEPA) process? If yes, please submit a copy of the documentation.
- What federal, state, and local permits will be needed for your project?

15. Geographic balance and support for regional economies

Is the project in a county listed as economically distressed by the Washington State Department of Community, Trade and Economic Development (CTED)? If the project is not in one of the listed counties, but the rail line on which the project is located runs through one of them, detail any positive economic outcomes that would be a benefit to an economically distressed county.

Please refer to the following web address for a map and list of distressed counties:
http://www.workforceexplorer.com/article.asp?articleId=8098&PAGEID=&SUBID=

16. Automobile Delay and At-Grade Crossings

At-grade crossing delays of automobiles are costs that may be reduced or eliminated by certain types of projects. At-grade separation projects eliminate delays while other projects may reduce them. Provide the following information and supporting documentation:

- At-grade crossing location
- Traffic information for trains and automobiles
    - Average Annual Daily Traffic for each at-grade crossing
    - The average time that trains block each at-grade crossing
- Narrative on how the project will result in the elimination or reduction in delays

17. Economic development benefits

- Please state how many long-term jobs will be created by the project and the anticipated employment growth over a 5-year period. In the alternative, state how many long-term jobs will be lost if the project is not constructed.
- What is the current payroll of jobs that will be preserved by completing this project? What is the projected payroll of jobs that would be created, both on the railroad and in the industries it would serve?
- For each group of jobs that will be sustained or created, please provide the name of a contact person, the company's name, and a phone number; see shippers list.

Shipper savings
If this project is constructed please explain the impacts on rail-dependant shippers, existing and potential. How much would shippers save in freight charges, if any? Explain the current method of shipping, how that would change, and what the rates are for the current and prospective methods.

18. Project Business Plan

The following areas to be included in the business plan.

Management profile
Provide a profile of rail management experience and results, education and training for rail operators (and port or regional entity project managers, if applicable).

Marketing plan

- What new or extended freight services will the rail operator, port or local government provide as a result of this plan?
- Where and when will the service be offered?
- Provide a profile of types of customers that will find value in the new/extended services.
- What additional value will customers derive from this plan?
- What will differentiate this freight service from regional competition? Include an analysis of substitute competition such as truck and barge.
- Profile current and future demands in rail-dependent sectors served in market area (grain, industrial, intermodal, timber/wood products, etc.).
- Provide action plan to reach rail carload sales projections.
- Provide action plan to check results quarterly and adjust marketing plan to actuals.

Operations plan.
Provide operations plan for rail services to be provided upon completion of proposed project, including:

- Service schedule: operational hours. What services will be provided?
- Service outline/interchange plan between short-line and main line railroad.
- Switching operations plan, if applicable.
- Key personnel contacts; emergency contacts.
- Action plan indicating suggested service metrics and how the company will report actual performance against service metrics.
- Personnel, training and certification plan.
- Safety plan.
- Track structure maintenance plan.

Financial plan

- A financial plan for the project (you may use the same one that was used to obtain the matching funds if you have one).

19. Additional comments

Please provide any additional information or reasoning that you would like considered as part of your project proposal.

Check List of Required Attachments:

- ✓ Detailed project vicinity map clearly showing site plan and project limits.
- ✓ Letter of support from railroad.
- ✓ Estimate of project cost, reviewed and signed by an engineer licensed in the state of Washington.
- ✓ Funding commitment letters from all funding partners.
- ✓ A business plan for the project.
- ✓ A completed matrix for each submission (this is outlined on the next page).
- ✓ Answers to each specific question outlined in the application. Especially note the requirements of the environmental questions as outlined in #14 above.

Complete the matrix below:

Section 1 – Contribution – Maximum 25 points							**Total**
<20%	20%	25%	30%	35%	40%	>45%	
Not Valid 0	5	8	12	17	22	25	
Section 2 – Strategic Interest – Contribution Maximum 35 points **Each Yes, score 5 points**							**Total**
• Does this provide a new rail connection? Yes/No • Is the project supporting a short-line operation? (increasing its viability) Yes/No • Does this mitigate impacts of rail traffic on local communities? Yes/No • Does the product allow transfer of mode to rail? Yes/No • Is the project crucial to the economic operations of a specific business? Yes/No • Does this create better integration within freight systems? Yes/No • Will the project protect a rail asset that is deteriorating without the help? Yes/No							
Section 3 – Value to the Community – Maximum 40 points **Each Yes, score 5 points**							**Total**
• Will this project add 10 or more jobs? Yes/No • Will this project add 50 or more jobs? Yes/No • Will this project add 100 or more jobs? Yes/No • Is it located in a distressed economic county?* Yes/No • Viability of project based on business plan – up to 20 points							**Leave blank**

*See Note 15 on page 11.

Rail Bank Application Packet

Help with your application

WSDOT will be running a series of workshops to help potential applicants with their paperwork. We will give examples of completed applications and cost benefit models. We will also be available to answer any questions that you may have. Workshops last a maximum of two hours. Space is limited and workshops may be cancelled if there are no reservations. To attend one of the above workshops, please make your reservation by sending an email to rail@wsdot.wa.gov or calling 360-705-7900, stating which workshop you wish to attend and how many people will be in your party.

Location Address	Date	Time
WSDOT SW Region HQ Conference Room 211 11018 NE 51st Circle Vancouver, WA 98682-6686	**Wednesday, June 18, 2008**	**8:00 a.m.**
WSDOT SC Region HQ Main Level Conference Room 2809 Rudkin Road Union Gap, WA 98903-1648	**Wednesday, June 18, 2008**	**2:00 p.m.**
WSDOT Eastern Region HQ Lincoln County Conference Room 2714 North Mayfair Street Spokane, WA 99207-2090	**Thursday, June 19, 2008**	**8:00 a.m.**
WSDOT NC Region HQ Conference Room 1511 North Wenatchee Avenue Wenatchee, WA 98807-0098	**Thursday, June 19, 2008**	**2:00 p.m.**
WSDOT Olympic Region Lakewood Maintenance Facility 11211 41st Avenue SW Tacoma, WA 98499	**Friday, June 20, 2008**	**2:00 p.m.**
WSDOT NW Region Mount Vernon Conference Room 4100 Cedardale Road Mount Vernon, WA 98274-9599	**Thursday, June 26, 2008**	**8:00 a.m.**
WSDOT NW Region Conference Room 15700 Dayton Avenue North Seattle, WA 98133-5910	**Thursday, June 26, 2008**	**2:00 p.m.**

DRAFT

Exhibit 18

State Rail and Marine Office
Rail Benefit/Impact Evaluation Methodology

Washington State Department of Transportation

State Rail and Marine Office
Rail Benefit/Impact Evaluation Methodology

July 2008

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Definitions

Application – A form completed by the proposer of a project. It asks for information on project description, status, funding, operations, partners, scope, schedule, and budget.

Benefit Cost Analysis – The process involving the analysis of project benefits and costs to determine the benefits as compared to the costs.

Benefit/Cost Ratio – The ratio of benefits to cost for a project.

Decision maker – A person that has authority to take action on the guidance given in this document to the level indicated.

Evaluator – Individual assigned to evaluate project proposal.

Present Value (PV) – is the value on a given date of a future benefit or series of future benefits, discounted to reflect the time value of money and other factors such as investment risk.

Net Present Value (**NPV**) **–** Calculates the net present value of a project by using a discount rate and a series of future expenses (negative values) and benefits (positive values). NPV is an indicator of how much benefit a project will provide.

Project Management – The discipline of planning, organizing, and managing resources to bring about the successful completion of specific project goals and objectives.

Rail Benefit/Impact Evaluation Methodology – A document that conveys the methodology used by WSDOT to evaluate and recommend rail projects.

Rail Benefit/Impact Evaluation Workbook – An Excel workbook that contains tools to aid in the evaluation and recommendation of a rail project. The tools include the Legislative Priority Benefit Matrix, User Benefit Level Matrix, and Benefit Cost Analysis Calculator.

Shipper – A company or individual that ships a product or products to customers.

User Group – An identified group that may use or is connected to rail as a transportation mode.

Rail Benefit/Impact Evaluation Methodology

Introduction

The Washington State Legislature requested the *Statewide Rail Capacity and System Needs Study*, which was approved by the Washington State Transportation Commission on December 12, 2006. The study recommended policies, procedures, and approaches to govern and manage the state's rail programs and assets.

The key question asked by the legislature for the study was: "Should the state continue to participate in the freight and passenger rail system, and if so, how can it most effectively achieve public benefits?" It was concluded that the state should continue to participate in the freight and passenger rail systems. The Washington State Transportation Commission recommended six policies as a result of the study.

Under ESHB 1094, the Washington State Legislature has required Washington State Department of Transportation (WSDOT) to develop and implement the benefit/impact evaluation methodology recommended in the *Statewide Rail Capacity and System Needs Study* finalized in December 2006. The benefit/impact evaluation method is to be developed using the following priorities, in order of relative importance:

i. Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes;
ii. Self-sustaining economic development that creates family-wage jobs;
iii. Preservation of transportation corridors that would otherwise be lost;
iv. Increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;
v. Better integration and cooperation within the regional, national, and international systems of freight distribution; and
vi. Mitigation of impacts of increased rail traffic on communities.

Guiding Principles

Guiding Principle 1: Provide a benefit/impact evaluation methodology and supporting tools as recommended in the *Statewide Rail Capacity and System Needs Study* (2006).

Guiding Principle 2: Develop a benefit/impact evaluation methodology that includes the priorities set forth in ESHB 1094.
Guiding Principle 3: Develop a benefit/impact evaluation methodology that includes measurable public benefits.

Guiding Principle 5: The *Statewide Rail Capacity and System Needs Study* (2006) recommends using only a few good measures including applying qualitative analysis techniques.

Guiding Principle 6: This document is dynamic and proposed alternative evaluation methods should be reviewed for incorporation or used as supplements.

Guiding Principle 7: Decision makers will take into account the public interest and good, going beyond analysis of single stakeholder interests.

Rail Benefit/Impact Evaluation Methodology Components

The Rail Benefit/Impact Evaluation Methodology is comprised of the following components:

- Rail Benefit/Impact Evaluation Methodology (Guidance Document)
- Proposal Application
- Rail Benefit/Impact Evaluation Workbook
    - Legislative Priority Matrix
    - Project Management Analysis
    - User Benefit Levels Matrix
    - Benefit/Cost Analysis Calculator
    - Benefit/Cost Analysis Summary Sheet
    - Benefit/Impact Evaluation Summary Sheet

The components of the methodology are intended to assist the decision maker in the evaluation and recommendation process. The level of rigor applied to the use of any tool should recognize the type, size, and complexity of project and expectations of results.

Using the Rail Benefit/Impact Evaluation Methodology Overview

The methodology contains guidance on how to review proposed projects and apply the tools of the workbook. A main focus when applying the methodology should be the end result of the process, not simply using the tools. A decision maker should be able to summarize a project's review, results, and recommendation.

In determining the appropriate actions to take for investing in rail projects, a rail system benefit/impact evaluation of alternatives is required. An evaluation should only be undertaken if the proposed project is determined to be consistent with state policy.

The benefit/impact evaluation methodology and supporting tools have been developed considering the following:

- The priorities detailed in ESHB 1094.

- Public benefits that are quantitative as well additional qualitative criteria (this helps determine if state action is warranted at all).
- Benefit levels for each identified user group that can be assessed using measures, percentage of benefit, and justification for amount (state, ports, shippers, railroads, and communities).
- Comparison of the benefits across the identified user group to initiate and foster negotiation of the appropriate level of State involvement and the level of support that could be expected from other users.
- Incorporating qualitative analysis. There will be benefits and impacts that cannot be associated with a number. Those need to be considered, and if accepted, justification provided.
- Recommendations in the Statewide Rail Capacity and Needs Study finalized in December 2006.

