

First Priority Rail Crossings -

The highest Priority projects that have been identified by their jurisdictions as the most critical crossings to be addressed. The criteria used was where heavily used roadways (T-2) intersected with an at-grade crossing causing delays and safety issues due to blockages. Most projects have partial funding but lack the remaining funding needed to advance to construction.

County	City	Street	Railroad	Plan	Estimate	Comments
Chelan	Wenatchee	Hawley St.	BNSF	RTPO	22,000,000	
Clark	Ridgefield	Mill St	BNSF	RTC	Closure	Project would provide a grade separation at Pioneer allowing the closure of two current at-grade crossings
Clark	Ridgefield	Division St	BNSF	RTC	Closure	
Clark	Ridgefield	Pioneer St	BNSF	RTC	17,800,000	
Franklin	Pasco	Lewis St	BNSF	TIP	27,000,000	Ben-Franklin COG High Priority Project
King	Auburn	6th St SW/SE	BNSF	PSRC	35,712,000	New Crossing of BNSF Rail yard identified on PSRC plan
King	Kent	S. 228th St (U.P. undercrossing)	UP	PSRC	25,000,000	Final phase of corridor completion
King	Kent	S 212th St	BNSF	PSRC	41,997,161	On FMSIB list
King	Kent	S 212th St	UP	PSRC	40,997,228	On FMSIB list
King	Kent	SR 516-Willis	BNSF	PSRC	23,000,000	combined 80,994,524 - On FMSIB list
King	Kent	SR 516-Willis	UP	PSRC	30,000,000	On FMSIB list due to lack of funding
King	Seattle	S Lander/3rd	BNSF	PSRC	167,257,375	On FMSIB deferred list due to lack of funding
King	Tukwila	SW 27th St/Strander	UP	PSRC	29,016,000	On FMSIB list

County	City	Street	Railroad	Plan	Estimate	Comments
King	Tukwila	156th St to 16th Ave S	UP	PSRC	32,829,752	Tukwila Station Access
Pierce	Pacific	8th & Stewart	UP	PSRC	23,770,800	On FMSIB deferred list due to lack of funding
Pierce	unincorporated	Canyon Rd E	BNSF	PSRC	67,680,529	On FMSIB deferred list - includes roadway improvements
Snohomish	Marysville	SR528-4th Ave	BNSF	PSRC	at-grade	De-emphasize current route - alternate route (see highway inventory)
Snohomish	Marysville	SR 529/I-5 Interchange Expansion	BNSF	PSRC	n/a	60,000,000 road project in lieu of grade separations (see roadway inventory)
Snohomish	Marysville	116th St NE	BNSF	PSRC	at-grade	current at-grade crossing to be relieved by construction on 156th St Interchange
Snohomish	Marysville	156 ST Interchange	BNSF	PSRC	n/a	45,000,000 road project in lieu of grade crossings (see roadway inventory)
Whatcom	Blaine	Bell Road and Hughes Ave	BNSF	WCOG	25,000,000	SR 548 border crossing blockages due to at grade crossing

The following counties did not identify any emerging at-grade crossings: Adams, Asotin, Benton, Columbia, Cowlitz, Douglas, Grant, Kittitas, Lewis, Lincoln, Skamania, Spokane, Stevens, Thurston, Walla Walla, Whitman, and Yakima.

Emerging At-Grade Rail Crossings -

The list contains projects that are in development or have sufficient volumes of truck traffic that will need to be considered for improvement sometime after 2020.

County	City	Street	Railroad	Plan	Estimate	Comments
Benton	Kennewick	N Edison St	BNSF	RTP	27,500,000	
Chelan	Wenatchee	N Miller St	BNSF	RTPO	20,000,000	
Clark	Ridgefield	Mill St	BNSF	RTC	closure	Project would provide a grade separation at Pioneer allowing the closure of two current at-grade crossings
Clark	Ridgefield	Division St	BNSF	RTC	closure	
Clark	Ridgefield	Pioneer St	BNSF	RTC	17,800,000	
Clark	Washougal	32nd St/Russell	BNSF	RTC	replaced	Constructing the grade separation at 27th St would allow for the closure of the at-grade crossing at 32nd St
Clark	Washougal	27th St	BNSF	RTC	15,000,000	
Cowlitz	Kalama	Toteff-Hendrick	BNSF	CWCOG	30,000,000	Part of WSDOT high speed passenger rail corridor
Cowlitz	Kelso	Hazel Street	BNSF	CWCOG	25,000,000	T-3 currently - Grade separation would allow closure of
Cowlitz	Kelso	Mill St	BNSF	CWCOG	closure	Mill St and S. River/Yew crossings
Cowlitz	Kelso	S River St/Yew St	BNSF	CWCOG	closure	
Cowlitz	Longview	SR 432/SR 433 Corridor	BNSF	CWCOG	150,000,000	Part of \$300,000,000 corridor improvement-delays of 35 minutes to clear intersection at crossings. Trucker priority
Cowlitz	Woodland	W Scott Ave	BNSF	CWCOG	30,000,000	
Franklin	Pasco	W "A" St at South 1st Avenue	BNSF	RTP	10,000,000	

County	City	Street	Railroad	Plan	Estimate	Comments
Franklin	Pasco	Oregon	BNSF	RTP	10,000,000	
King	Seattle	Broad St	BNSF	PSRC	TBD	Heavy Tonnage Route
King	Seattle	E Marg & Duwamish	UP	PSRC	TBD	Heavy Tonnage Route
King	Kent	W James St	BNSF	PSRC	TBD	
King	Kent	Meeker St	BNSF	PSRC	TBD	
King		216th Ave SE	BNSF	PSRC	TBD	
King		Covington Way S	BNSF	PSRC	TBD	
King	Seattle	Wall St	BNSF	PSRC	TBD	Arterials
King	Seattle	S Holgate W/O 3	BNSF	PSRC	TBD	
King	Seattle	Spokane St WB	BNSF	PSRC	TBD	
King	Seattle	S Spokane St EB	BNSF	PSRC	TBD	
King	Seattle	Spokane St EB	BNSF	PSRC	TBD	
King	Seattle	Spokane St WB	BNSF	PSRC	TBD	

Emerging At-Grade Rail Projects –

County	City	Street	Railroad	Plan	Estimate	Comments
King	Kent	West James St	UP	PSRC	TBD	
King	Kent	W Meeker St	UP	PSRC	TBD	
King	Auburn	15th St SW	UP	PSRC	TBD	
King	Pacific	Ellingson Rd	UP	PSRC	TBD	
King	Seattle	S Indus/4 Av S	UP	PSRC	TBD	
King	Seattle	Spokane St S	UP	PSRC	TBD	
King	Seattle	Lander St S/5th	UP	PSRC	TBD	
King	Seattle	Holgate St So	UP	PSRC	TBD	
Klickitat	Bingen	Maple St	BNSF	RTC		Closed crossing with new alignment
Klickitat	Bingen	Bingen Opoint Access	BNSF	RTC	30,000,000	
Lewis	Centralia	crossings yet to be identified	BNSF	CWCOG	TBD	Up to 90 minutes of delay daily
Lewis	Chehalis	crossings yet to be identified	BNSF	CWCOG	TBD	Impacts to food processing plants
Lewis	Napavine	crossings yet to be identified	BNSF	CWCOG	TBD	Complete blockage when trains pass
Lewis	Winlock	crossings yet to be identified	BNSF	CWCOG	TBD	Complete blockage when trains pass
Pierce	Tacoma	E 15th (at east F St)	BNSF	PSRC	TBD	Heavy tonnage Routes identified by PSRC
Pierce	Tacoma	11th St	BNSF	PSRC	TBD	Heavy tonnage Routes identified by PSRC

County	City	Street	Railroad	Plan	Estimate	Comments
Pierce	Tacoma	E 15th at J St	UP	PSRC	TBD	Heavy tonnage Routes identified by PSRC
Pierce	Tacoma	St Paul Ave N	UP	PSRC	TBD	Heavy tonnage Routes identified by PSRC
Pierce	Tacoma	St Paul Ave	UP	PSRC	TBD	Heavy tonnage Routes identified by PSRC
Pierce	Sumner	Main St	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Puyallup	15th St SE	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Puyallup	5th St SE	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Puyallup	3rd St SE	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Puyallup	Meridian St	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Puyallup	5th St NW	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce		Stewart St 66 Av	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Steilacoom	Union Ave	BNSF	PSRC	TBD	Arterial Routes identified by PSRC
Pierce	Sumner	Sumner Heights Drive	UP	PSRC	TBD	Arterial Routes identified by PSRC
Skagit	Burlington	SR20-Burlington (Garl)	BNSF	SMPO	TBD	T-2
Skagit	Burlington	SR 20 - Avon	BNSF	SMPO	TBD	T-2
Skagit		Cook Rd	BNSF	SMPO	TBD	T-2 east of old Highway 99 - significant delays & LOS failings
Skagit		Fir Island Rd	BNSF	SMPO	TBD	T-3 Route
Skagit		Farm to Market	BNSF	SMPO	TBD	T-3

