

## DRAFT

### Criteria to Identify Washington State's Truck Freight Economic Freight Corridors

WSDOT uses the Freight Goods and Transportation System (FGTS) to designate the state's truck freight economic corridors by volume:

- T-1 corridors carry more than 10 million tons per year
- T-2 corridors carry 4 to 10 million tons per year

To develop the draft truck freight deliverables for the State Freight Plan, the WSDOT Freight Systems Division worked with three Technical Teams composed of shippers, freight carriers, labor, environmental agencies, local governments, ports, and other agencies and associations in the summer of 2011.

The Freight Plan Technical Teams emphasized that the state needs to plan, improve and measure the performance of critical freight corridors, which may be intermodal and are often multi-jurisdictional.

The Technical Teams recommended adding the following connectivity criteria to identify the state's truck freight corridors:

- Truck freight routes between strategic national defense facilities and the T-1 and T-2 highway system.
- Over-dimensional truck freight routes connecting significant intermodal facilities to the T-1 and T-2 highway system.
- In urban areas:
  - To-and-from the Interstate system and the (1) closest major airport with air freight service, (2) marine terminals, ports, barge loaders and other intermodal facilities, and (3) warehouse/industrial lands.
  - From high-volume urban freight intermodal facilities to other urban intermodal facilities, e.g. from the Port of Seattle to the BNSF rail yard in Seattle.
- In rural areas:
  - To-and-from Washington State freight hubs within five miles of T-1 and T-2 truck routes: (1) agricultural processing centers, (2) distribution centers, (3) intermodal facilities, and (4) industrial/commercial zoned land.
  - Routes that carry 1 million tons during three months of the year (reflecting seasonality) of agricultural, timber or other resource industry sector.