Washington State Freight Mobility Plan Technical Team Members

WSDOT is grateful to representatives from:

Anderson Hay
Benton-Franklin Council of Governments
BNSF Railway
The Boeing Co.
Carlile Transportation Systems
City Moving Systems, Inc.
City of Kent
City of Redmond
City of Seattle
Con Agra Foods
Crown Moving Company, Inc.
Expeditors International of Washington, Inc.
Fast Way Freight System, Inc.
FedEx
Food Services of America
Gordon Trucking, Inc.
International Longshore & Warehouse Union/Pacific Maritime Assn.
James Farrell & Co./COLO Logistics
K Line America
Kenworth Truck Co./PACCAR
King County
MacMillan-Piper
The McGregor Company
Nintendo of America Inc.
Nucor Steele Seattle, Inc.
Oak Harbor Freight Lines
Pacific Northwest Asia Shippers Assn.
Pacific Northwest Waterways Assn.
Peninsula Truck Lines
Petrocard
Port of Longview
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Puget Sound Clean Air Agency
Puget Sound Regional Council
Rahier Enterprises, LLC
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Safeway
Spokane Regional Transportation Council
SUPERVALU, Inc.
Union Pacific Railroad
UPS
Walmart
Washington Assn. of Wheat Growers
Washington Environmental Council
Washington Public Ports Assn.
Washington State Patrol
Washington State Potato Commission
Washington Trucking Assns.
Wenatchee Valley Traffic Assn.
Wenatchee Valley Transportation Council
Western Ports Transportation, Inc.
Whatcom Council of Governments
Yakima Valley Conference of Governments

for their active participation in development of the State Freight Mobility Plan.

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Washington State Department of Transportation

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Washington State Department of Transportation

March 2013

Washington State Freight Mobility Plan: What's Next?

Washington State Department of Transportation Freight Systems Division

Washington State's economic recovery depends on stronger freight infrastructure.

$37 million of freight moves on Washington roadways every hour of every day.

In 2010, Washington's freight transportation network supported 1.46 million jobs in freight-dependent industries that produced $129 billion in regional domestic product.

Washington is one of the top five most trade dependent states in the nation, with $111.5 billion in exports in 2011.

Goals

The Washington State Freight Mobility Plan will develop and prioritize freight transportation system improvement strategies that support and enhance trade and sustainable economic growth, safety, the environment, and goods delivery needs in Washington State. The plan will:

- Make a strong case for funding Washington State freight priority projects under MAP-21 and in future state transportation packages.
- Guide capital and operating investments in the state's freight systems.

Objectives

The main objectives of the Washington State Freight Mobility Plan are to:

1. Prioritize freight system improvement strategies to support the plan's 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.
2. Help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck freight and intermodal freight projects that meet federal criteria and goals.
3. Integrate existing state plans into a single state freight plan to address all freight modes in the state system: truck, rail, marine, and aviation.

Federal Policy Basis for Washington State Freight Mobility Plan

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) became law. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 includes a number of provisions designed to enhance freight movement in support of national goals. One of these encourages states to develop individual freight plans (Section 1118) and establish freight advisory committees. The Washington State Freight Mobility Plan will meet the requirements that have been set for Freight Plans by MAP-21.

Washington State Freight Advisory Committee

Section 1117 under MAP-21 encourages states to establish Freight Advisory Committees.

WSDOT and the state Freight Mobility Strategic Investment Board (FMSIB) have agreed that FMSIB will create the Washington State Freight Advisory Committee as an ongoing standing committee of FMSIB. The Advisory Committee will confirm and validate Washington State Freight Plan deliverables developed by WSDOT.

State Policy Basis

State law requires the Washington State Department of Transportation (WSDOT) to develop a state freight mobility plan: *"The state-interest component of the statewide multimodal transportation plan shall include a freight mobility plan which shall assess the transportation needs to ensure the safe, reliable, and efficient movement of goods within and through the state and to ensure the state's economic vitality."* (Washington State RCW 47.06.045).

