

Washington Transportation Plan Update

Freight Systems

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*Washington State Senate Transportation Committee
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The Washington Transportation Plan (WTP)

A ten-year blueprint for transportation programs and facilities

Covers the full transportation system: city, county and state

Provides decision makers with a data-based rationale for strategic investment in Washington State's transportation system

Organized in nine themes:

- System Preservation
- Safety
- System Efficiencies
- Transportation Access
- Bottlenecks and Chokepoints
- **Moving Freight**
- Health and the Environment
- Contributing to Strong Economy and Good Jobs
- Building Future Visions

Moving Freight

I. Global Gateways

International and National Trade Flows Through Washington

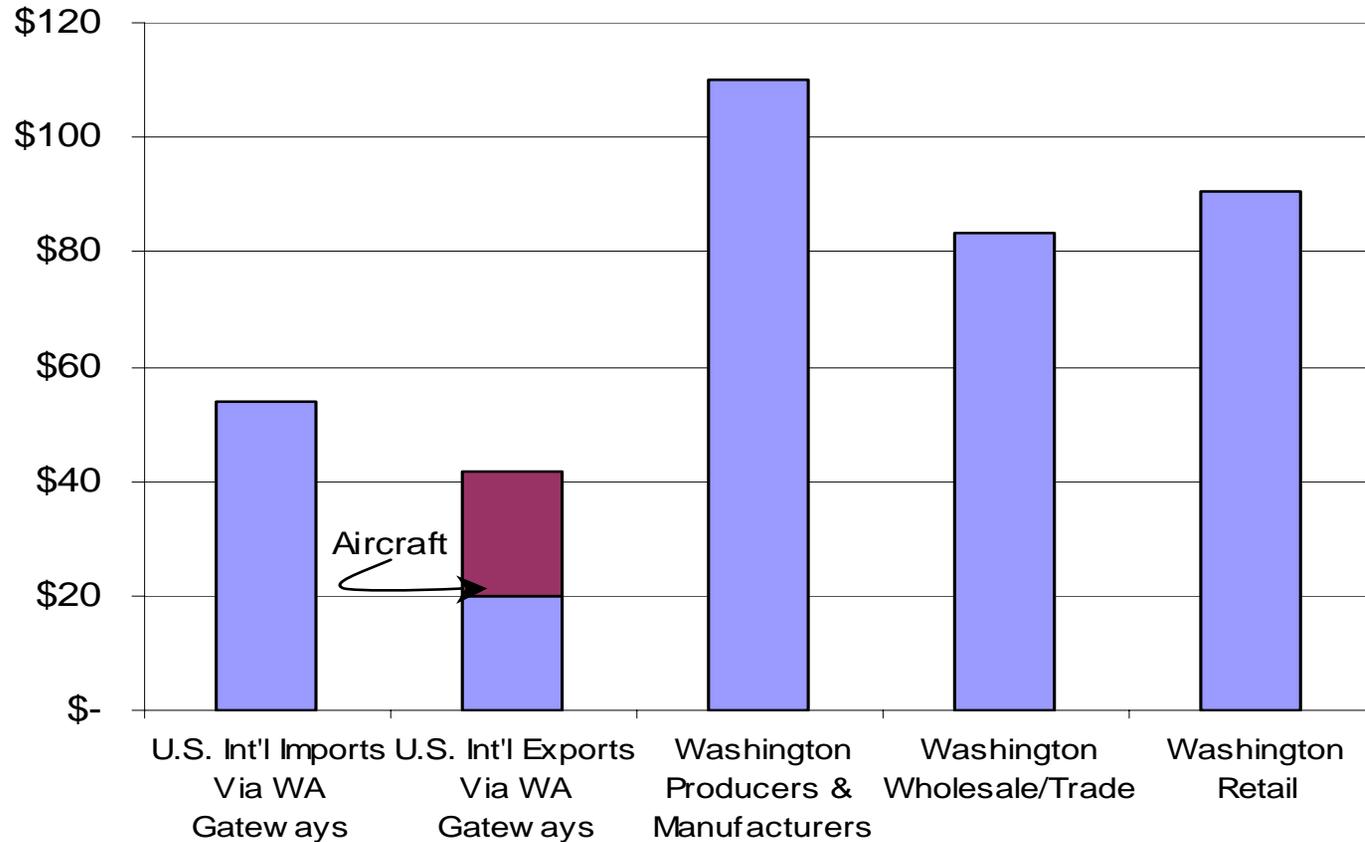
II. Made in Washington

Regional Economies Rely on the Freight System

III. Delivering Goods To You

Washington's Retail and Wholesale Distribution System

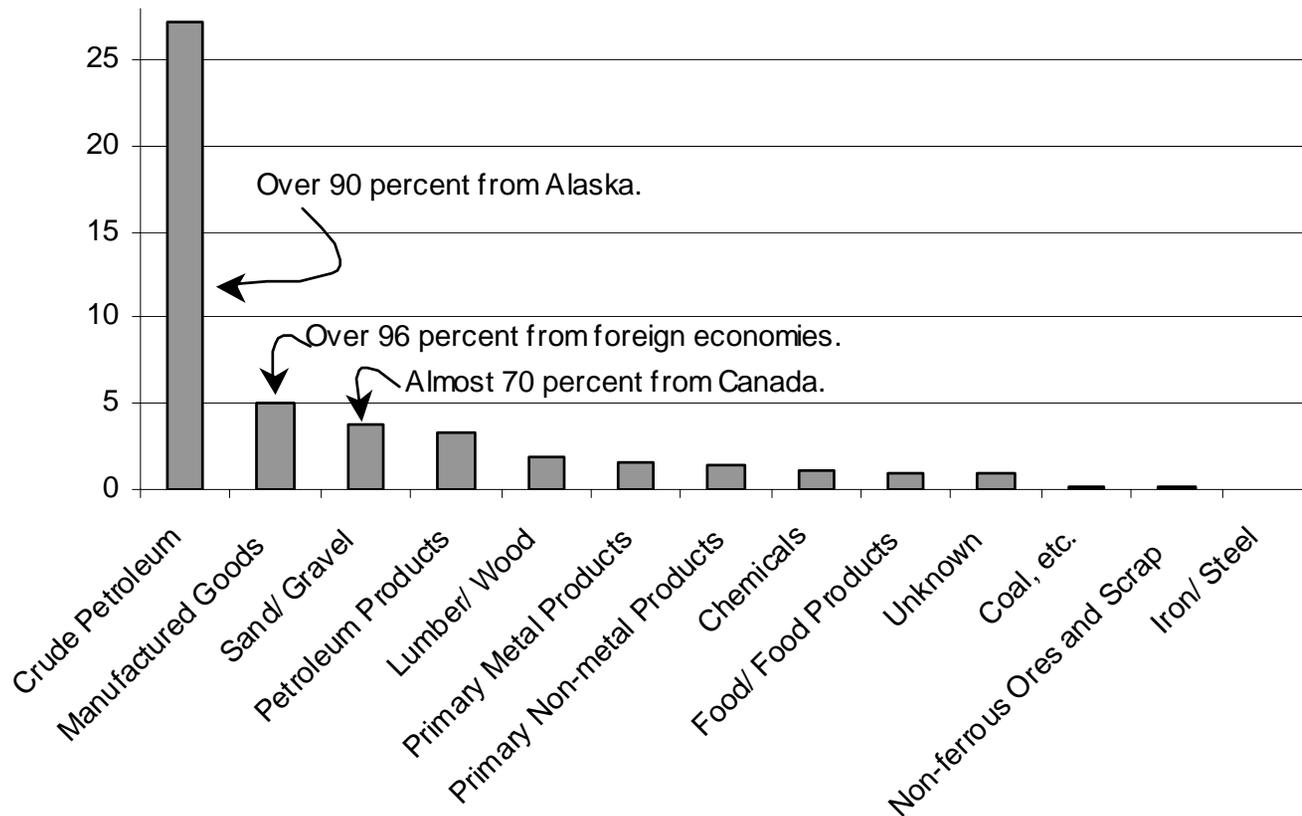
Washington State Value of Freight Shipments (2003: Billions of Dollars)



Source: U.S. Customs Bureau; WA State Dept. of Revenue.