The process will generally be initiated when a project proposal application is submitted. Projects may also be initiated by other means, but the same evaluation process will be employed. The steps to evaluating and summarizing recommendations will be outlined later. The submitted application should be reviewed to ensure all information needed to complete the evaluation has been supplied. If all of the information is not supplied, a follow up with the proposer will need to be done. Once all of the information has been gathered, it will need to be verified. Verification occurs by confirming that the information in the application reflects existing field conditions and aligns with project requirements. In addition, shippers, railroads, business owners, and other parties related to the project must concur that the information in the application conveys their business needs and commitments.

Once all information in the application has been verified, the next step is to do an initial benefit/cost analysis. Information in the verified application will be the driver for the benefit/cost analysis. An additional benefit/cost analysis will be done if project parameters change during the evaluation process.

At the same time, evaluating the project for benefits and impacts will take place. The Legislative Priority Matrix and Project Management Analysis workbook sheet will need to be completed to determine how the project fits into the priorities and how scope, schedule, and budget expectations will be met.

Another tool in the workbook, the User Benefit Levels Matris worksheet, will also be completed. This worksheet has been developed to help the decision maker determine what users are receiving benefits and at what approximate level.

After the project has been reviewed using the Rail Benefit/Impact Evaluation Methodology tools and standard project management methodologies, a summary of

the results will be developed. The summary should include how the project was reviewed, tools applied, reasoning, and recommendations.

Application Process

The application for a rail grant or loan is the document that gathers the initial information that will be evaluated for possible selection. The application needs to collect enough information to effectively start the evaluation and selection process. It also needs to contain information for follow up calls to users and applicants.

Since calls for projects may be driven by a variety of factors and limitations there needs to be clear communication the application document to ensure the right information is gathered. A standard application may not fit all calls for projects; **therefore the application may need to be modified to gather the appropriate information.**

At other times, a project may simply be assigned without an application process through legislation. Such a project still requires that a benefit/impact evaluation be conducted and the results and recommendations shared with the appropriate parties to validate the project or show the level of impacts and alternatives.

Benefit/Cost Analysis

The Benefit/Cost Analysis is a major component of the Rail Benefit/Impact Evaluation Methodology that will be used when evaluating rail projects. The calculation (benefit/cost ratio) produced will also be supplemented with an assessment of other benefit categories. That supplemental information will be generated by the requested project information in the application form. The major categories for Benefit/Cost Analysis are:

- Transportation and economic benefits.
- Economic impacts.
- External impacts.

A benefit/cost ratio greater than 1.0 shows the benefits of a project outweigh the costs. A ratio of less than 1.0 shows that the costs outweigh the benefits and it is very likely that the project should not be funded.

Benefit/Cost Analysis Calculator

The Benefit/Cost Analysis Calculator was created based on the recommendations provided in the *Statewide Rail Capacity and System Needs Study* finalized in December 2006.

This Benefit/Cost spreadsheet is used to calculate cost-effectiveness of rail projects based on the initial construction cost of the project and anticipated yearly savings and maintenance costs. Enter benefits starting in the year they will start to be realized.

Measures (see measures sheet for explanations)	2008	2009	2010	2011	2012	2013	2014	
Transportation and Economic Benefits								
Reduced Road Maintenance Costs					$4,147	$5,076	$6,048	$
Shipper Savings					$49,075	$60,066	$71,568	$8
Reduction in auto delays at grade crossing								
Economic Impacts								
New or retained jobs								
Tax from industrial development								
External Impacts								
Safety Improvements					$48,425	$59,271	$70,620	$8
Environmental benefits					$45,824	$56,087	$66,827	$7
Total Maint Costs	Yearly maintenance and other recurring costs							
$65,933	$0	$0	$0	$0	$6,500	$7,000	$7,500	$
Maint Present Value	$0	$0	$0	$0	$5,343	$5,532	$5,699	$
Project Cost	Net Yearly Benefits							
$1,291,354	$0	$0	$0	$0	$147,471	$180,500	$215,063	$25
Benefit Present Value	$0	$0	$0	$0	$121,210	$142,652	$163,430	$1

Factor	Value		Definition
15 -Yr. Benefits	$3,034,694		Total Benefits
Payback*	10.23	years	Time for payback
Discount Rate	4.00%		Rate used to calculate time value of money
NPV	$654,244		Net Present Value of all costs and benefits
B/C Ratio	1.48		The ratio of the Net Present Value of all benefits to Net Preser
B/C Pass	yes		B/C ratio greater than or equal to 1.00?

Screen shot of Benefit/Cost Analysis Calculator used on a Rail Bank Project Application

The Benefit/Cost Analysis Calculator is a spreadsheet with areas of benefit, equations for calculations, and benefit parameters to calculate the benefit/cost ratio for a given project or action on a project.

The defined equations and input areas in the calculator are based on documented standards, research, and common practice. These equations will be periodically reviewed and updated with changes in industry practices, price indexes, and new accepted standards. **The input values must be verified based on actual data and**

verifiable field information in consideration of expected project results, freight logistics, user logistics, local economic influences, current costs, impacts to industries, and historical data. For example, putting a company's product on a train does not mean that a one-to-one impact would occur; the trucks that traditionally hauled the product are now completely removed from service. Verification of actual circumstances and logistics must be accomplished.

There may be times that additional benefit areas will need to be included in the benefit/cost analysis. When appropriate, they can be added and included in the calculation. However, there needs to be documentation to justify the calculated benefit. For example, a project for installing idle reduction technology may require the examination of benefits based on product, specifications, and operations.

When project work is a maintenance type project, the benefits may be the result of preventing a failure instead of improving functions or quality. These types of projects should look at impacts based on probability of occurrence and the actual number of benefits that will be affected. There is a tendency to forecast an "all or nothing" scenario showing a loss of all benefits starting immediately. This will normally produce a very large benefit/cost ratio that many times cannot be justified.

Default Values Used and Adjustments

The Benefit/Cost Analysis Calculator uses default values that are included in the equations contained in the Benefit/Cost Instruction sheet. They are used to calculate a dollar value for benefits. These default values are based on generally accepted practices and some may need to be adjusted for project specific goals and objectives. **For more detailed information on the application of values to specific project objectives and goals, a review of *NCHRP Report 586* should be done.**

A validation of the default values must be done for each project with the following in mind:

- Reduction in shipper costs evaluates the cost difference between truck and rail. The default value uses the general assumption that rail is cheaper than truck. This in an overall sense is true. However, for light-density lines rail will not be cheaper and rail will not be more fuel-efficient for very short trains and cumbersome switching moves.
- Trucks can provide superior service for most movements. Trucks can be more flexible for many movements and may prove to be more efficient when logistic costs are considered.
- Railroads on the whole, are more fuel efficient than trucks because of the inherent efficiency of the steel wheel on the steel rail and the use of gentle grades on rail routes. However, fuel use varies greatly with the commodity and car type, and public agencies need to validate the actual difference in fuel costs.

- A benefit calculation should not make the assumption that trucks are completely removed from roadways when a product is placed on rail. Application of elasticity modeling based on *NCHRP Report 586* with a qualitative analysis may be necessary to provide the proper perspective and values.

Benefit/Cost Analysis Measures (Defaults)

Measures identified in the *Statewide Rail Capacity and System Needs Study* finalized in December 2006, are used in the Benefit/Cost Analysis Calculator.

Transportation and Economic Benefits

Reduced maintenance costs	If the project preserves rail service, the no-action alternative may put more freight traffic on highways. This may produce a net positive or negative benefit to be evaluated based on the type of road affected and the cost of maintaining the rail line.
Reduction in shipper costs (for shipments originating in State) – freight only	Benefits derived are from lower logistic costs to the shippers, which ultimately can lead to lower consumer prices. This can include the ability to use different modes that provide competitive alternatives for shippers.
Reduction in automobile delays at grade crossings	Benefits that would be realized by reducing automobile delays at grade crossings.

Economic Impacts

New or retained jobs	Jobs that a particular project/action may keep from moving out of the State (e.g., by construction of a rail spur serving a factory or warehouse, etc.), or new jobs that are created within the state. Also to be considered are changes in job quality and production.
Tax increases from industrial development	A rail action/project may foster industrial development that

	results ultimately in increased industrial property taxes to the state.

External Impacts

Safety improvements	By diverting truck freight to rail, savings on highway safety improvements may occur as well as adding fencing, removing a crossing, etc.
Environmental benefits	Railroads are on average three or more times more fuel efficient than trucks. The state can benefit from savings due to environmental improvements. This includes air and water quality as well as reduction of the use of petroleum, consistent with the Governor's policies.

Yearly Maintenance Costs

Track maintenance	Costs for maintaining a track or section of track that is part of a project.
Equipment maintenance	Equipment maintenance costs for equipment that is purchased as part of the project.

Benefit/Impact Evaluation Workbook Tools

The tools of the workbook are intended to help the decision maker assess a project and provide recommendations. Workbook users should review the tools and be familiar with the tools prior to evaluating a project.

Legislative Priority Matrix

Benefit Matrix Ranking for Legislative Priorities and Project Management

	4: Highly likely/probable (76% - 100%)	3: Likely (51% - 75%)	2: Somewhat likely (26% - 50%)	1: Unlikely/improbable (0% - 25%)	-1: Has a negative impact on benefit	Totals	Comments
Legislative Priorities and Measures							
i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes	Yellow boxes are calculated automatically						
Economic	4						
Safety		3					
Environmental			2				
						54	
ii) Self-sustaining economic development that creates family wage jobs							
New Jobs				1			
Retained Jobs			2				
Business		3					
						30	
iii) Preservation of transportation corridors that would be otherwise lost							
Rail preservation				1			
Intermodal			2				
Access			2				
						20	
iv) Increased access to efficient and cost-effective transport to							

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Screen shot of the Legislative Priority Matrix worksheet

The Legislative Priority Matrix worksheet is intended to help the evaluator determine how a project aligns with the priorities. The priorities were provided in a relative order of importance. Each priority area is weighted based on that order.

Users of the Legislative Priority Matrix worksheet select the score (4 through negative 1) that pertain to the measure and place it in the box that aligns with both. Information on how a score was selected should be provided in the comment box. Scores are compiled to help determine how a project meets the legislative priorities.

The benefit measures that have been identified for each priority are to be used as a baseline of measures. There may need to be other or different measures considered for a project. As new measures and their parameters are identified and proven, they should be included for use on future projects. The tools used to aid benefit/impact determinations should be supplemented as a decision maker uses expert and value judgments to determine of a project's public value.

Project Management Assessment

Benefit Matrix Ranking for Project Management Assessment		
Measure	**Score**	**Comments**
Project Readiness		
Partner Funding		
Project Scope		
Project Resources		
Project Budget		
Project Schedule		
Project Equipment Needs		
Project Management Score	**0**	

Screen shot of the Project Management Assessment Matrix

The Project Management Assessment Matrix is intended to help determine the current status of the project and how likely it can successfully be delivered within the constraints of scope, schedule, and budget. The scores are compiled to determine a project management score. Information on how a score was selected should be provided in the comment box.

User Benefit Levels Matrix

User Benefit Levels

Enter the percentage of benefit for the measure that will be realized for each user of the result of the project. The total value must equal 100%. Provide reasoning information for the conclusion of amounts in the comment section.

