



Puget Sound Regional Council

Freight Advisory Committee Agenda

Date: Wednesday, January 14, 2026, from 9:30 a.m. to 11:00 a.m.

Online Meeting Only – See Zoom Remote Participation Instructions Below

1. Welcome and Introductions (9:30)

2. Action: Approval of Meeting Summary for December 10, 2025* (9:35)

3. Discussion: NHFP Funding Process* - Regional Project List (9:40)

PSRC staff will share information about the freight projects submitted for inclusion on the regional project list. The committee will be asked to provide concurrence on the projects to be submitted, prior to sponsors completing their project applications.

4. Discussion: Other Business and Announcements (10:55)

- a. Regional Transportation Plan – Public Comment Flyer

5. Adjourn (11:00)

6. Next Meeting: April 8, 2026

*Supporting materials attached

Zoom Connection:

- [Join the meeting](#)
- Listen by phone 1-888-475-4499
- Meeting ID: 876 9690 5823 Passcode: 043570

Other Formats:

- Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, TTY Relay 711
 - العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit: <https://www.psrc.org/contact-center/language-assistance>.



Puget Sound Regional Council

Freight Advisory Committee Meeting Summary

Date: December 10, 2025, 9:30a.m. – 11:00a.m.

Location: Remote – Online Meeting Only (Zoom Meeting)

Welcome and Introductions

Doug Cox, PSRC, welcomed everyone at 9:30 a.m. Roll call was completed to confirm the members and alternates present.

Action: Approval of Meeting Summary

The October 8, 2025 meeting summary was approved as presented.

Discussion: NHFP Funding Process

Doug Cox and Mitch Koch, PSRC, outlined the process and schedule for the 2026 National Highway Freight Program (NHFP) funding competition. Topics included project eligibility, project evaluation, and PSRC and WSDOT roles in the funding process.

WSDOT anticipates similar funding availability as the previous cycle of \$11 million/ fiscal year, but this is subject to change based on federal actions. Per WSDOT, there is no reason to expect the NHFP funds to be delayed at this time. Applicants should be mindful of grant application contents to ensure best outcome during the project selection process. If submitted projects are not awarded NHFP funds in this cycle, they will be placed on a contingency list in the event that funds become available in the future.

The committee agreed to shift the regular February FAC meeting to January in order to discuss the projects submitted to PSRC for the NHFP funding. This will allow the committee to provide concurrence that the projects meet the definition of a freight improvement project prior to applicants submitting the NHFP submission forms to PSRC. Previously awarded NHFP projects are listed in Freight Investments Appendix of the WSDOT 2022 State Freight Plan for reference. Lastly, the committee also agreed to not impose a limit on the number of projects that each agency can submit.

[View the presentation](#)

For more information, contact DCox@psrc.org.

Discussion: Regional Transportation Plan

Kelly McGourty, PSRC, provided an update on recent work in the development of the 2026 Regional Transportation Plan (RTP), planned to be released for public review in

mid-December. Investments are based on updated comprehensive plans, current transit plans, and the new State Highway System Plan. The 2026 plan does capture the effects of the increased work-from-home trends in the Region.

Doug Cox, PSRC, provided an overview of the freight storymap that is being developed for the RTP. The storymap provides insight regarding the Region's major freight corridors and freight facilities. Committee members are encouraged to explore this tool to learn about the freight system in the Central Puget Sound Region.

[View the presentation](#)

[View the Freight Storymap](#)

For more information, contact KMcGourty@psrc.org and DCox@psrc.org

Discussion: Other Business and Announcements

No other business or announcements were discussed.

Adjourn

The meeting adjourned at approximately 11:00 a.m.

***Members and Alternates Present**

See attached attendance roster for the member or alternate representing each agency/jurisdiction at the meeting; additional alternate(s) present are listed below.

Interested Parties Present

Adam Leslie, City of Tacoma; Xochitl Castaneda, Pacific Northwest and Alaska Gateway

PSRC Staff Present

Doug Cox, Alexa Leach, Jennifer Barnes, Mitch Koch, Kelly McGourty

**All attendees were present via remote participation*

Freight Advisory Committee Attendance Roster

Item 2 - Att. A

Date: December 10, 2025 9:30 - 11:00 A.M.