County	City	Street	Railroad	Plan	Estimate	Comments
Skagit		Bayview-Edison	BNSF	SMPO	TBD	T-3
Skagit		Higgins Airport Way	BNSF	SMPO	TBD	T-3
Skagit		Avon-Allen Rd	BNSF	SMPO	TBD	T-3
Skagit		S Texas Rd	BNSF	SMPO	TBD	T-3
Skagit		Garrett Road	BNSF	SMPO	TBD	T-3
Skagit	Sedro Woolley	SR 9	BNSF	SMPO	TBD	T-3
Skagit		Ershig Rd	BNSF	SMPO	TBD	T-3
Skagit		Ershig Rd	BNSF	SMPO	TBD	T-3
Skagit		Bow Hill Rd	BNSF	SMPO	TBD	T-3
Skagit		Colony Rd	BNSF	SMPO	TBD	T-3
Skagit		SR 9	BNSF	SMPO	TBD	T-3
Skagit	Mount Vernon	Old 99/Blackburn	BNSF	SMPO	TBD	T-3 - considered high importance by SMPO
Skagit	Mount Vernon	SR 536 - Kincaid	BNSF	SMPO	TBD	T-3 - considered high importance by SMPO
Skagit	Mount Vernon	Riverside Drive	BNSF	SMPO	TBD	T-3 - considered high importance by SMPO
Skagit	Mount Vernon	Riverside Drive	BNSF	SMPO	TBD	T-3 - considered high importance by SMPO
Skagit	Mount Vernon	College - SR 538	BNSF	SMPO	TBD	T-3 - considered high importance by SMPO

County	City	Street	Railroad	Plan	Estimate	Comments
Skagit	Mount Vernon	Hoag Rd	BNSF	SMPO	TBD	
Skamania	Stevenson	Russell Ave	BNSF	RTC	TBD	
Snohomish	Edmonds	Dayton St.	BNSF	PSRC	TBD	S. access from train station
Snohomish	Edmonds	SR 104/Main St	BNSF	PSRC	TBD	At grade ferry access
Snohomish	Everett	Everett Ave Extension	BNSF	PSRC	13,392,000.00	On FMSIB deferred list - lowered priority by city
Snohomish	Monroe	SR 203-Lewis St	BNSF	PSRC	TBD	Heavy Tonnage Route
Snohomish	Snohomish	Airport Way	BNSF	PSRC	TBD	
Snohomish	Marysville	88th St NE	BNSF	PSRC	TBD	
Snohomish	Edmonds	SR104-Main St	BNSF	PSRC	TBD	
Snohomish	Marysville	SR528-4th Ave	BNSF	PSRC	TBD	
Snohomish	Monroe	E Main St	BNSF	PSRC	TBD	Arterial identified by PSRC
Snohomish	Monroe	163rd - SE Fryelands Blvd	BNSF	PSRC	TBD	
Snohomish	Marysville	116th St NE	BNSF	PSRC	TBD	
Snohomish	Marysville	136th St NE	BNSF	PSRC	TBD	
Snohomish	Marysville	172 St NE/SR531	BNSF	PSRC	TBD	
Snohomish	Marysville	80th St NE	BNSF	PSRC	TBD	
Spokane	west WA/ID line	Idaho Rd	BNSF	SRC	20,400,000	rural major collector

County	City	Street	Railroad	Plan	Estimate	Comments
Spokane	near Trent Ave	Harvard Rd	BNSF		25,800,000	Spokane
Spokane	Spokane Valley	Barker Rd	BNSF	SRC	47,000,000	On FMSIB deferred list -3rd city project priority
Spokane	Spokane Valley	Pines	BNSF	SRC	23,000,000	On FMSIB deferred list due to funding
Spokane	Spokane Valley	Park Rd	BNSF	SRC	22,500,000	On FMSIB deferred list due to funding
Whatcom	Ferndale vicinity	Grandview Road	BNSF	WCOG	50,000,000	T-3 Two locations on mainline spur
Whatcom	Bellingham	Cornwall Avenue	BNSF	WCOG	20,000,000	T-3

The following counties did not identify any emerging at-grade crossings: Adams, Asotin, Columbia, Douglas, Grant, Kittitas, Lincoln, Stevens, Thurston, Walla Walla, Whitman, and Yakima.

Local First/Last Mile Project Emerging in 1-6 Years -

Projects in this inventory represent the projects that could advance in the next 1-6 years if final funding is secured. The projects were submitted by our MPOs and RTPOs around the state. Nearly all of the projects have partial funding from a variety of sources.

Title	Location	County	Description	If funded, project completion	Proposed Budget
S 272nd/277th St Corridor Capacity & Non Motorized Trail Improvements	Auburn	King	Widen roadway between Auburn Way North and L St NE. Includes 2 new EB lanes, 1 new WB lane, separated non-motorized trail, intersection improvements, lighting, ITS improvements, and associated storm improvements.	2015	8,310,150
Bel-Red Regional Connectivity - 124th Ave NE		King	Improve and widen the 124th Avenue corridor in phases to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. Widen to 5 lanes and bike lanes between NE 8th Street and Bel-Red Road;	2019	
SR 516 – Jenkins Creek to 185th Place SE		King	Widen and reconstruct a portion of SR 516 (SE 272nd St) between Jenkins Creek and 185th Place SE. This project will include the crossing of Jenkins Creek with a new structure for the stream, widening the street from 2-lanes to 5-lanes	2015	14,687,390
Everett Arterial Access Improvements	Everett	Snohomish	Arterial access improvements to US 2 and I-5 in Everett	2018	32,000,000
Phase I -Re-designation of SR 529 & Improvements	Everett	Snohomish	Arterial access improvements from Port of Everett to I-5; signal improvements, expanded turn lanes and radii at key intersections to better accommodate over-dimensional freight traffic	2015	4,700,000
Hardeson Road Interchange at SR 526	Everett	Snohomish	Arterial access improvements to SR 526; construct access ramps on SR 526 at Hardeson Road to improve traffic flow on SR 526 and local streets in the SW Everett industrial area.	2018	32,000,000

Title	Location	County	Description	If funded, project completion	Proposed Budget
Everett	41st Street to W. Marine View Drive Freight Corridor Improvements	Snohomish	The project constructs improvements to three major Everett intersections: W. Marine View Dr. & Pacific Ave., Pacific Ave. & Rucker Ave., and Rucker Ave. & 41st St. The project will redirect truck traffic from the Port of Everett out of the downtown core to Rucker Avenue and south to the new 41st Street single point urban interchange at Interstate 5. The work will include signal improvements, expanded turn lanes with improved radii at key intersections, and sidewalk improvements to match the new street sections.		3,071,807
Fife	Port of Tacoma Interchange Improvements	Pierce	First phase of a three-phase project that will improve freight mobility, increase safety, relieve congestion. Phase I will consist of purchasing necessary right-of-way and constructing a new southbound off-ramp from Interstate 5 (I-5) to improve intersection spacing and reduce congestion in the surrounding area, and a truck route north and west along 34th Avenue and 12th Street to Port of Tacoma Road.		\$ 13,645,000
Frank Albert Road East gap closure between 20th Street East and Pacific Highway East and corridor completion	Fife	Pierce	Frank Albert Road is the only existing Fife street that is grade-separated at the UPRR; this project will complete the Frank Albert Road corridor from north to south, connecting Fife's industrial zoned lands to the Port of Tacoma. The north segment of the corridor is currently named 46th Avenue East; this segment will be renamed when the corridor is connected over I-5. Widen to 3 lane urban collector complete street. Signalize the intersections at 20th Street East and Pacific Highway East.	2020	30,000,000
26th Street East/66th Avenue Corridor, 20th Street East to Freeman	Fife	Pierce	Provide a new connection between 20th Street East and the industrial zoned lands in eastern Fife, signalize intersections at 20th Street and 66th Avenue and at	2020	funding unknown

Title	Location	County	Description	If funded, project completion	Proposed Budget
Road East			26th Street and 70th Avenue. Construct as 3 lane urban collector complete street, plus additional turn lanes at the intersection with 70th Avenue East.		
34th Avenue East Improvements, Pacific Highway East to 12th Street East		Pierce	Widen and reconstruct the two lane existing farm-to-market road into a two lane one way heavy truck route using urban principal arterial complete street standards. Part of a one-way couplet with Port of Tacoma Road, and will operate as a key part of the Port of Tacoma Road interchange. TIB assumed to participate	2020	8,000,000
South 212th Street	Kent	King	Grade Separated BNSF Rail Crossing in Kent - Fast Phase II	2016	27,000,000
Willis Street Grade Separations	Kent	King	Provides a critical, grade-separated link through the commercial/industrial center of Kent. Links the valley warehouse/industrial center to SR 167 and I-5.	2016	47,000,000
212th Street	Kent	King	Grade Separated UP Railroad Crossing - FAST Phase II	2016	27,000,000
212th Street	Kent	King	Grade Separated UP Railroad Crossing - FAST Phase II	2016	27,000,000
S 228th St Grade Separation	Kent	King	Grade separation of S 228th St over the Union Pacific Railroad tracks and the adjacent Interurban Trail.	2015	25,000,000
SR 529 Interchange	Marysville	Snohomish	Complete the current half interchange by constructing a new Interstate 5 northbound off-ramp onto SR 529 and new southbound on-ramps from SR 529 to Interstate 5	2017	47,150,000
Canyon Rd E	County	Pierce	Widen to 5 lanes, reconstruct existing arterial including NMF	2020	20,500,000

Title	Location	County	Description	If funded, project completion	Proposed Budget
176th St E		Pierce	Widen and reconstruct existing 2/4-lane road to 5 lanes. Provide non-motorized features.	2014	63,200,000
112th St E/S		Pierce	Widen and reconstruct existing (two-lane in sections) roadway to 5 lanes, improve intersections and provide non-motorized features.	2014	65,400,000
SR 529 Highway/The Landing North Wharf Rehabilitation	Everett	Snohomish	Replacement of piling/stringers/planking and bulkhead support structure to maintain structural integrity of the Port's North Wharf and the bulkhead adjacent to SR 529 (W. Marine View Drive) and WSDOT Right-of-way	2015	1,500,000
Terminal 18 Truck Access Improvements	Seattle	King	Improve Access to Terminal 18 to prevent back-ups onto SW Spokane Street	2015	1,678,000
Heavy Haul Corridor Plan	Seattle	King	Identification of key freight routes between marine terminals and rail yards in Duwamish/Seattle	2020	High Priority
Air Cargo Road	Seattle	King	Pavement rehabilitation, cargo access and way finding improvements, along Air Cargo Road to support mobility for airport operations and increase safety for pedestrians and vehicles.	2016	
SW 27th St / Strander Blvd Ph 1 Segment 2b	Tukwila	King	Design and construction of the railroad bridge at the Union Pacific (UP) railroad tracks and a four lane roadway connecting SW27th St (in Renton) to Strander Blvd (in Tukwila).	2020	24,321,874
SW 27th St/Strander Blvd Ph 2	Renton	King	Improve the existing access along SW 27th St between Oakesdale Ave SW and East Valley Rd through signalization and/or limited channelization.	2020	