Measure ↓ User →	State	Ports	Trucking	Shippers	Railroads	Communities	Totals	Comments
New Jobs	75%					25%	100%	
Cost Reductions				80%		20%	100%	
System Velocity Improvements	25%			25%	50%		100%	
Hours of Train Delay	25%	25%			50%		100%	
Yard Dwell Time	30%				70%		100%	
Increased Traffic Revenue		25%			75%		100%	
Reliability	50%				50%		100%	
Throughput/Capacity	14%	12%	74%				100%	
Market Share	25%				75%		100%	
Competitive Advantages						100%	100%	
Shipping Advantages	25%	25%			50%		100%	
Region Economy						100%	100%	
State Economy	100%						100%	
International Trade Flow	75%				25%		100%	

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Screen shot of the User Benefit Levels Matrix

The User Benefit Levels Matrix is intended to help determine who is benefiting from the project and at what level. The matrix is to be completed giving a percentage that represents the amount of benefit for each user for each measure. The percentage of benefits are then added for each user and divided by the number of measures used providing an overall project benefit for each user.

User Benefit Levels

Enter the percentage of benefit for the measure that will be realized for each user of the result of the project. The total value must equal 100%. Provide reasoning information for the conclusion of amounts in the comment section.

Measure ↓ User →	State	Ports	Trucking	Shippers	Railroads	Communities	Totals	Comments	
State Economy	100%						100%		
International Trade Flow	75%				25%		100%		
Network		50%		25%	25%		100%		
Market Access	25%	25%		25%	25%		100%		
Bottleneck Relief		100%					100%		
Benefit Levels	**28%**	**15%**	**4%**		**29%**	**14%**			
Results							**Comments**		
This Test	28%	15%	4%	0%	29%	14%	State should participate, but only if other beneficiaries contribute an appropriate share	Direct investment and supporting institutional mechanisms	The results show the highest levels of benefit are for two of the users.
Example	55%	0%	0%	10%	15%	20%	State should participate and be prepared to contribute more than the other groups if not all funds.	Direct investment at a higher level and supporting institutional mechanisms.	The State and Community are the highest benefactors and as such most of the fund would be by them. Depending on the

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User Benefit Levels Matrix result section

Evaluation Process

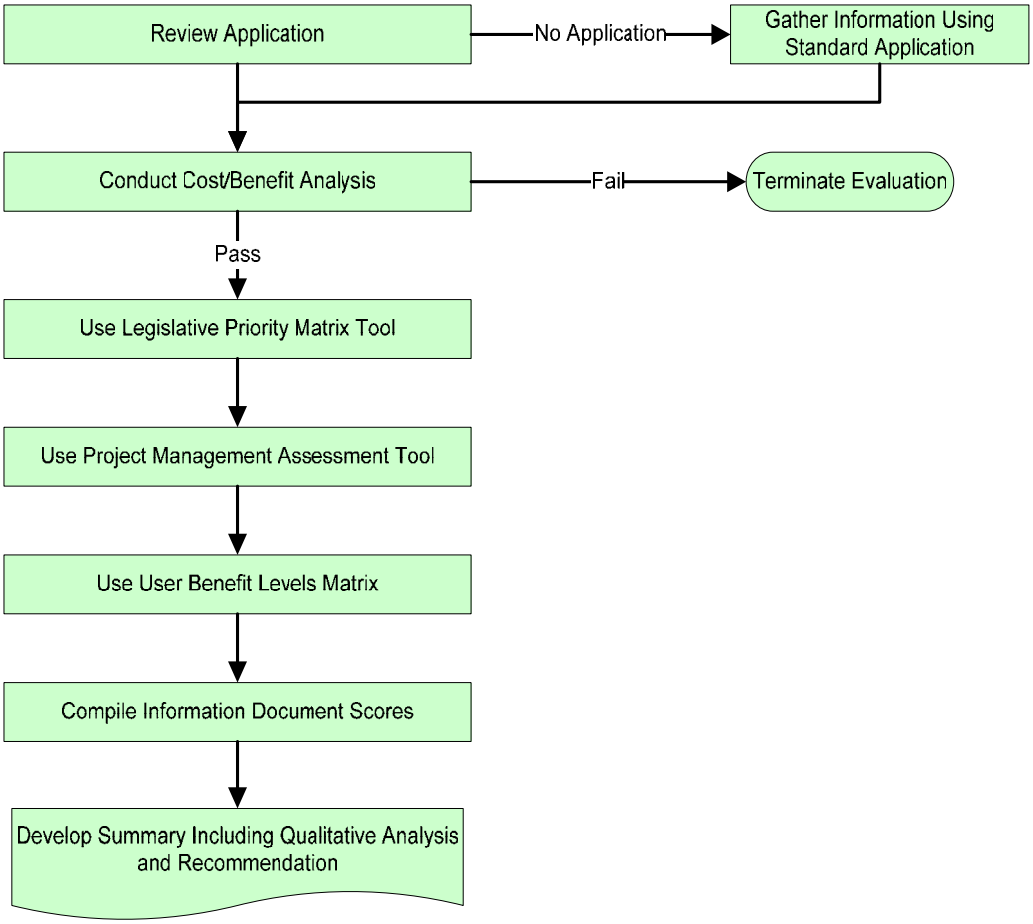
This section outlines the general process that should be followed for evaluating and selecting projects. The methodology and tools will be used by evaluators to develop recommendations.

Project Evaluations

A project evaluation may begin with a proposal application or by legislation. Both will require evaluation steps to be completed as indicated below:

1. Review application or obtain information to conduct evaluation. If there is no application, use the current general project application, eliminating superfluous questions, as a tool to identify what information is needed from the project stakeholders.
2. This step will be completed by the WSDOT State Rail and Marine Economist. Compile data for a benefit/cost analysis and use the Benefit/Cost Analysis Calculator. Include any additional data or information necessary to analyze the true benefits and costs. This may require a qualitative analysis and summary.
3. If Benefit/Cost Analysis Calculator indicates a ratio greater than one, then the Legislative Priority Matrix should be used. The evaluator should use the tool as indicated in its guidance for each priority measure. Once complete, justification for selections and a score will become part of the project documentation.
4. The evaluator will use the Project Management Assessment Matrix. If the evaluator has questions on any of the project management assessment areas, they should contact one of the State Rail and Marine Office Project Managers. This will ensure consistent interpretation with adopted standard operating procedures.
5. The final tool to be used is the User Benefit Levels Matrix. This tool with help determine what users are receiving a benefit and at what level.
6. Once a project has been through the steps above, the evaluator needs to compile all of the information to generate a score and to develop a recommendation. Depending on the project, a qualitative summary may need to be included to convey benefits that are not easily quantifiable.
7. If there are multiple recommendations, a report should be done to incorporate all recommendations for easy review.

Evaluation Process Flowchart



Additional Evaluation Considerations

This evaluation methodology is intended to lay out an overall consistent process that can be used for evaluating the economic benefits and costs for rail projects. However, benefit measures and decision support tools need to be selected and used in a manner that considers the underlying project driving goals for specific projects that may not be specifically addressed. Additional research may be required to acquire data. This may also require adjustments to the evaluation process tools.

Project driving goals may include:

- Reduce congestion to improve air quality.
- Enhance safety to improve quality of life.
- Economic stimulus.
- Support of overall state economic goals.

Incorporation of Value Judgments

While there are many quantitative ways to determine the value for a given project, there may be a need for including value judgments. If the number of evaluation measures is kept to "a few good measures," the decision maker can review the full scope of the evaluation and weigh each measure according to their political and technical judgment. Value judgments are incorporated by the decision maker when determining the level of benefit for areas that are not quantitative and may have outside drivers that will provide a benefit for outside programs or operations. The decision maker must document their decision providing justification for the level of benefit ranking.

Decision Documentation (When Incorporating Value Judgments)

While the workbook spreadsheets used provide documentation and justification for decisions made, there may be additional documentation requirements. Documentation on value judgments that are qualitative rather that quantitative will need to have supporting information about the decision. When required, the decision documentation package should include:

1. Summary of spreadsheet determinations including alternatives.
2. Additional social or economical values considered.
3. Justification for value judgment determinations.
    a. Benefits and impacts reviewed.
    b. How the reviewed benefits and impacts apply.
    c. Determination considerations.
    d. Justification documentation.

Lessons Learned

An essential part of the evaluation process is documenting and using lessons learned. As the evaluation methodology is applied to the project lessons learned should be used for improvement of the methodology. Each lesson recommendation should be reviewed for consistency with state policies and regulations. Recommendations should be appropriately reviewed for benefit and application prior to incorporating into the methodology.

Future Development

The Rail Benefit/Impact Evaluation Methodology and tools have been developed with the foresight of expanding in future versions. One such addition will be inclusion of the Statewide Freight Data and Analytic Program information as part of all project evaluations once it is complete. Incorporation of this data into project evaluations will generate recommendation results consistent with statewide freight strategic goals.

In addition, as changes in the economy and state goals occur, the methodology will need to be updated to ensure the correct benefits and measures are being used. The methodology addresses the need to use lessons learned for improvement as well as being dynamic enough to stay current. A technical work group will be put in place to periodically review baseline evaluation results and the latest evaluation results to ensure that the correct measures and benefits for the current freight conditions are being used.

Exhibit 19

WSDOT Rail Projects: A Guide for Funding Recipients

What does the WSDOT Project Manager do?

The WSDOT Project Manager is ultimately responsible and accountable for ensuring that the rail project is completed on time, on budget, and within the scope of work. The WSDOT Project Manager will take the lead on developing the Project Charter, project plans, project funding agreements, and will oversee all aspects of the work to be performed. The WSDOT Project Manager will also ensure compliance with state and federal laws and regulations, process invoices, and work closely with project partners to guide the project to a successful completion.

Who is on WSDOT's Rail Project Management Team?

WSDOT State Rail and Marine Office Project Managers have been trained by certified instructors from the Project Management Institute. WSDOT Project Managers come from a variety of backgrounds, but all have a strong commitment to public service, best project management practices, open communication, and accountability.

Contact Information

Phone: 360-705-7900
Email: rail@wsdot.wa.gov

Washington State Department of Transportation
WSDOT State Rail and Marine Office
PO Box 47407
Olympia, WA 98504-7407

Washington State Department of Transportation

WSDOT Rail Projects: A Guide For Funding Recipients

The Washington State Department of Transportation (WSDOT) administers state and federal grants and loans for rail construction projects. WSDOT partners with counties, cities, port districts, short line railroads, and others to complete rail projects on time, on budget, and within the scope of work envisioned by the state legislature and our state's Congressional delegation.

Rail transportation funds must be spent in a manner that delivers the maximum benefit to taxpayers. This brochure will help WSDOT's partners understand how rail projects will be managed by the department, funding recipient roles, and the process for working together to improve the state's rail transportation system.

Why does on time, on budget and within scope matter?

Governor Christine Gregoire and the Washington State Legislature established an ambitious goal for WSDOT: Deliver 90 percent of transportation projects on time, on budget, and within the agreed upon scope of work. This goal has been set so that WSDOT continues to work diligently to fulfill public expectations after two successive transportation tax increases in 2003 and 2005. As project partners, it is important that funding recipients understand the process that WSDOT will follow, starting from the time that project funds become available, through the planning, permitting, and construction phases, and finally to project completion and closure.

By working together to successfully meet our project delivery goals, the state legislature and our Congressional delegation are expected to continue to provide public funds for rail projects across the state. Failure to meet these targets could cause decision-makers to direct funds to other non-rail transportation projects.

A new crossover is installed near Lacey, Washington.

What steps will we take together?

Initiating Process

This is the exploratory phase that allows us to understand the mission, goals, and processes of our respective organizations, and how we will work together. It establishes a framework for the scope of work and culminates in the establishment of a Project Charter that will guide how the various project managers will proceed.

Planning Phase

Good planning is essential to a successful project. The planning phase is a very detailed part of the project–and the most important. We will work together to develop the project schedule and examine all the risks. We will meet with all the stakeholders to ensure that their needs and views are considered in the project plan. The project plan will be used as our guide through project completion.

Executing Phase

This is where we put the plan into action and build the project. Activities include coordinating people and resources, obtaining environmental clearances and permits, submitting invoices for payment, and dealing with day-to-day issues as the project moves toward completion. The majority of the project budget will be expended during this phase.

