

# Washington State Freight Plan

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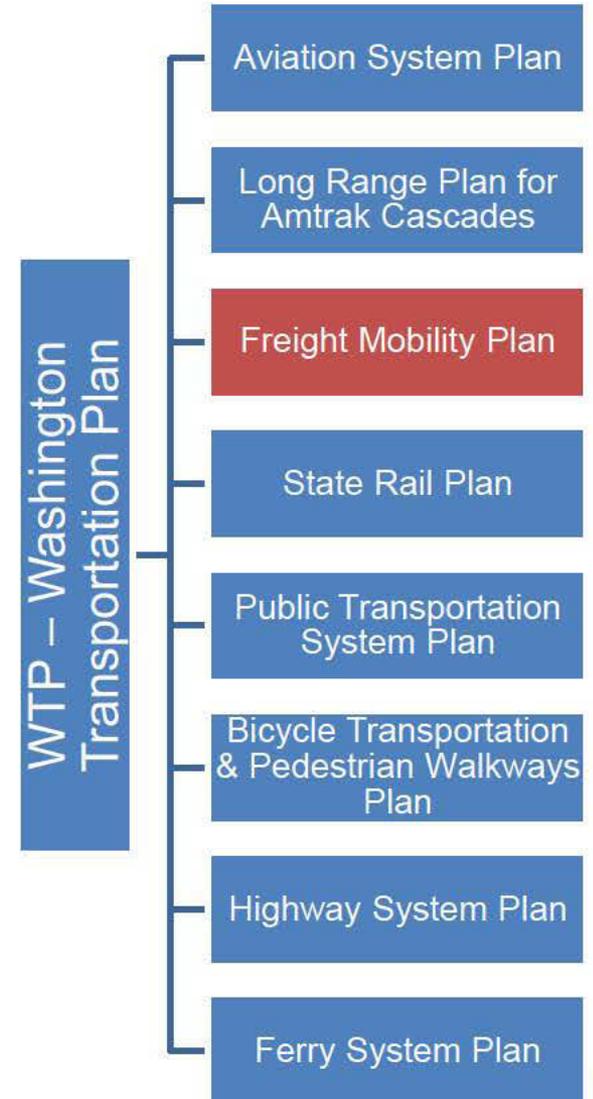
# Washington State Freight Mobility Plan: State Policy Basis

- State law requires the Washington State Department of Transportation (WSDOT) to develop a state freight mobility plan; RCW 47.06.045.
- The goal of the State Freight Plan is to make a strong case for funding Washington State's freight priority improvements, and to guide state and federal investments and policies that affect the state's freight systems.
- The Washington State Legislature has established transportation policy goals (RCW 47.04.280) and the State Freight Mobility Plan will focus on five of the six goals:
  - Economic vitality
  - Preservation
  - Safety
  - Mobility
  - Environment



# The Washington Transportation Plan (WTP) and the Washington State Freight Plan

- The State Freight Plan is also based on state policies adopted in the 2030 Washington Transportation Plan (WTP) including:
  - Continue the evolution to performance-based programs.
  - Improve Washington’s economic competitiveness
  - Support the coordinated and efficient movement of freight and goods.
- The Freight Plan is a multimodal plan covering roads and highways, railroads and waterways. It will include the freight rail elements of the State Rail Plan.
- The Plan will include policy, operations and project recommendations.
- The Commission may draw on the Freight Plan’s findings and recommendations for the new WTP.



# Section 1. Strategic Goals

Following enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, the federal government issued Guidance for State Freight Plans. The Guidance recommends that State Freight Plans include 11 sections:

**Section 1. Strategic Goals:** A description of how the Washington State Freight Plan will help the state meet the national freight goals established under 23 U.S.C 167 and the state's strategic goals for freight transportation.

“The goal of the Washington State Freight Mobility Plan is to develop and prioritize freight transportation system improvement strategies that support and enhance trade and sustainable economic growth, safety, the environment, and goods delivery needs in the state.”

