

2014 Washington State Freight Mobility Plan



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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:



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



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.



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.

Washington State Truck Freight Economic Corridors



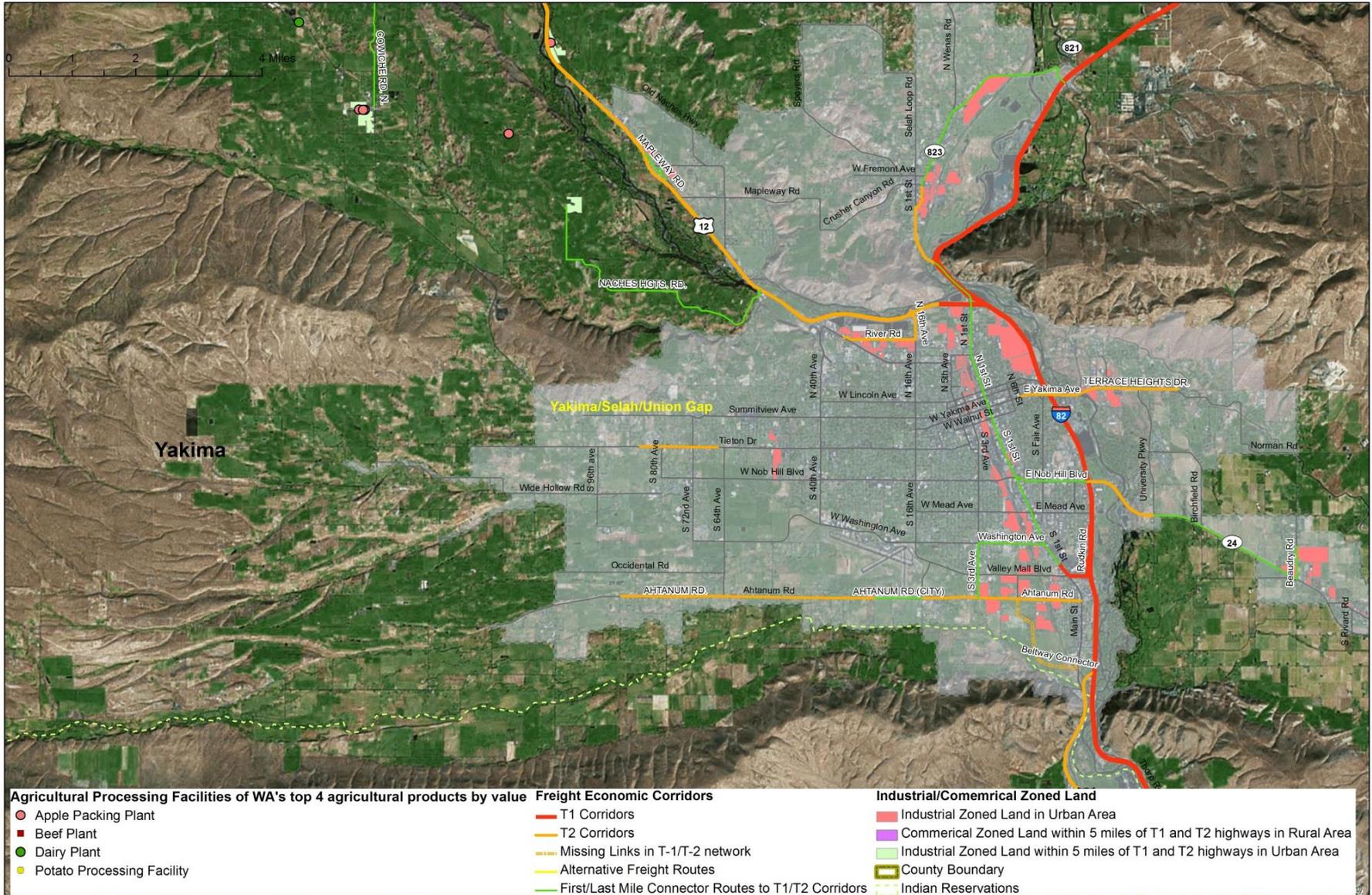
March 2013

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).
- Major marine port** **Major air cargo airport** **Other state roads** **County line**

Source: 2011 Freight and Goods Transportation System.

First and Last Mile Connector Routes in Yakima



Rail Freight Economic Corridors



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

Waterway Freight Economic Corridors



December 2013

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

- County line
- Major air cargo airport
- Major marine port
- Barge ports
- Barge intermodal facility (non-port)

Source: US Army Corps of Engineers, Navigation Data Center – 2011 Waterway Commodity Data.

