

Freight Implementation Plan

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List of Acronyms

CERB/REV	Community Economic Revitalization Board/Rural Economic Vitality
<u>CIPP</u>	Capital Improvement and Preservation Program (WSDOT)
<u>CVISN</u>	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
DCL	Dedicated Commuter Lane
<u>EWITS</u>	Eastern Washington Intermodal Transportation Study
<u>FAST</u>	Freight Action Strategy Corridor
<u>FGTS</u>	Freight and Goods Transportation System
<u>FHWA</u>	Federal Highway Administration
<u>FMCSA</u>	Federal Motor Carrier Safety Administration
<u>FMSIB</u>	Freight Mobility Strategic Investment Board
<u>FS&P</u>	Office of Freight Strategy and Policy (WSDOT)
<u>HSP</u>	Highway System Plan (WSDOT)
I/C	Highway Interchange
<u>IMTC</u>	International Mobility and Trade Corridor
<u>ITS</u>	Intelligent Transportation Systems
NAFTA	North American Free Trade Agreement
<u>PSRC</u>	Puget Sound Regional Council
RR	Railroad
<u>SFTA</u>	Strategic Freight Transportation Analysis
<u>TEA-21</u>	Transportation Equity Act for the 21st Century
<u>USDOT</u>	United States Department of Transportation
<u>WSDOT</u>	Washington State Department of Transportation
<u>WSF</u>	Washington State Ferries
<u>WTP</u>	Washington Transportation Plan (WSDOT)

Freight Implementation Plan

EXECUTIVE SUMMARY

The importance of freight mobility to Washington State cannot be overstated. We enjoy strategic advantages in foreign import and export markets as well as domestic markets. This is due in part to our geographic location, natural deep-water harbors and a developed river system that provides transport, irrigation to croplands, and hydroelectric power. These advantages should not be taken for granted and can be negated by our failure to invest in freight systems and infrastructure.

The Washington State Department of Transportation (WSDOT) [Office of Freight Strategy and Policy](#) was created in 2001 to focus, coordinate and provide leadership for freight issues. [The Freight Implementation Plan](#) is intended to show a comprehensive overview of WSDOT internal freight strategies and elements and ultimately create an environment that produces projects that move freight.

The Freight Implementation Plan identifies who is working on WSDOT freight-related issues, what they are doing and when they are going to do it, and how it fits with existing plans and budgets.

The freight policy goal of the [Washington Transportation Plan](#) is to ensure that freight movement is reliable and transportation investments support Washington's strategic trade advantage. Problems that undermine the freight policy goal include:

- traffic congestion, which causes delays in freight movement and increased delivery costs,
- conflicts between rail and roadway traffic,
- substandard bridges and roadways unable to safely convey freight traffic,
- delays at the U.S./Canadian border,
- delays at weigh stations, and
- inefficient port access.

Freight programs and elements at WSDOT created to address these problems include:

- [Highway System Plan](#) (Planning and Capital Program Management Division)
- I-1 Mobility/Congestion Relief Program (Planning and Capital Program Management Division)
- I-3 Economic Initiatives Program (Planning and Capital Program Management Division)
- [Advanced Technology Branch](#) (Engineering and Regional Operations Division)
- [Motor Carrier Services](#) (Engineering and Regional Operations Division)

- [Freight Rail](#) (Public Transportation and Rail Division)
- [Freight Action Strategy \(FAST\) Corridor](#) (Urban Corridors Office)
- Air Cargo and Air Freight (Aviation Division)
- Private Sector Economic Development (Transportation Economic Partnerships Division)
- Commercial Vehicle Management (Washington State Ferries)
- [Strategic Freight Transportation Analysis \(SFTA\)](#) (Transportation Research Office)
- [Transportation Data Office](#) (Planning and Capital Program Management Division)

Details about these programs and elements are found in Tables 1 and 2. Lists of freight projects from WSDOT, the [Freight Action Strategy \(FAST\) Corridor](#) and the [International Mobility and Trade Corridor \(IMTC\) Project](#) are included in Appendices A through C. The Office of Freight Strategy and Policy will also work with emerging freight groups throughout the state to foster their development. There are several types of federal or state funds that can be used to pay for capital freight projects.

While the majority of WSDOT freight projects have straightforward funding packages consisting of state and federal funds, funding for [FAST](#) and [Freight Mobility Strategic Investment Board](#) projects frequently involves a mix of all funding sources available.

A March 2002 transportation revenue bill passed by the legislature provided new revenue for transportation projects, but the referendum vote required to implement it (Referendum 51) failed at the polls in November. The projects that would have been funded (“new law projects”) have been deferred indefinitely. Information about R-51 freight-related projects is provided in Appendix D. Funding strategies for freight-related and other new transportation projects remains an ongoing issue for state transportation leaders.

It is the goal of the Freight Implementation Plan to keep pace with the changing freight environment. The plan is reviewed and updated on a regular basis and no less than once a year. One of the biggest and most immediate needs is access to up-to-date freight data. The Office of Freight Strategy and Policy intends to identify freight problems that are not being addressed or solved by current projects. A WSDOT freight working group has been created to analyze the freight gaps and propose strategies for addressing them.