

TABLE 1 - WSDOT FREIGHT PROGRAMS INFORMATION

<i>Who</i>		<i>What</i>				<i>When</i>
Name of Office	Contact Person	WSDOT Freight Element or Program	Intent	Description	WTP 03-22 Freight Related Elements	Next Plan Update Due
Freight Strategy and Policy	John Doyle (360-705-7931)	Freight Implementation Plan; point of contact for all WSDOT freight-related issues	Provide leadership for freight issues.	This office serves as the principal point of contact for freight issues at WSDOT; assists with freight-related decision-making, partnerships, research, policy, and coordination of department activities.	All statewide focus issues on freight movement	First Plan: May, 2002 - Updated regularly - Freight Implementation Plan
Planning and Capital Program Management, Transportation Planning Office	Greg Lippincott (360-705-7951)	Highway System Plan (HSP)	Moving goods.	The State Highway System Plan is the element of the WTP that addresses the needs of the state's highway system.	<ul style="list-style-type: none"> -- Expansion of CVISN and other advanced technology -- Construction of Weigh-in-Motion facilities -- Reduction of at-grade intersections -- Other investments to reduce barriers to freight movement 	2004 (for 2005-2024 HSP)
Planning and Capital Program Management, Transportation Planning Office	Jim Klinck (360-705-7969)	Freight and Goods Transportation System (FGTS)	To track trends in freight and goods movement on T-1 and T-2 highways.	The FGTS Update and Atlas identify and rank freight corridors based on tonnage carried to comply with state and federal requirements and provide policy makers with the data required to make freight-related decisions in Washington State.	Provides data to guide freight-related investments in the state highway system, as identified in the WTP	Unknown (FGTS Update and Atlas) Responsibility unclear. RCW 47.05.021 (4) states "The transportation commission shall designate a freight and goods transportation system." RCW 47.06A.020 (3) states "The [FMSIB] board shall designate strategic freight corridors [and] update the list... every two years." NOTE: The Freight Strategy Office will resolve this apparent conflict.
Planning and Capital Program Management, I-1 Programs	Roy Grinnell (360-705-7133)	I-1 Funds: Mobility (Congestion Relief)	Reduce travel times for freight and people and make travel times more reliable.	Reduce travel times by making highway system improvements that enhance or preserve capacity and relieve congestion and delays.	<ul style="list-style-type: none"> -- Upgrade to four-lane roadways. Solutions include adding general purpose lanes and constructing new corridors, including on major freight routes. -- ITS elements 	Fall, 2002 Capital Improvement and Preservation Program (Legislative Book)
Planning and Capital Program Management, I-3 Programs	John McLaughlin (360-705-7135)	I-3 Funds: Economic Initiatives	Construct projects that improve freight movement on state highways.	Improve freight mobility by strengthening roads and preventing road closures from avalanche/flood, reducing delays at border crossings, expanding major freight trunk systems, and reducing detours due to height restricted bridges.	<ul style="list-style-type: none"> -- Upgrades to reduce road freeze/thaw damage -- Upgrades to reduce road closures from avalanche/flood -- Four-lane freight trunk system -- Replacing/upgrading height and weight restricted bridges and tunnels -- Improve technology at U.S./Canadian border 	Fall, 2002 Capital Improvement and Preservation Program (Legislative Book)
Engineering and Regional Operations Division, Maintenance and Operations Programs	Pete Briglia (206-543-3331)	Advanced Technology Branch, Intelligent Transportation Systems (ITS)	Apply technology to move freight across borders, over highways, and through ports.	This program uses Intelligent Transportation Systems (ITS) to facilitate freight movement. Projects include truck and container tracking, internet cameras, congestion notification systems at ports, and application of freight data obtained by these projects.	<ul style="list-style-type: none"> -- Creating and updating Weigh-in-Motion stations -- Improving and maintaining efficient port access -- Improving operations and updating technology at the U.S./Canadian border crossing 	December, 2002 New Document: Statewide ITS Architecture and Communications Plan
Engineering and Regional Operations Division, Maintenance and Operations Programs	Barry Diseth (360-704-6346)	Motor Carrier Services	To provide safety to motorists, preserve infrastructure and support the motor carrier industry.	Issue permits that regulate the movement of oversize / overweight vehicles and/or loads on the state highway network. Preserves road and bridge infrastructure by proper routing of overweight/oversize loads. Administers state vehicle size and weight laws and coordinates with multiple in-state and out-of-state jurisdictions on matters concerning vehicle size and weight.	<ul style="list-style-type: none"> -- Meets WTP intent by preventing unnecessary road infrastructure damage due to legal overloads -- Improving operations and updating technology at the U.S./Canadian border crossing 	2004 (hard copy) WA State Commercial Vehicle Guide