Title	Location	County	Description	If funded, project completion	Proposed Budget
Logan Ave N	Renton	King	Reconstruction of roadway, installation of sidewalks, HOV/Rapid Ride improvements to the Boeing Renton Plant.	2020	8,140,000
Oakesdale Ave SW	Renton	King	Widen Monster Rd Bridge; widen the roadway to 4/5 lanes +Bike Lanes + CGS	2020	30,000,000
Rainier Ave S Corridor Improvements – Phase 2		King	Phase 2 improvements include installation of BAT lanes, medians, curb, gutter, wider sidewalks, planted pedestrian buffer, street lighting including pedestrian scale illumination.	2018	
28th/24th Ave S		King	Construct a new five lane arterial including bicycle lanes, curb, gutter, sidewalk, storm drainage, street lighting, signalization, channelization, landscaping, utilities, undergrounding of utility lines and paving.	2016	
Colorado Avenue S (access road) Rebuild	Seattle	King	Rebuild Colorado Avenue S to improve safety and access	2019	1,350,000
Diagonal Avenue S / S Oregon St / Denver Avenue S Rebuild	Seattle	King	Rebuild existing drayage route facility between Port of Seattle and Union Pacific Argo Yard	2019	1,900,000
E Marginal Way S Rebuild	Seattle	King	Rebuild and make operational/ITS improvements	2019	16,750,000
S Atlantic Street Rebuild	Seattle	King	Rebuild and make operational/ITS improvements	2019	
S Hanford Street Rebuild	Seattle	King	Rebuild and make operational/ITS improvements	2019	3,900,000
1st Avenue S Rebuild	Seattle	King	Rebuild and make operational / ITS improvements	2020	28,141,200

Title	Location	County	Description	If funded, project completion	Proposed Budget
1st Avenue S Viaduct over UPRR Yard	Seattle	King	Replace the viaduct structure spanning the Union Pacific rail yard	2020	83,000,000
4th Avenue S Viaduct over UPRR Yard	Seattle	King	Replace the viaduct structure spanning the Union Pacific rail yard	2020	83,000,000
6th Avenue S Rebuild	Seattle	King	Rebuild and make operational / ITS improvements	2020	17,000,000
Argo Yard Connector	Seattle	King	Construct new drayage route facility between Port of Seattle and Union Pacific Argo Yard	2017	2,300,000
Aurora Avenue N Rebuild	Seattle	King	Rebuild Aurora Avenue N (SR 99) and make operational/ITS improvements to facilitate freight through-movement	2020	53,000,000
Delridge Way SW Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to Delridge Way SW. Access to Nucor Steel only freight benefit	2020	25,150,000
Duwamish Avenue S Rebuild	Seattle	King	Rebuild and make operational / ITS improvements to Duwamish Avenue S	2020	1,900,000
Montlake Blvd NE HOV Lane and ITS Improvements		King	Extend HOV lane on s/b Montlake Blvd and install ITS improvements to increase speed of HOV vehicles and encourage new transit service.	2020	2,799,300
N 85th Street Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to N 85th Street	2020	21,600,000
Nickerson St / W Nickerson St Rebuild	Seattle	King	Rebuild Nickerson to improve freight movement alternatives in the Ballard-Interbay-Northend manufacturing industrial district	2020	10,101,000

Title	Location	County	Description	If funded, project completion	Proposed Budget
Northgate Way / Holman Rd / 15th Ave / Elliott Ave Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to Northgate Way, Holman Road, 15th Avenue and Elliott Avenue	2020	60,350,000
NW Market St / Leary Way / N 36th St	Seattle	King	Rebuild and make operational/ITS improvements to Leary Way corridor to facilitate freight movement	2020	22,950,000
Railroad Crossing ITS implementation	Seattle	King	Install and operationalize ITS to improve railroad crossing safety at Broad Street, S Atlantic Street, S Holgate Street, S Lander Street and S Spokane Street within the Duwamish Manufacturing Industrial Center	2020	552,500
S Holden Street Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to S Holden Street	2020	1,000,000
S Lucille Street Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to S Lucille Street	2020	9,650,000
S Michigan Street ITS Implementation	Seattle	King	Install and operationalize ITS to facilitate freight movement in SR 99 / I-5 interchange area	2020	1,600,000
S Spokane Street Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to S Spokane Street	2020	10,263,000
SW Klickitat Way Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to SW Klickitat Way	2020	3,450,000
SW Spokane Place Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to SW Spokane Place	2020	1,900,000
W Marginal Way SW Rebuild	Seattle	King	Rebuild and make operational/ITS improvements to W Marginal Way SW	2020	11,400,000

Title	Location	County	Description	If funded, project completion	Proposed Budget
Puyallup Bridge F16A & F16B Replacement	Tacoma	Pierce	Bridge Re-Construction, from 3 to 4 lanes.	2015	Fully Funded
BNSF Intermodal Railyard Access	Tukwila	King	Design and construct a new access to BNSF intermodal railyard	2020	4,284,425
Thorne Rd from Lincoln Ave to East 11th St.	Tacoma	Pierce	Reconstruct to meet City of Tacoma's heavy haul standards.	2016	2,500,000
Additional Arrival/Departure Tracks	Port of Tacoma	Pierce	Install additional arrival departure trackage.	2020	
Double Ending Washington United Terminals (WUT) Intermodal Yard	Port of Tacoma	Pierce	Improving train movements within the tideflats requires connecting the northerly end of WUT Terminal to the rail line to the west of the Port of Tacoma Rd. Project will build 3,750 feet of track, relocation of existing truck gate, guardhouse, cameras and optical recognition readers.		
Double Ending Pierce County Intermodal Yard	Port of Tacoma	Pierce	Improving train movements along the SR 509 corridor requires connecting the easterly end of the existing Pierce County Intermodal yard to the north/south tracks.		
Port Transfer yard Connection	Port of Tacoma	Pierce	Construct a new connection from the Port Transfer Yard to existing tracks along Lincoln Ave and direct access to US Oil reducing road/rail congestion on Port of Tacoma Rd.		
Port of Tacoma Road Rehabilitation	Port of Tacoma	Pierce	Replace existing roadway with concrete. New roadway to accommodate heavy haul vehicles with better roadway lifecycle benefits.	2015	8,900,000

Title	Location	County	Description	If funded, project completion	Proposed Budget
Seattle	E Marginal Way S Rebuild	King	Rebuild and make operational/ITS improvements to E Marginal Way S.	2019	16,750,000
Seattle	S Atlantic Street Rebuild	King	Rebuild roadway & ITS improvements to S Atlantic Street Poor physical roadway/primary access T-46 & SIG	2019	2,850,000
Seattle	S Hanford Street Rebuild	King	Rebuild and make operational/ITS improvements to S Hanford Street	2019	3,900,000

Local First/Last Mile Project Emerging in 7-12 Years

Projects in this inventory represent emerging projects that may not be ready to go to construction within the next six years but are moving forward. Some have estimates and timelines and some are not yet to that point. In the next couple of years the Washington Freight Advisory Committee will work to refine the list with better definition of freight benefits, timelines for construction and overall project cost. Most of these projects will also have partial funding from a variety of sources.

Title	Location	County	Description	Completion Year	Project Estimate
120th Avenue NE Corridor Widening: NE 4th Street to Northrup Way	Seattle	King	Improve and widen the 120th Avenue NE corridor in phases to increase connectivity between the Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. Widen to five lanes with bike lanes and continuous sidewalk between NE 4th a	2023	
E. Everett Ave Overpass	Everett	Snohomish	Everett Avenue Grade Separation; construct an unobstructed grade divided railroad overcrossing off the end of Everett Avenue to the Railroad Ave River Point area, eliminating potential vehicle / train conflicts	2025	
Freeman Road Improvements, Levee Road to Benaroya Industrial Park Entrance	Fife, Edgewood, Puyallup & Pierce County	Pierce	Improve existing farm to market road for heavy truck use to provide access to industrial lands in Fife, Edgewood, Puyallup, and unincorporated Pierce County. Widen from 2 to 3 lanes as urban collector complete street.	2025	
Canyon Rd E	Pierce County	Pierce	Northerly Ext. Extend major arterial roadway from its current northerly terminus to connect with the planned completion of SR-167, crossing over 2 railroads and the Puyallup River. The project would be a four-lane roadway with paved shoulders	2026	