Truck Freight Performance Measures

WSDOT organized and supported three Technical Teams to identify and prioritize the state's truck freight performance goals. Over 60 representatives from companies that ship, carry and receive goods; MPOs and RTPOs; cities; ports; state agencies; and freight transportation and air quality associations served.

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.

Reducing:

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

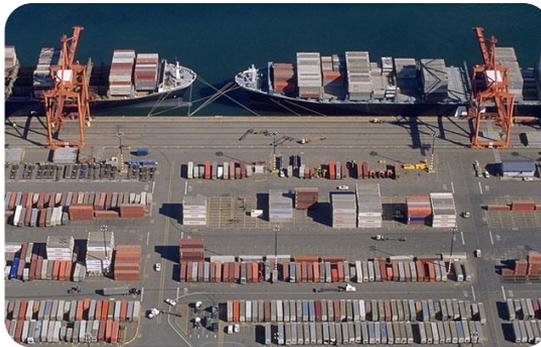
Improving:

4. Economic output
5. Network resiliency
6. Reliability

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.

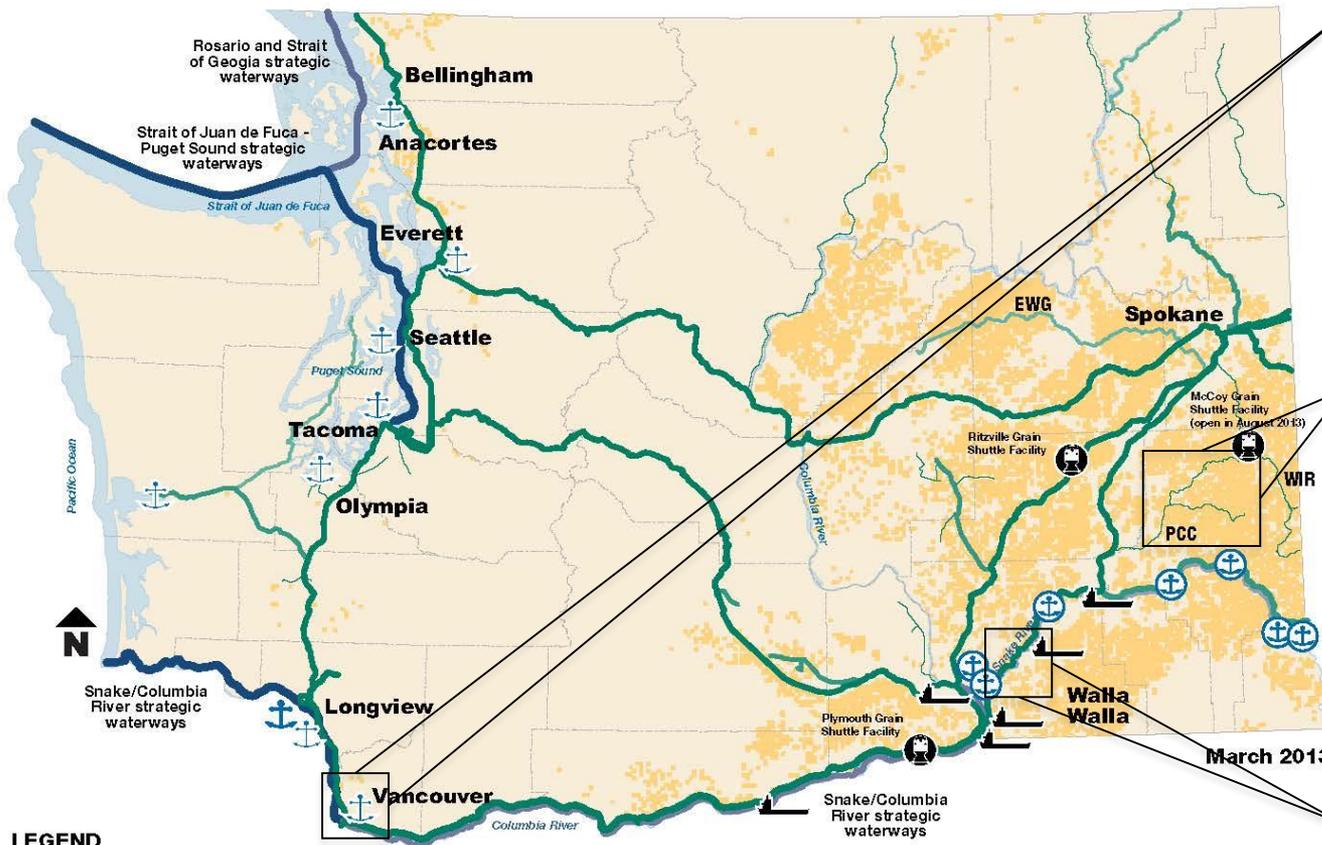


There is a need to preserve critical freight-intensive land uses at both marine and air cargo ports, and in the state's major warehouse district in the Green River Valley.