# Section 2. Economic Context

The Freight Plan must explain the role that freight plays in the state's economy.

WSDOT has identified the state's freight-dependent sectors and documented the jobs and economic output associated with them: agribusiness, construction, manufacturing, retail & wholesale trade, timber/wood products, and transportation. In 2012, freight-dependent industries accounted for approximately 44 percent of Washington's jobs:

- 628,000 jobs in retail and wholesale trade
- 519,000 jobs supported by 'Made in Washington' products

The Plan will identify the major supply chains that support these industry sectors, and also indicate which of these supply chains drive national and state exports.

# Section 3. Freight Policies and Institutions

The Plan must include a discussion of the State's freight policies and institutions that guide freight-related investments transportation investments of the State, including:

- State grant and loan programs available to pay for freight-related infrastructure such as the Freight Mobility Strategic Investment Board (FMSIB) grant program and the WSDOT Freight Rail Bank Grant and Loan programs.
- An explanation of the governance structures, funding mechanisms and constraints in state institutions such as WSDOT that own and regulate freight infrastructure;
- Private infrastructure owners such as the railroads, and regional freight infrastructure owners such as ports;
- Multi-state freight planning activities in which the State participates such as the Northwest Passage Corridor Coalition (I-90) and the Great Northern Rail Corridor Coalition.

# Section 4. Inventory of the State Freight Assets

The Plan must identify the state's freight corridors, gateways and intermodal facilities. The first criteria WSDOT uses to identify the Washington State Truck, Rail and Waterway Freight Economic Corridors is volume, as documented in the State Freight Goods and Transportation System (FGTS).

Working with three State Freight Plan Technical Teams, WSDOT developed a second set of criteria to identify truck routes that serve as key connectors between the T-1 and T-2 truck routes and:

- Significant intermodal facilities,
- Warehouse, industrial, commercial lands
- Agricultural processing hubs, and
- U.S. military bases.

WSDOT will work with the Freight Plan Rural Technical Team and others to identify the State's Critical Rural Freight Corridor(s) for the national freight network.



# Section 4. Freight Mobility Issues

The State Freight Plan will include an inventory of facilities with freight mobility issues. To analyze freight deficiencies on State Freight Economic Corridors, WSDOT:

- Systematically and quantitatively analyzed the State Truck Freight Economic Corridors highway segments and located (1) slow-speed, (2) resiliency, and (3) legal-load truck bottlenecks, (4) severe truck collision, and (5) poor state of repair locations.
- Conducted over 60 in-depth interviews with shippers and multi-modal carriers across the state to document their freight performance requirements and problems.
- Is identifying freight rail needs and strategies in the Washington State Rail Plan.
- Has worked with multiple partners to identify priority needs and deficiencies on the Columbia-Snake River System and the Puget Sound State Waterway Economic Corridors.
- Respects Tribal, regional and local planning processes, and will rely on freight issues identified in regional and Tribal Transportation Improvement Plans (TIPs) and long-range plans on the State Freight Economic Corridors.
- Will work closely with the State Freight Advisory Committee to validate and confirm the state's freight issues in summer 2013.

# Section 5. Condition and Performance of the State's Freight Economic Corridors

The Freight Plan must include the performance measures that will guide the freight investment decisions of the State.

WSDOT worked with three State Freight Plan Technical Teams to identify and prioritize the state's truck freight performance goals. They determined that these six performance goals are strongly aligned with both state and federal freight policies, and are the most important to shippers, freight carriers, and residents in Washington State.

## Reducing:

1. Truck travel time
2. Direct truck operating costs
3. Truck engine emissions

## Improving:

4. Economic output
5. Network resiliency
6. Reliability

These metrics will be used to measure the performance of the state Freight Economic Corridors in the future.

# Section 6. Freight Demand Forecast

The Freight Plan must include a 20-year forecast of freight transportation demand, broken down by mode of transportation and commodity classification.

