

Freight Mobility Strategic Investment Board

2015 Update of Strategic Freight Corridors



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2015 Update of FMSIB Strategic Freight Corridors

- Overview of Washington State Freight and Goods Transportation System (FGTS) Classification System
- Data Source and Methodology
- 2013 to 2015 Changes to FMSIB Strategic Freight Corridors
- Strategic Rail and Waterways Corridors

FMSIB Strategic Freight Corridors

- FMSIB is required to update the list of designated strategic freight corridors not less than every two years (RCW 47.06A.020(3)).
- Last updated and adopted in 2013.
- “Strategic Freight Corridors” (RCW 47.06A.010) means a transportation corridor of great economic importance within an integrated freight system that carried freight tonnages of at least:
 - Four million gross tons annually on state highways, city streets, and county roads.
 - Five million gross tons annually on rail roads.
 - Two and one-half million net tons on waterways
- Based on the Washington State Freight and Goods Transportation System (FGTS) classification system.

Washington State FGTS Classification System

FGTS tonnage classification system is used to classify state highways, county roads, and city streets.

T-1 more than 10 million tons per year

T-2 4 million to 10 million tons per year

T-3 300,000 to 4 million tons per year

T-4 100,000 to 300,000 tons per year

T-5 at least 20,000 tons in 60 days



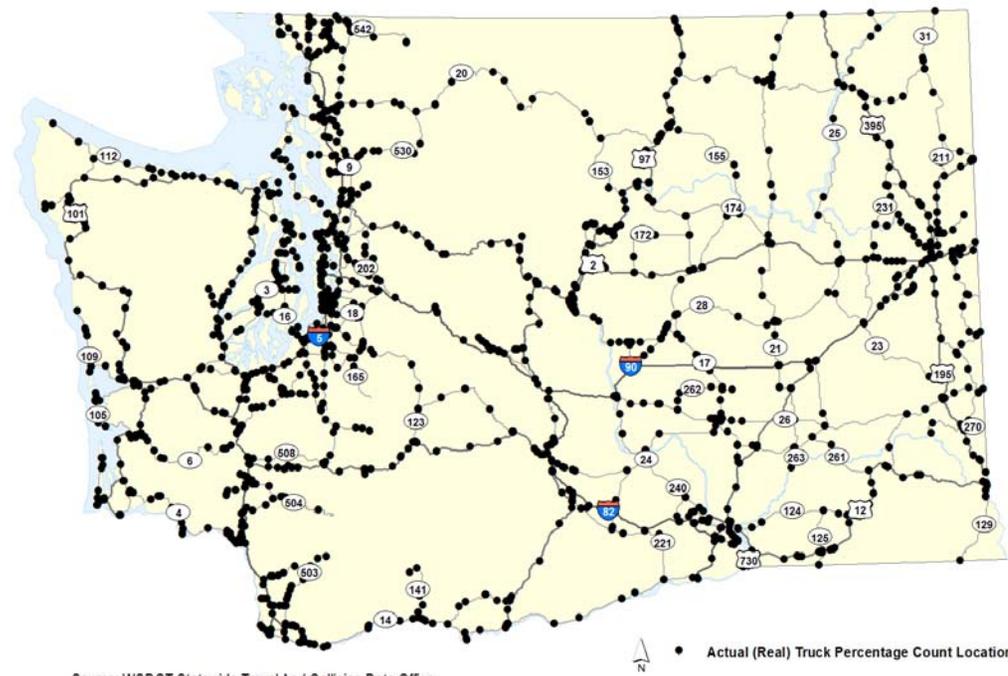
**Strategic
Freight
Corridor**

FGTS Data Source

State Highway:

- Data collected and provided by WSDOT Transportation Data and GIS office.
- Average annual truck count and classification data was obtained from traffic counters and converted to gross annual tons.

Locations of WSDOT Actual Truck Classification Data



FGTS Data Source

County Roads

- County Road Administration Board (CRAB) provided FGTS classification information in their annual County Freight and Goods System (CFGS).
- Relied on counties to submit their road classification information.

