

Washington Transportation Plan Update

Freight Systems

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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; all modes.

Creates program direction and investment priorities.

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

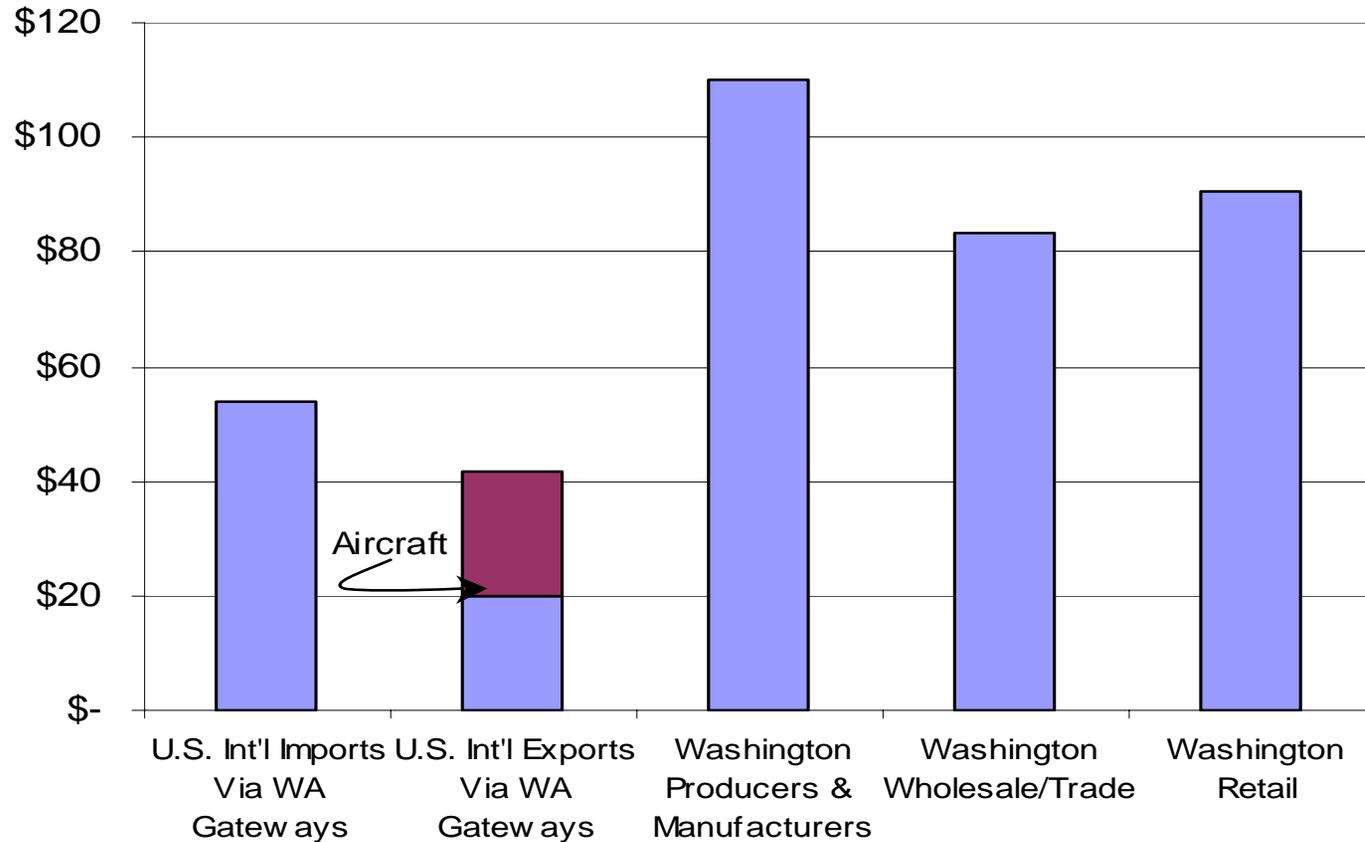
II. Made in Washington

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.

Purpose of the WTP Freight Report

To provide decision makers with a data-based rationale for strategic investment in Washington State's freight system.