Monitoring and Controlling Phase

This process takes place through every other phase, but especially during the executing phase. We will devise ways to check that the project is on schedule and on budget, and make the appropriate corrections when needed. We will monitor third party contractors to make certain that construction standards are being met and the terms of the construction contract are being fulfilled.

Closing Process

This is the final phase where we finish the project, close out contracts, make final payments, and archive project records. This is also the time to review successes and what needs improvement in the future so that WSDOT can better serve our project partners and stakeholders.

What is a Project Charter and why do we need one?

A Project Charter is a document that's designed to "get everyone on the same page." Project Charters are commonly used by WSDOT to outline the key project elements and to ensure that all project partners have a shared understanding of the work ahead. Project Charters also serve as a foundation for more detailed project planning. WSDOT will work with rail project funding recipients to develop a Project Charter that will include the following elements:

- Project purpose
- Project benefits
- Project scope of work
- Project managers and other team members
- Key stakeholders
- Milestones/goals
- Legislative deadline
- Budget
- Communications
- Assumptions and risks
- Project sponsor signatures

What's the difference between a Project Charter and a project funding agreement?

A Project Charter outlines the key project elements and ensures that all project partners have a shared understanding of the work ahead. A project funding agreement is the legally-binding contract between WSDOT and a funding recipient that enables WSDOT to spend state and federal funds for rail transportation projects. When the funds are distributed as loans, loan repayment terms will also be included in the funding agreement.

WSDOT will take the lead on developing the project funding agreement. These agreements are typically reviewed by legal experts representing WSDOT and the funding recipient.

In most cases, public entities such as cities, counties, and port districts must get final approval from a council or board of commissioners before executing the funding agreement with WSDOT.

How will project funds be distributed by WSDOT?

Washington State law requires that WSDOT only distribute funds as reimbursements for work that has already been completed. This applies to both rail project grants and loans.

Once the project funding agreement has been executed, funding recipients will submit monthly invoices to WSDOT for actual costs incurred during project execution. The WSDOT Project Manager will review these invoices, work with funding recipients to clarify and correct any discrepancies, and process the invoice for payment. WSDOT typically distributes payments within 30 days of receipt of the invoice.

Does WSDOT have any reporting requirements for funding recipients?

The WSDOT State Rail and Marine Office requires all funding recipients to submit a monthly progress report along with their monthly invoice. This information is used to monitor project scope, schedule, budget, and risks. The progress reports also help support WSDOT's public communication activities.

The WSDOT Project Manager will work with funding recipients to develop the initial progress reports. The WSDOT Project Manager will also make regular site visits to verify the information included in the monthly progress reports.

Why is WSDOT taking a portion of the project funds for project management?

The WSDOT State Rail and Marine Office may withhold up to five percent of the project budget for staff time, travel, supplies, and overall project management. The balance of the funds will be available for preliminary engineering, environmental documentation, permitting, and construction as outlined in the scope of work.

How will we share project information with the public?

Clear and accurate communication between WSDOT and taxpayers is a key part of our business.

WSDOT publishes and regularly updates project pages and status reports on the department's web site, holds public meetings, and develops printed materials for each rail project. The WSDOT Project Manager will work with funding recipients to develop a communications plan that meets the needs of the department, funding recipients, and the taxpaying public.

If the funds are issued as loans and must be repaid, what is the standard process for repayment?

Loans issued by the WSDOT State Rail and Marine Office are typically for 15 years at zero interest. Repayment will usually commence one year after the project has been certified as completed by the WSDOT Project Manager. Payments are typically submitted to WSDOT once per year.

The terms of repayment will be discussed during the development of the project funding agreement. The repayment schedule and annual amount of payment will be included as an exhibit in the funding agreement.

Appendix 2 – Freight Mobility Strategic Investment Board

Exhibit 1

FMSIB Mission and Approach

Freight Mobility Strategic Investment Board

Mission & Approach

I. MISSION

Recognizing the importance of the movement of freight to the state of Washington, FMSIB was created by the Legislature and the Governor in 1998 to identify and recommend for funding "…strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost effectiveness, yield a return on the state's investment, require complementary investments by public and private interests, and solve regional freight mobility problems." [RCW 47.06A.001(7)]

II. GUIDANCE

RCW 47.06A and 226 WAC provides FMSIB with specific direction, responsibilities and unique objectives:

1. **FMSIB shall focus only on freight mobility projects**.
   "The board shall ensure that projects submitted as part of the portfolio are not more appropriately funded with other federal, state, or local government funding mechanisms or programs. The board shall reject those projects that appear to improve overall general mobility with limited enhancement for freight mobility." [RCW 47.06A.020(l)c]

2. **FMSIB projects must be on a strategic freight corridor**.
   "Strategic freight corridor means a transportation corridor of great economic importance within an integrated freight system that:
   - (a) Serves international and domestic interstate and intrastate trade;
   - (b) Enhances the state's competitive position through regional and global gateways;
   - (c) Carries freight tonnage's of at least:
     - (i) Four million gross tons annually on state highways, city streets, and county roads;
     - (ii) Five million gross tons annually on railroads; or
     - (iii) … new links to strategic corridors that enhance freight movement may qualify, even though no tonnage data exists for facilities to be built in the future."
       [RCW 47.06A.010(6)]

3. **FMSIB shall designate strategic freight corridors**.
   "The board shall update the list of designated strategic corridors not less than every two years…including information on city- and county-owned roadways." [RCW 47.06A.020 (3)]

4. **FMSIB projects must meet one of the following conditions**
   "(i) It is primarily aimed at reducing identified barriers to freight movement with only incidental benefits to general or personal mobility; or
   (ii) It is primarily aimed at increasing capacity for the movement of freight with only incidental benefits to general or personal mobility; or
   (iii) It is primarily aimed at mitigating the impact on communities of increasing freight movement, including roadway/railway conflicts." [RCW 47.06A.020(4)(b)]

5. **FMSIB projects must have a public-private partnership component**. State funds will leverage other public and private contributions. "It is the intent of the legislature that each freight mobility project contained in the project portfolio submitted by the board utilize the greatest amount of non-state funding possible." [RCW 47.06A.020(7)]

   "…the board shall ensure that state funds are allocated to leverage the greatest amount of partnership funding possible." [RCW 47.06A.020 (c)]

   "…State financial assistance…must leverage other funds from all potential partners and sources, including federal, county, city, port district and private capital. [RCW 47.06A.001 (7)]

6. **FMSIB projects should emphasize a corridor approach**.
   "State investment in projects that enhance or mitigate freight movements should pay special attention to solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts beyond any local area. The corridor approach builds partnerships and fosters coordinated planning among jurisdictions and the public and private sectors." [RCW 47.06A.001(6)]

7. **FMSIB will engage the private freight sector.**
   "The board is composed of twelve members….appointed by the governor…
   (c) two members…nominated by the Washington public ports association…
   (e) one member appointed as a representative of the trucking industry;
   (f) one member appointed as a representative of the railroads;
   (h) one member representing the steamship industry;
   (i) one member of the general public…as chair of the board"
   [RCW 47.06A.030(2)]

8. **FMSIB project funding is subject to geographic allocation**.
   "(1) For the purpose of allocating funds for the freight mobility strategic investment program, the board shall allocate the first

fifty-five percent of funds to the highest priority projects, without regard to location.

(2) The remaining funds shall be allocated equally among three regions of the state, defined as follows:

(a) The Puget Sound region…;

(b) The western Washington region includes….;

(c) The eastern Washington region includes…."

[RCW 47.06A.050]

9. **FMSIB projects must demonstrate a public cost benefit.**
"The project must have a total public benefit/total public cost ratio of equal to or greater than one. [RCW 47.06A.020 (4c)]

10. **FMSIB projects are evaluated on set weighted criteria.**
"Review and evaluate project applications based on criteria established…" [RCW 47.06A.020 (1 c)]

"…The Board shall use the multi-criteria analysis and scoring framework…contained in the…Project Eligibility, Priority and Selection Process for a Stategic Freight Investment Program."
[RCW 47.06A.020 (5) and 226-12-080 WAC]

The Board may only fund those elements directly related to freight movement. [RCW 47.06A.060 (2)]

III. FMSIB CRITERIA

The statutory guidance contained in RCW 47.06A and 226 WAC led to the creation of criteria used by FMSIB to score, select, and prioritize projects to recommend to the Legislature for funding. The criteria were developed to provide equal consideration of roadway, railway, and waterway projects. While there have been some minor changes over the years to the criteria, the original criteria remain a strong tool in evaluating both the quantitative and qualitative merits of freight projects. The multi-criteria analysis evaluates proposed projects based upon:

♦ Freight Mobility for the project Area	35 points
♦ Freight Mobility for the region, state & nation	35 points
♦ General Mobility	25 points
♦ Safety	20 points
♦ Freight & Economic Value	15 points
♦ Environment	15 points
♦ Partnerships	25 points
♦ Consistency with regional & state plans	5 points
♦ Cost	10 points
♦ Special issues	8 points

(Detailed "Priority Criterion" and scoring may be found in Exhibit XX.)

Exhibit 2

FMSIB Project Priority Criteria Scoring

FMSIB Project Priority Criteria Scoring

Priority Category	Maximum Score		Priority Criterion	Measure or Metric
Freight Mobility for the Project Area	35	25	Reduce truck delays, or	Reduction in daily truck delay hours, or
			reduce train or rail car delays	reduction in daily train or rail car delay
		10	Increase capacity for peak hour truck movement, or	Reduction in truck V/C at peak hour, or
			increase capacity for peak period train movement	reduction in train/rail car delay at peak period
Freight Mobility for the Region, State, and Nation	35	10	Importance to regional freight system and state economy	Freight flows, industries, and employment
		10	Importance to state freight system and state economy	Freight flows, industries, and employment
		10	Access to ports or border crossings	10 = Adjacent to port or border; 0 = otherwise
		5	Provide a corridor system solution	Project is part of a larger corridor solution
General Mobility	25	10	Reduce vehicular traffic delay	% daily blockage x ADT
		7	Reduce queuing and backups	Average queue length by Watson equation
		5	Reduce delay from use of alternate railroad crossing	Additional driving time to unobstructed RR crossing
		3	Address urban principal arterials	3 = urban principal arterial; 0 = otherwise
Safety	20	5	Reduce railroad crossing accidents	5-year FRA accident history
		5	Reduce non-railroad crossing accidents	Reduction in number of accidents
		5	Provide emergency vehicle access	5 = essential access route; 0 = otherwise
		5	Close additional related railroad crossing	5 = two additional; 3 = one additional; 0 = no additional

Priority Category	Maximum Score		Priority Criterion	Measure or Metric
Freight and Economic Value	15	5	Benefit mainline rail operations	5 = high; 3 = moderate; 1 = minimal 0 = negligible
		5	Access to key employment areas	Employment, industry, and alternate access
		5	Support faster train movements	Document support for after project completion
Environment	15	5	Reduce vehicle emissions	1.0 x delay in attainment area; 1.5 x deal in non-attainment area
		5	Reduce train whistle noise in crossing vicinity	Number of sensitive receptor sites in vicinity
		5	Improve local air quality	Reduced particulates, contribution to attainment standards
Partnerships	25	20 (max for both	Public sector participation	1 point for every 4% of project cost
			Private sector participation	1 point for every 2% of project cost
		5	Critical timing of partner investments	Timing of program and partner funding at various project stages
Consistency with Regional and State Plans	5	5	Addressed in regional and/or state-level transportation plans	3 = in regional plans 2 = in state-level plans 0 = not in state/regional plans
Cost	10	7	Cost-effectiveness	Reduced delay time/project cost
		3	Degree to which least-cost alternatives are considered	Evidence that least-cost alternatives were analyzed and considered
Special Issues	8	8	Address special or unique circumstances	Degree of special/ unique circumstances not otherwise addressed
Totals	**193**	**193**		

Exhibit 3

FMSIB Program Application Form

FMSIB # _____
FMSIB Staff Use

Freight Mobility Strategic Investment Program

Application Form

Project Summary

PROJECT TITLE

APPLICANT ORGANIZATION
Lead Agency:
Contact Person:
Address:
Email:

Agency Number:
Title:
Telephone:
FAX:

PROJECT LOCATION
City:
County:
Legislative District(s):

IDENTIFY STRATEGIC FREIGHT CORRIDOR on which this project is located. (Attached a detailed vicinity map of the proposed project.)

