



New Directions in Freight: MAP-21, Freight Planning and Performance

Joint Transportation Committee

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Ashley Probart

Deputy Director

Freight Mobility Strategic Investment Board

Mission Statement



The Washington Freight Mobility Strategic Investment Board (FMSIB) was created by the Legislature to identify and recommend investments that improve and mitigate freight movement on strategic state corridors, grow jobs and the economy, and bolster Washington as a leader in international trade.

The Governor appointed Board consists of 12 public- and private-sector members:

- Advocates for strategic freight transportation projects that bring economic development and a return to the state;
- Focuses on timely construction and operation of projects that support jobs;
- Leverages funding from public and private stakeholders;
- Crosses modal and jurisdictional lines to create funding partnerships; and
- Serves as the de facto freight project screening agency for state and federal policy makers.

FMSIB Members



Dan Gatchet
Dabob Bay
Public Member, Chair

Vacant
Counties

Mark Knudsen
Bainbridge Island
Maritime

Larry Paulson
Vancouver
Ports

Sheri Call
Trucking

Tom Trulove
Spokane
Cities

John Creighton
Seattle
Ports

Terry Finn
Seattle
Railroads

Pat Hulcey
Fife
Cities

Robin Rettew
Olympia
Governor

Brian Ziegler
Olympia
Counties

Brock Nelson*
Portland
***ex-officio
(UP Railroad)**

Lynn Peterson
Olympia
WSDOT

Funding Sources

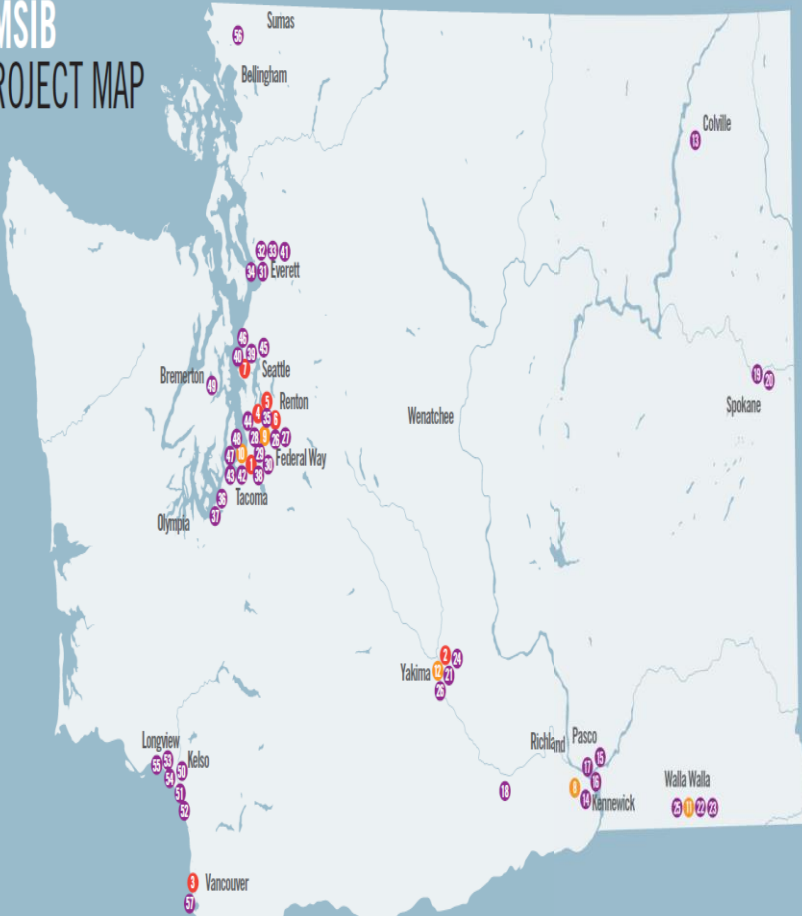


- \$12M per biennium dedicated to freight
 - \$6M Freight Mobility Investment Account
 - \$6M Freight Mobility Multimodal Account
- \$2.3 M Highway Safety Funds
 - Not dedicated