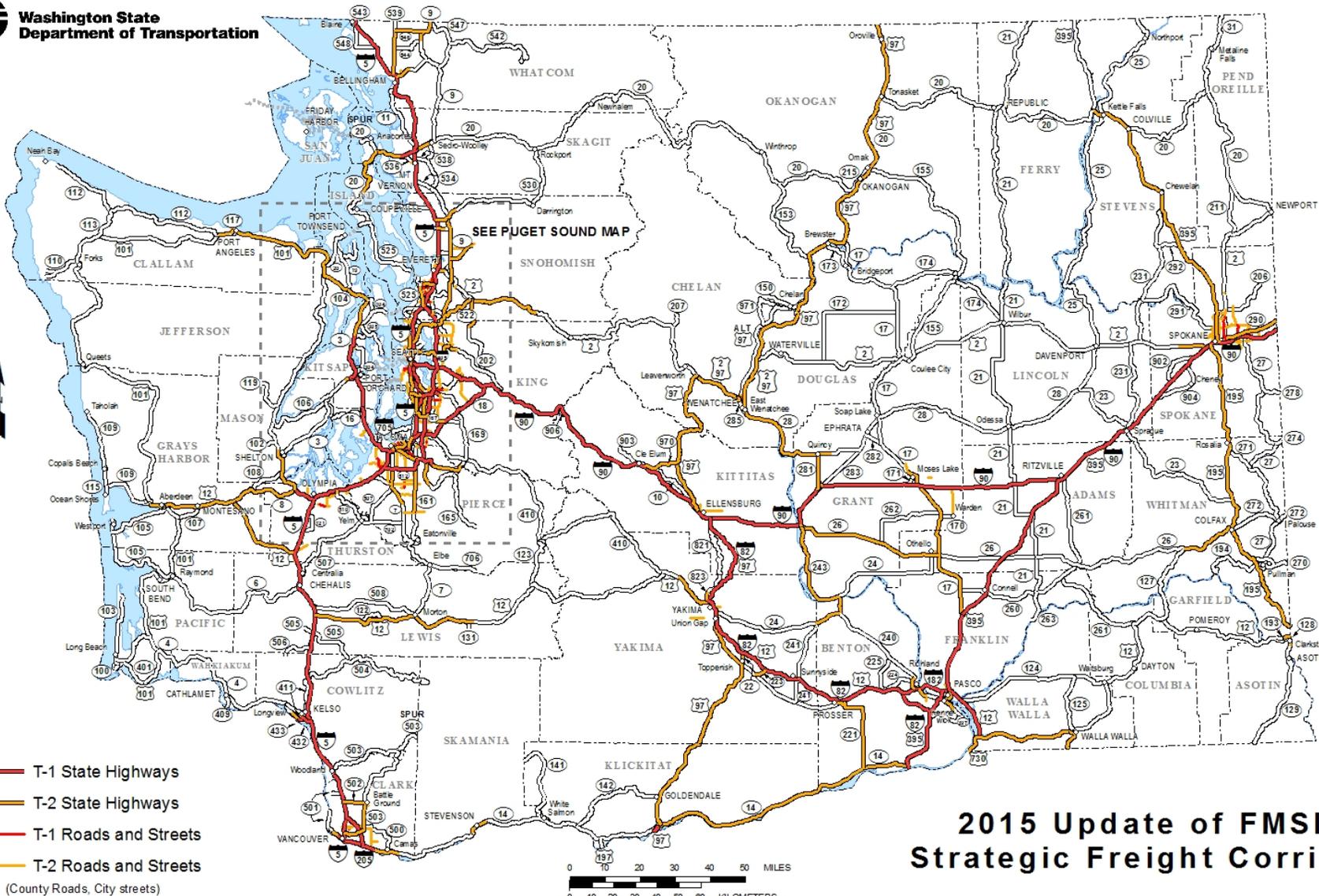
City Streets

- Association of Washington Cities (AWC) and WSDOT contacted all cities and towns for updated classifications of city streets within jurisdiction.
- Notified all MPOs/RTPOs of the data collection request and asked them to forward it to member cities/towns.
- Compared to 2013 update, the number of cities/towns submitted freight data increased from 25 to 34.

Methodology

- The annual tons of freight carried is calculated based on annual daily truck volume and average truck weights by types.
- Tonnage may be estimated when actual truck counts are not available.
- The FGTS Update process includes diverse expertise and agency input. The team reviews tabular and graphic information for errors and inconsistencies in FGTS classification.
 - Adjustments are made to ensure route continuity and classification consistency across jurisdictional boundaries.