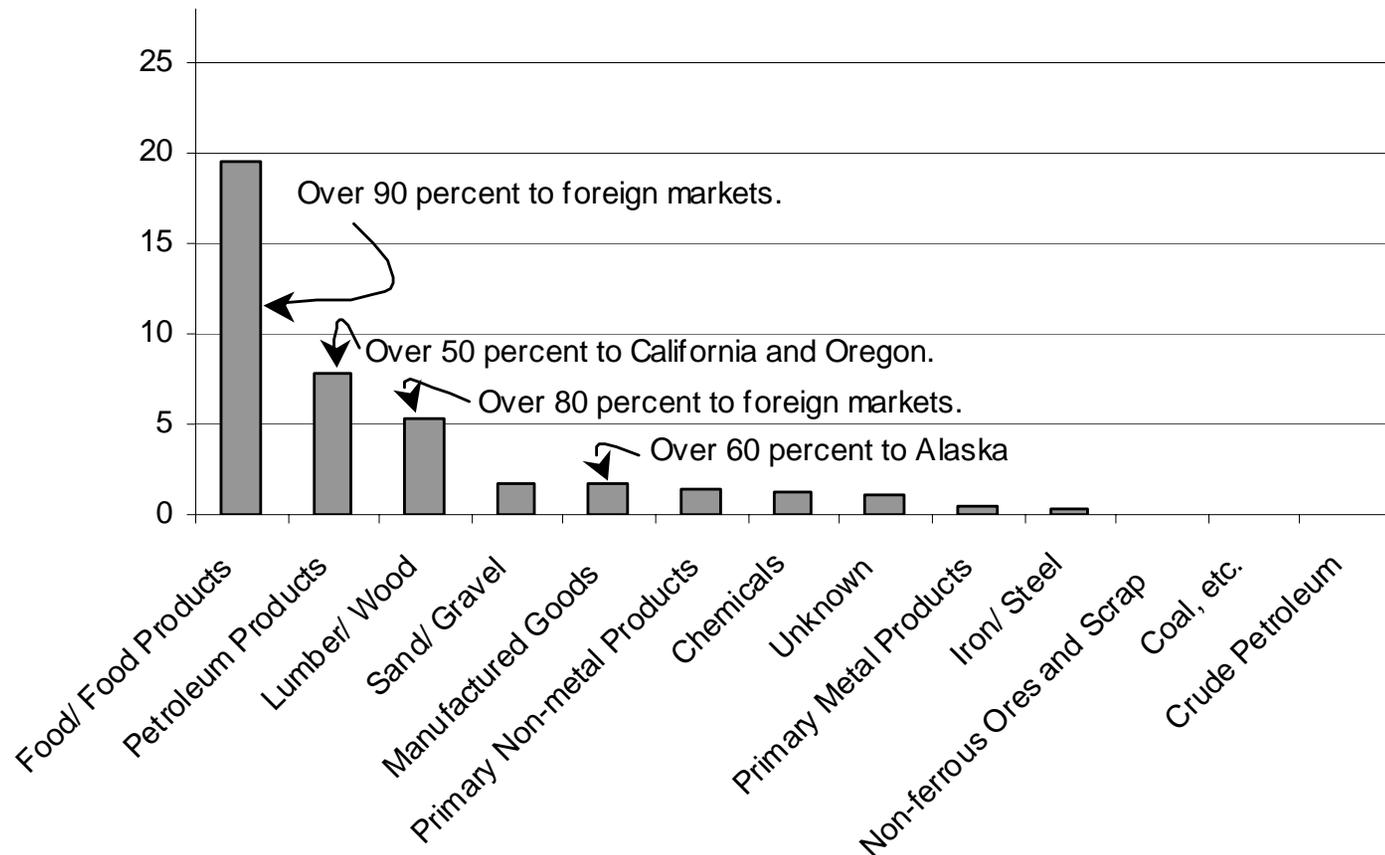
By Tonnage, Crude Petroleum Dwarfs All Other Waterborne Inbound Commodities