Title	Location	County	Description	Completion Year	Project Estimate
South Airport Link Project	SeaTac	King	New Construction of a south airport expressway to connect the existing north airport expressway and airport terminal drives to the planned South Access roadway and extension of SR 509 to I-5. The project would close the existing south airport entrance at S 182nd Street and International Boulevard and create a new at grade connection to the local roadway network at S. 188th Street and 28th Ave S.	2025	200,000,000
Puyallup River Bridge Rehabilitation (F16C, F16D, F16E).	Tacoma	Pierce	Bridge Construction. Widen from 1 to 2 lanes WB	2021	
12th Street East corridor completion and improvements, Port of Tacoma Road to east city limits	Fife	Pierce	Close the gap in 12th Street East between Alexander and 34th Avenues and improve other segments to provide a continuous truck route linking Fife's industrial zoned lands north of I-5 with the Port of Tacoma-owned properties north of 12th Street and with the corridors into the Port of Tacoma at Port of Tacoma Road and 54th Avenue East. Construct as 3 lane urban collector complete street.	2025	
Taylor Way	Tacoma	Pierce	Improved circulation within Port of Tacoma area	2018	3,000,000
Port of Tacoma Pier 4 Reconfiguration	Port of Tacoma	Pierce	To accommodate future growth the Port wants to redevelop the General Central Peninsula (GCP) terminal complex including the upgrade of Pier 4.	2021	
Tacoma Rail East End Yard Reconfiguration	Port of Tacoma	Pierce	East End Yard Reconfiguration		
Tacoma Rail West End Yard Reconfiguration	Port of Tacoma	Pierce	West End Yard Reconfiguration		

Title	Location	County	Description	Completion Year	Project Estimate
Port of Tacoma Interchange Improvements Fife	Fife	Pierce	Final phase of new Port of Tacoma one way roads over I-5 improving access to both the Port of Tacoma and the Fife industrial area.	2021	27,500,000
SR 3 at SR 16	Gorst	Kitsap	Eliminate lane drop on SR 16 to northbound SR 3 by extending the lane north of the railroad bridge and extending the northbound SR 3 on-ramp		
Puyallup Bridge Rehabilitation	Tacoma	Pierce	Remaining four segments of bridge replacement. First segment crossed rail line second segment will cross river.	2022	
Fairview Ave Bridge Replacement	Seattle	King	This project replaces a timber bridge structure constructed in 1948, which is in poor condition with severely deteriorated pilings. The Fairview Avenue Bridge is located at the edge of the South Lake Union Regional Growth Center. It is a primary connection from the Downtown Seattle, South Lake Union and Uptown regional centers to the University District regional center. Because of its role as one of the few arterial connections between these centers it is heavily used by freight, transit, pedestrians and bicycles serving the University of Washington and commercial uses on the east side of Lake Union.		\$ 13,333,333
King County	Truck Emission Reduction Activities	King	Installation of between 20-35 electrification pedestals at truck stops in North Bend and Sumner, WA. Creation of rebate program for trucks, servicing the Ports of Seattle and Tacoma, to incentivize the installation of 10-22 electrification interface and/or accessory power unit devices.		\$ 1,200,124

Title	Location	County	Description	Completion Year	Project Estimate
Seattle	E. Marginal Way @ Horton Bridge Replacement	King	The project will demolish an existing on-grade bridge located on E. Marginal Way, a major freight corridor, approximately between Horton St. and Hinds St. The project will demolish the roadway and bridge structure, back-fill the cavity that exists under the bridge, pave the road section with asphalt, and stripe. Sidewalks, bikes lanes, and landscape will be re-established.		\$ 5,729,100

Long-Term First/Last Mile Projects

Projects on this inventory represent the projects not anticipated to begin construction during the next 12 years. Projects are listed on the MPO and RTPO lists. Their status could change and the Freight Advisory Committee will work to better refine this list in the next couple of years and provide an update to WSDOT and others.

Title	Location	County	Description	Completion Year
PSRC	Grade Separated Crossing of BNSF Railyard	King	Improved east-west connectivity and mitigation for potential future BNSF railyard expansion as a multimodal facility (at 6th Street SW/SE)	2030
DuPont-Steilacoom Rd	DuPont-Steilacoom Rd	Pierce	Scope of the project has not been fully defined. Widening Improvements to DuPont-Steilacoom Rd are anticipated to be necessary to accommodate expected growth in the City of DuPont and increased traffic flows from nearby areas, such as JBLM. The existing	2030
	100th Street SE Connector	Snohomish	Arterial access improvements to SR 527; a bridge or underpass, at 100th Street will relieve congestion at the SR99/I-5/SR526/ SR527 intersection which is a major aerospace freight corridor.	2030
Fife	Industry Drive Improvements, 20th Street to Frank Albert Road	Pierce	Signalize the intersection of 20th Street East and Industry Drive. Reconstruct under-strength pavement sections and improve street to full urban collector standards to reduce freight/pedestrian conflicts.	2030
Pierce County	62nd Avenue East/8th Street East Corridor Improvements	Pierce	Widen and reconstruct the two existing lane farm-to-market road segments into a two lane one way heavy truck route using urban collector complete street standards.	2030

Title	Location	County	Description	Completion Year
Fife	20th Street East Improvements, Port of Tacoma Road to 54th Avenue East	Pierce	Widen and reconstruct existing minor arterial, partially on farm-to-market road base, to structure adequate for heavy truck traffic and to current minor arterial complete street section. Construct to three lane section with additional turn lanes at Port of Tacoma Road, 34th Avenue East, Industry Drive, Frank Albert Road, and 54th Avenue East. Continue turn lanes between Port of Tacoma and Industry and between Frank Albert and 54th to promote lane utilization at signals. Add signals at Port of Tacoma Road, 34th Avenue East, Industry Drive, and Frank Albert Road.	2030
Pierce County	Canyon Rd E	Pierce	Widen and reconstruct existing roadway to provide additional lanes, add turn lane(s) at intersections, add center turning lane where appropriate, and provide non-motorized features.	2030
Pierce County	Canyon Rd E	Pierce	Widen and reconstruct existing roadway to provide additional lanes, add turn lane(s) at intersections, add auxiliary lane where appropriate, and provide non-motorized features.	2030
	SE Carr RD	King	Widen roadway to provide capacity improvements, assume an estimated 3 lanes each direction for widening	2030
Seattle	SODO Rail Corridor Grade Separations	King	Improve access to manufacturing and industrial center and Port facilities.	2030
Seattle	South Lander Street Grade Separation	King	This project develops a grade separation of the Lander St. roadway and the Burlington Northern mainline railroad tracks between 1st Ave. S near the Starbucks Center and 4th Ave. S. to facilitate freight movement	2030

Title	Location	County	Description	Completion Year
Seattle	Harbor Island Access Improvements	King	Rebuild and make operational/ITS improvements to 11TH Ave SW, SW Florida St, 16th Ave SW and Klickitat Ave SW. Project does not include non-City right of way (T18 access portions)	2030
Seattle	W Emerson Street / 21st Avenue W / W Commodore Way Rebuild	King	Rebuild W Emerson Street and replace bridge to improve freight connectivity	2030
Granite Falls	Granite Falls Bridge #102 Replacement	Snohomish	This project will replace the existing Granite Falls Bridge with a new bridge across the river gorge, including approach roadways and retaining structures. The bridge width will include two 15-foot shared lanes, and two sidewalks. Associated drainage and utility work is included.	2030
PSRC	SR 512/94th Ave WB Ramps to SR 161 widening	Pierce	Widen westbound off ramp to SR 161 to two lanes, eastbound on ramp from SR 161 to two lanes, SR 161/512 from two to six lanes & extend westbound climbing lane through interchange to connect with westbound on-ramp from 94th to SR 512	2040 plan
PSRC	SR 512/SR 7 Interchange	Pierce	Construct a two lane eastbound off ramp to SR 7	2040 plan
PSRC	SR 512	Pierce	Construct eastbound & westbound auxiliary lanes from Meridian to Pioneer with two lane off ramps at each interchange	2040 plan
Dupont/PSRC	Dupont Steilacoom Rd	Pierce	Widening improvements and needs to be integrated with improvements to I-5/JBLM corridor	2040 plan
Seattle	Harbor Island Access Improvements	King	Rebuild and make operational/ITS improvements to 11TH Ave SW, SW Florida St, 16th Ave SW and Klickitat Ave SW. Project does not include non-City right of way (T18 access portions)	2030

Title	Location	County	Description	Completion Year
Seattle	W Emerson Street / 21st Avenue W / W Commodore Way Rebuild	King	Rebuild W Emerson Street and replace bridge to improve freight connectivity	2030
Granite Falls	Granite Falls Bridge #102 Replacement	Snohomish	This project will replace the existing Granite Falls Bridge with a new bridge across the river gorge, including approach roadways and retaining structures. The bridge width will include two 15-foot shared lanes, and two sidewalks. Associated drainage and utility work is included.	2030
PSRC	SR 512/94th Ave WB Ramps to SR 161 widening	Pierce	Widen westbound off ramp to SR 161 to two lanes, eastbound on ramp from SR 161 to two lanes, SR 161/512 from two to six lanes & extend westbound climbing lane through interchange to connect with westbound on-ramp from 94th to SR 512	2040 plan
PSRC	SR 512/SR 7 Interchange	Pierce	Construct a two lane eastbound off ramp to SR 7	2040 plan
PSRC	SR 512	Pierce	Construct eastbound & westbound auxiliary lanes from Meridian to Pioneer with two lane off ramps at each interchange	2040 plan
Dupont/PSRC	Dupont Steilacoom Rd	Pierce	Widening improvements and needs to be integrated with improvements to I-5/JBLM corridor	2040 plan

WSDOT Unfunded Freight Investments

South Central Region

For more information including project budget please see: WSDOT 2013 Unfunded System Investments:

<http://www.wsdot.wa.gov/Funding/SystemInvestments.htm>

Title	Location	County	Description
Highway System Maintenance	Regionwide		Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.
Highway Road Preservation	Regionwide		Provides a 10-year preservation investment to achieve a pavement condition in excess of 99% fair and good.
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.
I-82 West Richland - Red Mountain interchange	West Richland Legislative Districts: 16	Benton	Multi-phase improvements in the Red Mountain vicinity to improve safety at existing intersections and improve access to area vineyards.