FMSIB Project Update

FMSIB PROJECT MAP



PROJECTS ACTIVE IN 2013

- 1 PORT OF TACOMA TRUCK OFF-RAMP (CITY OF FIFE)
Total project cost: \$7.5M, FMSIB share: \$3M
- 2 CITY OF YAKIMA GRADE SEPARATED RAIL CROSSING
Total project cost: \$46.05M, FMSIB share: \$7M
- 3 RAIL TIE-IN TO MAINLINE (PORT OF VANCOUVER USA)
Total project cost: \$38.34M, FMSIB share: \$6.3M
- 4 STRANDER BOULEVARD AND SW 27TH STREET CONNECTION (CITY OF RENTON)
Total project cost: \$22.2M, FMSIB share: \$2M
- 5 GREEN RIVER VALLEY BNSF AND UP INDUSTRIAL TRACK (CITY OF RENTON)
Total project cost: \$5.91M, FMSIB share: \$1.25M
- 6 SOUTH 228TH STREET CORRIDOR PROJECT (CITY OF KENT)
Total project cost: \$25M, FMSIB share: \$3.25M
- 7 EAST MARGINAL WAY TRUCK CROSSOVER AND ARBO YARD TRUCK ROADWAY (PORT OF SEATTLE)
Total project cost: \$15M, FMSIB share: \$3.75M

PROJECTS COMPLETED IN 2013

- 8 PIERT ROAD EXTENSION (BENTON COUNTY)
Total project cost: \$2.9M, FMSIB share: \$460,000
- 9 M STREET SE GRADE SEPARATION (CITY OF AUBURN)
Total project cost: \$22.4M, FMSIB share: \$6M
- 10 70TH AVENUE AND VALLEY AVENUE WIDENING (CITY OF FIFE)
Total project cost: \$14.9M, FMSIB share: \$500,000
- 11 MYRA ROAD AT THE DALLES-MILITARY ROAD (CITY OF WALLA WALLA)
Total project cost: \$4.12M, FMSIB share: \$500,000
- 12 RIVER ROAD IMPROVEMENTS (CITY OF YAKIMA)
Total project cost: \$1.42M, FMSIB share: \$639,000

PROJECTS COMPLETED 1998 - 2012

EASTERN WASHINGTON REGION

- 13 Colville Colville Alternate Truck Route
- 14 Benton Co. Piert Road Extension
- 15 Kennewick Columbia Center Boulevard Railroad Crossing
- 16 Port of Pasco SR 397 Ainsworth Avenue Grade Crossing
- 17 WSDOT-Pasco US 385 Hillsboro Street Interchange
- 18 Prosser Wine Country Road (3 Phased Projects)
- 19 Spokane Havana Street/BNSF Separation
- 20 Spokane Freya Avenue Bridge
- 21 Union Gap Valley Mall Boulevard Extension
- 22 Walla Walla Myra Road at the Dalles-Military Road
- 23 Walla Walla US 12/SR 125 Interconnect (Myra Road Extension)
- 24 City of Yakima River Road Improvements
- 25 WSDOT US 12/124 to SR 730

PURET SOUND REGION

- 26 Auburn 3rd Street SW BNSF Crossing
- 27 Auburn M Street Grade Separation
- 28 Auburn South 27th Street Grade Separations (BNSF and up Crossing)
- 29 Fife 70th Avenue/Valley Avenue Widening
- 30 Fife Pacific Hwy East/Port of Tacoma Road to Alexander Avenue
- 31 Everett I-5/41st Street (Phase 1 Ramp)
- 32 Everett East Manne View Drive Widening
- 33 Everett 41st Street Overcrossing/Riverview Parkway (Phase 1)
- 34 Port of Everett California Street Overcrossing to Port of Everett
- 35 Kent South 228th Street Extension Phase 1 and BNSF Grade Separation
- 36 Pierce Co. 8th Street East BNSF Grade Separation
- 37 Pierce Co. Cross Base Highway (Phase 1)
- 38 Puyallup Shaw Road
- 39 Seattle Duwamish Intelligent Transportation System (ITS) (Phases 1 & 2)
- 40 Port of Seattle SR 518 at Airport Drive Eastbound Lane Addition
- 41 Snohomish Co. Granite Falls Alternate Route (Phase 1 ROW)
- 42 Tacoma D Street Grade Separation
- 43 Port of Tacoma Lincoln Avenue Grade Separation
- 44 Tukwila 180th Street Grade Separation
- 45 Woodinville SR 202 Corridor Improvement (Phase 1 Uneven Pavement)
- 46 WSDOT SR 518 Intermodal Access Project (Phase 1)
- 47 WSDOT SR 508/Port of Tacoma Road Grade Separation
- 48 WSDOT SR 18 Weyerhaeuser Way to SR 167 Truck Lane