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 Supply Chain: Example Freight Mobility Improvements



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.

PCC Freight Rail Preservation

Multiple preservation and rehabilitation projects.

Ice Harbor Lock & Dam

Lock and dam maintenance project.

LEGEND

Economic rail corridors:

- R1 - Greater than 25 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

Economic waterway 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

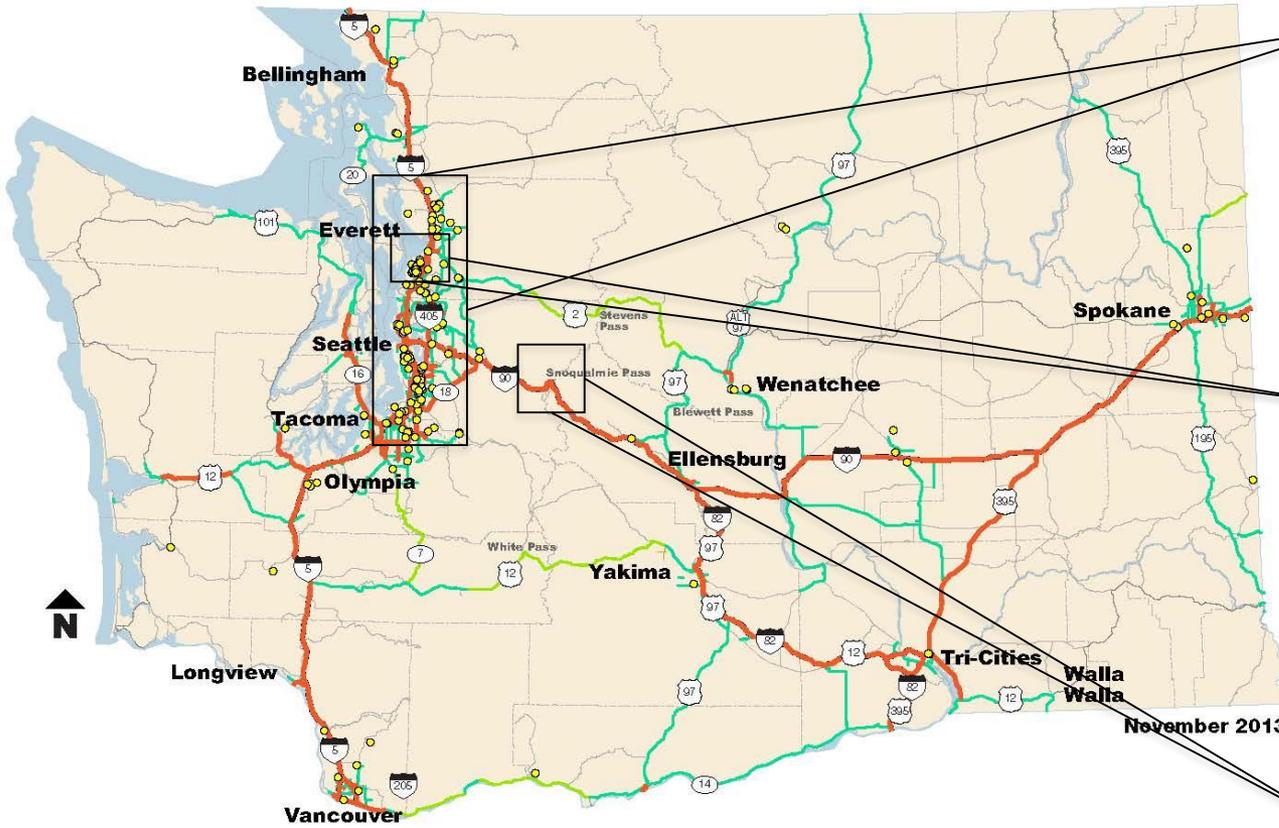
- Major marine port
- Barge ports
- Grain Shuttle facilities
- Barge intermodal facility (non-port)
- Cereal Grain Production Field
- County line

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

Wheat is a \$1.14 billion industry in Washington State

LOCATE STATE SUPPLY CHAINS

Aerospace Supply Chain: Example Freight Mobility Improvements



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

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

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

LOCATE STATE SUPPLY CHAINS

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.

Category	Response
Appreciation for the Plan, and for the inclusion of local and regional freight priority projects in the Plan.	WSDOT will continue to include regional projects in future updates, and refine the project inclusion process.
Requests for more emphasis on the impacts of rapid freight rail growth on communities and emerging access problems at grade crossings.	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.
Requests for the inclusion of a small number of additional projects.	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.

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>