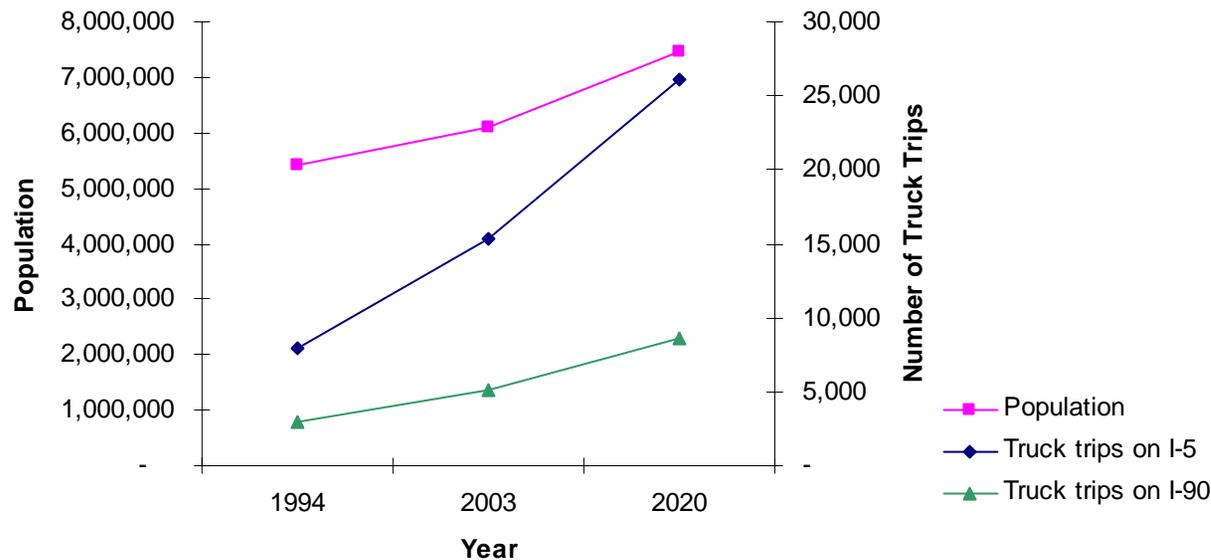
The report's analysis explains:

- Who are the customers of the state's freight system
- Why freight customers matter in terms of jobs and contribution to Gross State Revenues
- What performance the customers expect from the freight system
- Where key performance gaps are located
- How to make the most productive, strategic investments in Washington State's freight system

Freight Volumes in Washington are Growing Twice as Fast as the State's Population

Freight growth in Washington is fueled by globalization, new competitive industry trends and technologies.