PROJECT ADDRESSED IN ANY REGIONAL and/or STATE TRANSPORTATION PLANS

☐ Regional Plan _____
Name of Plan Date

☐ State Plan _____
Name of Plan Date

ATTACHMENTS

☐ Vicinity Map (required)

COST SUMMARY

Total Project Cost: $_____

Freight Mobility Funds Requested:
$_____

MATCHING FUNDS SUMMARY (must be available at time of obligation)

Total Match: $_____

Public Sector: $_____ ____%
Private Sector: $_____ ____%

Total Match Percentage: _____%

FMSIB # _____
FMSIB Staff Use

Funding Detail

Partnerships:

Public Sector Match	Anticipated	Committed	Dollars
Lead Agency Funds			
Private Sector Match			
Partnership Total			-

	Total	PE	RW	CN
FMSIB Request				
Public Sector Match				
Lead Agency Funds				
Private Sector Match				
Need				
Total				

Tentative timeframe	Ad Date	Completed	Completed	Completed	CN Start

Cash Flow Needs:

Dollars (in thousands)		Before 7/09	7/09 - 6/11	7/11 - 6/13	7/13 - 6/15	7/15 - 6/17	TOTAL
P.E. Phase	Total						
	Freight Mobility	**FMSIB funds not available for PE phase**					
R.W. Phase	Total						
	Freight Mobility	**FMSIB funds not available for ROW phase**					
CN. Phase	Total						
	Freight Mobility						

Freight Mobility TOTAL	**$**	**%**
Partnership TOTAL	$	%
TOTAL Project Cost	$	%

FMSIB # _____
FMSIB Staff Use

Project Narrative

Please describe the scope of the freight mobility project and how the project will: (a) reduce barriers to or increase capacity for improved freight movement; and/or (b) mitigate the impacts on local communities of increasing freight movement, including rail and road conflicts. (Reducing barriers or increasing capacity includes: truck climbing lanes, re-alignment and re-routing project to avoid excessive truck climbing grades or general congestion; alternate truck routes; dedicated truck lanes; access into and/or out of ports, inter-modal freight facilities and freight terminals; truck turning lanes; changes in roadway or intersection geometry to better accommodate trucks; increasing weight limits; and the use of Intelligent Transportation Systems (ITS). Mitigation includes grade separations, mitigating impacts of increasing truck and/or railroad traffic to a community and can be the use of ITS.)_____

1. **In addition, please provide the names, contact information, and comments of the truck and/or rail representatives consulted on this project.**

FMSIB # _____
FMSIB Staff Use

Project Narrative

2. **What is the reduced truck delay that will result from the freight project?**

Step 1: Calculate the current truck delay (without the proposed project):

Current Average Daily Traffic ADT	(A) _____Vehicles/day
Current delay per vehicle _____Minutes/60 =	(B) _____Hours
Current percentage of trucks (%T) _____ %/100	(C) _____
Current truck delay in hours = (D) = (A) x (B) x (C)	(D) _____ Hours

Step 2: Calculate the projected truck delay (with proposed improvement):

Projected Average Daily Traffic (ADT)	(E) _____ Vehicles/day
Projected delay per vehicle: _____ Minutes/60	(F) _____ Hours
Projected percentage of trucks (%T) _____ %/100	(G) _____
Projected truck delay in hours = (H) = (E) x (F) x (G)	(H) _____ Hours

Step 3: Calculate the reduction in truck delay as a result of the proposed improvement

Reduced truck delay = (I) = (D) – (H) or zero if calculated value is less than zero.	(I) _____ Hours

3. **If this project reduces train delay, please show the savings per train, the number of trains, and the average train length?** _____

4. **What is the improvement in the volume to capacity ratio (v/c) for truck movements?**
For determination of truck volume to intersection capacity ratio for intersection improvements, go directly to Step 4, skipping Steps 1 through 3.

Step 1: Calculate the current peak hour truck volume:

Current peak volume:	(A) _____ Vehicles/Hour
Current percentage of trucks (%T) _____ % / 100	(B) _____
Current peak hour truck volume = (C) = (A) x (B)	(C) _____ Truck/Peak Hour

Project Narrative

5. **What is the improvement in the volume to capacity ratio (v/c) for truck movements? (continued)**

Step 2: Convert the peak hour truck volume to Passenger Car Equivalents:

Factor for converting trucks to Passenger Car Equivalents (PCE) (D) _____
Use a factor of 1.5 except for the following conditions:

- For upgrades use the value from Table 3-4 of the Highway Capacity Manual using the specific site conditions.
- For downgrades use the value from Table 3-6 of the Highway Capacity Manual using the specific site conditions:

Passenger Car Equivalents = (E) = (C) x (D): (E)_____ PCE's/Peak Hour

Step 3: Determine the current facility capacity (without the proposed project):

Highway capacity value from the Highway Capacity Manual: (F) _____ PCPHPL

- For multilane highways, use the value from Figure 7-1 for the posted speed and LOS D.
- For basic freeway sections on four-lane freeways, use Figure 11.3-1 for the posted speed and LOS D.
- For basic freeway sections on six or more lane freeways use the value from Figure 7-1 for the posted speed and LOS D.

Number of current lanes in the direction of peak hour flow: (G) _____ Lanes

Current Capacity = (H) = (F) x (G): (H) _____ PCPH

Step 4: Determine the current truck volume to capacity ratio:

For Intersections:
This value (I) is typically computed using computer software. Developed for this purpose, or can be hand calculated using the procedure established in the Highway Capacity Manual. (Chapter 9 for signalized intersections, or Chapter 10 for un-signalized intersections). (I) _____

Intersection truck v/c: (J) = (I) x (B) (J) _____

OR

For Highways: Highway truck v/c (J) = (E) / (H) (J) _____

Step 5: Determine the projected truck volume to capacity ratio using the methods presented in the above Steps 1 through 4, only using the conditions and factors with the proposed improvements in place. (K) _____

Step 6: Improvement to v/c for trucks = (L) = (J) – (K) or zero, if the calculated value is less than zero. (L) _____

FMSIB # _____
FMSIB Staff Use

Project Narrative

6. **If this project increases the capacity of train movements during peak periods, please describe and give information on current capacity and the amount of improvement.**_____

7. **What is the significance of this project to the regional economy? Describe the project's impact on the regional freight transportation system and the regional economy (i.e., nature of the improvement and principal freight moved; improved intra-regional and inter-regional freight movement in terms of products, industries and direct employment; improved freight movement and access to domestic and international markets in terms of freight, industries and direct employment; benefits to other regional industries; and access and links to intermodal connections and facilities.)** _____

8. **What is the significance of this project to the state economy? Describe the project's impact on the state (outside the region) freight transportation system and the state (outside the region) economy. (i.e., improved intrastate freight movement in terms of products, industries and direct employment; improved freight movement to domestic and international markets in terms of freight, industries and direct employment; and benefits to other state industries.)** _____

FMSIB # _____
FMSIB Staff Use

Project Narrative

9. **Does the project improve the freight movement for direct port access or across an international border?** ☐ **No** ☐ **Yes Explain.** _____

10. **Is this project part of a regional corridor solution or major system improvement? Is your regional planning council supportive of the project? Describe.** _____

11. **What is the reduced vehicular traffic delay of all vehicles?**

Step 1: Calculate the current delay (without the proposed project):

Current Average Daily Traffic (ADT)	(A) _____Vehicles/day
Current delay per vehicle _____Minutes/60 =	(B) _____ Hours
Current vehicle delay in hours = (C) = (A) x (B)	(C) _____ Hours

Step 2: Calculate the projected delay (with the proposed improvement:

Projected Average Daily Traffic (ADT)	(D) _____Vehicles/day
Projected delay per vehicle _____Minutes/60 =	(E) _____ Hours
Projected vehicle delay in hours = (F) = (D) x (E)	(F) _____ Hours

Step 3: Calculate the reduction in vehicle delay as a result of proposed improvement.

Reduced vehicle delay = (G) = (C) – (F) or zero if calculated value is less than zero.	(G) _____ Hours

FMSIB # _____
FMSIB Staff Use

Project Narrative

12. **What is the reduced queuing and backups as a result of this project?**

Step 1: Calculate the current queuing (without the proposed project).

Using the Watson Equation: Q = V x R
Q = Average queue length (in number of vehicles per lane)
V = volume expressed in ADT divided by number of lanes in one direction
R = Percentage of time per day either the crossing is closed or vehicles are stopped at a crossing.

Current Average Daily Traffic (ADT)	(A) _____	Vehicles/day
Number of lanes in one direction	(B) _____	Lanes
Volume = (C) = (A) / (B)	(C) _____	Vehicles/lane
Current closure or stoppage time either measured or calculated	(D) _____	%
Average queue length (E) = (C) x (D)	(E) _____	Vehicles/lane

Step 2: Calculate the projected queuing with the proposed improvement:

Projected Average Daily Traffic (ADT)	(F) _____	Vehicles/day
Number of lanes in one direction with proposed improvements	(G) _____	Lanes
Volume = (H) = (F) / (G)	(H) _____	Vehicles/lane
Projected closure or stoppage time either measured or calculated	(I) _____	%
Average queue length (J) = (H) x (I)	(J) _____	Vehicles/lane

Step 3: Reduction in queuing = (K) = (E) – (J) or zero, if calculated value is less than zero. (K) _____ Vehicles/lane

13. What is the time to travel to an unobstructed crossing (in minutes)? _____

14. **Is the project on a designated urban principal arterial?** ☐ **No** ☐ **Yes**

15. **Have there been any accidents at the project location that this freight project will help reduce?**
☐ **No** ☐ **Yes, summarize the 5-year accident history (separating railroad crossing accidents and non-railroad crossing accidents) and explain how the project will reduce each type of accidents.** _____

Project Narrative

16. **Is the project located on an essential emergency vehicle access route? ☐ No ☐ Yes Describe. (i.e., fire, police, ambulance, school bus route and include closest alternative emergency access)** _____

17. **Does this project result in additional road/rail closures? How many and where.**
☐ No ☐ Yes _____

18. **How does the project benefit mainline rail operations (i.e., increases train speed, improves train access to terminals, etc.)? Describe.** _____

19. **Does the project improve access to key employment areas? ☐ No ☐ Yes Describe and include the number of employees affected by the access.** _____

20. **If, as a result of this improvement, train speed limits are planned to be increased, will the applicant be supportive? ☐ No ☐ Yes Describe level of support.** _____

Project Narrative

FMSIB # _____
FMSIB Staff Use

21. **Is the project located in a non-attainment area for air pollution control?** ☐ **No** ☐ **Yes**

22. **How many sensitive receptor sites are affected by the reduction in train whistle noise in the vicinity of the grade separation? (Vicinity is identified as a quarter of a mile up and down the track and 600 feet each side of centerline. Sensitive receptor sites include residences, schools, churches, hospitals, hotels and motels, each counted as individual facilities.)** _____

23. **Why is it important to get this project underway within the next year (i.e., available funding, project impacts or other critical timing issues.)?** _____

24. **Are there environmental impacts of the project, which may affect implementation (i.e., displaced businesses or residences, wildlife refuge, water quality, etc.)?** ☐ **No** ☐ **Yes Explain.** _____

FMSIB # _____
FMSIB Staff Use

Project Narrative

25. **What is the cost-effectiveness of the project?**

Calculate the cost effectiveness of this project, using the equation:
Cost Effectiveness = Reduced Delay / Cost

Step 1: Reduced Truck Delay (A) = (I) from Question 2 (A) _____ Hours

Step 2: If available, from Question 3, train delay (B) is equal to the average delay per train car times the average number of train cars per day. (B) _____ Hours

Step 3: Cost (C) = Total cost for proposed improvement, including engineering/design, right of way, construction and contingencies. (C) _____ Millions

Cost Effectiveness (D) = ((A)+(B)) / (C) (D) _____ Hours / $M

26. **Describe the degree to which least-cost alternatives were analyzed and considered for this project.** _____

27. **Describe the uniqueness of this project based on factors not addressed by previously asked questions.** _____

28. **Freight projects have the potential to not only improve the movement of commerce, but also improve local air quality. Explain how this project provides an overall health and environmental benefit. (e.g. reduction of particulate emissions, contribution to attainment standards in non-attainment area, etc.) How was the information and evaluation arrived at to support the benefit statement? (e.g. traffic model, air emissions model, etc** _____

FMSIB # _____
FMSIB Staff Use

Freight Mobility Strategic Investment Program
Application Form

Certification

Applicant Organization
(To be signed by the Mayor, Chair or Executive Director of the Sponsoring Agency)

I certify that _____ supports the proposed Enhancement
(sponsoring agency)

project, has the legal authority to pledge matching funds, and has the legal authority to apply for Freight Mobility Strategic Investment Board funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is a request for reimbursement through the state system, and that all state rules for contracting, auditing, and payment will apply to this project.

