

# (DRAFT)

## WTP Update Workshop

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*Freight Systems*

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*This presentation is a public  
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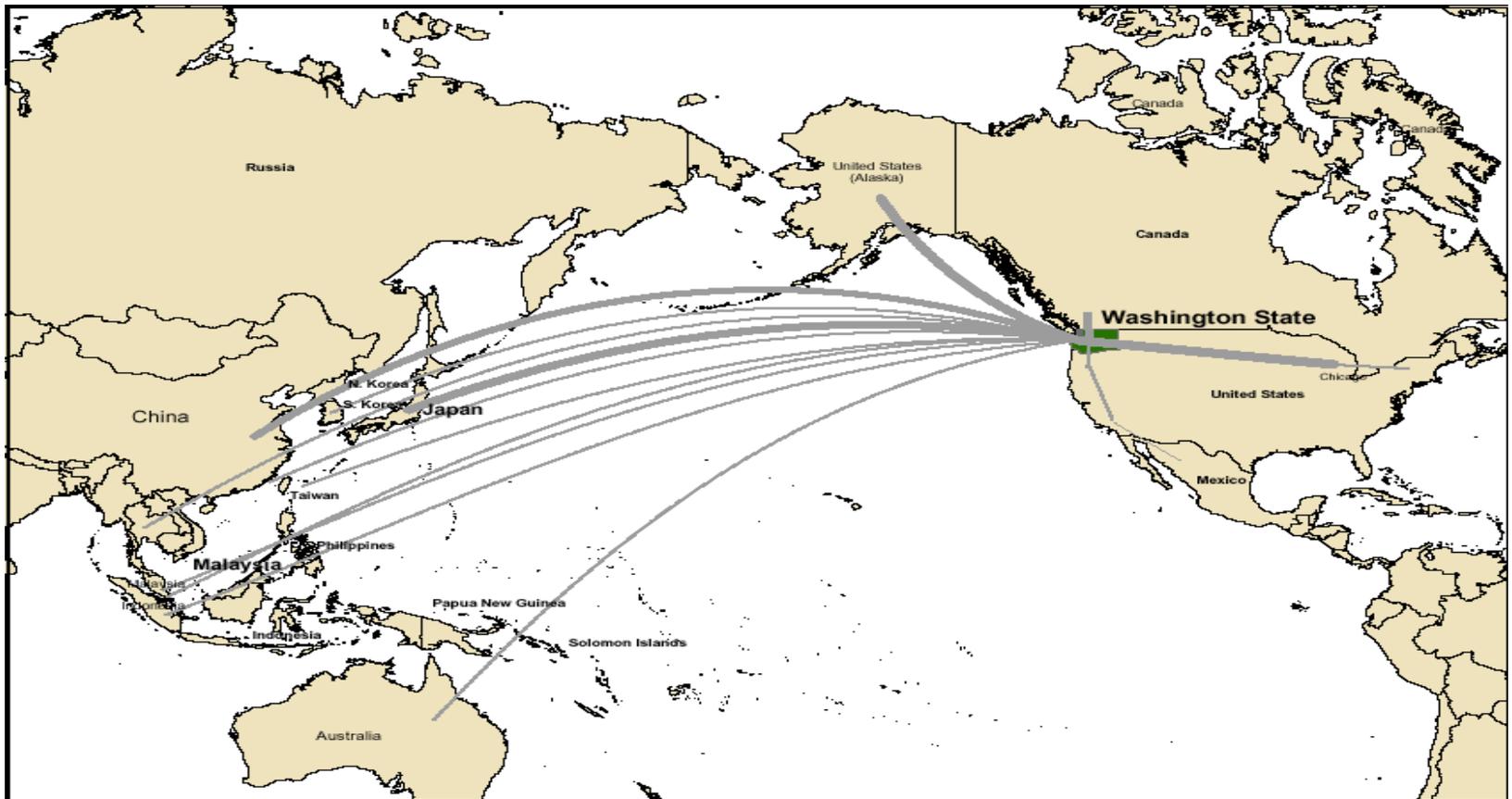
**Washington State  
Department of Transportation**

# Highlights of Freight Background Paper

- 1. Washington Astride National and International Trade Corridors**
- 2. Freight Transportation Systems Serve Washington State's Own Producers**
- 3. Freight Transportation Supports Distribution and Service Industries**
- 4. Statewide Freight Strategies**
- 5. Environmental Protections, Freight Transportation Safety and Security**

How will we make good investment choices to address the needs of freight movement on our state's transportation systems and facilities?