Washington Population vs. Truck Trips on I-5 and I-90



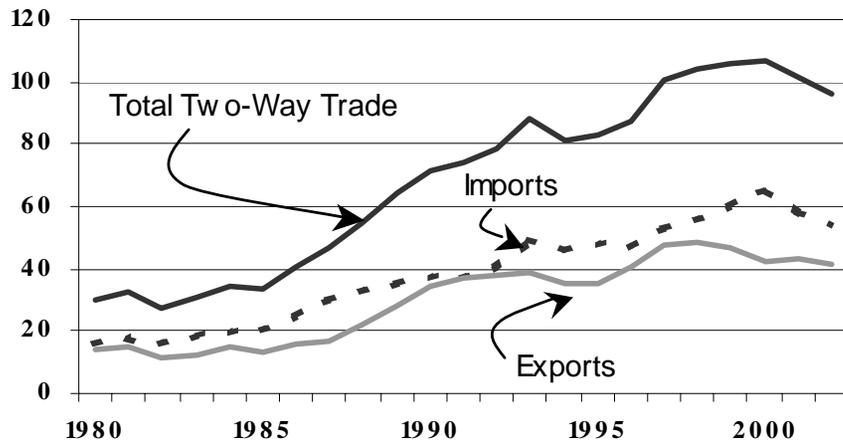
I. Global Gateways

International and national trade flows through Washington

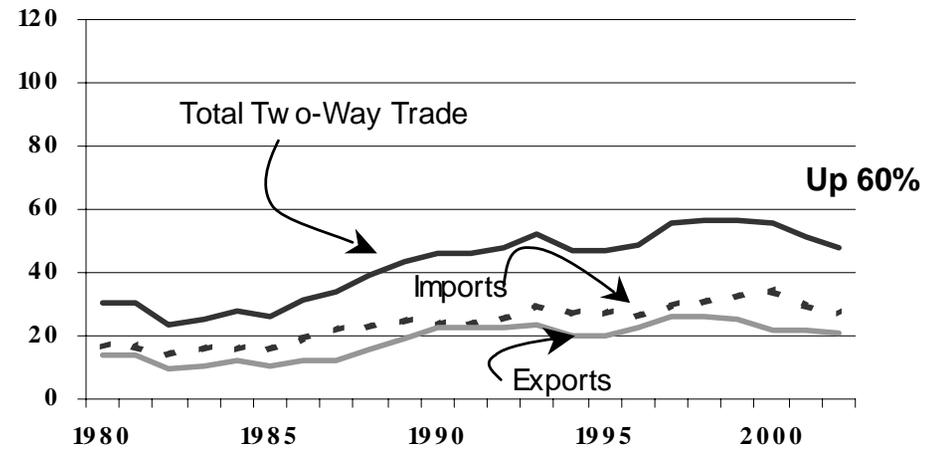


Value of Trade at Washington Gateways Increases

International Trade Entering and Leaving Washington State
Nominal Dollars in Billion \$



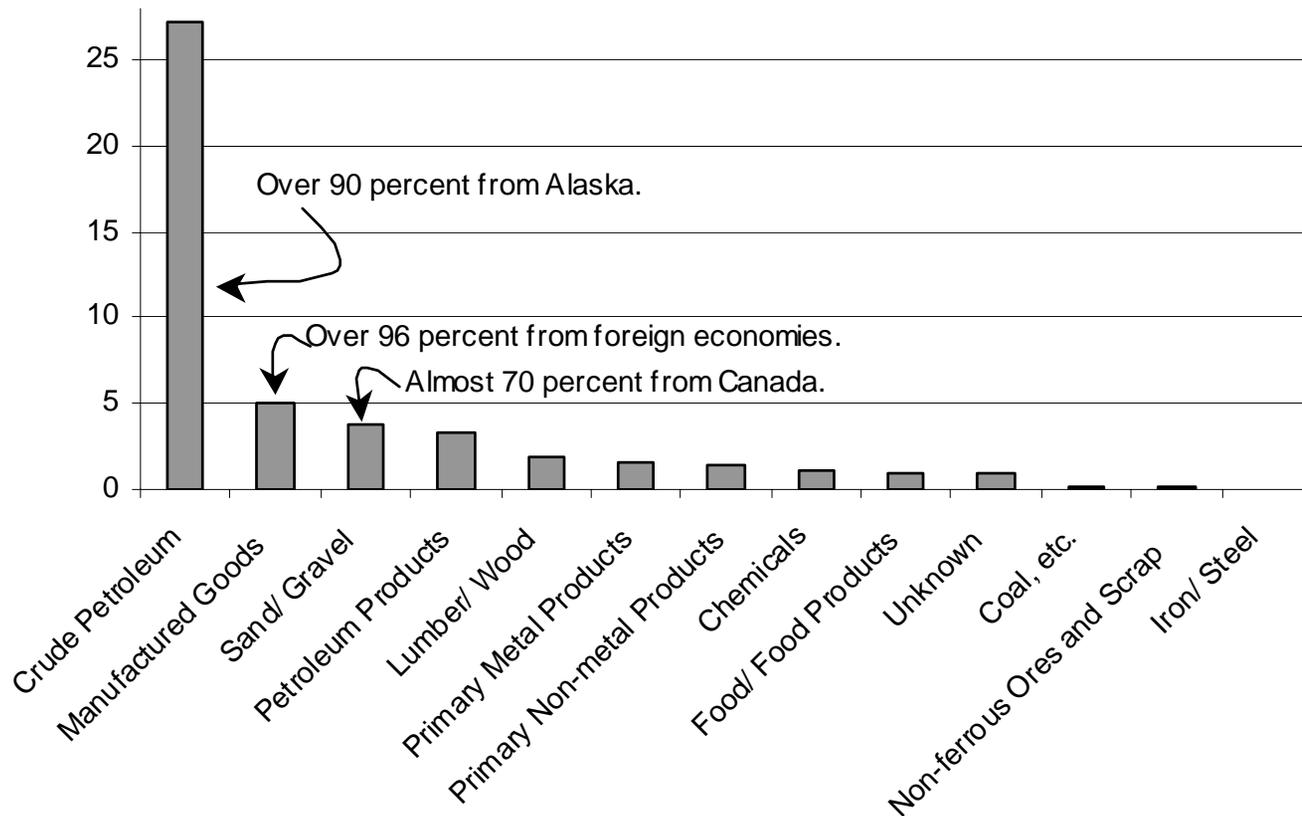
International Trade Entering and Leaving Washington State
Real Dollars in Billion \$