WESTERN WASHINGTON REGION

- 49 Bremerton SR 3/204 Transportation Improvement Project
- 50 Kelso Allen Street Bridge Replacement
- 51 Port of Kalama Port of Kalama Industrial Park Bridge
- 52 Port of Kalama Grain Terminal Track Improvements
- 53 Longview SR 432/SR 423 Turn Lane Improvements
- 54 Longview SR 432 Improvements/3rd Avenue Off Ramp Widening
- 55 Port of Longview Port of Longview Alternate Rail Corridor
- 56 WSDOT-Sumas SR 9 - SR 546/Nooksack Road Vicinity to SR 547/Cherry Street
- 57 Port of Vancouver Port Rail Access (Phases 1 and 2)

MAP - 21



- Precursor to next authorization
- Strong **system approach** (vs. jurisdiction)
- Strong Freight emphasis
- Sections 1115 -1118
- State, MPO, RTPO & Stakeholders all have a role
- States that are organized will benefit next authorization



National Timeline



- **Primary Freight Network designation - draft released late 2013**
 - Including 3000 mile segment; and
 - Request to States to identify critical rural freight corridors
- **Initial designation of full National Freight Network**
 - Including primary freight network;
 - Rest of the Interstate system; and
 - Critical rural freight corridors
- **Congress begins work on next MAP 21 – Underway**
- **Current MAP 21 expires - September 30, 2014**
- **National Freight Strategic Plan- October 2015**

State Freight Advisory Committee



Section 1117:

“In General.--The Secretary shall **encourage each State to establish a freight advisory committee** consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments...”

Washington State Freight Advisory Committee



Dan Gatchet –Chair* **Private Sector**

Aerotropolis

Laurence Krauter

CEO/Airport Director
Spokane International
Airport

Cities

Pat Hulcey*

Councilmember, City of Fife

Tom Trulove *(alternate)

Mayor, City of Cheney

Counties

Dave Gossett*

Councilmember,
Snohomish County

Maritime

Mike Moore

Executive Director
Pacific Merchant Shipping
Association

Jordan Royer (alternate)

Government Affairs
Manager

Pacific Merchant Shipping
Association

Trucking **Sheri Call**

VP, Member Services
Washington Trucking
Associations

Steve Holtgeerts* (designee)

President
Hogland Transfer
Company

Workforce

Dan McKisson,

President
ILWU Puget Sound District
Council

Jeff Johnson (alternate)

President
Washington State Labor
Council

MPO

Charlie Howard

Director of Integrated
Planning
Puget Sound Regional
Council

RTPO

Mark Kushner

Transportation Director
Benton-Franklin Council
of Governments

Ports

John Creighton*

Commissioner
Port of Seattle

River Commerce

Larry Paulson*

FMSIB Member

Tribal

Chad Wright

CEO
Marine View Ventures

Rail

Terry Finn*

Director, Government
Affairs
BNSF Railway

WSDOT

Chief of Staff

Lynn Peterson*

Secretary

Shipper

Environmental

* FMSIB Member

Freight Advisory Committee Duties



Freight Mobility Strategic Investment Board is lead state agency, including partnerships with WSDOT and Transportation Commission

- **Advise the State** on freight-related priorities, issues, projects, and funding needs;
- **Serve** as a forum for discussion for State transportation decisions affecting freight mobility;
- **Communicate and coordinate** regional priorities with other organizations;
- **Promote** the sharing of information between the private and public sectors on freight issues; and
- **Participate** in the development of the freight plan of the State described in Section 1118 of MAP-21.