Remote/Online Only

NOTE: Members are invited to sit at the table and vote. Alternates may sit at the table and vote when the member is absent. Please coordinate representation in advance of the meeting.

Jurisdictions	✓	Name		✓	Name, Jurisdiction
Counties			Manufacturing Industrial Centers		
King County (1)	<input checked="" type="checkbox"/>	John Vander Sluis	Cascade (1)		Jim Kelly, Arlington
		<i>Grace Carlson (Alt.)</i>			<i>Ryan Morrison, Arlington (Alt.)</i>
Kitsap County (1)	<input checked="" type="checkbox"/>	David Forte	Paine Field / Boeing Everett (1)	<input checked="" type="checkbox"/>	Jesse Hannahs, Marysville
		<i>Melissa Mohr (Alt.)</i>		<input checked="" type="checkbox"/>	<i>Tom Hood, Everett (Alt.)</i>
Pierce County (1)	<input checked="" type="checkbox"/>	Peter Lewis-Miller	PSIC - Bremerton (1)	<input checked="" type="checkbox"/>	Chris Dimmitt, Bremerton
		<i>Bekah Osterhaus (Alt.)</i>			<i>Vicki Grover, Bremerton (Alt.)</i>
Snohomish County (1)		Joseph Bervell	Ballard - Interbay (1)	<input checked="" type="checkbox"/>	Baker Council, Seattle
		<i>Jay Larson (Alt.)</i>			<i>Joanna Valencia, Seattle (Alt.)</i>
Ports			Duwamish (1)		(represented by Seattle)
Port of Bremerton (1)	<input checked="" type="checkbox"/>	Arne Bakker			<i>(represented by Seattle) (Alt.)</i>
		<i>James Goodman (Alt.)</i>	North Tukwila (1)		VACANT
Port of Everett (1)		Adam LeMieux			<i>Vacant (Alt.)</i>
		<i>Laura Gurley (Alt.)</i>	Kent (1)	<input checked="" type="checkbox"/>	David Paine, Kent
Port of Seattle (1)	<input checked="" type="checkbox"/>	Geri Poor			<i>Rob Brown, Kent (Alt.)</i>
		<i>Kyra Lise (Alt.)</i>	Sumner Pacific (1)		Michael Kosa, Sumner
Port of Tacoma (1)	<input checked="" type="checkbox"/>	Ryan Medlen			<i>Ryan Windish, Sumner (Alt.)</i>
		<i>Deirdre Wilson (Alt.)</i>	Port of Tacoma (1)		Brennan Kidd, Tacoma
WSDOT (1)					<i>Greg Vigoren, Fife (Alt.)</i>
	<input checked="" type="checkbox"/>	Jason Beloso	Frederickson		(represented by Pierce County)
	<input checked="" type="checkbox"/>	<i>Wenjuan Zhao (Alt.)</i>			<i>(represented by Pierce Co.) (Alt.)</i>
Freight Mobility Strategic Investment Board (FMSIB) (1)			Freight-Intensive Areas		
		Brandy DeLange	SeaTac (1)		Florendo Cabudol, SeaTac
	<input checked="" type="checkbox"/>	<i>Fred Wenhardt (Alt.)</i>			<i>Zack Shields (Alt.)</i>
Tribal Agencies			Auburn (1)	<input checked="" type="checkbox"/>	Jacob Sweeting, Auburn
Muckleshoot Indian Tribe (1)		VACANT			<i>Vacant (Alt.)</i>
		<i>Vacant (Alt.)</i>	Non-Voting (4)		
Puyallup Tribe (1)		VACANT			Denise Plumb, United Parcel Service (UPS)
		<i>Vacant (Alt.)</i>			Eric Jessup, WSU, Freight Policy Transportation Institute
Suquamish Tribe (1)		VACANT			Jared Faker, Intl. Longshore and Warehouse Union #23
		<i>Vacant (Alt.)</i>			VACANT
Tulalip Tribe (1)		VACANT			
		<i>Vacant (Alt.)</i>			