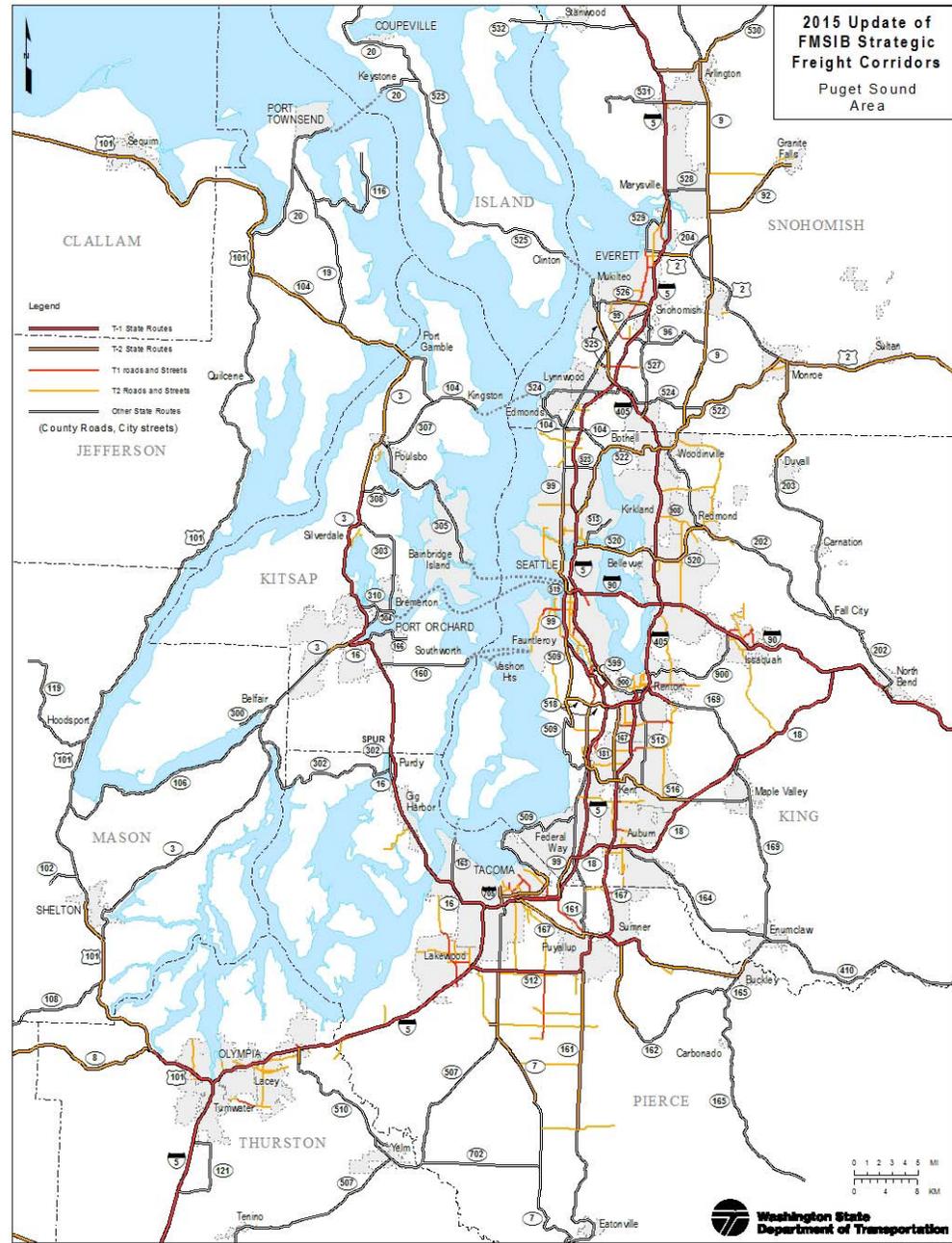
Statewide Map of FMSIB Strategic Freight Corridors



2015 Update of FMSIB Strategic Freight Corridors

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Puget Sound Area Map of FMSIB Strategic Freight Corridors