Goods Entering Washington State by Water
2002, Million Tons



By Tonnage, Food/ Food Products Outweigh Other Waterborne Outbound Commodities

Goods Leaving Washington State by Water
2002, Million Tons

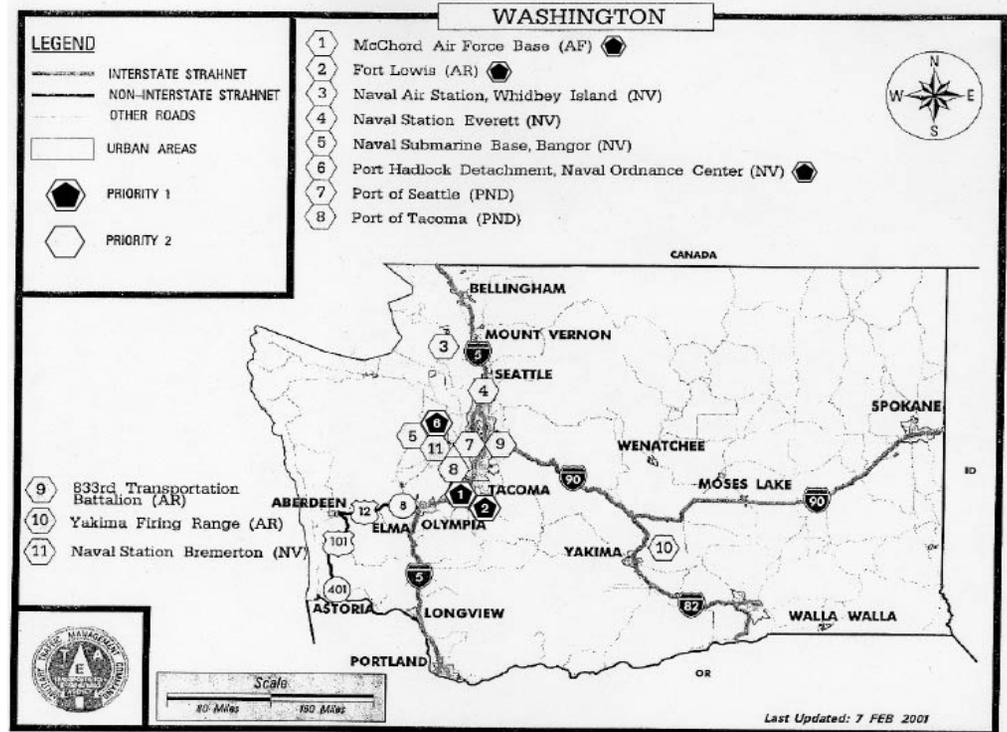


Washington Gateways Play an Essential Role in Supporting National Security

- Fort Lewis is a key U.S. location for gathering, staging and mobilizing forces and material.

During a major regional conflict, cargo from all over the United States will rush by road and rail to Fort Lewis.

- Ports of Tacoma and Olympia: PNW strategic ports supporting Fort Lewis units.
- Port of Seattle: sustainment port to ship supplies to troops.
- Port Hadlock Naval Ordnance Center: one of nine national centers.



II. Made in Washington

Regional Economies Rely on the Freight System



Southeast Washington Wheat Producer for the World

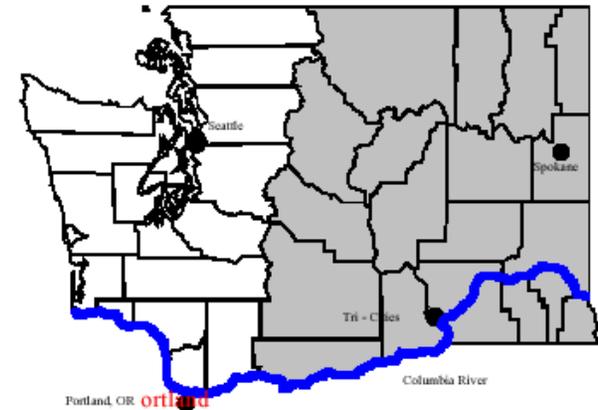
- Washington ranked third in U.S. wheat production
- 130 million bushels grown on 2.7 million acres
- 85% is sold to international markets
- Contributed \$1.18 billion dollars to the state's economy in 2002, mostly to eastern Washington