rev 10/2025

2026 NHFP Process
Summary of PSRC Region Projects with Intent to Submit

Item 3

	Sponsor	Project Title	Project Location	Project Length	Total Project Cost	Phase of Funding Request	Phase Cost	NHFP Funding Request
1	Auburn	East Valley Highway Widening	East Valley Highway (800 ft north of Lakeland Hills Way to 1,300ft south of East Valley Access Rd)	1.25 miles	\$10,982,100	CN	\$9,248,100	\$1,500,000
<p><u>Scope</u> The project will widen the roadway from the existing two/three lane cross section to four/five lanes to increase the capacity of the roadway and to support existing and future development. To accommodate the wider cross section the LHW, Terrace Drive, and EVAR signalized intersections will also be improved, and a separated non-motorized trail along the east side of the roadway (the west side fronts the BNSF railroad mainline) will be constructed. The project also includes the addition of illumination, storm drainage improvements including replacement of a roadside ditch with a closed stormwater system, a fish passable culvert, relocation of utility poles, and installation of a dynamic message sign.</p>								
<p><u>Freight Benefit</u> The project will expand an existing freight corridor, and add resiliency to the freight network. The A Street SE/East Valley Highway corridor parallels SR 167, providing an alternate route to the freeway when it is congested, during construction, and during incidents. It also provides a first/last mile connection to the Sumner-Pacific MIC from SR 167 to the north. The additional roadway capacity and intersection improvements will reduce congestion, increase travel speeds, and reduce travel times, reducing vehicle emissions. The completion of the gap in the active transportation network will provide new opportunities for a mode shift away from vehicular travel, reducing vehicle miles traveled, and further reducing congestion and emissions, and separate active transportation from vehicle traffic. East Valley Highway also connects to the Lake Tapps Parkway corridor. Lake Tapps Parkway, which becomes Stewart Road to the west of E Valley Highway traverses the northern portion of the MIC, connecting directly to SR 167 to the west. A City of Sumner project is currently replacing the existing two-lane bridge over the White River, widening the last remaining portion of the roadway to 4/5 lanes, and accommodating active transportation modes. City of Auburn and NHFP are both funding partners on the Sumner project.</p>								
2	Edmonds	SR-104 ITS Adaptive System from 226th St. SW to 236th St. SW	SR-104 between 226th St. SW and 236th St. SW	1.3 miles	\$4,810,000	CN	\$4,400,000	\$3,806,000
<p><u>Scope</u> SR-104 is designated as a Highway of Statewide Significance within the National Highway System. It connects I-5 with Highway 99, Downtown Edmonds, and the Edmonds Ferry Terminal (connecting to Kingston Ferry Terminal / providing direct access to the Olympic Peninsula). The project proposes to add an ITS Adaptive System along a 1 1/4 mile segment of this corridor from 226th St. SW to 236th St. SW, consisting of 5 traffic signals spaced out approximately 1/4 mile from each other. SR-104 has an ADT of approximately 30,000 vehicles per day. Truck traffic is high along this corridor since it connects to key regional destination points (main north-south</p>								

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	interstate I-5 / Highway Regional Significance in Hwy 99 to the east and Downtown Edmonds / Edmonds Ferry Terminal to the west). The proposed system will need to be connected to an existing fiber line / running along Highway 99 as part of an existing Adaptive System (approximately 3/4 mile east of SR-104 @ 236th St. SW).							
	<u>Freight Benefit</u> Freight transport and mobility will benefit from this project by significantly improving their traffic flows to reach the multiple key regional destination points along the stretch. Corridor safety will be improved since trucks currently frequently brake and encounter long queues when approaching any of the (5) signalized intersections. With the improvements, trucks will drive at a more constant speed (from 21 mph under existing conditions to 35 mph under proposed conditions / posted speed limit) and save time going through this stretch. The number of rear-end collisions involving passenger vehicles and trucks will be reduced since less braking will take place and queues at the signals will go down. Gas emissions will therefore also be reduced upon completion of those improvements.							
3	King County	148th Avenue SE at SE 224th Street Intersection Improvements	Approximately 300 feet to the north, east, south, and west of the intersection of 148th Avenue SE and SE 224th Street in unincorporated King County, east of the city of Kent.	Approximately 1200 feet (300 feet in each direction from intersection).	\$2,930,000	CN	\$2,300,000	\$1,989,500
	<u>Scope</u> This project will install a single-lane roundabout at the intersection of two T-3 routes just east of the city of Kent. This intersection was identified as a high collision location in King County's 2024 Collision Safety Report, with a 3-year crash rate of 1.89 crashes per million entering vehicles. This is nearly twice the 10-year crash rate for the intersection (0.97 crashes/mev), indicating a worsening problem.							
	<u>Freight Benefit</u> This project will improve the safety, operation, and efficiency of freight transport on both of the T-3 routes that cross at this intersection. The roundabout will reduce delay and queuing, resulting in improved traffic flow for freight transport. The project will also facilitate freight connections to other truck corridors in the area, including connections to the Manufacturing/Industrial Center in Kent west of SR 167.							
4	King County	S 360th Street at Military Road S Roundabout	Intersection of S. 360th Street and Military Road S., east of the City of Federal Way in	2,560 feet	Approximately \$9.8m.	CN	\$6,300,000	\$5,449,500