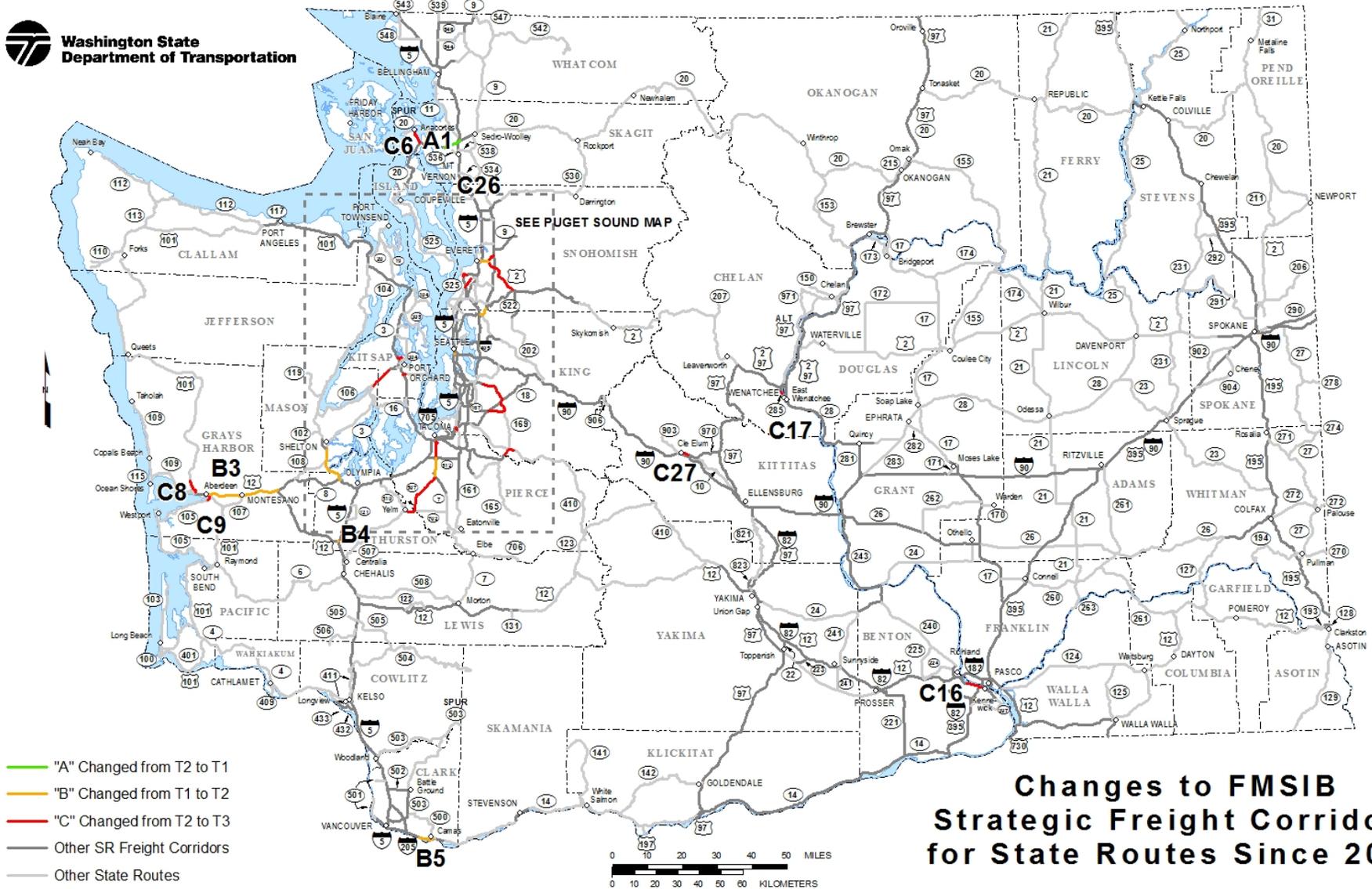


Changes to T-1 and T-2 FGTS Classifications for State Routes (SR)

- In 2015, a total of 2,433 state route miles were designated as either T-1 or T-2, representing 35 percent of all highway mileage. Total mileage of T-1 and T-2 state highways decreased 87 miles from 2013 to 2015.
- T-2 increased to T-1 (Map reference **A**)
 - 5 miles
- T-1 decreased to T-2 (Map reference **B**)
 - 48 miles
 - Highlights

Route	Location	Change Reference	Annual Tonnage	Miles Changed
SR 7	SR 507 to SR 512	B2	7,020,000	5.2
SR 12	US 101 to SR 8 (Elma)/physical gap	B3	7,246,527	21.0
SR 14	SE 192nd Ave to SR 500	B5	8,210,000	4.0
US 101	SR 3 to Mason/Thurston Co. line	B6	7,970,000	7.0
US 101	Mason/Thurston Co. line to SR 8	B7	7,970,000	4.5

