Washington State Freight Mobility Plan

The State Freight Plan is compliant with:

- The Moving Ahead for Progress in the 21st Century Act (MAP-21),
- State law (RCW 47.06.045), and
- Addresses state transportation goals (RCW 47.04.280), including economic vitality and mobility.

The Plan is guided by three objectives:

1. Urban goods movement systems that support jobs, the economy, and clean air for all, and provide goods delivery to residents and businesses.

2. Washington's competitive position as a Global Gateway to the nation with intermodal freight corridors serving trade and international and interstate commerce, and the state and national Export Initiatives.

3. Rural economies' farm-to-market, manufacturing and resource industry sectors.
What are the Key New Deliverables in the State Freight Plan?

The Washington State Freight Plan has:

1. Identified the Washington State Freight Truck, Rail and Waterway Economic Corridors, including first and last mile connector routes based on freight-intensive land use.

2. Set measurable freight performance goals for the State Truck and Waterway Freight Economic Corridors.

3. Systematically analyzed current performance gaps and needs on highways in State Truck Freight Economic Corridors.

4. Developed a new process to include Tribal, Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO), port and state freight strategies to improve performance on the Washington State Economic Freight Corridors in the Plan.
We Have a Strong Freight System in Washington

Freight Dependent Industries support 1.46 million jobs and $128.8 billion in regional domestic product statewide.
Washington State Truck Freight Economic Corridors

LEGEND
- **T1 Truck Freight Economic Corridors**: Freight corridors carrying more than 10 million tons per year.
- **T2 Truck Freight Economic Corridors**: Freight corridors carrying 4 million to 10 million tons per year. Also includes corridors serving as alternatives to primary freight routes (US 2, US 12, SR 7, SR 14).

Source: 2011 Freight and Goods Transportation System.
First and Last Mile Connector Routes in Yakima
Rail Freight Economic Corridors

Legend:
- Economic rail corridors:
  - R1 - Greater than 5 million tons
  - R2 - 1 million to 5 million tons
  - R3 - 5 hundred thousand to 1 million tons
  - R4 - 1 hundred thousand to 5 hundred thousand tons

Source: WSDOT Freight Systems Division – 2012 Freight Rail Data.

Map State Freight Economic Corridors

Washington State Department of Transportation

March 2013
Waterway Freight Economic Corridors

LEGEND

Waterway economic corridors:
- W1 - Greater than 25 million tons
- W2 - 10 million to 25 million tons
- W3 - 5 million to 10 million tons
- W4 - 2.5 million to 5 million tons
- W5 - 0.9 million to 2.5 million tons

The Washington State Department of Transportation (WSDOT) will use these six measures to track the performance of the Truck Freight Economic Corridors.

Reducing:
1. Truck travel time
2. Direct truck operating costs
3. Truck engine emissions

Improving:
4. Economic output
5. Network resiliency
6. Reliability

The Technical Teams determined that six performance goals are strongly aligned with both state and federal freight policies, and are the most important to freight system customers and the residents of Washington State.

The Washington State Department of Transportation (WSDOT) will use these six measures to track the performance of the Truck Freight Economic Corridors.
Preservation is the Greatest Need

Over 3,700 highway lane miles are due or past due for preservation projects, but WSDOT will only be able to repave about 1,100 in 2013-15. There are nearly 3,800 state owned bridges; without new revenue 71 steel bridges could become structurally deficient due to lack of painting in the next ten years.

There is a need to preserve critical freight-intensive land uses at both marine and air cargo ports, and in the state’s major warehouse district in the Green River Valley.

Deferral of freight rail maintenance can lead to equipment and track deterioration that requires substantial investment to repair. Short-line operators named bridge repairs as one of their highest priorities.
Wheat is a $1.14 billion industry in Washington State

Wheat Supply Chain: Example Freight Mobility Improvements

- **Ice Harbor Lock & Dam**
  Lock and dam maintenance project.

- **PCC Freight Rail Preservation**
  Multiple preservation and rehabilitation projects.

- **West Vancouver Freight Access**
  New freight rail entrance to the Port of Vancouver from the mainline and internal rail track storage to accommodate unit trains.
Aerospace Supply Chain: Example Freight Mobility Improvements

- **Phase I - Re-designation of SR 529 & Improvements**
  - Access improvements from Port of Everett to I-5 and intersection improvements to better accommodate over-dimensional freight traffic.

- **I-5 Tacoma to Everett mobility improvements**
  - Multiple improvements to I-5.

- **I-90 Snoqualmie Pass--widen to Easton**
  - Widening and interchange improvements.

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**Legend**
- Aerospace Product and Parts Manufacturing Business Locations
- Freight Economic Corridors:
  - T1 Truck Freight Economic Corridors: Freight corridors carrying more than 10 million tons per year.
  - T2 Truck Freight Economic Corridors: Freight corridors carrying 4 million to 10 million tons per year.
  - Alternative Freight Economic Corridors: Corridors carrying 600,000 to 4 million tons per year and serve as alternatives to T1 freight routes.

Source: Washington State Department of Revenue; Washington State Freight and Goods Transportation System

Aerospace products and parts are a $52.2 billion industry in Washington State.
What Was the Public Response to the Draft Plan?

WSDOT received more than 225 comments from 35 goods receivers and shippers, freight carriers, Tribes, MPOs and RTPOs, ports, local jurisdictions, and freight-related associations during the Freight Plan’s public comment period.

<table>
<thead>
<tr>
<th>Category</th>
<th>Response</th>
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<tbody>
<tr>
<td>Appreciation for the Plan, and for the inclusion of local and regional</td>
<td>WSDOT will continue to include regional projects in future updates, and refine the project inclusion process.</td>
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<td>freight priority projects in the Plan.</td>
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<td>Requests for more emphasis on the impacts of rapid freight rail growth</td>
<td>In 2015 – 2017, WSDOT and FMSIB will work with the Association of Washington Cities Rail Subcommittee and other stakeholders to develop criteria, based on communities’ values and state and federal policy, to prioritize at-grade crossing locations with access issues.</td>
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<td>on communities and emerging access problems at grade crossings.</td>
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<td>Requests for the inclusion of a small number of additional projects.</td>
<td>WSDOT and FMSIB will invite Tribes, MPOs, RTPOS, and ports to submit new projects on a two-year cycle, beginning in 2016. The full plan will be updated every five years.</td>
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We can meet the challenge together…

- The Washington State Freight Plan addresses the period from 2014 to 2030 and contains both near- and long-term policy, operational and project investment strategies.
- The Freight Plan is multimodal, and incorporated freight rail recommendations from the State Rail Plan.
- Policy recommendations came from WSDOT, the Washington State Freight Advisory Committee, and discussions with many other freight stakeholders.
- The WSDOT recommendations on State Truck and Freight Rail Economic Corridors are drawn from the WSDOT 2013 Unfunded System Investments list found at http://www.wsdot.wa.gov/Funding/SystemInvestments.htm. WSDOT's recommended freight highway project list may be subject to revision as the department is currently undertaking a rigorous practical design process to continue to seek the lowest-cost and highest-value solutions for freight and passenger needs on the highway system.
- Project recommendations on the State Waterway Freight Economic Corridors are based on information provided by the Pacific Northwest Waterways Association and state ports.
- WSDOT and FMSIB joined together to gather regional and local freight project recommendations from MPOs, RTPOs, Ports and Tribes, to develop a unified State Freight Mobility Plan.
We’re very interested in your feedback and questions.

For more information, please contact:
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The full Washington State Freight Mobility Plan may be found at:
http://www.wsdot.wa.gov/Freight/freightmobilityplan