The Washington State Legislature has established transportation policy goals (RCW 47.04.280) and the State Freight Mobility Plan will address:

- Economic Vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- Safety: To provide for and improve the safety and security of transportation customers and the transportation system.
- Mobility: To improve the predictable movement of goods and people throughout Washington State.
- Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

The State Freight Mobility Plan will support policies adopted in the 2030 Washington Transportation Plan (WTP) including:

- Continue the evolution to performance-based programs.
- Improve Washington's economic competitiveness.
- Support the coordinated, connected and efficient movement of freight and goods.

What were the results of the last Washington State Freight Mobility Plan?

In 2005 - 2006, WSDOT Freight Systems Division worked closely with the Washington State Transportation Commission to develop the Freight Report in the 2006 Washington Transportation Plan. We've relied on that work as the state freight plan since 2006, updating the freight report's statistics in 2008.

The 2006 Washington Transportation Plan recommended several high priority freight investments:

Funded and Completed:

- Over 50 projects on Interstate 5, one of Washington's primary truck freight corridors.
- SR 518 – SeaTac Airport to I-5/I-405 Interchange, which will support access to the state's air freight system.
- SR 18 widening, to widen a 21-mile section of highway between Auburn and Issaquah-Hobart Road.
- Port access and grade separations such as the Lincoln Ave. grade separation, Havana St., and Vancouver Rail Bypass projects.

Funded and Underway:

- I-90 Snoqualmie Pass East – Hyak to Keechelus Dam, which will increase freight capacity and dramatically reduce avalanche-related closures.
- Columbia River Crossing, which will improve safety, relieves congestion, and improves freight mobility on one of the region's major north-south freight corridors.
- Alaskan Way Viaduct, which replaces the existing structure with a deep-bore tunnel.

How will the Washington State Freight Mobility Plan benefit the state?

The State Freight Mobility Plan will help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck highway and intermodal freight projects that meet federal freight criteria and goals, and by integrating existing state modal plans into one state freight plan.

To support potential new law transportation funding, the State Freight Mobility Plan will recommend prioritized freight system improvement strategies and performance measures to track progress towards objectives. These will be developed by a broad group of technical experts and reviewed by stakeholders and the Freight Advisory Committee.

MAP-21 Guidance for the Washington State Freight Mobility Plan (please see Timeline on pages 4-5)

(continued from page 3)

Section 8. Analyze Strengths and Challenges for the State's Freight Transportation System:

- List the state's competitive advantages and the most important problems to solve.
- Show in what respects freight systems don't meet state goals.

Section 9. Communicate Decision-Making Process for freight transportation improvements under consideration including:

A. Discussion of outreach to stakeholders and public:

i) How the state prioritized various strategies, projects, and policy changes

ii) How the state coordinates improvements of different modes of transportation

iii) Ways the state coordinates with other states in regional freight planning efforts and with metropolitan areas within the state.

B. Conduct economic analysis:

i) Analysis of benefits and costs of improvements

ii) Discussion of alternatives.

Section 10. Describe State's Freight Improvement Strategy:

- Show strategies in higher and lower priority groups.
- Analysis of how each improvement will advance goals relating to:
  - capital investments
  - operation improvements such as congestion pricing
  - policy changes including performance management
  - expanded use of ITS and other innovative technologies
- Analysis of how proposed improvements will affect industries and supply chains identified in Section 2.
- Analysis of strategies to improve deterioration on agricultural and timber routes and analysis of expected outcomes from improvements.
- Discussion of how the Plan relates to other state transportation plans, metropolitan area freight plans, and adjacent state freight plans.

Section 11. Develop Comprehensive Implementation Plan that details:

- Short- and long-term strategies.
- Approximate time schedule for each improvement.
- Analysis of which projects have the potential to create a revenue stream.
- Funding plan, showing how each project will be funded.
- Proposed partnerships with private infrastructure owners.
- How the state will work with adjacent states on projects that cross state lines.

MAP-21 Guidance for the Washington State Freight Mobility Plan (please see Timeline on pages 4-5)

Section 1. Develop Strategic Goals to show how the Washington State Freight Plan will help the state meet goals established under Title 23 United States Code 167, National Freight Policy, and also the state's strategic goals for freight transportation.