Signature	**Date**
Printed Name	**Title**
Project Title	

Exhibit 4

FMSIB Method of Analysis

FMSIB's Method of Analysis

The Board utilizes both a broad based Board project selection team and a technical scoring team to evaluate road, rail, and waterway proposals. The process involves both a qualitative and quantitative evaluation. The project selection process is detailed in this section.

1. **Call for Projects issued –** Announcements are sent out to every city, county, WSDOT region, and port in the state. Applications, guidelines, and instructions are available on the FMSIB Web site.

2. **Six-Year Plan –** Due to the dynamic nature of freight mobility, the Board determined that, to remain nimble and relevant to actual freight movement, adopted projects should be in a six-year window—more than six years and it is difficult to hold partnerships together; less than six years and it is difficult to get through engineering, permitting, right-of-way, and environmental requirements to advance projects.

3. **Project Selection team assembled –** Board team consist of Board members representing cities, counties, ports, rail, trucking, and maritime. A technical team consisting of a representative from CRAB (County Road Administration Board), WAC (Washington Association of Cities), WPPA (Washington Public Ports Associaion), WSDOT (Washington State Department of Transportation), BNSF (BNSF Railway Company), UP (Union Pacific Railroad), and WTA (Washington Trucking Associations).

4. **Project submission deadline –** Project applications are due 4 to 6 weeks after the call for projects is announced.

5. **Project application –** Copies of all submitted applications are copied and sent to each member of the Board team and the technical team for their review, evaluation and scoring. Teams are given 3 to 5 weeks for their review, depending upon the number of applications to be considered.

6. **Engineering Review –** An engineering review of all applications is conducted to verify numerical and engineering claims.

7. **Scoring –** Scores from individual scoring sheets are entered into either the technical matrix or the Board matrix with individual scores. An average is calculated for each question and a composite score is tabulated for each group.

8. **Evaluation Meeting –** Both teams meet to review the scores and differences on individual questions between the two teams. Adjustments are made if there are any corrections requested by scorers. The teams discuss each application and their score to determine which projects should advance for final consideration. A list of additional questions is developed for each project that will advance.

9. **Correspondence –** Projects that are selected to advance to final consideration receive an invitation to attend a face-to-face meeting with the selection teams and a list of questions they are asked to answer at the meeting. Projects that are not advanced to final consideration receive a letter explaining that while their project has merit it failed to demonstrate a high value for freight mobility. Projects that wish to appeal the rejection are offered the opportunity to address the Board at the next meeting date.

10. **Face-to-Face Meeting** – Project sponsors meet in 20- to 30-minute sessions with selection team members and discuss the remaining questions, project beneficiaries, anticipated partnerships, and freight benefit. After each meeting the selection teams discuss whether the project should be added to the FMSIB list, the appropriate share of freight benefit, and the dollar and percentage contribution to be recommended to the full board. (Occasionally, an additional project cost review is requested and an evaluation of project components is undertaken to determine an appropriate freight share of project costs).

11. **Adoption** – All submitted applications are reviewed during a public meeting and the projects that are recommended to the Board are discussed. Both the recommendation to adopt the projects and the specific recommendation of the appropriate state freight share of the financial partnership are considered. If there are comments and/or appeals to the recommendations, they are heard and considered before the final vote. The Board then votes on the recommendations and the projects are added to the FMSIB list, including the dollar and percentage assigned to each project. Once adopted, projects cannot apply again or have the amount awarded increased, even if costs go up.

Exhibit 5

FMSIB Project Management and Advancement

Freight Mobility Strategic Investment Board

Project Management & Advancement

1. **Funding –** FMSIB works with projects to identify beneficiaries and appropriate shares of project cost/responsibility. Facilitates meetings between partners to gain agreement and establish level of participation.

2. **FMSIB negotiates agreements –** and brokers deals to pull project partners together and determine roles (i.e., who will do what work). Agreements include ROW, scheduling, funding. Opportunities to save money are explored and pursued.

3. **Site meetings –** held on a regular basis to keep projects advancing. Agency works with sponsors to develop phasing of certain projects, when appropriate, to keep process advancing.

4. **Federal advocacy** – FMSIB organizes meetings and presentation booklets advocating for federal partnership participation in FMSIB projects when they are nearing construction. Annual Congressional meetings include project sponsors and Board members.

5. **Cash flow** – FMSIB works with all partners to develop workable cash flow plans that enable the project to move without hindrance. Projects requiring state match funds can use FMSIB funds to do so. When stipulations are needed they are clarified in cash flow discussions and by written documentation.

6. **Twelve-Month Rule** – To assure project advancement and to provide accountability, projects are required to enter the construction phase within 12 months of receiving notification that they have received state funding approval (projects scheduled to go to construction in the second year of a biennium receive letters.)

7. **Communication** – FMSIB provides ongoing communication between project needs and OFM and House and Senate Transportation Committees on project status. The Board performs a complete project status review on all FMSIB projects twice a year.

8. **Redirected funding** – When projects are unable to fulfill their commitment as communicated to the Legislature and OFM the Board either moves projects to a later biennium or the deferred projects list. Available funds are redirected, after OFM and Legislative approval, to projects that can advance.

9. **Signage** – Projects are required to post signs (sample formats found on FMSIB Web site) in the construction area indicating the partnership funding of the project.

10. **Quarterly Reporting** – Securing quarterly status reports, review of progress and changes conducted by FMSIB. Reports posted on FMSIB Web site.

Exhibit 6

Full Project List

Completed Project List

In Construction Project List

Unfunded Project List

Freight Mobility Strategic Investment Board
1997-2008
Full Project List

Project	Agency	Region	Project Name	Total Cost	FMSIB Share
		(see legend)		($ millions)	($ millions)
1	WSDOT	PS-F	SR 519 Intermodal Access Project	47.88	33.43
2	WSDOT	PS	SR 509 South Access Completion	330.00	50.00
3	Port of Seattle	PS-F	East Marginal Way Ramps	33.30	6.92
4	WSDOT	PS-F	SR 509/Port of Tacoma Rd Grade Separation	33.67	9.00
5	WSDOT	PS-F	SR 167, SR 509 to SR 161 (Ph 1 PE/RW)	45.02	12.20
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor	11.62	2.80
7	WSDOT	GN	I-90 Snowshed	153.80	45.60
8	Kelso	WW	Allen St Bridge Replacement	25.50	3.11
9	Port of Everett	PS-F	California Street Overcrossing to Port of Everett	10.00	5.00
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	12.00	4.20
11	Everett	PS-F	41st Overx'ing/Riverfront Parkway	4.80	4.30
12	Union Gap	EW	Valley Mall Blvd Extension	10.00	4.98
13	Seattle	PS-F	South Spokane St. Viaduct	26.90	8.00
14	Auburn	PS-F	S. 277th St Grade Separations (BNSF & UP)	35.85	13.80
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	6.00
16	Prosser	EW	Wine Country Rd	13.50	8.78
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing	7.97	5.18
18	Tacoma	PS-F	D St. Grade Separation	22.50	9.15
19	Auburn	PS-F	3rd St SW BNSF Crossing	27.60	10.00
20	Pierce Co	PS-F	N. Canyon Road Extension/BNSF Overcrossing	6.00	2.00
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing	15.00	6.00
22	Pierce Coounty	PS-F	8th St E./BNSF Grade Separation	10.00	4.00
23	Tukwila	PS-F	180th St Grade Separation	15.00	6.00
24	Colville	EW	Colville Alternate Truck Route	6.47	2.00
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)	6.90	4.23
26	Kennewick	EW	Edison Street Crossing	13.00	5.20
27	Kennewick	EW	Washington St Railroad Crossing	12.00	4.80
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge	3.60	1.80
29	Everett	PS-F	E. Marine View Drive Widening	6.21	0.60
30	WSDOT	PS	SR 18 Weyerhauser Way to SR 167 Truck Lane	11.65	6.90
31	Benton County	EW	Port of Kennewick Road (Exten. of Piert Rd.)	1.84	0.52
32	WSDOT	EW	SR 28, SR 2 / 97 to 9th St. (Phase 1)	31.50	17.26
33	WSDOT	EW	I-90 Argonne to Sullivan	28.75	14.00
34	DOT-Burlington	WW	SR 20 - Fredonia to I-5	46.95	13.50
35	Kent	PS	S 228th Street Extension & Grade Separation	48.00	8.50
36	Yakima	EW	Grade Separated Rail Crossings	25.00	7.00
37	Seattle	PS	Duwamish Intelligent Transportation System (ITS)	5.11	2.50
38	DOT-Blaine	WW	SR 543-I-5 to International Boundary	24.89	9.60
39	Seattle	PS	Lander St Overcrossing	23.93	8.40
40	Walla Walla	EW	US 12/SR 124 Interchange, Walla Walla County	13.95	7.24
41	Port of Kalama	WW	Grain Terminal Track Improvements	2.50	1.25
42	DOT-Pasco	EW	US 395 Hillsboro Street Interchange	11.46	0.00
43	WSDOT	EW	I-90 Hyak to Easton Hill	102.58	9.10
44	City of Spokane	EW	Havana Street Grade Separation	13.00	8.45
45	Pierce Co	PS	Cross Base Highway	262.44	5.00
46	WSDOT NW	PS-F	SR 18 , Maple Valley to I-90 (MP 16.1-MP 27.91)	401.82	5.00
47	Renton	PS	Strander Blvd/SW 27th St Connection	47.00	4.00

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Freight Mobility Strategic Investment Board
1997-2008
Full Project List