Title	Location	County	Description
I-82 Yakima - Union Gap economic development improvements	Yakima Legislative Districts: 14, 15	Yakima	
I-82 South of Ellensburg - truck climbing lanes	South of Ellensburg Legislative Districts: 13	Kittitas	Construct truck climbing lanes between Selah and Ellensburg to improve congestion due to slow truck movements on steep grades.
I-90 Snoqualmie Pass--widen to Easton	Snoqualmie Pass Legislative Districts: 13	Kittitas	Completes the widening from the end of the existing funded projects (MP 62) to Easton.
I-90 Ellensburg intersection improvements	Ellensburg Legislative Districts: 13	Kittitas	Construct improvements at the US 97 and Dolarway intersection adjacent to the I-90 ramp terminals to improve capacity.
US 12 near Walla Walla--complete corridor widening	Touchet Legislative Districts: 16	Walla Walla	
US 12/Old Naches Highway	Yakima Legislative Districts: 14, 15	Yakima	

Title	Location	County	Description
SR 24 Moxee corridor widening	Moxee Legislative Districts: 15	Yakima	
<p>Title: Oregon Avenue (I-182/SR-395 to Ainsworth Street)</p> <p>Plan Reference: Six Year Transportation Improvement Plan</p>	<p>Ainsworth Avenue to US 395 I-182/US 395/US 12</p> <p>Begin Location: 46.14.54.61 – 119.04.55.62 Pasco</p> <p>End Location: 46.13.06.75 – 119.04.49.06 Pasco</p>	Franklin	<p>The Oregon Avenue (SR-397) Corridor is located between Ainsworth Avenue on the south and the US 395/I-182/US 12 interchange to the north. The Oregon Avenue Corridor, including Ainsworth Avenue and 10th Avenue serves as a critical north-south link, connecting the City with one of three regional Columbia River crossings, and providing a crucial connection for the Port of Pasco's "Big Pasco" marine terminals/rail yards to the Interstate and airport. The City of Pasco intends to widen Oregon Avenue to include a two-way left turn lane, and provide for a gateway treatment near the Port of Pasco property at the Oregon Avenue and Ainsworth Avenue intersection.</p>

Eastern Region

For more information including project budget please see: WSDOT 2013 Unfunded System Investments:

<http://www.wsdot.wa.gov/Funding/SystemInvestments.htm>

Title	Location	County	Description
Highway System Maintenance	Regionwide		Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.
Highway Road Preservation	Regionwide		Provides a 10-year preservation investment to achieve a pavement condition in excess of 99% fair and good.
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.

Title	Location	County	Description
I-90 Spokane - widening	East of Spokane Valley Legislative Districts: 4	Spokane	<p>Widens and makes interchange improvements on I-90 east of Spokane Valley to the Idaho State Line.</p> <p>Note: Regional projects 5.7, 5.8 and 5.9 are part of WSDOT unfunded project "I-90 Spokane widening". The MPO projects construct 3 interchanges and widen I-90 from Barker Rd to Harvard Rd.</p> <p>The WSDOT unfunded project includes those projects and also continues widening I-90 from Harvard Rd east to the Idaho state line.</p>
Interstate 90 - Barker Rd I/C			Reconstructing the Barker Rd I/C –additional lanes over I-90 and intersection improvements - Provides room for additional lanes on I-90 and intersection improvements
Interstate 90 - Barker I/C Vic. to Harvard I/C Vic.			Construct additional general purpose lanes to increase capacity
Interstate 90 Henry Road I/C			Removes existing partial interchange at Greenacres and constructs a split diamond replacement at Henry & Harvard Roads. Provides room for additional I-90 lanes to pass through the area.
US 195 Hatch Road to Medowlane Road - new interchange	South of Spokane Legislative Districts: 6	Spokane	Construct a new interchange and associated frontage road to improve safety and mobility in the corridor.

Title	Location	County	Description
<p>Title: US 195 - Hatch Rd. I/C and Meadow Lane I/C</p> <p>Plan Reference: HORIZON 2040: The Metropolitan Transportation Plan for the Spokane Metropolitan Planning Area</p>			<p>Construct new interchange(s) and associated frontage road to improve safety and mobility in the corridor.</p>
<p>US 395 North Spokane corridor</p>	<p>Spokane</p> <p>Legislative Districts: 03, 07</p>	<p>Spokane</p>	<p>Completes the construction of a new corridor between Francis and I-90. Completes the BNSF rail realignment. Builds interchanges at Wellesley and Trent Avenues. Makes improvements on I-90 to accommodate the connection with the new corridor.</p>
<p>NSC - Spokane River to Francis Ave. Phase 1</p>			<p>Construct new 4 lane section between Francis and the Spokane River including railroad realignment and Wellesley I/C. Also includes intersection improvements on Wellesley.</p>
<p>NSC - Spokane River to Francis Phase 2</p>			<p>Construct full interchanges and roadway Phase 2</p>
<p>NSC - Trent Ave. to Spokane River Phase 1</p>			<p>Construct interchange and roadway for half of facility</p>
<p>NSC - Interstate 90 North Access Connection Phase 1</p>			<p>Construct interchange and roadway for half of facility</p>

Title	Location	County	Description
NSC - Collector Distributor System Phase 1			Reconstruction of I-90 with C/D system Phase 1
NSC - Collector Distributor System Phase 2			Reconstruction of I-90 with C/D system Phase 2
NSC - Trent Ave. to Spokane River Phase 2			Construct interchange and roadway for half of facility
US 395 from Half Moon Road to Stevens County Line	Begin Location: Half Moon Road (approx. Lat 47.860489 Lon 117.421127) End Location: Stevens County Line (approx. Lat 47.986297 Lon - 117.536217)	Spokane	Construct passing lanes.

Title	Location	County	Description
SR 902/Spokane - interchange improvements	West of Spokane Legislative Districts: 3, 6	Spokane	Reconstructs the SR 902 Medical Lake Interchange and provides intersection and ramp improvements at the Geiger Road interchange. These improvements facilitate improved mobility for the growing development occurring in the area adjacent and around Spokane International Airport.
Interstate 90 - Medical Lake I/C			Interchange Reconstruction - Reconstructs the SR 902 Medical Lake Interchange. These improvements facilitate improved mobility for the increasing industrial development occurring in the area.
Title: Interstate 90 - Geiger I/C			Interchange Reconstruction - Provides intersection and ramp improvements at the Geiger Road interchange. These improvements facilitate improved mobility for the increasing industrial development occurring in the area.

Southwestern Region

For more information including project budget please see: WSDOT 2013 Unfunded System Investments:

<http://www.wsdot.wa.gov/Funding/SystemInvestments.htm>

Title	Location	County	Description
Highway System Maintenance	Regionwide		Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.
Highway Road Preservation	Regionwide		Provides a 10-year preservation investment to achieve a pavement condition in excess of 97% fair and good.
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.
I-5 Chehalis - widen corridor	Chehalis Legislative Districts: 20	Lewis	Widen I-5 between 13th and Mellen street, plus replaces the interchange at Chamber Way. Additional third lane between 13th street and SR 6 interchanges will remain an auxiliary (add-drop) lane until those interchanges are replaced.

Title	Location	County	Description
I-5 Flood Protection	Chehalis-Centralia Legislative Districts: 20	Lewis	Constructs a series of levees and walls, and/or raises sections of I-5 to reduce the risk of I-5 closures in the Chehalis - Centralia area during flood events.
SR 14 Vancouver - add lanes	Vancouver Legislative Districts: 17, 49	Clark	Construct auxiliary lanes between I-205 and 164th avenue.
I-205 Vancouver - widening	Vancouver Legislative Districts: 17, 49	Clark	Widen I-205 between SR 500 and Padden Parkway.
SR 500 Vancouver - construct interchange	Vancouver Legislative Districts: 49	Clark	

Olympic Region

For more information including project budget please see (unless otherwise noted): WSDOT 2013 Unfunded System Investments at:

<http://www.wsdot.wa.gov/Funding/SystemInvestments.htm>

Title	Location	County	Description	Project Budget Information
Highway System Maintenance	Regionwide		Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.	
Highway Road Preservation	Regionwide		Provides a 10-year preservation investment to achieve a pavement condition in excess of 97% fair and good.	
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.	
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.	
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.	

Title	Location	County	Description	Project Budget Information
Operation Technology Capital Improvements	Regionwide Legislative Districts: 22, 25, 27, 28, 29, 30, 32, 33, 35, 37, 38		Implement strategic operational investments to reduce congestion and collisions through improvements such as expanded system monitoring and incident detection, ramp metering, minor widening for hard shoulder running supported by lane control and variable speed limit technologies.	
I-5 JBLM corridor improvements	Lakewood-Tillicum Legislative Districts: 02, 22, 28	Pierce	The full range of Moving WA strategies to reduce congestion through this corridor. Needs include system improvements to enable hard shoulder running, interchange reconstruction to enable mainline widening and manage military gate access, and new lanes to handle overall corridor demand.	
I-5 South Tacoma HOV	Tacoma Legislative Districts: 27, 29	Pierce	Extends HOV lanes south in both directions between the SR 512 interchange and the SR 16 interchange. Reconstructs the 72nd Street and 84th Street interchanges to accommodate the widening and improve traffic movements on and off the interstate.	
SR 3/SR 304 Bremerton interchange improvement	Bremerton Legislative Districts: 26	Kitsap	Widen SR 3 to 2 lanes and extend the SR 304 southbound merge onto SR 3.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf
SR 3 @ SR 304 I/C - Ramp Modification	Begin Location: End Location:	Kitsap	Extend SB SR 3 two-lanes though SR 304 Interchanges and adjust SR 304 SB ramp to merge instead of add lane.	