Section 2. Explain Economic Context that freight transportation planning plays in the state's economy, identify supply chains that both support Washington's important industrial sectors and are important to state and national exports.

Section 3. Document Washington's Freight Polices and Institutions for:

- State grant and loan programs available for freight-related infrastructure.
- The governance structures and funding mechanisms for state institutions that own and regulate freight infrastructure.
- Private infrastructure owners.
- Statutory and constitutional constraints on freight-related investments and polices.
- Multi-state freight planning activities.

Section 4. Inventory State Freight Transportation Assets including:

- Freight-carrying modes, warehousing and intermodal facilities, gateways and corridors that are located in or pass through the state.
- Facilities with freight mobility issues. (The plan will address facilities contained within the Washington State Freight Economic Corridors, please see enclosed maps.)

Section 5. Document Conditions and Develop Performance Measures that will guide the freight-related transportation investment decisions of the state including:

- An identification of bottlenecks that cause delays and unreliability in freight movements.
- Specific locations that are in a poor state of repair.
- Locations that create safety hazards or other performance problems.

Section 6. Develop 20-year Freight Forecast by mode and commodity classification, for inbound, outbound, and freight passing through the state with origins and destinations both inside and outside the state.

Section 7. Overview of Trends, Needs, and Issues including:

- How emerging trends make the needs and issues more significant.
- How emerging trends affect how needs and issues should be addressed.

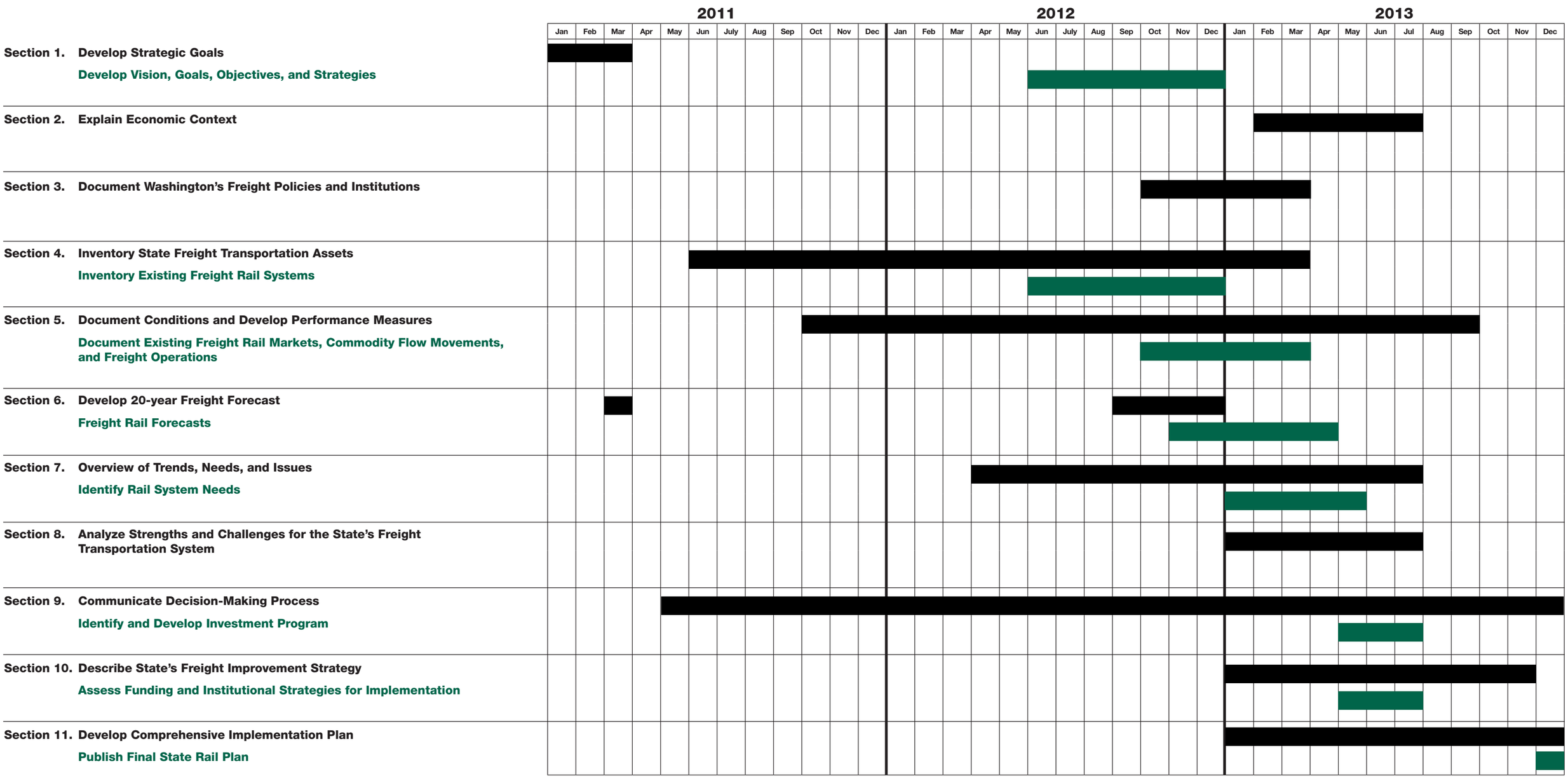
(continued on page 6)