Project	Agency	Region	Project Name	Total Cost	FMSIB Share
		(see legend)		($ millions)	($ millions)
A	Spokane Co	EW	Park Road BNSF Grade Separation Project	10.00	5.00
B	Bremerton	WW	SR3/304 Transportation Improvement Project	8.22	3.06
C	WSDOT- Sumas	WW	SR9 – SR 546/Nooksack Road Vicinity to SR 547/Cherry	0.20	0.13
D	DOT-Spokane	EW	SR 27 - Pines Rd BNSF Grade Crossing Separation	11.72	3.36
E	Richland	EW	SR 240 & SR 224 Interchange & Railroad Overcrossing	9.30	4.50
F	DOT-Moses Lake	EW	SR 17 Pioneer Way to Stratford Rd Mobility Project	14.21	4.20
G	DOT-Spokane	EW	I-90 Sullivan Rd to Harvard Rd	52.49	9.60
H	Longview	WW	3rd Ave. Off Ramp Widening	0.20	0.13
I	Pierce Co	PS	8th Street East UP Railroad Undercrossing	14.70	5.60
48	Spokane Co	EW	Bigelow Gulch Road - Urban Boundary to Argonne Rd	9.45	2.00
49	Auburn	PS-F	M St. SE Grade Separation Project	23.88	6.00
50	WSDOT NWR	PS	SR 9/ SR 522 to SR 92 Widening (MP 0.00 to MP 17.50	493.82	5.00
51	Seattle	PS	Duwamish Truck Mobility Improvement Project	7.18	2.80
52	Fife	PS	70th and Valley Ave Widening / SR-167 Alternate	18.86	2.00
53	Pierce Co	PS	Canyon Road Northerly Extension	45.00	3.00
54	Snohomish Co	PS	Granite Falls Alternate Route	18.36	5.00
55	Everett	PS	East Everett Ave Crossing	10.00	2.50
56	Fife	PS	Pacific Hwy E / Port of Tacoma Rd to Alexander Ave	3.29	0.75
57	Woodinville	PS	SR 202 Corridor Improvement - SR 522 to 127th Pl NE	23.26	2.50
58	Port of Seattle	PS	East Marginal Way Truck Crossover	0.45	0.23
59	City of Kent	PS	S. 212th St. Grade Separations	50.00	10.00
60	Kent	PS-F	Willis Street Grade Separation	37.00	4.00
61	Port of Seattle	PS	SR 518 at Airport Dr EB lane addition	30.00	5.00
62	Port of Walla Walla	EW	U.S. 12/SR 124 (Humorist Rd)Interchange	15.00	7.50
63	Everett	PS	I-5 / 41st St (Phase 2) ramp	7.12	3.00
64	Fife	PS	Port of Tacoma truck Off Ramp	32.40	8.00
65	Spokane	EW	Freya Ave Bridge	12.80	2.72
66	Port of Vancouver	WW	Port Rail Access	67.44	10.00
67	FMSIB	PS	Green River Valley BNSF/UP Industrial track	30.00	8.00
68	Lacey	WW	Hogum Bay Rd Slip Ramp & Road improvements	12.00	4.00
69	Fife	WW	70th Ave Grade Separation	17.50	TBD
70	Longview	WW	SR 432/SR 433 Turn Lane Improvements	3.54	0.65
71	Walla Walla	EW	Myra Rd at DallesMilitary Rd Intersection	2.53	0.50
			totals	3,155.37	538.03

Project costs are the original estimate from project applications - final project costs are significantly higher

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Freight Mobility Strategic Investment Board

Completed Projects

Project	Agency	Region	Project Name
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 1)
6	Port of Longview	WW	Port of Longview Alternate Rail Corridor
8	Kelso	WW	Allen St Bridge Replacement
9	Port of Everett	PS-F	California Street Overcrossing to Port of Everett
11	Everett	PS-F	41st Overx'ing/Riverfront Parkway (Phase 1)
12	Union Gap	EW	Valley Mall Blvd Extension
14	Auburn	PS-F	S. 277th St Grade Separations (BNSF & UP)
16	Prosser	EW	Wine Country Rd
17	Port of Pasco	EW	SR 397 Ainsworth Ave. Grade Crossing
18	Tacoma	PS-F	D St. Grade Separation
19	Auburn	PS-F	3rd St SW BNSF Crossing
21	Kennewick	EW	Columbia Center Blvd. Railroad Crossing
22	Pierce County	PS-F	8th St E./BNSF Grade Separation
23	Tukwila	PS-F	180th St Grade Separation
24	Colville	EW	Colville Alternate Truck Route
28	Port of Kalama	WW	Port of Kalama Industrial Park Bridge
29	Everett	PS-F	E. Marine View Drive Widening
30	WSDOT	PS	SR 18 Weyerhauser Way to SR 167 Truck Lane (Phase)
35	Kent	PS	S 228th Street Extension & Grade Separation
37	Seattle	PS	Duwamish Intelligent Transportation System (ITS) (Phases 1 & 2)
41	Port of Kalama	WW	Grain Terminal Track Improvements
40	Walla Walla	WW	US 12/124 to SR 730
42	DOT-Pasco	EW	US 395 Hillsboro Street Interchange
45	Pierce County	PS	Cross Base Highway (phase 1)
B	Bremerton	WW	SR3/304 Transportation Improvement Project
C	WSDOT- Sumas	WW	SR 9 – SR 546/Nooksack Road Vicinity to SR 547/Cherry S
H	Longview	WW	SR 432 Improvement/3rd Ave Off-Ramp Widening
54	Snohomish Co	PS	Granite Falls Alternate Route (Phase 1 ROW)
56	Fife	PS	Pacific Hwy E / Port of Tacoma Rd to Alexander Ave
57	Woodinville	PS	SR 202 Corridor Improvement - SR 522 to 127th Pl NE (Phase 1)
63	Everett	PS	I-5 / 41st St (Phase 1) ramp

31 Completed Projects valued at more than $247.46 Million
FMSIB share $75.60 Million

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Freight Mobility Strategic Investment Board

Projects Currently in Construction

Project	Agency	Region (see legend)	Project Name	Total Original Cost ($ millions)	Current Cost ($millions)	FMSIB Phase Share	Total FMSIB Share ($ millions)
1	WSDOT	PS-F	SR 519 Intermodal Access Project (Phase 2)	47.88	76.00	BN 4.61	33.43
3	Port of Seattle	PS-F	East Marginal Way Ramps	33.30	33.51	6.92	6.92
10	Port of Tacoma	PS	Lincoln Ave. Grade Separation	12.00	57.00	10.20	10.20
15	Puyallup	PS-F	Shaw Rd. Extension	15.00	23.50	6.00	6.00
18	Tacoma	PS-F	D St. Grade Separation (Phase 2 – bridge) *	22.50	30.00	UP .75	9.15
25	Walla Walla	EW	SR 125/ SR 12 Interconnect (Myra Rd. Exten.)*	6.90	17.29	4.23	4.23
29	Everett	PS-F	E. Marine View Drive Widening	6.21	12.31	0.60	0.60
35	Kent	PS	S 228th Street Ext. & Grade Separation (BNSF phase 2)	48.00	72.00	3.25	8.50
37	Seattle	PS	Duwamish Intelligent Trans. System (ITS) phase 3	5.11	8.55	1.99	2.50
44	City of Spokane	EW	Havana Street Grade Separation	13.00	19.40	4.00	4.00
47	Renton	PS	Strander Blvd / SW 27th St. Connection (phase 1)	12.00	12.32	4.00	4.00
48	Spokane Co	EW	Bigelow Gulch Road - Urban Boundary to Argonne Rd	9.45	18.10	2.00	2.00
52	Fife	PS	70th and Valley Ave Widening / SR-167 Alternate	18.86	27.70	2.00	2.00
54	Snohomish Co	PS	Granite Falls Alternate Route (phase 2 – roadway)	18.36	24.79	3.20	5.00
58	Port of Seattle	PS	East Marginal Way Truck Crossover	1.30	1.30	0.99	0.99
66	Port of Vancouver	WW	Port Rail Access (Phase 1)*	67.44	68.00	2.50	10.00
67	FMSIB	PS	Green River Valley BNSF/UP Industrial track (phase 1)	30.00	30.00	2.50	10.00
70	Longview	WW	SR 432/SR 433 Turn Lane Improvements*	3.54	3.54	0.65	0.65
				370.85	535.31	55.03	120.17

* Some projects have or will be completed in 2008

Project 1 utilized BN rail funds & Project 18 phase 2 utilized UP rail funds

These projects are either in construction or expected to be in construction in 2008

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Freight Mobility Strategic Investment Board

Unfunded or Partially Funded Projects

Project	Agency	Region	Project Name	Project Cost	FMSIB Total Share	
				($ millions)	($ millions)	
2	WSDOT	PS	SR 509 South Access Completion (Construction phase)	1129.75	50.00	
5	WSDOT	PS-F	SR 167, I- 5 to SR 509 to Port of Tacoma (ROW phase)	429.29	12.20	
13	Seattle	PS-F	South Spokane St. Viaduct	159.58	25.00	
20	Pierce County	PS-F	North Canyon Rd.Exten./BNSF Overcrossing	25.00	2.00	
31	Benton County	EW	Port of Kennewick Road (Exten. of Piert Rd)	1.84	0.52	*
32	WSDOT	EW	SR 28, SR 2 / 97 to 9th St.	93.17	17.26	
39	Seattle	PS-F	Lander Street Overcrossing	77.72	8.40	
43	WSDOT	GN	I-90 Hyak to Easton truck improvements	248.42	30.70	
A	Spokane Co	EW	Park Road BNSF Grade Separation Project	16.52	5.00	
E	Richland	EW	SR 240 & SR 224 Interchange & Grade Crossing	9.30	4.50	
F	DOT-Moses Lake	EW	SR 17 Pioneer Way to Stratford Rd Mobility Project	14.61	4.20	
G	DOT-Spokane	EW	I-90 Sullivan Rd to Harvard Rd	53.15	9.60	
51	Seattle	PS	Duwamish Truck Mobility Improvement Project	7.18	2.80	
53	Pierce Co	PS	Canyon Road Northerly Extension	36.50	3.00	
55	Everett	PS	East Everett Ave Crossing	16.52	2.50	
57	Woodinville	PS	SR 202 Corridor Improvement - SR 522/127th Pl NE (Phase 2)	3.80	2.50	*
59	Kent	PS	S. 212th Street Grade Separation	58.00	10.00	
60	Kent	PS-F	Willis Street Grade Separation	37.00	4.00	
61	Port of Seattle	PS	SR 518 at Airport Dr EB lane addition (WSDOT budget)	30.00	5.00	
62	Port of Walla Walla	EW	U.S. 12/SR 124 Interchange (WSDOT budget)	15.00	7.50	
64	Fife	PS	Port of Tacoma truck Off Ramp	32.40	8.00	
66	Port of Vancouver	WW	Port Rail Access (Phases 2-3)	67.44	10.00	*
67	FMSIB	PS	Green River Valley BNSF/UP Industrial track (Phases 2 & 3)	30.00	8.00	*
68	Lacey	WW	Hogum Bay Rd Slip Ramp & Road improvements	12.00	4.00	
69	Fife	WW	70th Ave Grade Separation	17.50	TBD	
71	Walla Walla	EW	Myra Rd at DallesMilitary Rd Intersection	2.53	50.00	
			totals	2,854.60	341.00	

FMSIB share of future projects funded

FMSIB share of future projects partly funded

*Some projects have already received a portion of their FMSIB funding for early project phases