Washington State Freight Advisory Committee



Washington State Freight Advisory Committee

Washington State Freight Trends & Policy Recommendations for Air Cargo, Freight Rail, Ports & Inland Waterways, & Trucking



May 2014

Freight Inventory



- Inventory of freight deficiencies including bottlenecks, poor roadways, safety hazards and other freight performance problems.
 - Both Federal and State Eligibility
 - WSDOT, MPO, RTPO, (Cities & Counties)
 - Washington Trucking Association
 - Washington Public Ports
 - Freight Generators (Boeing and other shippers)
- Infrastructure
 - **At-grade rail crossings**
 - Access to port, rail yard, distribution centers or truck terminals (**first and last mile connectors**)
 - Weight restricted roadways-**WSDOT**
 - Structurally deficient & functionally obsolete bridges-**WSDOT**

Road/Rail Intersection Deficiencies: At-Grade Rail Crossings



At-Grade Rail Crossings:

- Over 2,800 in Utilities and Transportation Commission database
- Most are in unincorporated areas

Criteria:

- Within City limits: resulted in approximately 450 At-Grade Rail Crossings
- Rail: On BNSF & UP lines carrying 5 Million tons or more annually
- Roads:
 - High: T-1 or T-2 roadway crossing tracks (more than 4 million tons annually)
 - Other factors – i.e. emergency vehicle route, downtown principal arterial, high accident location
 - Medium: T-3 roadway crossing tracks (300,000 to 4 million tons annually)
 - Near an industrial area, port access, rail yard access, airport air freight access, other compelling conflict, accident location
 - Low: T-4 or lower roadway, secondary route (100,000 to 300,000 tons annually)
- Cost estimates if available

At-Grade Intersection Inventory



MPO/RTPO used criteria, existing information within their respective adopted plans, and worked with their membership to review data.

Results:

- 121 have been identified
- 37 have estimated project costs at \$1.2 billion (partially funded)
- 84 will need additional review
- Some MPOs/RTPOs still need to do an inventory.



Road/Rail Intersection Deficiencies

Key findings:

- At-grade rail crossings vary in priority relative to overall transportation priorities
- Few have identified or secured funding
- There are projects and crossings that do not fit criteria, but must be identified.

For example:

- SR 167/SR 509
- Gray Harbor County: Aberdeen vicinity
- Canyon Road (Pierce County)
- There is more than one solution:
 - Marysville example
 - Wenatchee example
- (Current) MAP-21 federal funding criteria is a limited incentive

Road Inventory –First/Last Mile Connectors



Results:

- Projects were identified:
 - 1-6 years
 - 7-12 years
 - Beyond 12 years
- 54 were identified in first 6 years
 - 47 have project estimates totaling @\$900M

Trends & Policies



Air Freight



Overview

The state's aviation system is critical for freight movement. High-value, time-sensitive goods move through Washington's airports, which play a key role in the state's service sector. Air cargo moves by truck between airports and warehouses, making an

Sea-Tac Airport 2012
Activity Report
Sea-Tac averages 10-12

Ports & Inland Waterways



Overview

Washington has 75 port districts within the state. There are 11 deep-draft ports; seven are located in the Puget Sound, three on the Columbia River and one in Grays Harbor. There are two primary economic waterways in the state, the Puget Sound

Trade with Asia
Many of the state's key trading partners are in Asia.

Rail



Overview

Washington's railways play a major role in the movement of



Trucking



Overview

There are 1.2 million truck carriers nationwide with 63,000 in the northwest and 7,000 in Washington State. Truck related jobs account for about 8% of the Washington workforce.

Trucking is a diverse industry with a variety of truck-types, ownerships, and services. Trucks carried \$334 billion of the state's total freight volumes according to data released by the Federal Highway Administration.