2026 NHFP Process
Summary of PSRC Region Projects with Intent to Submit

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	Sponsor	Project Title	Project Location	Project Length	Total Project Cost	Phase of Funding Request	Phase Cost	NHFP Funding Request
			unincorporated King County. The project limits are S. 360th St., from 700 ft west to 375 ft east of Military Rd. S.; and Military Rd. S., from 640 feet south to 845 feet north of S. 360th St.					
	<p><u>Scope</u> King County will replace the high-traffic, high-collision unsignalized two-way stop-controlled intersection at S. 360th Street and Military Road S. with a roundabout that will improve safety for all roadway users, retain lane capacity, and improve traffic flow for vehicles. This intersection is on a corridor in the High-Injury Network mapped for the PSRC Regional Safety Action Plan. Military Road S. and S. 360th Street to the west of the intersection are heavily used T-3 Freight and Goods Transportation System (FGTS) designated routes.</p>							
	<p><u>Freight Benefit</u> The project will improve safety and efficiency at the intersection of two T-3 routes. The Military Road S. corridor is a 15-mile-long parallel route to north-south highways such as I-5 and State Route 167. It experiences heavy bypass traffic. This results in long delays for vehicles entering Military from S. 360th Street, causing operation and safety concerns along the corridor. Between January 2017 and June 2025, there were 33 collisions at this intersection. Eleven involved injuries, and one resulted in a fatality.</p>							
5	King County	Berrydale Overcrossing (OX) Bridge #3086OX Corridor Safety Improvement Project	The Berrydale OX Bridge corridor carries Kent-Black Diamond Rd SE from SE 290th St to SE 292nd St. It crosses over the 150' BNSF Railroad ROW, approximately 150 feet south of SE	3,100 feet	Approximately \$37m.	ROW	\$2,000,000	\$1,730,000

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			290th St. It also includes the Jenkins Creek Culvert, located approximately 60 feet south of 158th Ave SE (300 feet south of the Berrydale OX Bridge Railroad ROW), which conveys Jenkins Creek under Kent-Black Diamond Rd SE. The Berrydale OX Bridge Corridor is located in King County.					
	<u>Scope</u> The project includes replacement of the Berrydale OX Bridge, associated roadway realignment, right-of-way acquisition, non-fish passable culvert replacement, roundabout intersection improvements on each end of the bridge and culvert replacement, and shoulder widening to improve safety and freight mobility.							
	<u>Freight Benefit</u> The project provides a clear benefit to freight transportation by improving the safety, reliability, and long-term functionality of a key freight corridor in southeast King County. Kent-Black Diamond Road SE is designated as a T-3 Freight and Goods Transportation System route and carries approximately 10% truck traffic, connecting communities east of Kent to regional manufacturing and industrial centers in Kent and Auburn, as well as State Route 18. The Berrydale OX Bridge crosses a BNSF rail corridor that serves major regional railyards and carries significant freight tonnage; the existing structurally deficient and substandard bridge poses risks to both roadway and rail operations. Replacement of the bridge and associated corridor improvements will reduce freight-related constraints, improve reliability for truck and rail movements, and protect critical freight infrastructure that supports regional economic activity.							
6	Pierce County	Canyon Rd E (200th St E to 196th St E)	Canyon Rd E, from 580 ft N of 200th St E to 55 ft S of 196th St E	0.2 miles	\$550,000	PE and CN	\$550,000	\$475,500
	<u>Scope</u>							