Washington State
Department of Transportation

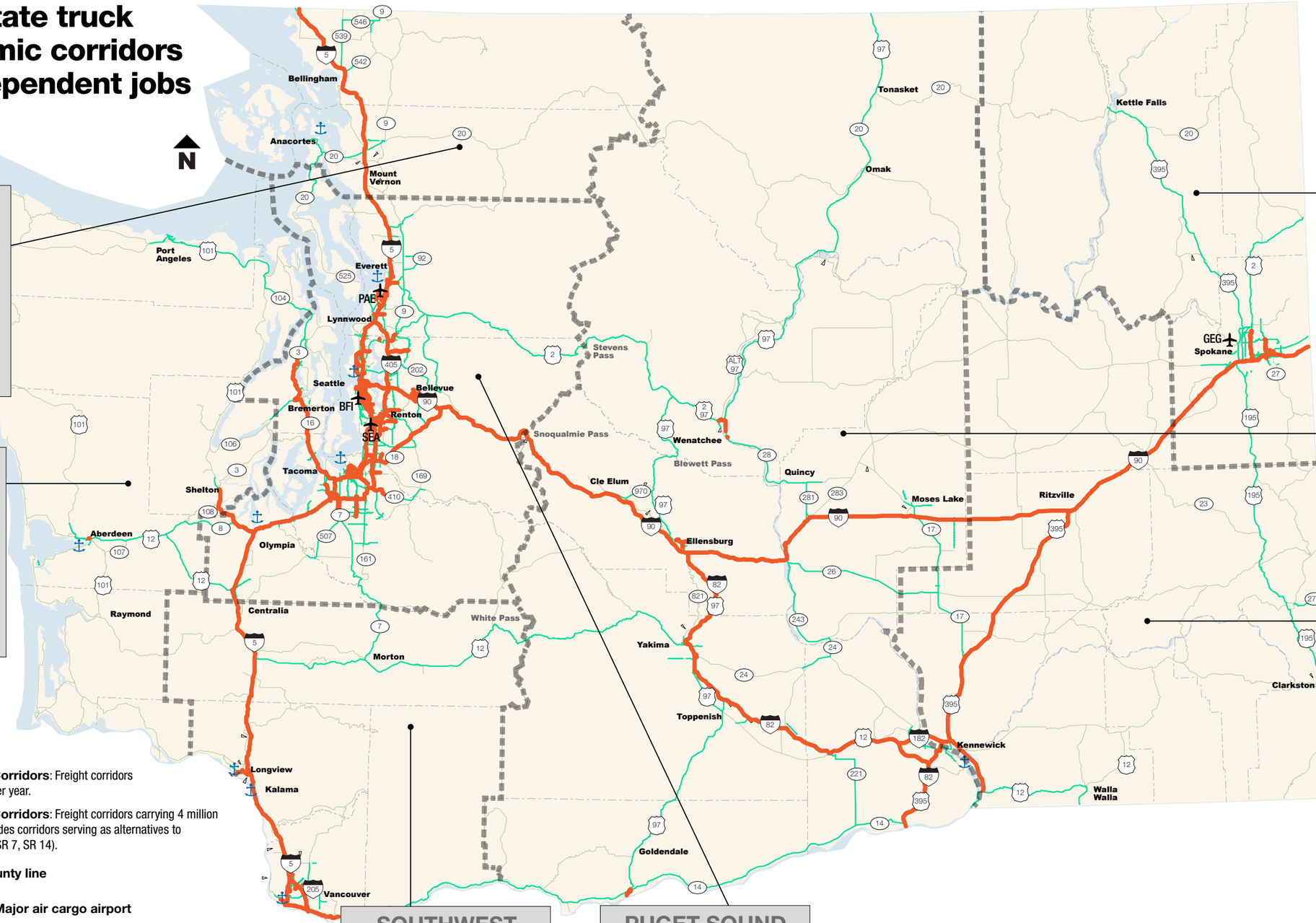
State Freight Mobility Plan Schedule

LEGEND

- State Freight Mobility Plan
- State Rail Plan



Washington state truck freight economic corridors and freight-dependent jobs by region



NORTHWEST

Regional domestic product: $6.4 billion*

Wholesale and retailer	38,711
Manufacturing	14,379
Construction	13,634
Agriculture and timber/ wood products	8,484
Transportation	2,896
TOTAL JOBS*	**78,105**

NORTHEAST

Regional domestic product: $6.3 billion*

Wholesale and retailer	60,009
Manufacturing	16,759
Construction	16,751
Agriculture and timber/ wood products	5,964
Transportation	5,614
TOTAL JOBS*	**105,098**

CENTRAL

Regional domestic product: $10.8 billion*

Wholesale and retailer	76,864
Manufacturing	20,986
Construction	19,105
Agriculture and timber/ wood products	55,085
Transportation	7,423
TOTAL JOBS*	**179,463**

COASTAL

Regional domestic product: $2.5 billion*

Wholesale and retailer	21,391
Manufacturing	8,752
Construction	6,763
Agriculture and timber/ wood products	6,526
Transportation	2,462
TOTAL JOBS*	**45,893**

SOUTHEAST

Regional domestic product: $3.2 billion*

Wholesale and retailer	19,236
Agriculture and timber/ wood products	18,511
Manufacturing	10,547
Construction	5,337
Transportation	3,085
TOTAL JOBS*	**56,716**

SOUTHWEST

Regional domestic product: $7.7 billion*

Manufacturing	53,339
Wholesale and retailer	21,949
Construction	18,153
Agriculture and timber/ wood products	6,353
Transportation	7,046
TOTAL JOBS*	**106,841**

PUGET SOUND

Regional domestic product: $91.9 billion*

Wholesale and retailer	465,599
Manufacturing	232,897
Construction	130,914
Transportation	47,422
Agriculture and timber/ wood products	15,888
TOTAL JOBS*	**892,721**

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).
- **Other state roads**
- **County line**
- **Major marine port**
- **Major air cargo airport**
- **Boundary of freight-dependent regions**