WSDOT will produce a forecast based on the national Freight Analysis Framework (FAF-3). But we recognize that global events will almost certainly shift freight demand from a steady-state growth forecast. So we are conducting a freight trends analysis to test the forecast, and will discuss the implications of these trends with the State Freight Advisory Committee in May 2013.

WSDOT also worked with the Massachusetts Institute of Technology (MIT) to hold the first Washington State Future of Freight Symposium, which used scenario planning to prepare the state for unanticipated changes in global freight demand. The Symposium showed the importance of the state's Economic Freight Corridors under vastly different long-term scenarios.



MIT Center for Transportation & Logistics Executive Director Chris Caplice and attendees at the Washington State Future of Freight Symposium.

# Sections 7 and 8. Strengths and Weaknesses

The Freight Plan will identify significant freight system trends, strengths of the State's freight system that it wishes to build upon; and explain in what respects the freight system doesn't meet State goals.

Based on interviews of customers and experts, some of the freight trends affecting Washington state are:

- Overcapacity and intense competition in Asia to U.S. trade lanes;
- Shortage of skilled truck drivers;
- Increasing percentage of urban deliveries made from 1:00 to 5:00 am;
- Rapid increase of transload activities in the warehouse districts near the west coast ports;
- Shorter average full truck load routes, driven by national retailers' focus on regional distribution centers and mainline rail competition;
- Pressure on the current drayage trucking business model as green requirements increase;
- Agricultural shippers need to meet mainline railroads' shuttle train requirements on short-line railroads to receive favorable pricing;
- Economic importance of over-dimensional multi-state truck corridors;
- Changing demand for energy commodities and equipment;
- Development of more automated trucks in the near-term and fully automated vehicles in the long-term;
- Abundant and cheap natural gas, compared to diesel fuel.

# Washington State Freight Plan Section 9. Decision Making Process

The State Freight Plan must communicate how the State prioritized the various strategies, projects and policy changes it considered.

The Freight Plan will describe:

- Outreach to freight stakeholders and the public;
- Ways that the State coordinated with other States in regional freight planning efforts;
- How the State coordinated with metropolitan areas within the state that have done freight planning.

WSDOT has developed and tested methods to conduct economic impact analysis for large truck freight highway improvement projects. WSDOT's analysis will quantify the expected impacts on:

- Direct truck travel time and operating costs
- Truck engine emissions
- Jobs and economic output of the state and regional economies.

# Washington State Freight Plan Section 10. Freight Improvement Strategies

The State Freight Plan will:

- Present the state's high-priority multi-modal freight improvement strategies.
- Provide an analysis of how large-scale freight improvements will affect the state's industries and supply chains.
- Discuss programs that may impede deterioration on Agricultural and Timber highway routes.
- Include local and Tribal freight improvement strategies if they are (1) located on the State's Freight Economic Corridors, (2) identified in Tribal or Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs) Transportation Improvement Plans and/or Long-range Plans, and (3) address freight performance goals found in MAP-21 and/or the State Freight Plan.
- Include the current Freight Mobility Strategic Investment Board (FMSIB) list of projects.

# Washington State Freight Plan Section 11. Implementation Plan

The final section will include an implementation plan for the recommended freight strategies with:

- Short- and long-term strategies,
- Available information on time schedules and funding sources,
- Information on how the State will partner with other states and private sector partners.

## **Washington State Freight Advisory Committee**

*Section 1117 under MAP-21 encourages States to establish Freight Advisory Committees.*

WSDOT and the state Freight Mobility Strategic Investment Board (FMSIB) have agreed that FMSIB will create the Washington State Freight Advisory Committee as an ongoing standing committee of FMSIB. The Advisory Committee will confirm and validate Washington State Freight Plan deliverables developed by WSDOT.



# Questions?

For more information on the Washington State Freight Plan,  
please contact:

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Washington State Freight Mobility Plan website:  
<http://www.wsdot.wa.gov/Freight/freightmobilityplan>