Changes in Storage and Goods Movement

- Higher retail rents have led to smaller stores, and more inventory stored at distribution centers and warehouses.
- Regionalization of

Policy Recommendations- Air Freight



Federal Government

1. Air freight movement by surface transportation to and from air cargo airports should be considered as part of the Transportation Plans (or equivalent) that are developed at the metro and regional levels as encouraged in MAP-21. MPOs/ RTPOs should consult with airports in their air cargo-related planning activities.
2. Encourage air cargo airports to address intermodal planning that includes freight movement by surface transportation to and from their facilities as part of airport master plans as they are updated.
3. Work with FAA and Congress to allow AIP grants to be available to air cargo airports for intermodal projects that meet regional freight mobility objectives that support air freight activity.
4. Encourage Congress to protect AIP grant spending levels and ensure AIP is used only for aviation-related purposes.
5. Encourage the FAA to measure all air cargo activity, including cargo transported in passenger planes.
6. Congress should strive to achieve a balance between safety and security and an efficient supply chain. Goods movement should not be a secondary priority in this discussion.
7. The NEPA or environmental clearance process should be streamlined and a common environmental clearance process should be adopted across federal agencies with overlapping jurisdiction or funding stakes in aviation projects and intermodal projects in which aviation is involved either directly or indirectly. Having to develop multiple documents for different agencies delays projects and increases costs.

Policy Recommendations- Air Freight



Federal and State Government

1. Treat aviation capacity as a resource and preserve, protect, and enhance it through strategies focusing on airport operations, technology, safety, and land use.
2. Develop comprehensive policies and investment strategies related to freight and aviation to allocate funding in a more efficient way by emphasizing economic corridors.

State Government

1. Convene Joint Transportation Committee (JTC) briefings on Washington State Air Freight needs and how state agencies play a leading role in strategic aviation economic development centered on air freight cargo development and intermodal opportunities.
 - Ensure that the JTC evaluates investment, both public and private, that first supports economic corridors outlined in the 2012 Connecting Washington work.

State Government with local support

1. Identify the **need for additional financial resources from the State to be allocated for strategic aviation economic development projects**, including those projects that contribute to freight mobility objectives **based on a list of projects submitted by local government, airports or through MPOs/RTPOs.**
2. Ensure that **Airport operators are brought into the membership of the MPO/RTPO as independent subject matter experts on aviation and air freight mobility.** If the form of government will not allow the Airport representative to have an independent voting membership, the Airport should **at a minimum be included on the Technical Committee of the MPO/RTPO.**

Policy Recommendations- Ports and Inland Waterways



Federal Government

1. Work with Congress to **pass comprehensive Harbor Maintenance Tax reforms such as those included in the Maritime Goods Movement Act** to strengthen the competitiveness of American ports and drastically increase funds available for operations and maintenance dredging.
2. Work with Congress to **increase revenue to the Inland Waterways Trust Fund** so it can adequately pay for major construction and rehabilitation projects. This could be done by increasing the existing diesel tax, imposing lockage or towboat fees, or revising the cost share formula.
3. Work with Congress to support increased investments in and support for policies to address issues related to waterways, including dredging and aging jetties.
4. Work with Congress to **make Section 214 of the Water Resources Development Act of 2000 permanent** to address ongoing permit wait times and backlogs.
5. **Work with Congress and USDOT** to improve the freight provisions in MAP-21 by raising the 27,000 mile threshold in the Primary Freight Network. In the designation of the PFN and in National Strategic Freight Planning require USDOT to **use multimodal methodology and assign higher priority to international trade corridor gateways (including ports, first/last mile connectors), and recognize multimodal hubs and intermodal connectors.**
6. Work with Congress to support funding streams for dedicated freight programs such as TIGER, Projects of Regional and National Significance and other programs dedicated to the multimodal-multi-jurisdictional freight mobility improvements.

Policy Recommendations- Ports and Inland Waterways



State Government

Stormwater Recommendations:

- Clarify compliance and cost requirements through reasonable application of an all known and reasonable technologies **(AKART) approach matched to marine terminals to allow for cost effective mitigation** while providing for continued operations of marine terminals.
- **Synchronize permit requirements with west coast states, and with west coast Canadian ports to better address competitive disadvantages.**
- Compare permit requirements with east coast and Gulf States with marine terminals to better address competitive advantages.
- Compare with municipal stormwater requirements to avoid dramatically different requirements for waterways.
- **Ensure state funding, such as Model Toxics Control Act, remains available to help address stormwater permit requirements.**
- Place a reasonable maximum cap on private sector stormwater investments based on reasonable, cost effective proven and readily available technologies.
- **Work with the Department of Ecology to create a parallel review process with NEPA, and limit a project's impact area to the location of the project.**
- SEPA categorical exemptions should be updated to better match with NEPA categorical exclusions. (The Department of Ecology is undertaking rulemaking at the time of this publication.)