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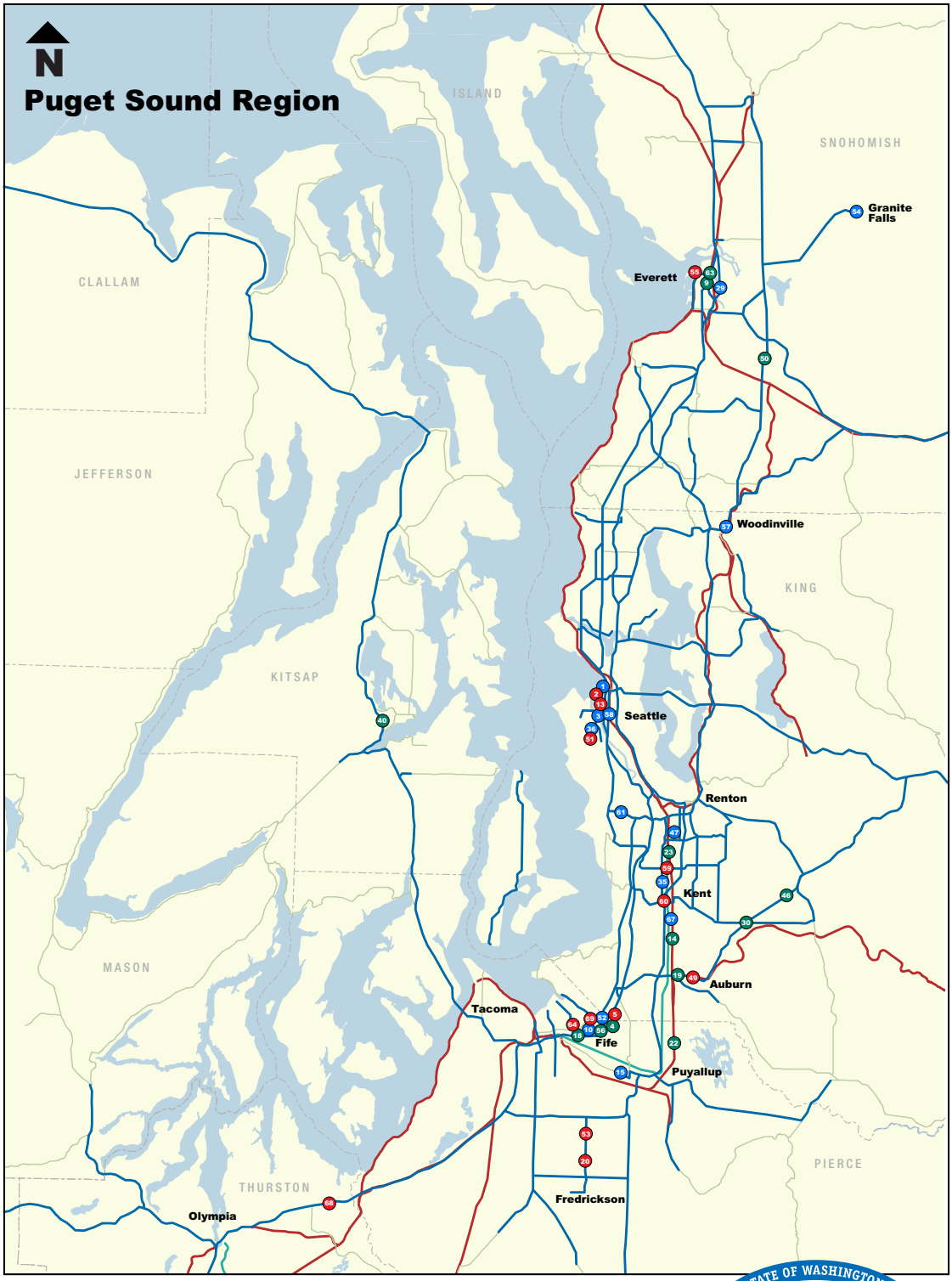
Exhibit 7

FMSIB Complete Project List – Combined Project Phases Maps

FMSIB Complete Project List - Combined Project Phases



Highway Freight Corridors
BNSF Rail Line
UP Rail Line

Completed Projects
In Construction Projects
Future Projects

STATE OF WASHINGTON FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

FMSIB Complete Project List - Combined Project Phases

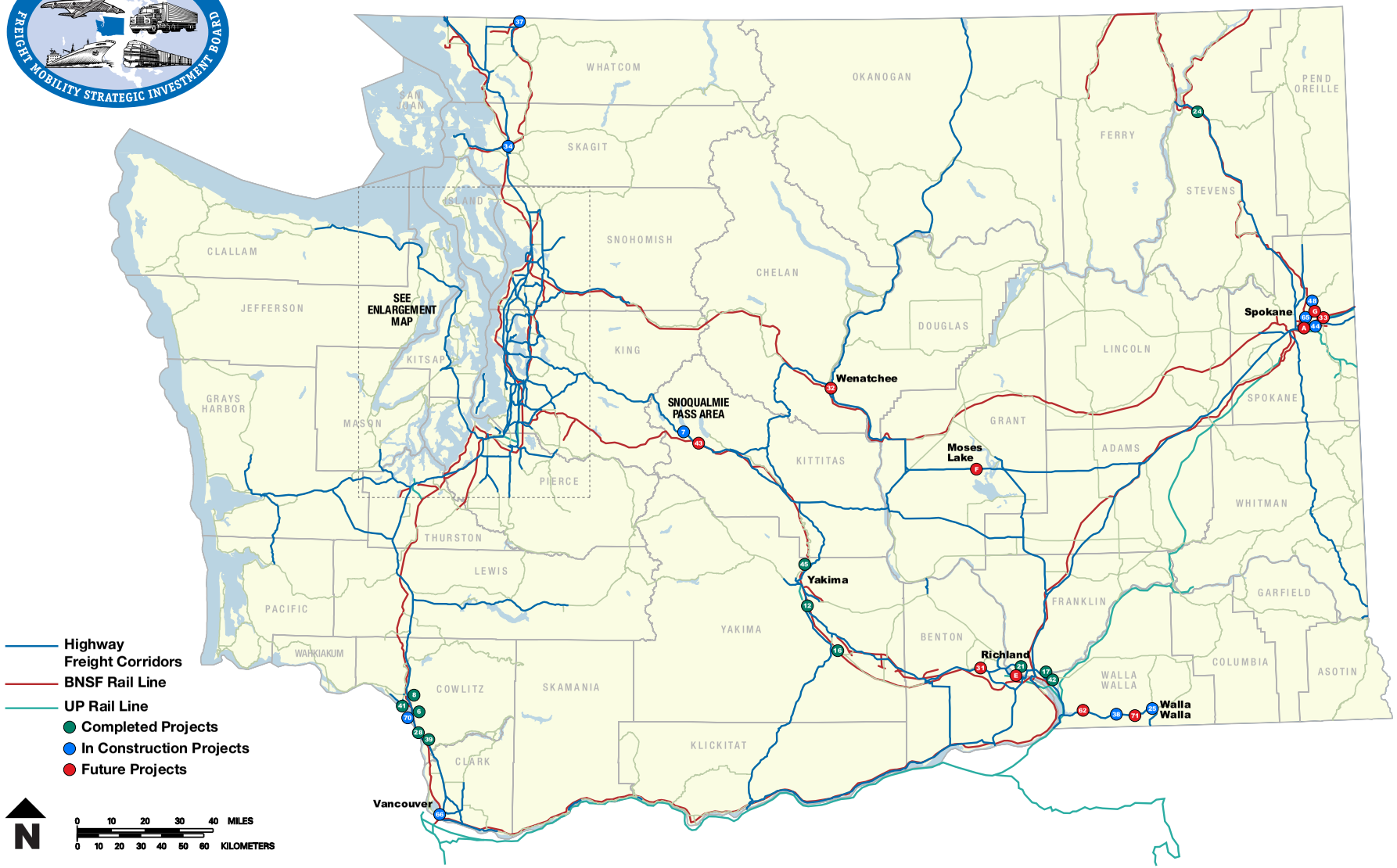


Exhibit 8

2008 Legislative Priorities Compared to FMSIB Program

2008 Legislative Priorities Compared to FMSIB Program

The project selection priorities of the Freight Mobility Strategic Investment Board were set in statute in 1998 after a two year study of the best way to address improving the road, rail and waterway strategic freight corridors in Washington. The priorities identified in the 2008 Supplemental budget are similar but are more targeted toward a single mode - rail. Below you will find a comparison of the two sets of priorities.

Legislative Priorities	FMSIB Project Scoring	FMSIB Points	FMSIB Question	* Leg. Priorities
			some questions overlap	
(i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes	Safety	20	14, 15, 16	
	Freight & Economic Value	15	17, 18, 19	
	Environment	15	20, 21, 23, 27	50
(ii) Self-sustaining economic development that creates family-wage jobs;	Econ. development & jobs are part of three questions on the application	25	6, 7, 18,	25
(iii) Preservation of transportation corridors that would otherwise be lost;	Volume assumed to be below FMSIB project eligibility	na	na	na
(iv) Increased access to efficient and cost-effective transport to market for Washingtons agricultural and industrial products;	Freight Mobility for the Project Area	35	2, 3, 4, 5	35
(v) Better integration and cooperation within the regional,national, and international system of freight distribution	Freight Mobility for Region, State & Nation	35	6, 7, 8, 9	
	Consistency with Regional & State Plans	5	Cover/page 1	40
(vi) Mitigation of impacts of increased rail traffic on communities.	General Mobility	25	10, 11, 12, 13 14, 16,18, 20 21,23,	25
	Additional FMSIB Priorities			
	Partnership Leverage	25	Page 2, 22, 23	
	Cost Effectiveness	10	24, 25	
	Special Issues	8	26	

* Leg. Priorities reflects composite FMSIB scoring points for each of the six legislative priorities.

Project application available in appendix

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2008 Legislative Priorities Compared to FMSIB Program

(i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes
RCW 47.06A.20 (4) Strategic Freight Corridors - Priorities were established based upon the weighting of the original selection process that has only been slightly modified. Economic, Safety & environmental questions provide more than 25% of the overall possible points making them the highest priority category. Evaluation of alternate modes is not part of the FMSIB scoring process and not all FMSIB projects involve rail. economic,safety & environmental issues are measured solely on their merit. Grade separations generally benefit truck rather than rail mobility but also provide safety improvements for rail crossings. Safety evaluation focuses on essential emergency vehicle routes, closing/separations of at-grade crossings,

(ii) Self-sustaining economic development that creates family-wage jobs
RCW 47.06A.060 (2) Grants & Loans - The state shall not bear the financial burden for project costs unrelated to the movement of freight. Project amenities unrelated to the movement of freight.
RCW 47.06A.020 Board Duties - The board shall ensure that projects submitted as part of the portfolio are not more appropriately funded... with other government funding mechanisms or programs.
Economic benefits & jobs are included within 3 application questions but benefits can not be speculative on a non strategic corridor assuming growth will develop if the route in improved.

(iii) Preservation of transportation corridors that would otherwise be lost
RCW 47.96A.010 (6a) - FMSIB projects, by statute must be on corridors that carry a minimum of 4 M tons (roads), 5 M tons (rail), 2.5 M tons (waterways) not lower volume corridors.
The preservation of corridors is not part of the FMSIB stated statutory goals
This priority appers to target rail corridors, especially low volume rail corridors that are below the minimum strategic freight corridor designation that FMSIB is allowed to consider.

(iv) Increased access to efficient and cost effective transport to market for Washington's agricultural and industrial products
RCW 47.06A.001 Findings - solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts beyond any local area.
RCW 47.06A.010 (6a) "Strategic freight corridor" a transportation corridor of great economic importance within an integrated freight system that serves international and domestic interstate and intrastate trade.
RCW 47.06A.050 Allocation of funds - Geographic distribution of funds assures that agricultural and industrial areas can all compete for funding targeting regional priorities

(v) Better integration and cooperation within the regional, national & international systems of freight delivery
RCW 47.96A.001 (6) Intent section measured through answers to questions 2-5 in application
RCW 47.96A.010 (6) Freight Corridors. The Board works with multijurisdictions to construct corridor improvements and assesses interntional and domestic trade impacts.

(vi) Mitigation of impacts of increased rail traffic on communities
RCW 47.06A.020 (4a) (iii) It is (projects) primarily aimed at mitigating the impact on communities of increasing freight movement, including roadway/railway conflicts.Project evaluation focuses on improving essential emergency vehicle routes, closing/separations of at-grade crossings,reduction of train whistle noise on receptor sites, air quality and other environmental improvements