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	Resurface the road from 580-feet north of 200th Street East to 55-feet south of 196th Street East. Pre-leveling, grind and overlay asphalt repairs between the concrete curbs. The road will be restriped and pavement markings installed.							
	<u>Freight Benefit</u> The project is identified in the Pierce County Pavement Management Program as needing an asphalt overlay and would ensure long term transportation system reliability and resiliency. Canyon Road East is a critical arterial roadway tying together communities in the central area of urban unincorporated Pierce County. It serves as a vital connection to Frederickson, a major regional industrial center, and to nearby residential communities where over 28,500 people live within a 2-mile buffer around the project limits. Canyon Road East is one of the most heavily trafficked roads in the entire County road system and hosts upwards of 54,000 daily vehicle trips. The subject segment accommodated nearly 21,000 daily vehicle trips in 2023. As the road connects key industrial centers to NHS assets, particularly State Route 512, it accommodates a substantial volume of heavy truck traffic that greatly accelerates pavement deterioration. The pavement surface is HMA and dates to the creation of the roadway between 2007 and 2008. Consistent heavy usage has resulted in extensive pavement distress.							
7	Seattle	Dravus St Bridge Replacement	W Dravus St from 17th Ave W to 20th Ave W	0.1 miles	\$100M	PE	\$15M	Up to \$10M
	<u>Scope</u> Complete preliminary engineering phase for the preferred structure type to replace the existing structure spanning across the BNSF hump yard and mainline tracks							
	<u>Freight Benefit</u> Dravus St is a key detour route for oversize vehicles that utilize 15th Ave W as an alternative north-south corridor at the north end of the Seattle. Replacement of the bridge will maintain route integrity as well as improve integration of alternative modes of transportation that are currently being considered for this location.							
8	Seattle	Ballard Bridge Rehabilitation	15th Ave W from W Emerson St to NW Ballard Way	0.5 miles	\$15M	CN	\$10M	Up to \$8M
	<u>Scope</u> Restore and rehabilitate the mechanical and electrical systems associated with the movable bridge segment							
	<u>Freight Benefit</u> Rehabilitation of the system will restore system and operational reliability of the bridge. When the bridge is not operational, forced to either remain in its closed or open position, it will either impact water-based freight vessels or land-based freight transports.							
9	Seattle	Olson PI SW and 1st Ave S Reconstruction	Olson PI SW and 1st Ave S from approximately Myers Way to SR 509	Approximately 0.8 miles	Approximately \$39 million	PE	Approximately \$6M	Up to \$5M
	<u>Scope</u> Full-depth excavation and repaving including safety treatments as well as curb ramp and storm drainage upgrades							

2026 NHFP Process
Summary of PSRC Region Projects with Intent to Submit

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	Sponsor	Project Title	Project Location	Project Length	Total Project Cost	Phase of Funding Request	Phase Cost	NHFP Funding Request
	<u>Freight Benefit</u> The corridor is classified as a Major Truck Street by the City of Seattle, and its two segments are classified as T-2 and T-3 truck routes by WSDOT. Reconstructing failing pavement and separating non-motorized users will maintain safe and efficient operations for freight.							
10	Seattle	Holgate St Mitigation and Upgrade	S Holgate St from Occidental Ave S to 4th Ave S and surrounding streets including Occidental Ave S, 1st Ave S, 4th Ave S, etc.	TBD	Approximately \$100M	PE	Approximately \$20M	Up to \$10M
	<u>Scope</u> Upgrade pavement structural sections, improve and/or install sidewalks and ADA compliant curb ramps, drainage, enhanced intersection geometry/truck turn radii, and wayfinding along 1st Ave S, 4th Ave S, Utah Ave S, Occidental Ave S between S Spokane St & S Royal Brougham Way and S Spokane St, S Horton St and S Holgate St between Utah Ave S and Airport Way; improve and/or install new grade crossing surfaces, railroad advance warning signs, markings and active warning systems (signal interconnect and preemption, gate arms, flashing beacons, and related appurtenances) at several at-grade rail crossings.							
	<u>Freight Benefit</u> Updated and improved wayfinding technology to move freight more efficiently around potentially blocked at-grade rail crossings and stadium event congestion; improved truck turning radii improvements to reduce impacts to railroad gate arm infrastructure, other City-owned infrastructure; enhanced pedestrian facilities to reduce conflicts that will in turn reduce freight movement delays.							
11	Seattle	Argo Railyard Access	Diagonal Ave S / S Oregon St / Denver Ave from East Marginal Way (SR 99) to Union Pacific Argo Yard	Approximately 1,000 feet	\$15M	CN	\$13M	Up to \$10M
	<u>Scope</u> Improve intersection geometry, revise signalization, upgrade drainage, rehabilitate pavement at railroad tracks, and install streetscaping; potential for scope to include realignment of industry track							
	<u>Freight Benefit</u>							