Title	Location	County	Description	Project Budget Information
SR 3/Belfair Bypass - New Alignment	Belfair Legislative Districts: 35	Mason	Constructs a new alignment around Belfair to reduce congestion and improve safety.	
SR 3 Gorst intersection improvements	Gorst Legislative Districts: 35	Kitsap	Construct improvements at the intersection of SR 3 and Sam Christopherson Avenue. (Roundabout)	
SR 16 Willocheta Drive interchange improvement	Gig Harbor Legislative Districts: 26	Pierce	Add ramps to existing interchange to improve safety and mobility during peak hours.	
US 101 Sequim intersection improvements	Sequim Legislative Districts: 24	Clallam	Constructs improvements at the Simdars interchange to provide full access in both directions of US 101.	
US 101/Dawley Rd Vic to Blyn Highway	Sequim Legislative Districts: 24	Clallam	Constructs a climbing lane to allow for improved mobility and safety around slow moving vehicles.	

Title	Location	County	Description	Project Budget Information
US 101/Gardiner Vicinity	Gardiner Legislative Districts: 24	Jefferson	Constructs a climbing lane to allow for improved mobility and safety around slow moving vehicles.	
SR 162 Sumner to Orting widening	Sumner Legislative Districts: 02, 31	Pierce	Widen SR 162 to 2 lanes in each direction between SR 410 in Sumner and 96 Street E near Alderton, including widening the Puyallup River bridge.	
SR 167 Completion	Fife-Edgewood Legislative Districts: 25, 31	Pierce	<p>Constructs a new alignment between SR 509 in Tacoma and SR 512 in Puyallup; including two lanes in each direction, and new interchanges at I-5, Valley Ave, and SR 161.</p> <p>As part of the Puget Sound Gateway Project, this investment is complemented by investments shown in the "SR 509 Completion" and "I-5 Tacoma to Everett mobility improvement" projects.</p>	
<p>Title: SR 167 Corridor Completion Phase 1</p> <p>Plan Reference: PSRC: Transportation 2040</p>	<p>Begin Location:</p> <p>End Location:</p>	Pierce	Phase I includes one lane in each direction from the existing SR167 terminus at the Meridian interchange in Puyallup to I-5. There will be two lanes in each direction from the I-5/SR 167 Extension to the SR 167 / 54th Avenue.	<p>For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf</p>

Title	Location	County	Description	Project Budget Information
Title: SR 167 HOV lane completion	Begin Location: End Location:	Pierce	Extend HOV/HOT Lanes from current termini to SR 410 in Sumner.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf
I-5/SR 512 Lakewood interchange improvements	Lakewood Legislative Districts: 29	Pierce	Selected improvements in the vicinity of the SR 512 interchange to improve mobility and relieve congestion.	
SR 704/Cross Base Highway	Tacoma Legislative Districts: 28	Pierce	Completes a new alignment between I-5 and Spanaway Loop Road.	

Northwest Region

For more information including project budget please see (unless otherwise noted): WSDOT 2013 Unfunded System Investments at:

<http://www.wsdot.wa.gov/Funding/SystemInvestments.htm>

Title	Location	County	Description	Project Budget Information
Highway System Maintenance	Regionwide		Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.	
Highway Road Preservation	Regionwide		Provides a 10-year preservation investment to achieve a pavement condition in excess of 97% fair and good.	
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.	
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.	

Title	Location	County	Description	Project Budget Information
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.	
Operational Technology Capital improvements	Regionwide	Legislative Districts: 22, 25, 27, 28, 29, 30, 32, 33, 35, 37, 38		

Title	Location	County	Description	Project Budget Information
I-5 Tacoma to Everett mobility improvements	Tacoma-Seattle- Everett Legislative Districts: 01, 11, 21, 27, 30, 32, 33, 37, 38, 43, 44, 46	King-Pierce- Snohomish	Investments include minor widening and traffic management systems to enable a third northbound lane at Seneca, constructing a southbound contraflow lane in the express lanes, ramp meter fill-in, hard shoulder running supported by lane control and variable speed limit technologies at various locations, integrated corridor management in the south Seattle and north Seattle areas, conversion of the express lanes to express toll lanes, and conversion of HOV lanes to express toll lanes between Tacoma and Lynnwood.	
I-5 Federal Way - triangle vicinity improvements	Federal Way Legislative Districts: 30	King	Multi-stage project to improve congestion and safety at the I-5/SR 18/SR 161 interchange. This project includes elements of unfunded Nickel or TPA project scope.	
I-5 Mount Vernon - interchange improvements	Mount Vernon Legislative Districts: 40	Skagit	Widen SR 538 under I-5 to remove the bottleneck.	
I-5 Bellingham interchange safety improvements	Bellingham Legislative Districts: 40, 42	Whatcom	Interchange improvements throughout the corridor in Bellingham.	

Title	Location	County	Description	Project Budget Information
I-5 Marysville interchanges - improvements	Marysville Legislative Districts: 38	Snohomish		
Title: SR 529 / I-5 Interchange Completion Plan Reference: PSRC: Transportation 2040	Begin Location: MP 198.0 Everett End Location: MP 198.7 Everett	Snohomish	Complete the current half interchange by constructing a new Interstate 5 northbound off-ramp onto SR 529 and new southbound on-ramps from SR 529 to Interstate 5	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf
I-5/SR 525 Interchange Phase	Lynnwood Legislative Districts: 32	Snohomish		
Title: I-5 Exit 274 Interchange PS&E Design Plan Reference: Whatcom Transportation Plan	Begin Location: MP 273.5 Blaine End Location: MP 274.5 Blaine	Whatcom	PS&E for revisions to the partial interchange at Exit 274 (I-5) to a full tight diamond configuration. The design process will include geometric alignment, structural design, required right of way acquisitions, hydraulic report, environmental review/permitting and NEPA, for construction, bid ready documents. The design will be based on data from the Border Circulation Analysis from the IMTC and the completed Interchange Justification Report (approved by FHWA - Jan, 2010).	For more information including project budget please see: Whatcom Transportation Plan at: http://wcog.org/planning/wtp/

Title	Location	County	Description	Project Budget Information
I-90 Seattle to Issaquah - corridor improvements	Seattle-Bellevue-Issaquah Legislative Districts: 37, 41	King	Improves capacity on the I-90 corridor between I-405 and Issaquah; including improvements at the I-90/I-405 interchange. Installs infrastructure between Seattle and Issaquah that is necessary to implement tolling.	
I-90 HOV to HOT Plan Reference: PSRC Transportation 2040		King	Convert HOV lanes to HOT lanes	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
I-405 Renton to Lynnwood - corridor widening	Renton Legislative Districts: 01, 21, 32, 45, 48, 11, 41	King	Widens the I-405 corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL), rebuilding the I-405/SR 167 interchange and rebuilding other impacted interchanges. This project includes elements of unfunded Nickel or TPA project scope.	
I-405 Corridor: SR 167 Direct HOV Ramps Plan Reference: PSRC Transportation 2040		King	SR 167 Interchange: Construct NB and SB HOV flyover ramps directly connecting SR 167 HOV/HOT lanes with I-405 HOV lanes north of the SR 167 Interchange. (a) Provides SB I-405 HOV/HOT to SB SR 167 HOV/HOT and (b) NB SR 167 HOV/HOT to NB I-405 HOV/HOT.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040

Title	Location	County	Description	Project Budget Information
<p>I-405 Corridor: SR 169 to I-90 (widening)</p> <p>Plan Reference: PSRC Transportation 2040</p>		King	<p>(a) Add lanes NB and SB and rebuild the existing roadway from SR 169 to I-90, including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions. Costs of this widening are split between the various interchange projects (4320, 4321, 4322, 4323, 4324, 4325 and 4326).</p>	<p>For more information including project budget please see:</p> <p>PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040</p>
<p>I-405 Corridor: SR 169 to I-90 (NE 44th I/C component)</p> <p>Plan Reference: PSRC Transportation 2040</p>		King	<p>(e) Modify or rebuild NE 44th I/C (to accommodate future HOV Direct Access); Cost includes part of the 4318 widening through this segment.</p>	<p>For more information including project budget please see:</p> <p>PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040</p>
<p>I-405 Corridor: SR 169 to I-90 (112th St I/C component)</p> <p>Plan Reference: PSRC Transportation 2040</p>		King	<p>(f) Modify or rebuild 112th St I/C (to accommodate future flyer stop and park & ride expansion). Cost includes part of the 4318 widening through this segment.</p>	<p>For more information including project budget please see:</p> <p>PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040</p>
<p>I-405 Corridor: I-90 to SR 520 (widening)</p>		King	<p>(a) Add one lane NB and SB between I-90 and SR 520 resulting in 7 lanes NB (1 HOV, 5 GP & 1 Aux. or 2 HOV, 4 GP & 1 Aux.) and SB (1 HOV, 4 GP, 1 Aux & 1HOV outside) or (2 HOV, 3 GP, 1 Aux. & 1 HOV</p>	<p>For more information including project budget please see:</p>

Title	Location	County	Description	Project Budget Information
Plan Reference: PSRC Transportation 2040			outside).	PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
I-405 Corridor: I-90 to SR 520 (Main St. Bridge component) Plan Reference: PSRC Transportation 2040		King	(b) Reconstruct the Main Street bridge. Cost included in 4336.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
US 2 Monroe Bypass	Monroe Legislative Districts: 39	Snohomish	Multi-stage project to increase mobility and safety in the corridor.	
US 2 Everett trestle improvements	Everett Legislative Districts: 38, 44	Snohomish		
SR 9 corridor	South of Snohomish Legislative Districts: 01, 44	Snohomish	Multi-stage improvements that widen the SR 9 corridor and make selected intersection improvements to enhance mobility and safety. This project includes elements of unfunded Nickel or TPA project scope.	

