



New Directions in Freight: MAP-21, Freight Planning and Performance

Transportation Commission Presentation
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Freight Mobility Strategic Investment Board

MAP - 21



- Precursor to next authorization
- Strong Freight emphasis
- Sections 1115 -1118
- State, MPO, RTPO & Stakeholders all have a role
- States that are organized will benefit next authorization



Freight Advisory Committee



Section 1117:

“In General.--The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments...”

Freight Advisory Committee Duties



- Advise the State on freight-related priorities, issues, projects, and funding needs;
- Serve as a forum for discussion for State transportation decisions affecting freight mobility;
- Communicate and coordinate regional priorities with other organizations;
- Promote the sharing of information between the private and public sectors on freight issues; and
- Participate in the development of the freight plan of the State described in Section 1118 of MAP 21.

Freight Advisory Committee



Private Sector

Dan Gatchet –Chair*

Aerotropolis

Laurence Krauter

CEO/Airport Director
Spokane International Airport

Cities

Pat Hulcey*

Councilmember, City of Fife

Tom Trulove *(alternate)

Mayor, City of Cheney

Counties

Dave Gossett*

Councilmember, Snohomish County

Maritime

Mike Moore

Executive Director
Pacific Merchant Shipping Association

Jordan Royer (alternate)

Government Affairs Manager
Pacific Merchant Shipping Association

Trucking

Sheri Call

Vice President Member Services
Washington Trucking Associations

Steve Holtgeerts* (designee)

President
Hogland Transfer Company

Workforce

Dan McKisson,

President
ILWU Puget Sound District Council

Jeff Johnson (alternate)

President
Washington State Labor Council

MPO

Charlie Howard

Director of Integrated Planning
Puget Sound Regional Council

RTPO

Mark Kushner

Transportation Director
Benton-Franklin Council of Governments

Ports

John Creighton*

Commissioner
Port of Seattle

River Commerce

Larry Paulson*

(Ret.) Port of Vancouver

Tribal

Chad Wright

CEO
Marine View Ventures

Rail

Terry Finn*

Director, Government Affairs
BNSF Railway

WSDOT

Katy Taylor

Chief of Staff

Shipper

Environmental

* Denotes FMSIB Member

National Freight Network



The Interstate System is the National Freight Network
(@47,000 miles)



27,000 miles will be designated as the Primary Freight
Network – Concern with metrics being used



3,000 additional miles will be added to include segments
critical to the future of moving goods



State-designation of critical rural freight corridors

National Timeline



- Primary Network designation **October 2013**
 - Including 3000 mile segment; and
 - Request to States to identify critical rural freight corridors
- Initial designation of full National Freight Network **December 2013**
 - Including primary freight network;
 - Rest of the Interstate system; and
 - Critical rural freight corridors
- Congress begins work on next MAP 21 – **Summer 2013**
- Current MAP 21 expires - **September 30, 2014**

Freight Inventory



- Inventory of freight deficiencies including bottlenecks, poor roadways, safety hazards and other freight performance problems.
 - Both Federal and State Eligibility
 - WSDOT, MPO, RTPO, (Cities & Counties)
 - Washington Trucking Association
 - Washington Public Ports
 - Freight Generators (Boeing and other shippers)
- Infrastructure
 - Weight restricted roadways
 - Structurally deficient & functionally obsolete bridges
 - Access to port, rail yard, distribution centers or truck terminals

Road/Rail Intersection Deficiencies



Criteria:

- On BNSF & UP lines carrying 5 M tons or more annually
- High: T-1 or T-2 roadway crossing tracks
 - Other factors – i.e. emergency vehicle route, downtown principal arterial, high accident location
- Medium: T-3 roadway crossing tracks
 - Near an industrial area, port access, rail yard access, airport air freight access, other compelling conflict, accident location
- Low: T-4 or lower roadway, secondary route

MPO/RTPO to help gather information from members, with an emphasis on existing plans.

Road/Rail Intersection Deficiencies



At-Grade Crossings and Planned Grade Separations on Mainline Railroads



DRAFT
Example-For Discussion
Purposes Only

At Grade Crossings		
In plan grade separation	Not in plan	
		Heaviest tonnage truck routes
		On minor arterial and above
		Not currently at grade
		All other crossings

Mainline Railroads	
	BNSF
	UP
	Heaviest Tonnage Truck Routes (T1, T2)
	Facility type minor arterial and above

Rail Inventory



- Deficient segments identified in the 2011 Marine Cargo Forecast
- Input from WSDOT Rail Office
- Short line: Separate listing for state consideration – WSDOT data & local input

Ports



- Saltwater Port priorities & concerns
- Last mile issues
- Gentrification & loss of industrial land to support port activities

Ports



- Inventory of volumes/tonnage/TEU's shipped
 - Catalogued by commodity
 - Use of WISER and other existing database
- Origin/Destination of shipments
 - With specific entities/locations if possible
- Principle use: To help our federal delegation make the point that we are exporting the nations commerce so they need to invest.

Waterway Commerce



- Pacific Northwest Waterway Association (PNWA) priorities
- River Ports Perspective
- Water – Dock – Road Rail Connections

Trends & Policies



- Emerging freight delivery issues for the many faces of freight: Truck, port, rail, air, maritime, river, labor, agricultural, environmental, manufacturing, assembly, shipper
- Federal policies impacting freight
- State policies impacting freight

Next Steps:



- Information shared with WSDOT and Transportation Commission
- Inventory part of state freight plans including maintaining data on FMSIB freight deficiency list
- Data compiled into a Freight Portfolio as a resource for federal & state policymakers
- Trends & emerging change updated with biannual Freight Advisory Committee meetings

Next Steps:



- Letter to USDOT that FAF not accurate measurement of freight network
 - Density use not a network map
- HPMS – not complete but better than FAF
 - Includes factors like truck volumes
- State plans hold the key to freight network
 - Intermodal
 - First/last mile

Conclusion



- Freight has been elevated
- Freight community needs to help define
- State freight plans will be more important
- Washington is ahead of other states in understanding our own freight needs