2026 NHFP Process
Summary of PSRC Region Projects with Intent to Submit

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	Reduce conflicts between industry rail movements and motorized vehicles/trucks; enhance truck entry/exit at Argo Railyard; remove existing roadway hazards where conflicts between railroad infrastructure and public roadway exist							
12	Seattle	Harbor Island Renaissance	11th Ave SW, SW Florida St, 16th Ave SW, and Klickitat Ave SW	Approximately 2 to 2.5 miles	Approximately \$70M	PE	Approximately \$10M	Up to \$8M
	<u>Scope</u> Reconstruct failing pavement and make operational/ITS improvements							
	<u>Freight Benefit</u> Harbor Island is home to multiple key freight and goods movement industries. Port of Seattle Terminals 10 and 18 which see over 2M Twenty-Foot Equivalent Unit (TEU) import and export moves as well as housing truck parking and on-dock rail. Access to and circulation on this man-made island is critical to the region since it is the terminus of the Olympic Pipeline and multiple petroleum storage facilities. Similarly, marine vessel maintenance and construction on this island supports the state ferry system and military vessels. Reconstruction and improvement of the transportation network and truck parking facilities on Harbor Island will improve roads on the Over-Legal network (SDOT), Heavy-Haul network (SDOT), National Highway System (FHWA), and Freight Goods Transportation System (WSDOT).							
13	Seattle	East Marginal Way Corridor Improvement Project, Phase 2	East Marginal Way from S Spokane St to approximately S Nevada St	Approximately 1,300 feet	Approximately \$20M	CN	Approximately \$17M	Up to \$10M
	<u>Scope</u> Reconstruct pavement and add a separated bikeway plus intersection improvements and other amenities							
	<u>Freight Benefit</u> East Marginal Way is one of Seattle's most freight-intensive roadways, providing direct access (and often sole access) to a series of large seaport terminals. The project would reconstruct failing pavement sections that have reached the end of their useful life and add a protected bicycle facility to separate non-motorized users from truck traffic.							
14	Shoreline	175th Street Corridor Improvements Project - Phase 1	Phase 1 is located at the N 175th Street and Meridian Ave N Intersection. Termini are as follows: N 175th Street – 400 feet west of Meridian Ave N; N 175th	1,740 feet, approximately 1/3 of a mile	\$93,745,182.00	Phase 1	\$34,878,885.00	\$10,000,000