# Washington Astride National and International Trade Corridors



# Washington Astride Trade Corridors

**The volume of trade that crosses our state – using every transportation system and mode – is huge.**

- **From 1990 to 2002, Washington State's two-way trade increased from \$71.4 billion to \$95.8 billion, a total increase of 34.1 percent and an average annual increase of 2.7 percent.**
- **In 2002, \$41.73 billion worth of goods left Washington State bound for foreign markets and \$54.1 billion entered from foreign economies.**

# Washington Astride Trade Corridors

## Growth of U.S. Trade With Pacific Rim Economies

- In 2002, international freight accounted for more than 87 percent of freight handled by Washington's ports, totaling \$51.1 billion and 80 million tons.
- In 2001, 38.64 million tons arrived in Washington State by rail. The top commodity by weight was farm products. That same year, 21.26 million tons left Washington State by rail, mostly mixed freight.

# Washington Astride Trade Corridors

## North American Trade

**Top 10 Land Ports for North American Merchandise Trade, 2002**

| Rank, by Value | Land Ports                | Value (billion \$) |
|----------------|---------------------------|--------------------|
| 1              | Detroit, MI               | 100.8              |
| 2              | Laredo, TX                | 79.3               |
| 3              | Port Huron, MI            | 57.4               |
| 4              | Buffalo-Niagara Falls, NY | 55.1               |
| 5              | El Paso, TX               | 38.5               |
| 6              | Otay Mesa Station, CA     | 20.4               |
| 7              | Champlain-Rouses Pt., NY  | 14.8               |
| 8              | Hildago, TX               | 12.7               |
| 9              | Blaine, WA                | 11.4               |
| 10             | Nogales, AZ               | 10.8               |

Source: U.S. Department of Transportation, Transborder Surface Freight Database, 2002.

**Top 5 Land Ports for U.S.- Canadian Border by Number of Truck Crossings, 2001**

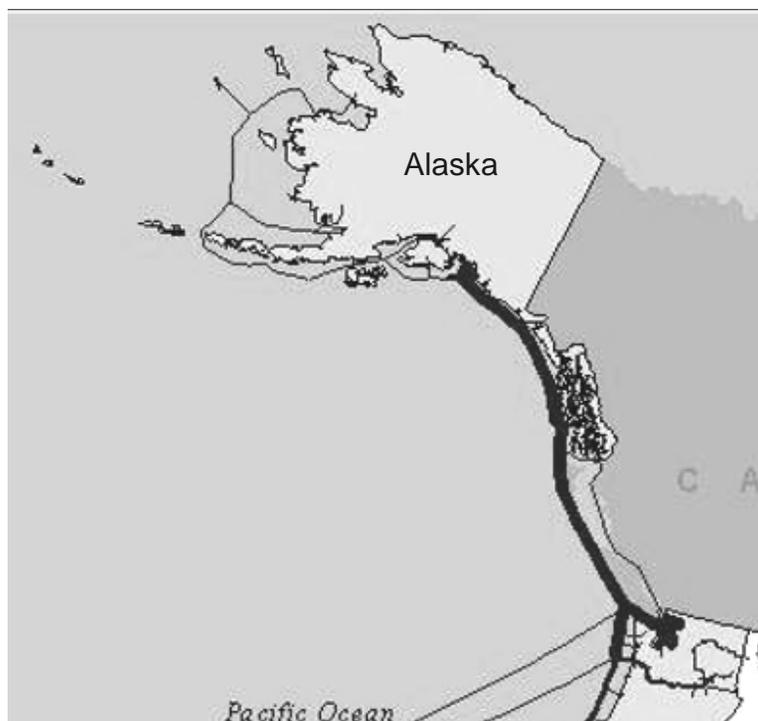
| Rank | Land Ports                | Number of Crossings |
|------|---------------------------|---------------------|
| 1    | Detroit, MI               | 1,642,042           |
| 2    | Buffalo-Niagara Falls, NY | 1,123,971           |
| 3    | Port Huron, MI            | 828,802             |
| 4    | Blaine, WA                | 471,731             |
| 5    | Champlain-Rouses Pt., NY  | 382,319             |

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, August 2002.