* Based on U.S. Census Bureau totals, as provided by the U.S. Department of Commerce and published in the 1995 and 2003 Washington State Data Book.

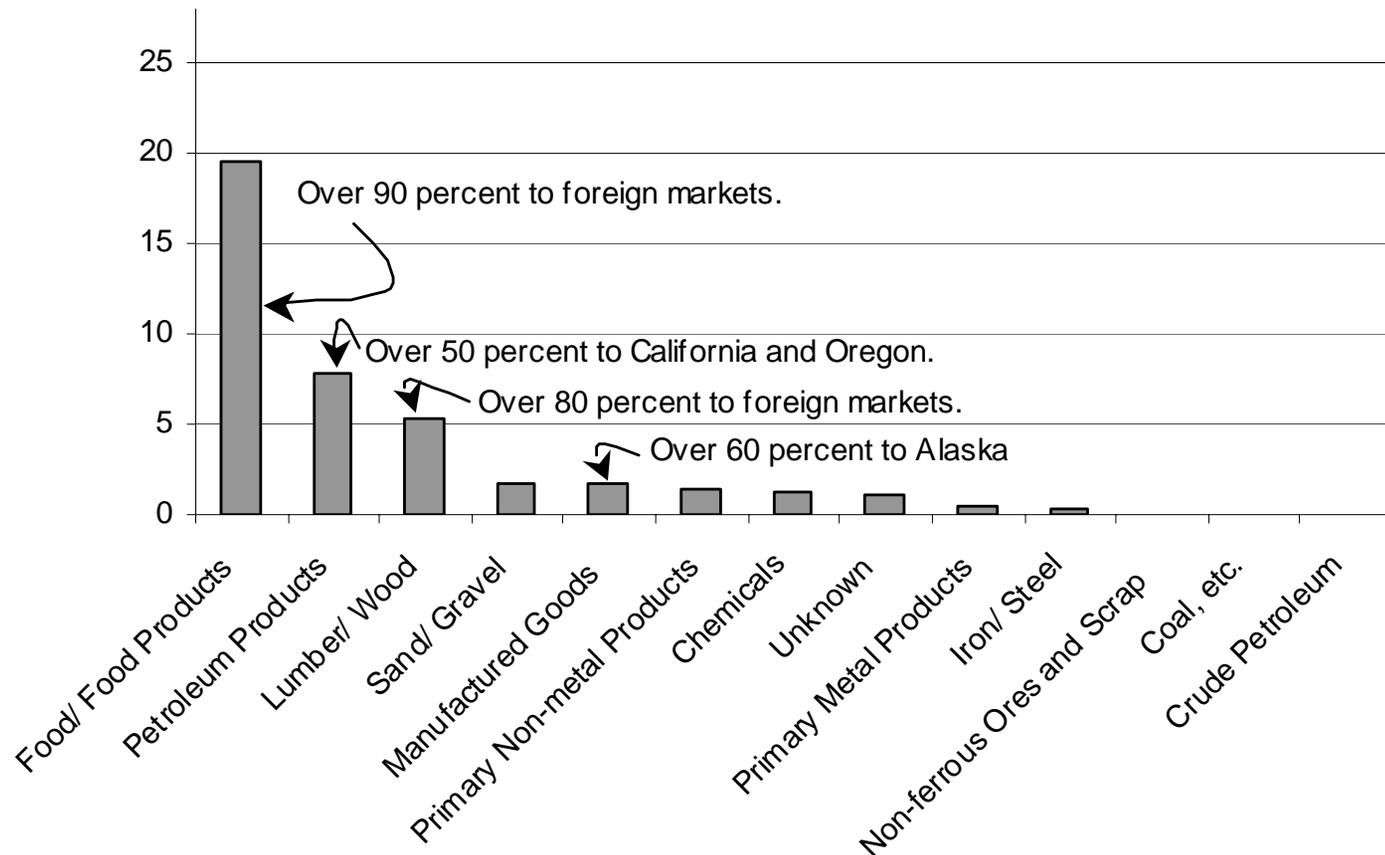
By Tonnage, Crude Petroleum Dwarfs All Other Waterborne Inbound Commodities