Policy Recommendations- Ports and Inland Waterways



State and Local Government (including Port Districts)

1. Use the Port Element of City Comprehensive Plans (RCW 36.70A.085) to help define and protect the core area of port and port-related industrial uses from incompatible land uses within the city and to help ensure efficient access.
 - a. Ensure that the Port Element is reviewed regularly (every 2-3 years) and updated as needed.
2. Encourage identification in local, regional, and state land use and transportation plans of economic corridors for the movement of people and goods.
3. Define freight or heavy haul corridors, including major interchanges, to allow targeted public sector investments in freight infrastructure (RCW 46.44.0915).

Local Government (including Port Districts) and/or Private Sector with support from State Government

1. Maintain and protect intermodal connectors and last mile connectors to improve goods movement.

Policy Recommendations-Rail



Federal Government Policy Recommendations

1. Work with federal agencies to ensure regulations do not interfere with modal competition.
2. Work with Congress to re-authorize the Short-line Tax Credit on a minimum of a five-year cycle so that Short-line Capital programs can be properly developed and efficiently administered for these vital “first mile, last mile” freight connectors.
3. Work with Congress to expand the Section 130 program – State funding for grade crossing improvements and separations.
4. Request the U.S. Customs and Border Protection’s Vehicle and Cargo Inspection System (VACIS) screening facility pursue new technology, such as “Rapiscan,” which can allow up to 35 mph scanning speed.
5. Work with Congress to pass the Maritime Goods Movement Act, which provides a competitive grant program for freight mobility projects.

Federal and State Government

1. Work with legislators to pass legislation that provides additional public financial assistance to help cities and towns address public safety and emergency response time issues to help mitigate the impacts of rail growth.

Policy Recommendations- Rail



State Government

1. Develop a systematic way of addressing freight funding, for example, to address the over \$1 billion in identified at-grade crossings needs.
2. Support coalitions to plan for corridor improvements.

Local Government

1. Local public agencies need to get the railroad involved early in the grade separation design process (e.g. before the agencies get to the 30% design phase.) Railroads should be available to provide input to local governments during the design process.
2. Grade separations must consider the future growth of rail traffic. For example, where there is only a single track at a crossing where a separation is being considered, the bridge design should consider two or more tracks to accommodate future rail traffic.

Policy Recommendations- Trucking



State Government

1. Any state transportation revenue package that includes an increase in truck weight fees should be dedicated to mitigating the impacts of freight.
2. More funding is needed for at-grade crossing improvements and “first and last mile” projects that target gaps between major transportation nodes.
3. When public policy is developed, impacts to freight mobility should be included in the trade-off analysis.

State and Local Government (including Port Districts)

1. Encourage identification in local, regional, and state land use and transportation plans of key transportation corridors for the movement of people and goods.
2. Define freight or heavy haul corridors, including major interchanges, to allow targeted public sector investments in freight infrastructure. (RCW 46.44.0915)

Final Comments and Observations:



- The Freight Advisory Committee should be on-going, especially with MAP-21 still being developed
 - A good first step:
 - Freight Project inventories are now an expectation.
 - First/last mile connectors as part of a system approach are under consideration
 - Potential next steps:
 - Refining the inventory and developing a strategic set of investments for at-grade rail crossings, first and last mile connectors
 - Common definitions of a “freight project” are necessary at the state and national level.
- Advantages:
- Enables state DOTs, MPOS, and local governments to provide consistent information and seek funding
 - (Future) Federal, state performance measures will want to know freight benefit
 - Will help clarify that programmatic investments benefit freight, but are not freight projects—i.e. preservation and maintenance funding