# Washington Astride Trade Corridors

## Washington and Alaska

By value, the most significant commodity carried to Washington State from Alaska – using the inland waterway and landing at refineries is crude oil.



# Washington Astride Trade Corridors

## The U. S. Military

### **U.S. national security interests are tied to the ability to move freight in and through Washington**

- Fort Lewis is the only Power Projection Platform – for gathering, staging and mobilizing forces and material – on the West Coast. In the event that a major regional conflict triggered mobilization activity, inbound cargo from all over the United States would move by road and rail to Fort Lewis.
- The Port of Tacoma is the strategic port in the Pacific Northwest designated to support Fort Lewis.
- The Port of Seattle is a designated sustainment port, and would be used to ship consumable supplies to troops.
- Port Hadlock Naval Ordnance Center is one of nine, nationally.

# **Freight Transportation System Serves Washington State's Own Producers**

Washington state regions have built strong economies based on industrial and agricultural clusters.

- **Southeast Washington Sells Wheat to the World**
- **The Columbia Basin and North Central Washington**  
King of Apples, Potatoes, Onions and Hay
- **Central Puget Sound**  
484,000 Freight Dependent Jobs in Manufacturing, Wholesale/Trade,  
Construction and Transportation
- **Spokane Manufacturing**
- **Vancouver/Portland Metro**  
I-5 Silicon Valley and Traditional Manufacturing, Wholesale/Trade
- **Northwest Washington: The Border and Trade**

# Freight Transportation System Serve Washington State's Own Producers

- Agriculture is big business in our state – and supports the family farm as well as agribusiness – in communities in every corner of the state. In 2002, Washington States farmers and ranchers produced \$5.6 billion in food and agricultural products.
- In 2003, manufacturing Gross Business Revenues in Washington were \$88.3 billion, which is 21.3 percent of the total State Gross Business Income and up 19 percent from 2002's \$77.9 billion. The sector employed more than 265,000 workers (13 percent of all jobs) and paid 16 percent of total wages in Washington.

# **Freight Transportation Supports Distribution and Service Industries**

- **Touches the lives of every resident of the state virtually every day.**
- Discussion to come.....

# Statewide Freight Strategies

**WSDOT's conversations with the freight community suggest that some of the most significant issues currently in view include (no ranking is intended):**

- **I-5 congestion through Seattle, north to Everett and south to Olympia**
- **I-405 congestion: Tukwila to Renton and at the I-405/Hwy 167 Interchange**
- **SR 509 connection to I-5**
- **I-90 at Snoqualmie Pass**
- **SR 167 to I-5**
- **Port of Vancouver Rail Yard**
- **FAST Projects Including SR 519/ Royal Brougham**
- **I-5 Columbia River Bridge and the Columbia River Rail Bridge Swing Span**
- **Canada/U.S. Border Truck Crossings at Blaine**
- **Canada/U.S. Border Rail Crossing**

# Statewide Freight Strategies

**Freight communities are also very concerned about bottlenecks that may loom much larger over a ten-year outlook. For example:**

- **Columbia/Lower Snake River Dredging and Lock Maintenance**
- **Eastern Washington Multi-County Core All-Weather Road System on County and State Roads**
- **Air Cargo Ground Capacity and Access to Sea-Tac International and King County Airports**
- **Alaskan Way Viaduct: Risk of Closure and Loss of Freight Capacity**
- **Olympic Pipeline: Safety Risks and Capacity Issues**
- **Columbia River Rail Bridge**
- **Rail Bottlenecks and Capacity North/South and East/West**
- **Port Access to Major Freight Corridors**

# Statewide Freight Strategies

**The freight system impacts local communities. When a state road is also a city's main street, communities may experience a conflict between the need for freight system thruput and main street traffic. Communities also want freight improvements to help attract new companies to grow jobs and their tax base.**

- **Grade Separations at High-Impact Locations**
- **Local Truck Routes: Statewide Definition and Program to Improve Truck Efficiencies**
- **Local Connections to Highways to Attract Industry**

# **Statewide Freight Strategies**

## **Operational Improvements for Efficiency**

- **Communication Improvements: Severe Weather and Other Road Closures**
- **Fully Build Out Washington State Weigh-In-Motion (WIM) Sites**
- **Configure Truck Rest Stops for Modern, Larger Trucks**

# **Environmental Protections, and Freight Transportation Safety and Security**

- Discussion to come.....