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

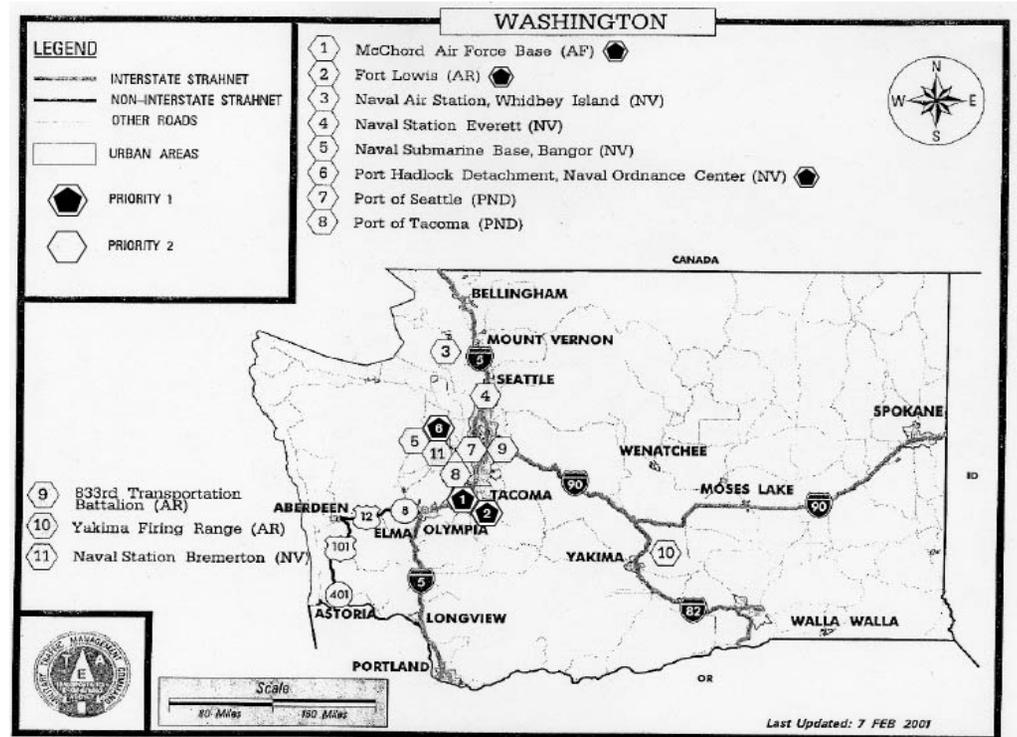


Washington Gateways Support National Security

- 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

Freight transportation serves Washington State's own producers and manufacturers

Agriculture: \$5.6 billion in food and agricultural products in 2002.

Freight transportation is especially important for Washington agriculture as the state produces up to twenty times as much food as it consumes, and is far from most of the nation's consumers.