Title	Location	County	Description	Project Budget Information
SR 18/I-90 intersection improvement	West of North Bend Legislative Districts: 5	King		
SR 20 Oak Harbor intersection improvements	Oak Harbor Legislative Districts: 10	Island		
SR 20 Sharpes Corner - intersection improvement	South of Anacortes Legislative Districts: 40	Skagit	This project includes elements of unfunded Nickel or TPA project scope.	
SR 20 Sedro-Woolley corridor improvements	Sedro-Woolley Legislative Districts: 39	Skagit		
SR 99 Lynnwood area widening	Lynnwood Legislative Districts: 21, 32	Snohomish		
SR 167 Auburn to Puyallup HOT lane extension	Auburn-Sumner-Puyallup Legislative Districts: 25, 47	King-Pierce		

Title	Location	County	Description	Project Budget Information
SR 167 Plan Reference: PSRC Transportation 2040		King	Construct auxiliary lanes between interchanges.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
SR 167 Plan Reference: PSRC Transportation 2040		King	Add 1 GP lane each direction from 15th St. NW to S. 180th St.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
SR 509 Completion	SeaTac-Des Moines-Kent-Federal Way Legislative Districts: 33	King	<p>Extends SR 509 south from SeaTac to I-5. The ultimate project includes two lanes on SR 509 and interchanges at S 188th and S 24th (allows new south access road to Sea-Tac airport), added SB lanes on I-5 to 320th in Federal Way, and improvements on I-5 in the vicinity of SR 516 to accommodate the SR 509 with connections to I-5 and local routes.</p> <p>As part of the Puget Sound Gateway Project, this investment is complemented by investments shown in the "SR 167 Completion" and "I-5 Tacoma to Everett mobility improvement" projects.</p>	

Title	Location	County	Description	Project Budget Information
SR 509 Extension (with I-5), Phase 1 Plan Reference: PSRC Transportation 2040		King	SR 509 Connection and I-5 Freight Mobility Project Phase 1 includes one lane in each direction between S 188th Street and S 24th/26th Ave, and two lanes in each direction between S 24th/26th Ave and I-5 with both GP &HOV/express toll lane connections to I-5, a full diamond interchange at SR509/S 188th Street, a half diamond interchange at SR 509/S 24th Ave to provide access to the airport via S 24/26th Ave and an improved air cargo road from S 188th Street to the airport, and a direct access to I-5 from the Kent Valley via S 228th Street and reconstruction of the SR 516 interchange. On I-5, Phase 1 also includes adding SB auxiliary lane from the extension to S 272nd St and NB auxiliary lane from the SR 516 Interchange to the extension, converting the existing I-5 HOV lanes to ETL and the upgrading inside shoulders as ETL during peak periods from the SR 509 Connection to Federal Way.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
SR 518 Des Moines interchange improvement	Des Moines Legislative Districts: 33	King		
SR 518/Des Moines Memorial Drive Vicinity - I/C Improvements Plan Reference: PSRC Transportation 2040		King	Reconstruct the existing half diamond interchange at Des Moines Memorial Drive. Phase 1 includes adding an east bound off ramp from SR 518 to Des Moines Memorial Drive. Phase 2 includes adding a westbound off- ramp from SR 518 to northbound SR 509 that div	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040

Title	Location	County	Description	Project Budget Information
SR 520 Seattle Corridor Improvements - west end	Seattle Legislative Districts: 43	King	Completes corridor improvements between I-5 and the West High Rise to address congestion and safety needs of the corridor	
SR 520 Plan Reference: PSRC Transportation 2040		King	Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge. Construct a westbound to southbound freeway-to-freeway Core HOV Connection at the I-5/SR520 interchange.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040
SR 520 Bellevue - Redmond corridor improvements - east end	Bellevue-Redmond Legislative Districts: 41, 48	King		
Bel-Red Regional Connectivity - SR 520 @ 124th I/C Plan Reference: PSRC Transportation 2040		King	Pending Interchange Justification effort currently underway. Upgrade the interchange to provide additional access to and from the east and construct an auxiliary lane each direction between 124th and 148th Ave. NE.	For more information including project budget please see: PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040

Title	Location	County	Description	Project Budget Information
<p>SR 520 @ 148th Ave NE I/C Vicinity - I/C Improvements</p> <p>Plan Reference: PSRC Transportation 2040</p>		King	Provide 2nd eastbound grade separated off ramp access to the east of 148th Ave NE. Improve interchange ped and bike facilities along 148th Ave NE.	<p>For more information including project budget please see:</p> <p>PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040</p>
<p>SR 520 HOV to HOT</p> <p>Plan Reference: PSRC Transportation 2040</p>		King	Convert HOV lanes to HOT lanes	<p>For more information including project budget please see:</p> <p>PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040</p>
<p>SR 520 Eastbound Auxiliary Lane: NE 148th Ave to NE 40th St.</p> <p>Plan Reference: PSRC Transportation 2040</p>		King	Construct an auxiliary lane eastbound between NE 148th Ave to NE 40th St.	<p>For more information including project budget please see:</p> <p>PSRC: Transportation 2040 at: http://www.psrc.org/transportation/t2040</p>

Title	Location	County	Description	Project Budget Information
SR 522 Kenmore to Monroe corridor - complete corridor	West of Monroe Legislative Districts: 01, 39, 46	Snohomish	Completes the widening of SR 522 between Woodinville and Monroe by adding a lane in each direction between Paradise Lake Rd and the Snohomish River, constructs a new interchange at Paradise Lake Rd, and makes selected improvements (including widening) in the Kenmore/Bothell area.	
SR 531 Smokey Point corridor widening	Smokey Point Legislative Districts: 39	Snohomish		
SR 539 Lynden - corridor widening to border	Lynden Legislative Districts: 42	Whatcom	Completes corridor widening to the international boundary.	
<p>Title: SR 539/Lynden, Birch Bay-Lynden Rd to SR 546 - Widening</p> <p>Plan Reference: Whatcom Transportation Plan</p>	<p>Begin Location: MP 10.4 Lynden</p> <p>End Location: MP 12.68 Lynden</p>	Whatcom	<p>SR 539, Guide Meridian, is a border-crossing highway essential for local commerce and 2 international freight headed to and from the Canadian border. This section of the Guide Meridian is currently a narrow two-lane roadway with minimal shoulders. Widening SR 539 to four lanes within Lynden will eliminate a bottleneck, reduce collisions and is the last portion of a critical upgrade to the corridor extending from Bellingham to the Canadian border. SR-539 has been widened to four lanes from I-5 to the Birch Bay-Lynden Road. WSDOT will be improving and widening SR-539 in the vicinity of the US-Canada border crossing. The completion of this work will leave only the gap identified with the proposed project.</p>	<p>For more information including project budget please see:</p> <p>Whatcom Transportation Plan at: http://wcog.org/planning/wt/p/</p>

North Central Region

For more information including project budget please see (unless otherwise noted): WSDOT 2013 Unfunded System Investments at:

<http://www.wsdot.wa.gov/Funding/SystemInvestments.htm>

Title	Location	County	Description	Project Budget Information
Highway System Maintenance	Regionwide		Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.	
Highway Road Preservation	Regionwide		Provides a 10-year preservation investment to achieve a pavement condition in excess of 99% fair and good.	
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.	
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.	
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.	

Title	Location	County	Description	Project Budget Information
SR 17 Moses Lake Intersection Improvements	Moses Lake Legislative Districts: 13	Grant		
SR 28 East Wenatchee corridor improvements	East Wenatchee Legislative Districts: 12	Douglas	Completes a series of staged projects that constructs mobility improvements along SR 28; including widening and interchange/intersection improvements along the corridor to improve mobility and safety.	
<p>Title: SR 28 - Junction US 2/97 to 9th Street</p> <p>Plan Reference: SR 28 (Sunset Highway) Eastside Corridor Project - Final Environmental Impact Statement Final Section 4(f) Evaluation</p> <p>Confluence 2030: A Strategic Transportation Plan for the Wenatchee Valley</p>	<p>Begin Location: ARM 0.00 East Wenatchee</p> <p>End Location: ARM 3.67 East Wenatchee</p>	Douglas	The project would construct an extension of Eastmont Avenue from the intersection of SR 2/97 and Sunset Highway to Badger Mountain Road and Sunset Highway would be widened to five lanes with a divided median and U-turn intersections.	<p>For more information including project budget please see:</p> <p>Confluence 2030: A Strategic Transportation Plan for the Wenatchee Valley at: http://www.wvtc.org/mtp/</p>
US 2 and SR 285 North Wenatchee Improvements	Wenatchee Legislative Districts: 12	Chelan	Completes a series of projects that constructs mobility improvements along US 2 and SR 285 in north Wenatchee; including improvements to the intersection of US 2/SR 285/Easy Street and creating a	

Title	Location	County	Description	Project Budget Information
			new alignment though north Wenatchee parallel to SR 285.	
<p>Title: US 2 Corridor and Connections to Wenatchee</p> <p>Plan Reference: North Wenatchee Transportation Master Plan</p>	<p>US 2 / SR 285 / Easy Street interchange and intersection in the Old Station area of Wenatchee</p>	<p>Chelan</p>	<p>The interchange of US 2/SR 285 will be reconstructed to allow eastbound traffic on US 2 to connect directly to the Odabashian Bridge, eliminating the existing loop ramp. In addition, the traffic signal at US 2/Easy Street would be eliminated to allow US 2 to operate as a fully limited-access freeway between Monitor and SR 28 in Douglas County. Easy Street would be reconstructed to cross over US 2 to maintain connectivity between the Olds Station and Sunnyslope subareas. New interchange ramps and local circulation roadways would be constructed to maintain capacity and connectivity between US 2 and the City of Wenatchee, as well as to/from the Olds Station and Sunnyslope subareas.</p>	<p>For more information including project budget please see:</p> <p>North Wenatchee Transportation Master Plan at: http://confluenceparkway.org/files/Transportation%20Master%20Plan_Public%20Review%20DRAFT.pdf</p>
<p>US 97 Blewett Pass - truck climbing lanes</p>	<p>Blewett Pass Legislative Districts: 12, 13</p>	<p>Chelan-Kittitas</p>		
<p>Highway System Maintenance</p>	<p>Regionwide</p>		<p>Provides 10-year funding to maintain Nickel/TPA projects at historical level of service, eliminate backlog and catch up to the historic benchmark level of service for existing inventory, and cover increased utility costs.</p>	
<p>Highway Road Preservation</p>	<p>Regionwide</p>		<p>Provides a 10-year preservation investment to achieve a pavement condition in excess of 99% fair and good.</p>	