Columbia – Snake River Transportation System

92% of SE Washington wheat is shipped to Columbia River ports

51% by truck/barge; 19% by bulk rail, 30% truck to storage or non-bulk rail



Modal choices are at risk:

- Barge due to environmental issues and federal policies
- Truck due to weight restrictions on local roads during spring thaw
- Rail branch lines and short line rail that ship low volumes cannot recoup capital costs and may be short lined or abandoned, respectively

Columbia Basin and North Central Washington: Growing and Processing Center

Washington ranks first in U.S.
apple production: \$1.02 billion sales;
31% exported to international markets.

Washington ranked second in U.S.
potato production: \$3 billion annual sales
of potatoes/products; 90% consumed in
U.S.

Over 80,000 refrigerated truckloads of
potatoes and 43,000 refrigerated
truckloads of apples were shipped from
Washington to east coast markets in
2000.

Big Transportation Issues:

- Solution to reposition refrigerated equipment
- I-90 Snoqualmie Pass improvements to avoid severe weather closures



87,500 Jobs Rely on Freight

	Jobs	Average Wage
Agriculture	42,013	\$16,665
Manufacturing	22,993	\$33,779
Wholesale/Trade	8,467	\$31,051
Transportation/Utilities	13,984	\$38,469

Central Puget Sound: Westside Center of Manufacturing and Commerce

- The Boeing Company employed 53,000 in Washington State in 2004. Boeing Aircraft reported \$22.4 billion revenues in 2003.
- Another 4,433 mid-sized manufacturing firms did business in King, Pierce and Snohomish Counties in 2003. About 65 percent are very satisfied with current freight system performance.
- The maritime industry employed over 22,000 in King County in 2002; annual output totaled \$2.1 billion.

484,000 Jobs Directly Depend on Freight		
	Jobs	Average Wage
Construction	92,406	\$36,551
Manufacturing	202,988	\$44,625
Wholesale/Trade	94,311	\$41,883
Transportation/Utilities	94,040	\$44,752

Freight System Views: Trucking

- Only 50 percent of trucking firms based in Central Puget Sound report high satisfaction with the current performance of the freight system.
- This compares to 62 percent of Spokane trucking carriers and 54 percent of Vancouver/Portland metro carriers with high satisfaction ratings.

Spokane Region: Eastside Center of Manufacturing and Commerce

Freight System Views:

Seventy-nine percent of Spokane manufacturers and 62 percent of Spokane trucking companies are very satisfied with current freight system performance.

What is the Freight Users' Goal?

On-time: 56%

Price: 26%

Big Transportation Issues:

- I-90 Snoqualmie Pass improvements to avoid winter weather closures
- I-405 and I-5 improvements as they deliver to Puget Sound
- I-90 Spokane – East: Correct pavement rutting

52,000 Jobs Rely on Freight		
	Jobs	Average Wage
Agriculture	1,768	\$19,413
Manufacturing	18,035	\$38,203
Wholesale/Trade	11,122	\$34,766
Transportation/Utilities	7,549	\$37,281
Construction	9,354	\$32,581
Military	3,900	na