Manufacturing: \$88.3 billion in Gross Business Revenues in 2003, 21.3 percent of the total State Gross Business Income.

Construction: Gross Business Revenues topped \$27 billion in 2003.

Forestry: Value-added wood and paper products produced \$12.7 billion of Washington's Gross Business Revenues in 2003.

Regional Economies Rely on Freight System



Central Puget Sound: Westside Center of Manufacturing and Commerce

Freight System Views

- 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. Sixty-five percent of them were very satisfied with the performance of the freight system.
- 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

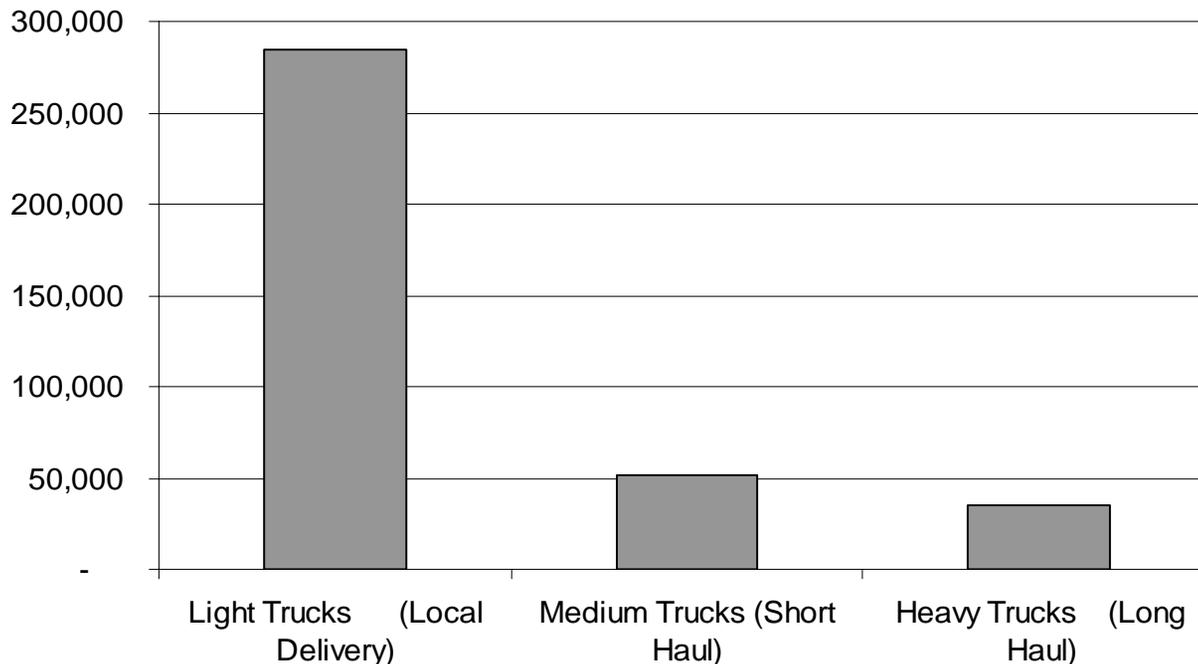
Freight System Views: Trucking

- 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.