Title	Location	County	Description	Project Budget Information
Highway Bridge Preservation	Regionwide		Provides a 10-year preservation investment to achieve a bridge condition in excess of 99% fair and good.	
Highway Facility Preservation	Regionwide		Provides a 10-year investment in guardrail, signs, drainage systems, electrical systems, wireless communication systems, weight stations, rest areas, and roadside slopes to achieve a comparable performance to existing preservation methods.	
Maintenance & Operations system additions	Statewide		Provides for the initial cost of maintaining and operating the new system additions identified above. Actual funding over a 10 year timeframe may vary based on schedule of implementing capital improvements and the biennialization of costs.	
SR 17 Moses Lake Intersection Improvements	Moses Lake Legislative Districts: 13	Grant		
SR 28 East Wenatchee corridor improvements	East Wenatchee Legislative Districts: 12	Douglas	Completes a series of staged projects that constructs mobility improvements along SR 28; including widening and interchange/intersection improvements along the corridor to improve mobility and safety.	

Freight Unfunded Investments – Waterway

For more information including project budget please see: <http://www.pnwa.net/pnwa-fact-sheets-and-backgrounders/>

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
MCR Jetties Rehab (new start)	Benefits both deep draft Lower Columbia River counties, as well as the inland barging system beginning as far east as Clarkston, WA.		FY2014 request: Jetty "A" P&S/modeling (\$979K); surveys (\$300K); N Jetty P&S/modeling (\$600K); N Jetty head stabilization (\$550K); Jetty "A" stone acquisition (\$21.621M); N Jetty stone acquisition (\$23.050M)	Construction, rehabilitation	The three rubble mound jetties at the MCR are in need of major rehabilitation. This project will cost a total of \$257M. These structures not only help maintain the depth and orientation of the navigation channel, they also provide protection for ships of all sizes (both commercial and recreational) entering and leaving the estuary. If a breach of the jetties occurred and the MCR silted in, it could essentially block any traffic from leaving or entering the Columbia Snake River System.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Kalama Turning Basin, WA (CAP Section 107) Design & construction		Cowlitz	Potential new turning basin at Kalama, WA	Construction, rehabilitation	This project is waiting final approval at Corps Headquarters in DC. If approved and constructed, this new turning basin would allow the Columbia River Pilots to safely turn larger, deeper drafting vessels coming into or leaving the system. This is a critical piece of smaller infrastructure needed to support the efficiency and safety of the entire Columbia Snake River System.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association
Columbia River at the Mouth (MCR), OR/WA	Benefits both deep draft Lower Columbia River counties, as well as the inland barging system beginning as far east as Clarkston, WA.		FY2014: annual dredging (\$18.773M); ocean disposal SMMP (\$300K); sand island pile dikes (\$350K); North Jetty Lagoon fill (\$10.32M) & critical repairs (\$13.25M)		Annual dredging at the MCR is required to ensure the authorized depth of -55'. This is imperative to ensure vessels are able to fully load, and that safe passage of the bar is maintained. Maintenance of the MCR Jetties, which is separate from the major rehabilitation project, is also vital to ensuring natural scouring in that location and that wave action is limited at this dangerous bar crossing.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Columbia & Lower Willamette below Vancouver & Portland (C&LW), OR/WA	Benefits both deep draft Lower Columbia River counties, as well as the inland barging system beginning as far east as Clarkston, WA.		FY2013 needs include additional annual dredging (\$18.328M) to maintain 43' in navigation channel FY2014: annual dredging (\$38.115M); US Moorings piling removal (\$5.0M); contract dredge (\$5.772M); Essayons dredge (\$1.845); pile dike safety markers (\$1.522M); dredging at Old Mouth of the Cowlitz (\$1.208M); Albina turning basin sediment sampling (\$1.080M) and maintenance dredging (\$11.107M); pile dike major maintenance report (\$350K); Astoria turning basin dredging (\$1.634M); Westport Slough dredging (\$1.149M); DMMP for side channels (\$90K); Hammond Boat Basin breakwater evaluation (\$300K); Lake River sediment evaluation (\$105K); Portland Harbor sediment sampling/analysis (\$135K)	Construction, rehabilitation	Dredging for this deep draft navigation channel near the Ports of Vancouver, Kalama and Longview is essential to maximizing the newly deepened 43' channel. With cargo such as grain moving into the lower river by barge and rail, a fully maintained channel will continue to ensure our just in time delivery system is able to operate most efficiently and move the maximum amount of commercial cargo.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Seattle Harbor, WA		King	FY2014: comprehensive survey & completion of environmental documents for FY2015 dredging cycle	Construction, rehabilitation		U.S. Army Corps of Engineers Pacific Northwest Waterways Association
Tacoma Harbor, WA		Pierce	maintenance dredging	Construction, rehabilitation		U.S. Army Corps of Engineers Pacific Northwest Waterways Association
Grays Harbor, WA		Grays Harbor	FY2014: inner & outer harbor dredging, options (\$6M) for increased dredging of entire channel to accommodate larger vessels	Construction, rehabilitation		U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Bonneville Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.	FY2014 request: routine O&M (\$5.902M); management of ESA listed species (\$1.304M); sea lion harassment monitoring & evaluation (\$74K); Bradford Island feasibility study & ROD (\$325K); spillway major rehab report (\$1.030M)	Bonneville Lock & Dam	Construction, rehabilitation	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
The Dalles Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.		FY2014 request: routine O&M (\$2.588M); D/S gate inspection (\$1.1M); E&D for navlock control system (\$300K); E&D for U/S gate replacement (\$500K); fish passage mitigation (\$570K)	Construction, rehabilitation	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
John Day Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.		FY2014 request: routine O&M (\$2.872M); fish hatchery operation mitigation (\$1.874M)	Construction, rehabilitation ITS	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
McNary Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.		FY2014 request: routine O&M (\$8.382M); D/S mitre gate interim repair (\$300K)	Construction, rehabilitation	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Ice Harbor Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.		FY2014 request: routine O&M (\$4.630M); U/S gate trunnion hubs (\$400K); P&S for dolphin repair (\$400K)	Construction, rehabilitation	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Lower Monumental Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.			Construction, rehabilitation	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Little Goose Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.		Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	Construction, rehabilitation	U.S. Army Corps of Engineers Pacific Northwest Waterways Association	

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Lower Granite Lock & Dam	Benefits entire CSRS barging system including Asotin, Garfield, Columbia, Walla Walla, Benton, Klickitat, Skamania, Clark and Cowlitz Counties. Many other counties in Washington State ship goods through the lock and dam system as well.		FY2014 request: routine O&M (\$3.183M); contract for channel maintenance (\$6.5M); navlock sill plate repairs (\$684K)	Construction, rehabilitation	Proper maintenance of our 8 locks and dams on the Columbia Snake River System (CSRS) ensures the continued viability of not only the inland portion of the CSRS, but the entire system and the region. Barging is the least cost, most fuel efficient mode of transportation and allows goods to move from eastern Washington Ports like Clarkston, Walla Walla, Whitman County and the Tri-Cities to the Lower Columbia River ports like Vancouver, Kalama and Longview. A viable barge system and fully maintained 14' inland navigation channel allows Eastern Washington Farmers and paper products manufacturers to compete globally in the world market.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Swinomish Channel (Port of Skagit & Port of Anacortes)		Skagit	There is no FY2014 request for the Swinomish Channel since it was just recently received federal funding for maintenance dredging in FY2012. This navigation channel requires maintenance dredging every three to four years, so there will be future funding requests coming down the pike.	Construction, rehabilitation	Maintenance dredging is critical to ensuring a fully maintained 12' channel on the Swinomish. Marine related businesses at the Port of Skagit alone generate \$92.6M annually, and produce 1,045 maritime-related jobs in boat building, maintenance and repair; log towing; fishing; dry boat operations; and recreational boating. The Swinomish and Upper Skagit tribal fishing fleets also utilize this channel.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association
Columbia River at Baker Bay (Port of Ilwaco)		Pacific	Maintenance dredging	Construction, rehabilitation	The entrance channel to the Port of Ilwaco requires annual maintenance dredging. A fully maintained channel is required for efficient and safe passage of the commercial fishing fleets that homeport in this location. Approximately 30 million lbs. of fish were at the Port of Ilwaco in 2012, with an est. value of \$25 million. They not only have an 850 slip marina and commercial and recreational fishing, but also seafood processing and light industrial activities.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association

Title	Location	County	Description	MAP-21 Eligibility	Project Benefits	Sponsor
Columbia River b/t Chinook & Sand Island (Port of Chinook)		Pacific	Maintenance dredging	Construction, rehabilitation	The entrance channel to the Port of Chinook requires annual maintenance dredging. A fully maintained channel is required for efficient and safe passage of the commercial fishing fleets that homeport and process fish and crab in this location. There are 15 port dependent business that rely on a fully dredged channel, including seafood processors processing 3.6M lbs. of crab estimated at \$8.5M annually.	U.S. Army Corps of Engineers Pacific Northwest Waterways Association