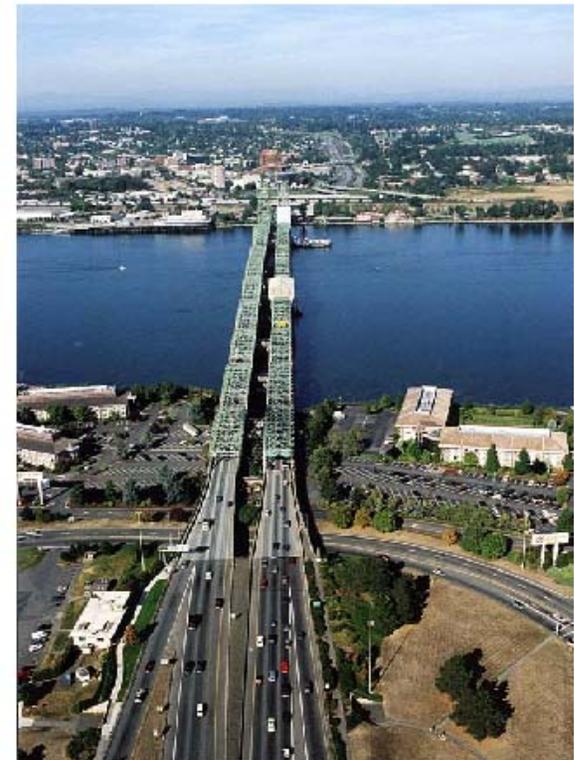


Vancouver: Southwest Washington Metropolitan Area

48,000 Jobs Rely on Freight		
	Jobs	Average Wage
Construction	11,275	\$39,666
Manufacturing	23,939	\$47,679
Wholesale/Trade	5,756	\$41,242
Transportation/Utilities	7,141	\$42,229

Big Transportation Issues:

- Solution to I-5 congestion - bottlenecks and constraints from Olympia to Everett
- Corridor constraints at Columbia River Bridges: I-5, I-205 and Rail
- Port of Vancouver rail yard improvements
- Columbia River channel maintenance, deepening and barge access



Clark County (372,300 population) functions as one regional economy with Portland (1.92 million population).

Vancouver and Portland are connected by two bridges over the Columbia River, while comparable cities such as Kansas City (pop. 1.78 mil) has 10 bridges and Cincinnati (pop. 1.65 mil) has seven river bridges.

Northwest Washington: Manufacturing Center and Border Region

Freight System Views:

Seventy-one percent of NW Washington manufacturers are very satisfied with current freight system performance.

31,000 Jobs Rely on Freight		
	Jobs	Average Wage
Construction	7,985	\$39,556
Manufacturing	14,353	\$39,428
Wholesale/Trade	4,268	\$33,969
Transportation/Utilities	4,551	\$34,004

What is the Freight Users' Goal?

On-time: 50%

Price: 31%

Big Transportation Issues:

- **Solution to I-5 congestion** from Olympia to Everett delaying air freight to Sea-Tac, containers to Ports of Seattle and Tacoma, and fast truck service to California markets.
- **Border delays** - Consolidate federal databases regulating freight transport.
- **All weather local roads**

Coastal Counties: Forestry and Manufacturing

- The forest industry in Washington is the second largest in the nation, behind Oregon, with 10 percent of all U.S. forestry employment.
- Over 90 percent of Pacific and Grays Harbor Counties are in forest land.

Goods Shipped To Coast

- \$3.73 billion total products were shipped in 200,000 truckloads from the I-5 corridor to Aberdeen and Hoquiam via Highways 12, 8 and 101 in 2003
- \$852 million, 23 percent, was machinery and \$413 million, 11 percent, was wood/paper products.