2026 NHFP Process
Summary of PSRC Region Projects with Intent to Submit

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	Sponsor	Project Title	Project Location	Project Length	Total Project Cost	Phase of Funding Request	Phase Cost	NHFP Funding Request
			Street – 500 feet east of Meridian Ave N; Meridian Ave N – 250 feet north of N 175th Street; Meridian Ave N – 600 feet south of N 175th Street					
	<u>Scope</u> Mitigate the seismically vulnerable roadway infrastructure. Improve signal efficiency and reduce delays. Provide dedicated bike facilities separate from vehicular traffic. Improve pedestrian facilities and accessibility.							
	<u>Freight Benefit</u> N 175th Street is the City's only T2 Freight Corridor and serves as a critical connection for freight transport to and from the City. During geotechnical investigation, engineering analysis indicated unstable peat soils and alluvium in the vicinity of Ronald Bog, leaving the roadways at risk to seismic induced slope failures and liquefaction. In a seismic event, the roadway will slide into the existing bog, making the roadway impassable. This vulnerability is already physically apparent along the roadway where major dips have formed and along the sidewalks which are settling significantly away from the crown of the road, leaving significant sections impassable to some pedestrians. Phase 1 of the 175th Street Corridor Improvements Project will stabilize the subgrade and rebuild the roadway and sidewalks, mitigating the potential for major freight disruptions. The project also rebuilds the traffic signal, improving efficiency and mitigating delay. Last, the project provides dedicated bike facilities separate from vehicle traffic which further improves safety for all roadway users and will further reduce motor vehicle delay.							
15	Sumner	Tacoma Ave Overlay and Intersection	Intersection of Tacoma Ave and Puyallup St	0.270 miles	\$7,850,000	ROW and CN	ROW - \$1,300,000; CN - \$6,000,000	\$6,790,250
	<u>Scope</u> Plane, repair, and overlay Tacoma Ave from Puyallup St to the White River Bridge. This project will upgrade the intersection of Tacoma Ave and Puyallup St to a roundabout and will also include ADA upgrades/sidewalks, associated utility work and illumination.							
	<u>Freight Benefit</u> This intersection is one of the main access points for freight to the Sumner- Pacific Manufacturing Industrial Center, with an AADT to 3,000. This gateway connects regional highways from the Port of Tacoma to international supply chains for companies including Amazon.com, Costco, Helly Hansen, and McDonalds. These upgrades would remove the current bottleneck this intersection currently creates for regional, national, and international freight.							

2026 NHFP Process
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16	Tacoma	Tacoma Tideflats-Port of Tacoma Strategic Emergency Response/ITS Improvements Phase 1	Tacoma Tideflats/Port of Tacoma area	N/A	\$4,000,000	ROW and CN	\$2,750,000	\$2,378,750
<p><u>Scope</u> Project will establish an interconnected intelligent transportation system (ITS) network across the Tacoma Tideflats/Port of Tacoma area.</p> <p>Construction of Phase 1 will accomplish high-priority improvements identified within the ITS Implementation Plan and the Tideflats Subarea Plan 2025. The planning documents involved coordination with WSDOT, local jurisdictions (NW Seaport Alliance, Puyallup Tribe of Indians, Pierce County, Fife, etc.), transit agencies, law enforcement and other emergency entities. In Phase 1 of construction approximately 14 intersections will be improved and approximately 5,000 lineal feet of new fiber optic cable will be installed. Phase 1 also includes installation of cellular modems, radio connection, emergency vehicle preemption, pan-tilt-zoom cameras, video detection, Intersection Conflict Warning Systems (ICWS), upgrading traffic signal controllers, signal optimization, and installation of Uninterruptible Power Supply at recommended locations.</p> <p>Phase 1 upgrades, to be constructed with these grant funds, will establish communications to all traffic signals in the Tideflats that do not currently have communications, improving real-time monitoring and situational awareness in the Tideflats subarea.</p> <p>Phase 2 priorities identified within the ITS Implementation Plan will be subject to additional funding availability and dependent on coordination with outside agencies.</p>								
<p><u>Freight Benefit</u> The project will enhance local and regional emergency response capabilities, evacuation management, and transportation (freight/rail) movement efficiencies (including related safety benefits), thereby achieving balanced transportation demand from last-mile facilities to interstate highways.</p> <p>Phase 1 upgrades, to be constructed with these grant funds, will establish communications to all traffic signals in the Tideflats that do not currently have communications, improving real-time monitoring and situational awareness in the Tideflats subarea.</p>								



Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2026–2050

Help shape the region's transportation system. Comment on the draft Regional Transportation Plan through **February 2.**

The plan strives to ensure the transportation system accommodates continued growth in the Puget Sound region now and into the future. It is focused on six foundations:

- ▶ **Maintain and preserve the existing transportation system**
- ▶ **Create a multimodal system that works for everyone, no matter how they get around**
- ▶ **Promote a safe and healthy transportation system**
- ▶ **Address regional climate goals**
- ▶ **Evaluate progress toward plan goals**
- ▶ **Develop a practical financial strategy to identify revenue sources and cover costs**



[Visit our engagement hub to review the draft Regional Transportation Plan and comment.](#)



Please also help us get the word out about the plan and public comment period.

We have prepared an [outreach toolkit](#), which provides links to a summary handout, news release, and social media to share with your networks.