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

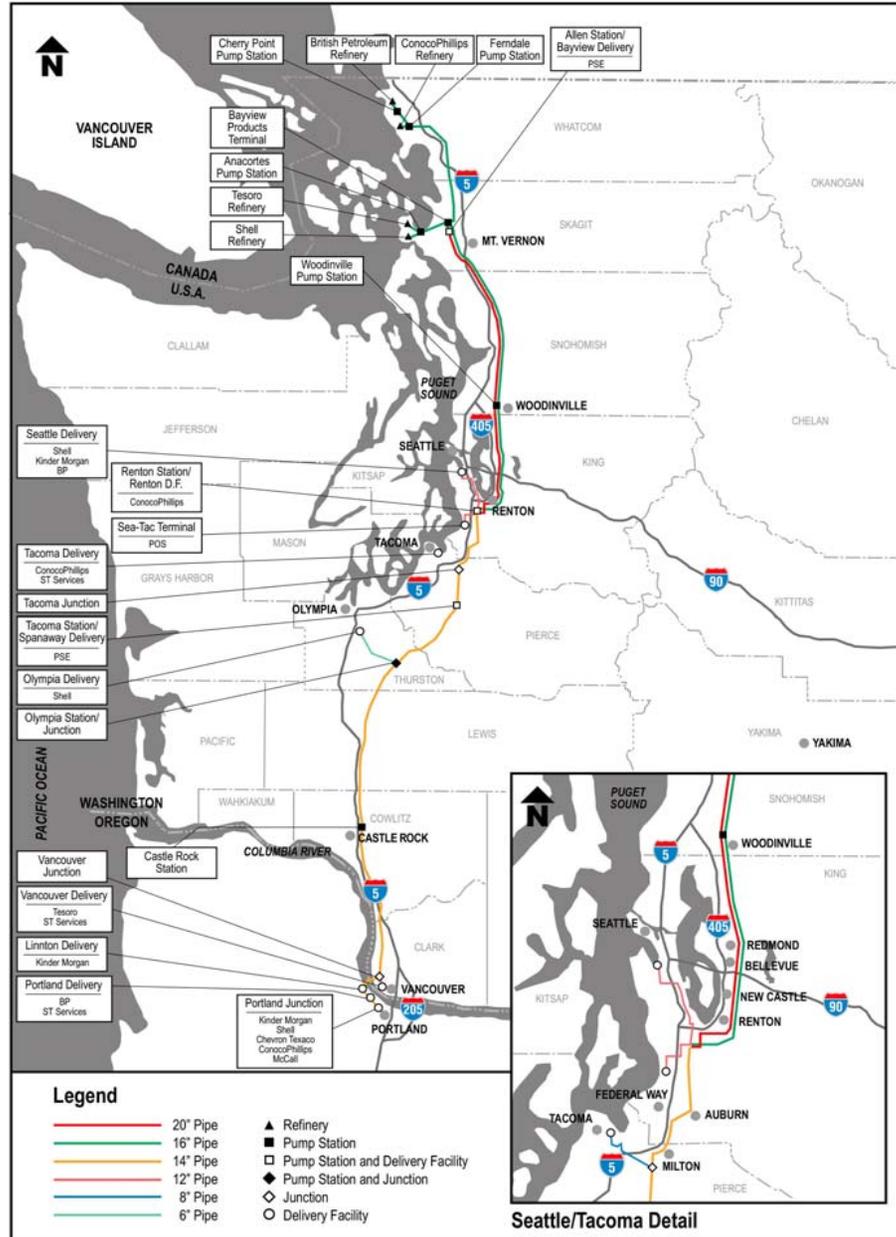
- Food and groceries
- Fuel
- Pharmaceuticals and medical supplies
- Retail stock, from furniture and appliances to clothing and books
- Cash and negotiable instruments (armored trucks)
- Office supplies and documents
- Trash and garbage (garbage trucks)
- Moving vans
- Construction materials and equipment

Fuel Distribution Issues

- Washington hasn't added refinery capacity since the 1970s
- Olympic Pipe Line is operating close to 100 percent capacity, and large tankers are restricted in Puget Sound.
- Pipeline's number one safety and security issue: contractors who dig near or on top of pipelines.
- Sea-Tac Airport has limited storage capacity and no alternative mode of delivery