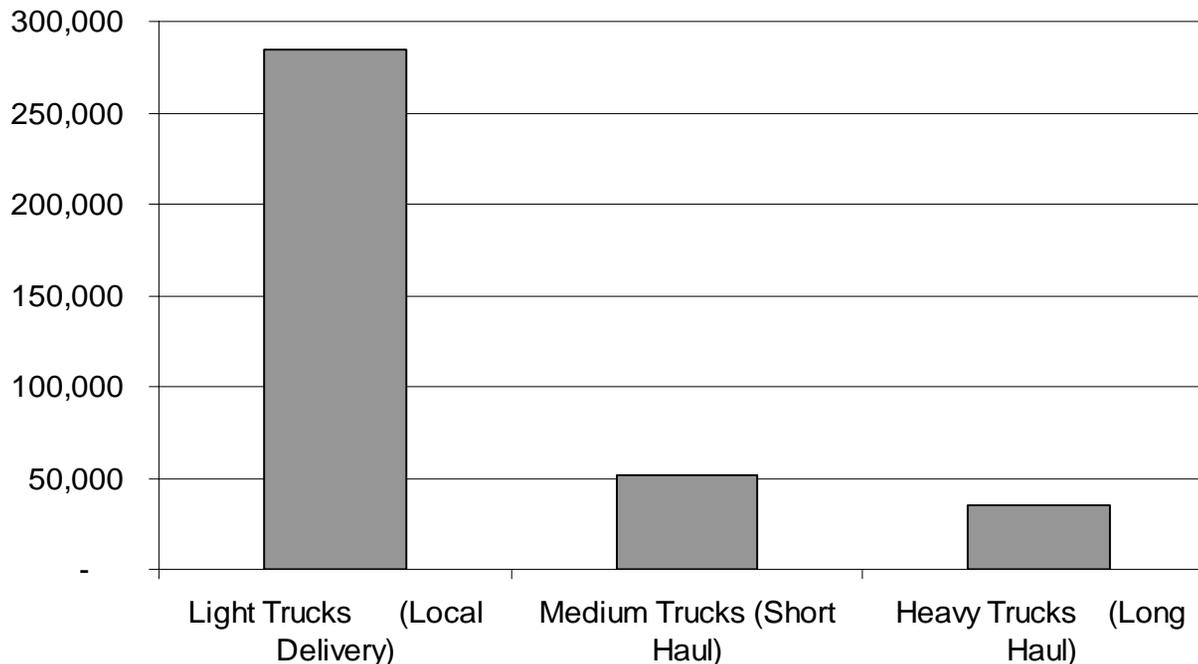
Goods Shipped From Coast to I-5

- \$2.95 billion total products were shipped in 170,000 truckloads on Highways 12, 8 and 101 to I-5 corridor in 2003
- Thirty-six percent - \$1.06 billion – were logs, wood and paper products. \$840 million, 28 percent, was machinery.

III. Delivering Goods To You

Washington's retail and wholesale distribution system

- Up to 80% of truck trips operate in the local distribution system
- In 2004, almost ten times more light and medium trucks than heavy trucks were licensed in Washington State.



Enormous Variety of Goods and Services Are Handled in This Freight System

- Food and groceries
- Fuel
- Pharmaceuticals and medical supplies
- Retail stock, from furniture and appliances to clothing and books
- Cash and negotiable instruments (armored trucks)
- Office supplies and documents
- Trash and garbage (garbage trucks)
- Moving vans
- Construction materials and equipment

Ideas for Additional Study?

Freight related issues such as security, safety and the environment are being considered in other parts of the update of the Washington Transportation Plan.

What did we miss?

We want the conversation about freight strategy to involve all the players

For a full copy of the freight report please go to:

http://www.wsdot.wa.gov/freight/images/WTP_FreightUpdate.pdf

WSDOT's Freight Rail Program

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The Rail System Today - 3,145 Miles of Track