Statewide Map of Changes to FMSIB Strategic Corridors for State Routes

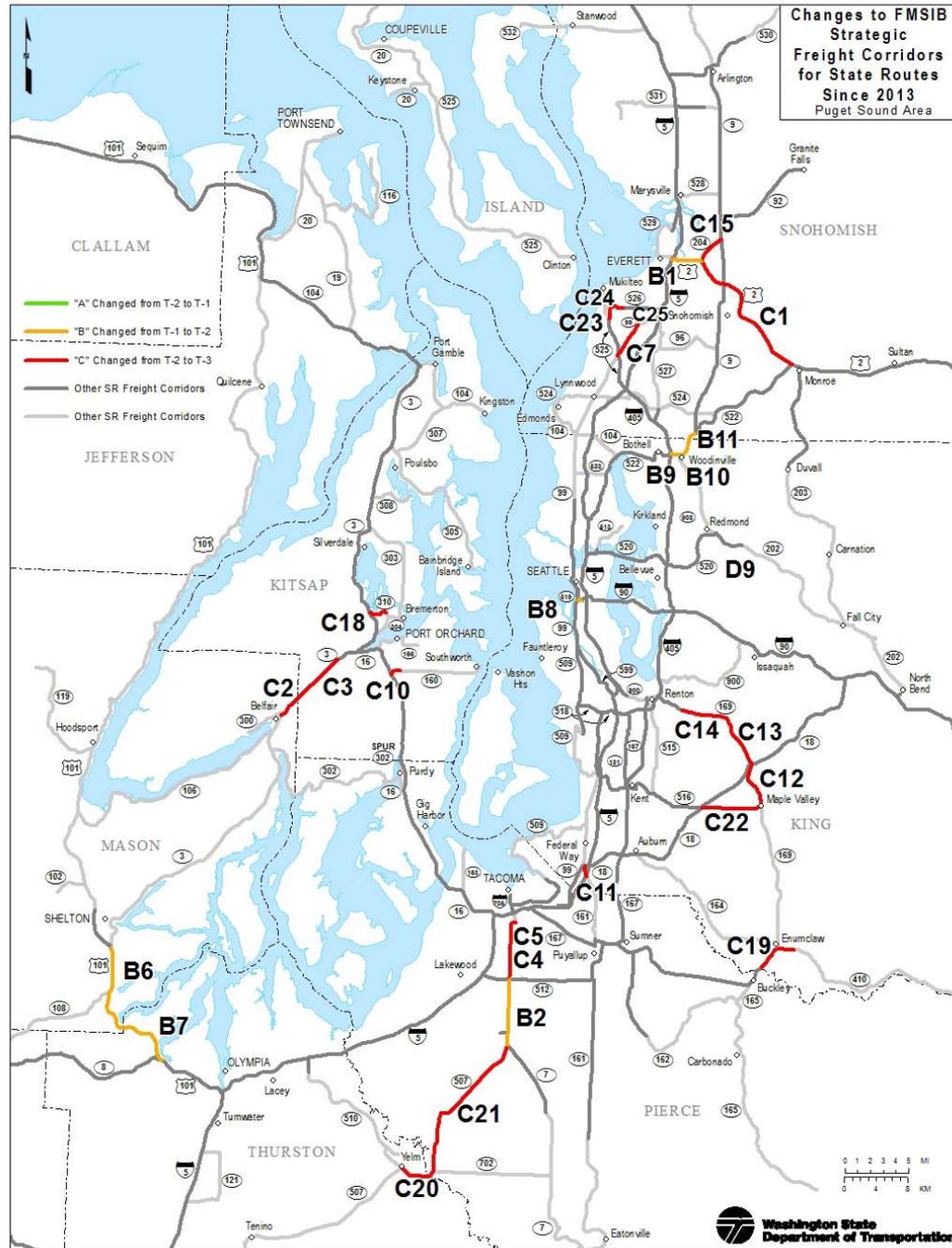


FMSIB Strategic Freight Corridor Deletions for State Routes, 2013 to 2015

- T-2 decreased to T-3 (Map reference **C**)
 - 85 miles removed
 - Highlights:

State Route	Location Description	Change Reference	Annual Tonnage	Removed Miles
US 2	SR 204 to SR 203	C1	2,760,000	11.8
US 3	SR 300 to Sunnyslope Rd	C2, C3	3,040,000	6.2
US 7	SR 512 to Physical gap	C4, C5	1,860,000	4.9
SR 20 Spur	Anacortes Spur, SR 20 to Commercial Ave, Anacortes	C6	3,150,500	4.0
SR 99	SR 525 to Evergreen Way	C7	2,580,000	2.9
US 101	Aberdeen Couplet to Ocean Beach Rd	C8	3,410,000	4.3
SR 169	196th Ave SE to 140th Way SE	C12, C13, C14	3,092,500	11.6
SR 240	Columbia Center Blvd. to US 395	C16	2,792,750	4.3
SR 410	244th Ave SE (Enumclaw) to 284th Ave SE	C19	3,020,000	3.2
SR 507	SR 510 to SR 7	C20, C21	2,160,000	15.3

Puget Sound Area Map of Changes to FMSIB Strategic Freight Corridor for State Routes



FMSIB Strategic Freight Corridor Changes for County Roads (2013 to 2015)

- In 2015, 14 Counties have T-1 or T-2 freight routes. 189 centerline miles were designated as T-1 or T-2, same as 2013.
- New T-1 and T-2 classified County Road segments
 - Highlights:
 - Snohomish County – 2 new miles. T-3 to T-2
 - Walla Walla County – 2.1 new miles. T-3 to T-2
- Removed T-1 and T-2 classified County Road segments.
 - Highlights:
 - Clark County – 2.8 miles removed. T-2 to T-3
 - Kitsap County – 2.4 miles removed. T-2 to T-3
 - Pierce County – 1.8 miles removed. T-2 to T-3
- The team modified some of the classifications recorded in CRAB's road log. These were confirmed with CRAB.

FMSIB Strategic Freight Corridor Changes for City Streets (2013 to 2015)

- In 2015, a total of 64 cities and towns have T-1 and T-2 city streets. 368 centerline miles of city streets were designated as T-1 or T-2, an increase of 18 miles from 2013.

- New T-1 and T-2 classified City Street segments
 - Highlights:
 - Seattle, Auburn, Redmond, Spokane, Spokane Valley, Pasco, Lacey, Olympia and Bellingham had new T-1 and T-2 classified streets based on new counts.

- Removed T-1 and T-2 classified City Street segments
 - Highlights:
 - Seattle, Auburn, Ellensburg, University Place, and Spokane have some city streets drop classification from T-1/T-2 to T-3 based on new truck counts

Summary

- Updated FGTS T-1 and T-2 classifications are being presented to FMSIB for designation as FMSIB Strategic Freight Corridors.
- Full update will include T-1 through T-5 classifications for state routes, county roads and city streets.
- The 2015 FGTS Update Report, online maps, and online tables will be available in February 2016.
- Next FGTS update will occur in 2017.

Additional information can be found online at www.wsdot.wa.gov/freight

Strategic Rail Corridors and Waterways in Washington State

Washington State is uniquely positioned as a gateway to the global economy. Multimodal freight corridors serve international and interstate commerce and enhance the state's competitive position.

The Washington State Department of Transportation (WSDOT) Freight Systems Division collects and compiles data to develop and update the strategic rail corridors and waterways.



Classification of Freight Rail System

The freight rail system is classified into five categories based on annual gross tonnage:

- R1 – more than 5 million tons annually.
- R2 – 1 million to 5 million tons annually.
- R3 – 500,000 to 1 million tons annually.
- R4 – 100,000 to 500,000 tons annually.
- R5 – less than 100,000 tons annually.



**Strategic
Freight Rail
Corridor**

Data source: freight volume data collected from railroads in 2015, including BNSF, UP, and all short-line railroads.