Olympic Pipe Line

Petroleum Pipelines



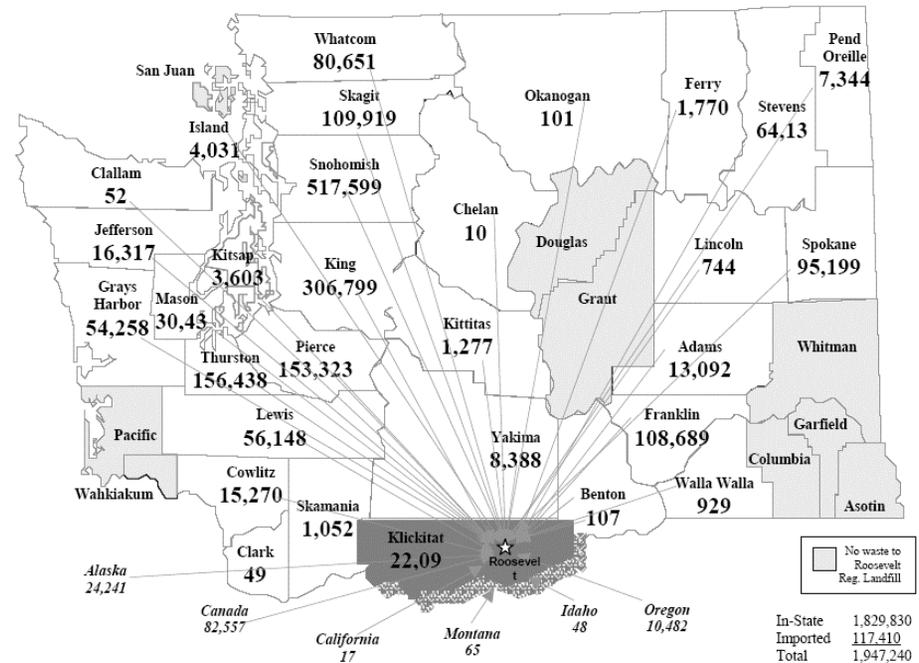
The Garbage System

Over 4.5 million tons of garbage moved by truck and truck/rail to landfills in Washington State in 2001.

This waste was trucked to transfer stations, consolidated, loaded into larger trucks, and moved to nearby landfills via truck or transferred to rail cars destined for Roosevelt landfill in Eastern Washington.

In 2002, 1.4 million tons of Washington's solid waste was exported to Oregon by rail.

Municipal Waste to Roosevelt Regional Landfill in 2002



WTP Emerging Freight Strategy Recommendations

12 highly productive investments to generate economic prosperity and wealth for Washington State citizens.

- Address freight constraints in the Interstate 5 corridor from Everett to Olympia. Analyze benefits of a truck-toll highway from Central Puget Sound to the Oregon border. This highway could be an extension of Interstate 5, or follow the Interstate 405/Highway 167/Interstate 5 route, or be a separate facility.
- Improve Interstate 90, east of and over Snoqualmie Pass, to prevent severe weather closures.
- Identify, establish and fund a statewide core all-weather county road system.

WTP Freight Strategy Recommendations

- Support growth in east-west mainline rail capacity and port-rail connections, and preserve rail yards in metro areas.
 - Burlington Northern and Santa Fe Railway's (in track miles and volume the state's largest railroad) top priorities include:
 - Adding siding along the Columbia River Gorge
 - Enlarging Stampede Pass to accommodate double-stacked trains
 - Completing the Swift siding improvement at the Canadian border
 - Completing the Vancouver bypass route.
 - Review the relationship between freight and passenger rail service on the Interstate 5 rail corridor, and ensure that growth of passenger rail does not encumber freight service.

WTP Freight Strategy Recommendations

- Maintain the Columbia-Snake River barge system by creating and implementing a strategic plan to dredge, maintain locks and jetties, and deepen the Columbia River channel downriver.
- Complete the statewide Commercial Vehicle Information System Network (CVISN)/ Weigh-In-Motion system.
- Preserve and enhance freight access to hub airports in metro areas. Add a third eastbound lane on Highway 518 from Seattle-Tacoma International Airport to Interstate 5.
- Create an ongoing, appropriate level of funding for regional economic development freight projects, port and intermodal access improvements, grade separations, shortline rail improvements, and truck route program to optimize truck movements in metro areas.

WTP Freight Strategy Recommendations

- Replace the Interstate 5 Columbia River Bridge.
- Create fuel pipeline capacity and distribution alternatives to meet long-term demand by analyzing constraints, and removing obstructions so that the market may respond to increasing demand.
- Replace the Alaskan Way Viaduct.
- Complete the major north-south freight corridor system by adding links from Highway 167 to Interstate 5, from Highway 509 to Interstate 5, and by completing Highway 18 to Interstate 90.

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