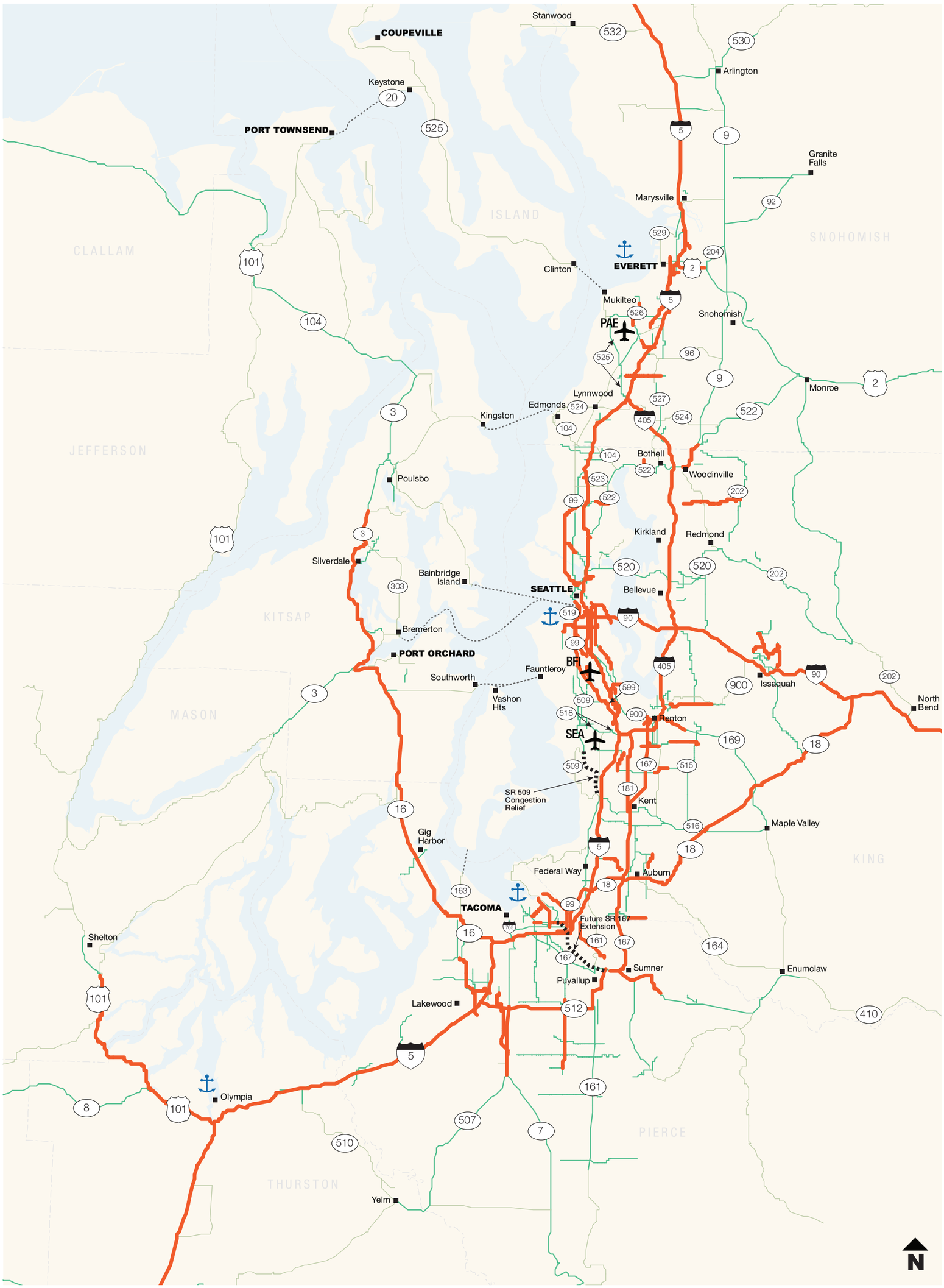
March 2013

Source: 2011 Freight and Goods Transportation System; * Total Jobs and Regional Domestic Product (RDP) figures from 2010 Washington state IMPLAN data. Total Jobs and RDP numbers are for freight-dependent industries only. These industries rely on Washington State freight systems including highway, road, freight rail, waterway and intermodal facilities.

Washington State Department of Transportation

Puget Sound region truck freight economic corridors

Washington State Department of Transportation



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, SR 7).

Major air cargo airport

Major marine port

Other state roads

Ferry route

County line

February 2013

Source: 2011 Freight and Goods Transportation System.

Washington state economic rail corridors

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

Washington state economic waterway corridors

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

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