2,015 miles of main lines

2 operators

1,020 miles of short lines

12 operators

110 miles switching and terminal

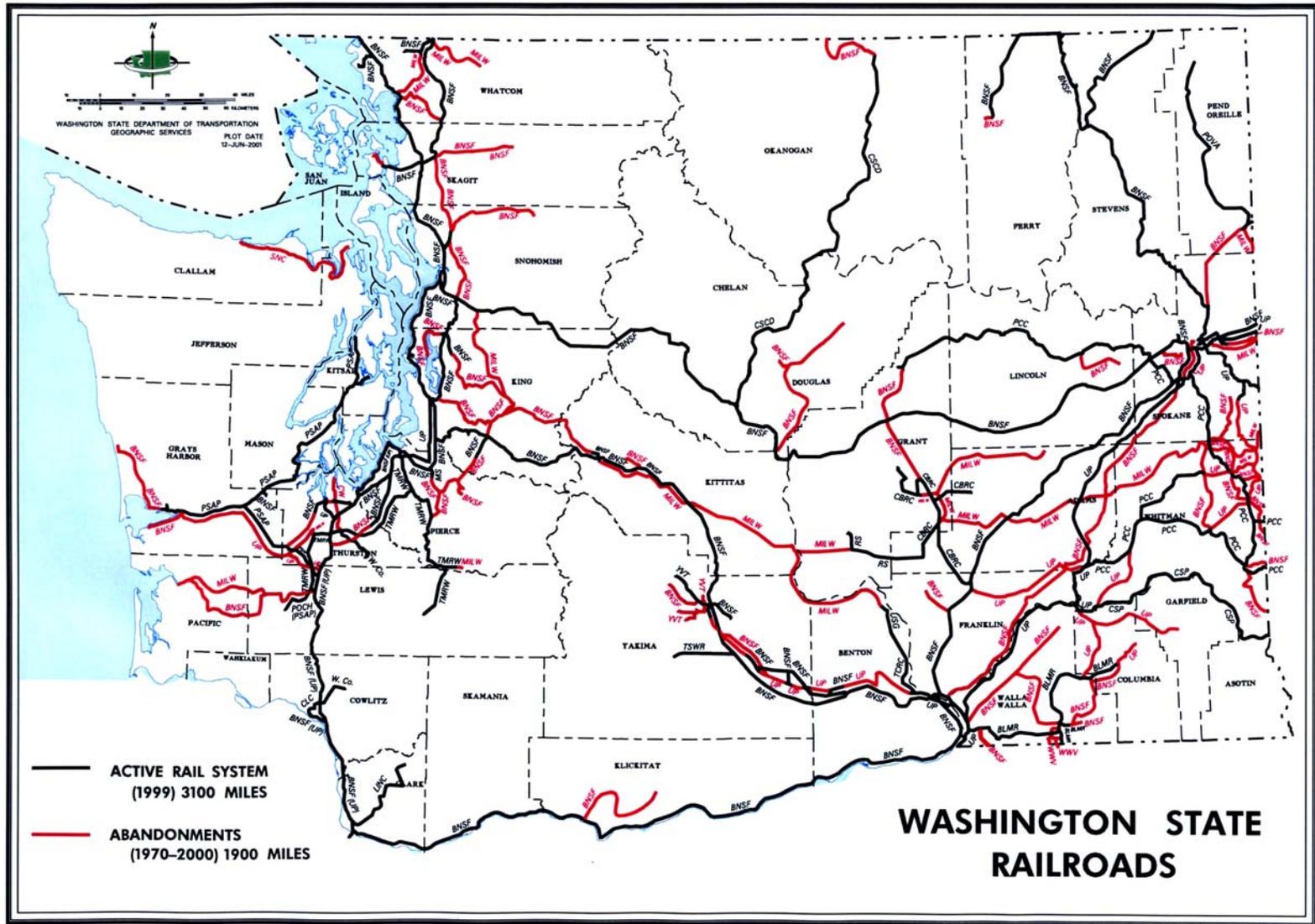
6 operators

WSDOT owns 296 miles of active rail lines (PCC) and 26 miles of dormant line (Royal Slope)



Key Statistics:

- 1.96 million carloads in 2002
- 77.4 million tons of freight carried in 2002
- 3,800 employees statewide (2002); \$232 million in wages



Since 1970, 1,900 miles of rail have been abandoned

What is the state's interest in freight rail?

RCW 47.76.240

“The state, counties, local communities, ports, railroads, labor, and shippers all benefit from continuation of rail service and should participate in its preservation. Lines that provide benefits to the state and local jurisdictions, such as avoided roadway costs, reduced traffic congestion, economic development potential, environmental protection, and safety, should be assisted through the joint efforts of the state, local jurisdictions, and the private sector.”

Since 1980, the state has participated in 48 projects - contributing \$34 million

Example: Port of Benton emergency bridge replacement



Recent Activities:

- **Palouse River and Coulee City Rail line acquisition (initial 188 miles) and operating lease - \$5.5 million**
- **Washington Potato and Onion Commission federal earmark to initiate Produce Rail Car Pool - \$1.0 million**
- **2003 Transportation Project List: \$2.85 million in pre-existing funds for emergent freight rail projects in the '05-'07 biennium**
12 applicants seeking \$15.9 million