Strategic Rail Corridors in Washington State



Strategic Rail Corridors
 — R1 - Greater 5 million tons per year
 Data Year: 2015

Newly Added Strategic Rail Corridors in 2015

BNSF	Intalco to Cherry Point
BNSF	Burlington to Anacortes
Puget Sound and Pacific Railroad	Centralia to Elma

All Freight Railroads in Washington State



Freight 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
—	R5 - Less than 1 hundred thousand tons

Data Year: 2015

Classification of Freight Waterway System

The freight waterway system is classified into five categories based on annual gross tonnage:

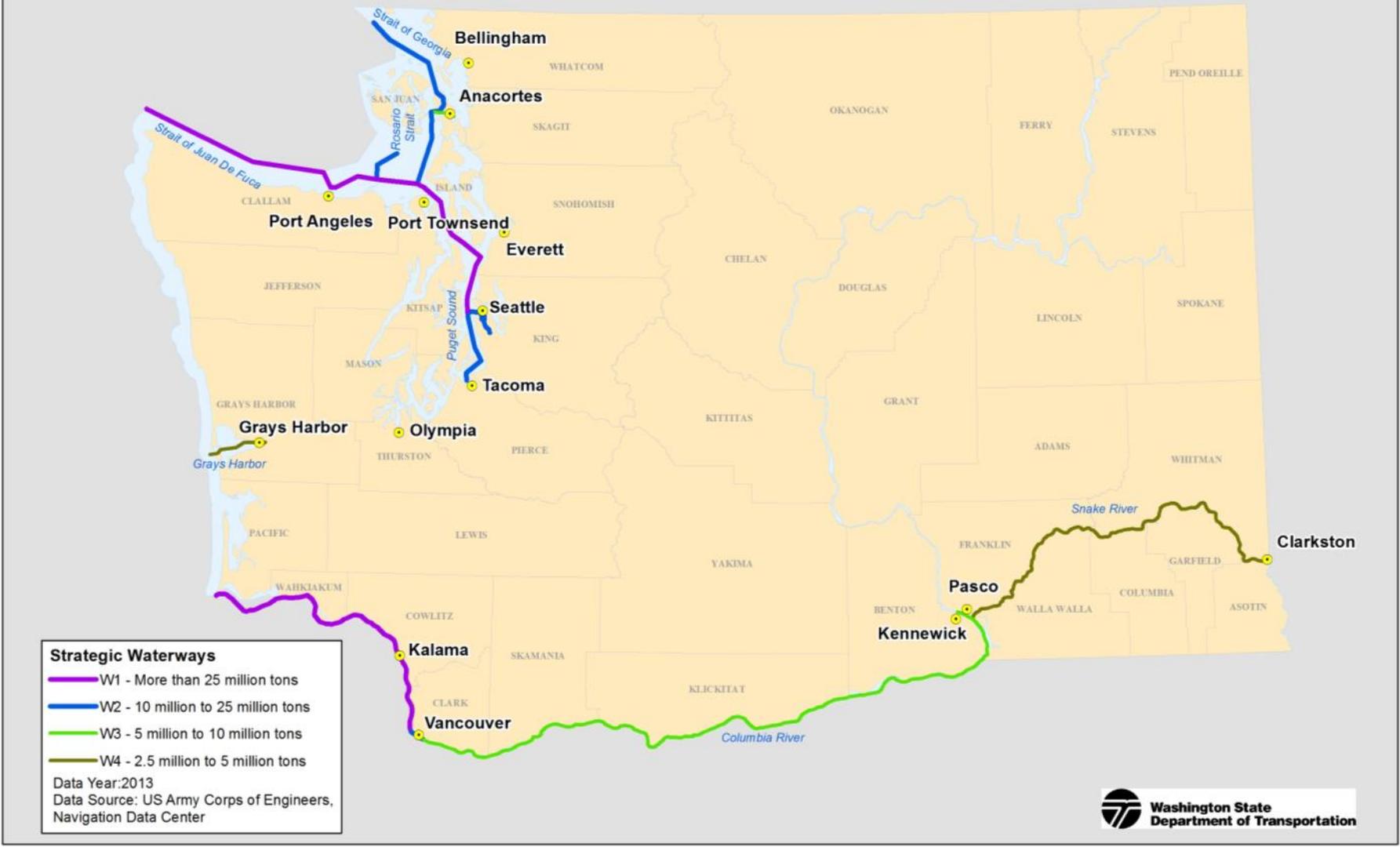
- W1 more than 25 million tons per year
- W2 10 million to 25 million tons per year
- W3 5 million to 10 million tons per year
- W4 2.5 million to 5 million tons per year
- W5 less than 2.5 million tons per year



**Strategic
Freight
Waterway
Corridor**

Data source: 2013 Waterway Commerce Data published by US Army Corps of Engineers, Data Navigation Center

Strategic Waterways in Washington State



Note: Grays Harbor is the newly added strategic waterway in 2015.

Questions?

Please contact:

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