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Public Transportation and Rail	Ken Uznanski (360-705-7905) / Stephen Anderson (360-705-6903)	Freight Rail	Preserve essential rail service -- keep rail freight lines active and part of the freight movement system.	Freight Rail works with rail carriers, ports, commodities groups and public and private business sectors to maintain and upgrade rail freight service. The Grain Train and Fruit Express projects are examples of efforts to move products to market more efficiently.	<ul style="list-style-type: none"> -- Rail investments to reduce train delay and increase rail capacity, including repair of tracks and tunnels, improving rail corridors and elimination of at-grade crossings -- Capacity expansion of congested routes -- Improving rail capacity -- Addressing route deficiencies for overlimit loads -- Improving port access 	Full Update: 2004 (possible 2003 amendment to 1998 plan) WA State Freight Rail Plan
Urban Corridors Office	Mike Cummings (206-464-1223)	Freight Action Strategy (FAST) Corridor	Provide for enhanced freight mobility in the central Puget Sound region.	Through federal Borders and Corridors program: manage federal funds for understanding and resolution of freight mobility needs, including port access and rail grade separation projects valued at \$470 million. Also includes technical assessments and freight security issues.	<ul style="list-style-type: none"> -- ITS Elements -- Reduction of at-grade intersections -- Improving port access -- Improving rail capacity -- Addressing route deficiencies for overlimit loads 	December, 2002 New MOU & updated Phase II project list
Aviation Division	Theresa Smith (206-764-4131)	Air Cargo and Air Freight	To promote efficient freight transport by air and reduce intermodal barriers that cause delays in transfer and delivery of air cargo.	Aviation Division works with state and private sources to obtain air cargo data and identify barriers to the timely distribution of air-transported goods from origin to destination.	Improvements in airports	Air Freight Movement report last published January, 1998 -- new plan scheduled for FY03 with a grant from the FAA.
Transportation Economic Partnerships	Alan Harger (360-664-2903)	Economic Development	Facilitate funding for private sector transportation needs.	Assist private sector businesses, including those with freight-related elements, in determining transportation needs and assembling financial packages.	Increase efficiency of moving freight and goods to and from ports and markets	N/A
Washington State Ferries	Ray Deardorf (206-515-3491)	Commercial Vehicle Management	Washington State Ferries (WSF) is in business to provide marine mass transportation linkages for people and goods throughout the greater Puget Sound Region and Vancouver Island.	Freight-specific elements of ferry service include commercial priority loading (San Juan Island), commercial account volume discounts, increased truck capacity on jumbo class vessels, hazardous cargo charter service (Vashon and San Juan Islands) and footprint-based fare schedules.	Increased efficiency of moving freight and goods	WSF Systems Plan for 1999-2018 last prepared June, 1999. Next plan update will follow after better definition of long-term financial picture.
Planning and Capital Program Management, Transportation Research Office	Doug Brodin (360-705-7972)	Strategic Freight Transportation Analysis (SFTA), ITS	The Transportation Research Office develops and manages transportation research projects, including freight-related research.	SFTA is a statewide research and implementation project designed to analyze existing conditions and recommend enhancements to the Washington State freight mobility transportation system.	<ul style="list-style-type: none"> -- Freight mobility studies -- Freight rail studies -- Truck data collection methodology -- Economics of intermodal truck/rail facilities 	The Transportation Research Office program is updated biennially and appears as part of the published Work Program for Planning, Administration, and Research.

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Planning and Capital Program Management, Transportation Data Office	John Rosen (360-570-2373)	Truck Traffic Data	Collect, analyze and report truck-related traffic data.	Collect data on truck weight, length, axle classification, collisions, traffic, speed and ITS.	Provides data to identify freight-related road deficiencies and prioritize freight mobility improvement projects	Annual Traffic Report for 2001 is on the Web. Report for 2002 to be available May, 2003.