

Washington State Freight and Goods Transportation System (FGTS) 2023 Update



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Introduction

Washington's communities and businesses rely on a robust and interconnected freight transportation system to sustain life and commerce. Washington's freight transportation system moves almost everything that is grown, harvested, made in, bought, sold, and consumed in Washington, handling about \$707 billion of cargo annually. The Freight and Goods Transportation System is a classification system of multimodal freight corridors unique to Washington state, which classifies freight corridors for truck, rail and waterway based on annual freight tonnage carried.

WSDOT designates and updates the FGTS system every two years. The purpose of the Freight and Goods Transportation System (FGTS) update is threefold:

1. Meeting two requirements identified in state law: 1) The Freight Mobility Strategic Investment Board (FMSIB) is required to designate and update the list of strategic freight corridors within the state not less than every two years¹ and 2) Washington State Department of Transportation (WSDOT) is required to designate a Freight and Goods Transportation System, including state highways, county roads, and city streets².
2. Providing a valuable and comprehensive refreshed set of freight data sources to support various planning processes, including the state freight plan, transportation corridor planning studies, Metropolitan Planning Organizations (MPO) long-range transportation plans, and city transportation master plans.
3. Used to inform freight investment decisions. For example, FMSIB has adopted the designation of strategic freight corridors in 2023 to inform the future development of a six-year program of highest-priority freight mobility investments. WSDOT also uses the FGTS classification as one of several quantitative data sources to evaluate freight benefits and prioritize freight projects for National Highway Freight Program funding allocations.

¹ RCW 47.06A.020(4): <https://app.leg.wa.gov/rcw/default.aspx?cite=47.06A.020>

² RCW 47.05.021 (4): <https://apps.leg.wa.gov/RCW/default.aspx?cite=47.05.021>

FGTS classification criteria

The FGTS tonnage classification criteria

The FGTS tonnage classification system classifies freight corridors into different categories based on annual freight tonnage moved. It defines tonnage thresholds for truck, rail, and waterway freight corridors and identifies heavily used freight transportation networks within the state.

FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage:

T-1	More than 10 million tons per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	At least 20,000 tons in 60 days and less than 100,000 tons per year

FGTS rail freight corridors are classified as R-1 through R-5, based on annual gross freight tonnage:

R-1	More than 5 million tons per year
R-2	1 million to 5 million tons per year
R-3	500,000 to 1 million tons per year
R-4	100,000 to 500,000 tons per year
R-5	Less than 100,000 tons per year

FGTS waterway freight corridors are classified as W-1 through W-5, based on annual net freight tonnage:

W-1	More than 25 million tons per year
W-2	10 million to 25 million tons per year
W-3	5 million to 10 million tons per year
W-4	2.5 million to 5 million tons per year
W-5	0.9 million to 2.5 million tons per year

Strategic freight corridor criteria

FMSIB adopts strategic freight corridors based on the FGTS system. Strategic Freight Corridors (RCW 47.06A.010) means a transportation corridor of great economic importance within an integrated freight system that carried freight tonnages of at least:

- Four million gross tons annually on state highways, city streets, and county roads
- Five million gross tons annually on rail roads
- Two and one-half million net tons on waterways

Strategic freight corridors are a subset of the FGTS system comprised of T-1 and T-2 truck freight corridors, R-1 rail freight corridors, and W-1 through W-4 waterway freight corridors.

Exhibit 1: Connections between FGTS and Strategic Freight Corridors

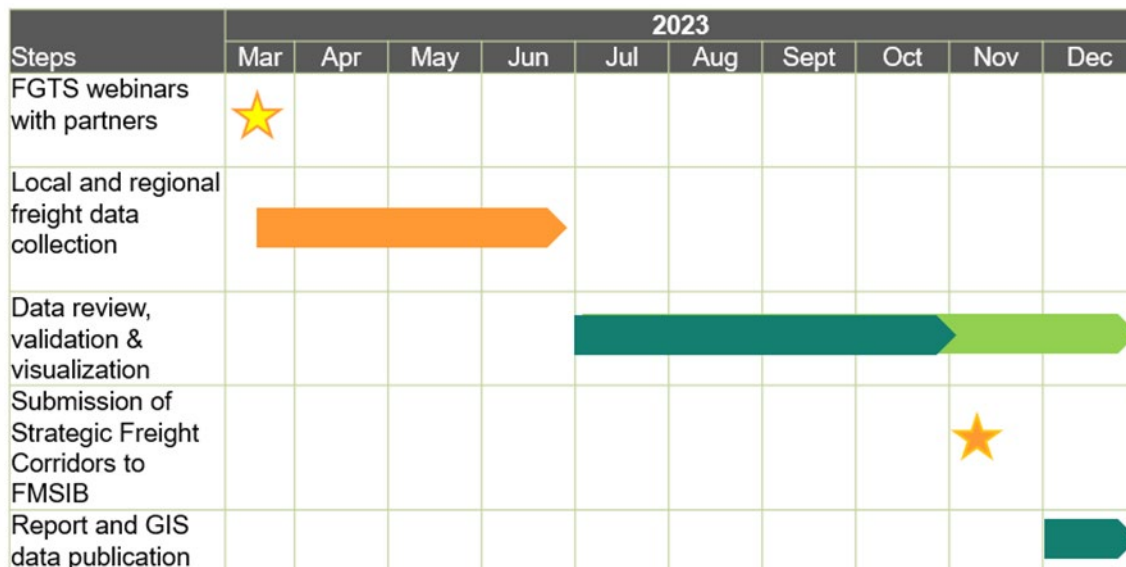
FGTS Truck Corridors	T-1: more than 10 million tons	} Strategic Freight Corridors
	T-2: 4 to 10 million tons	
	T-3: 300,000 to 4 million tons	
	T-4: 100,000 to 300,000 tons	
	T-5: at least 20,000 tons in 60 days	
FGTS Rail Freight Corridors	R-1: more than 5 million tons	
	R-2: 1 million to 5 million tons	
	R-3: 500,000 to 1 million tons	
	R-4: 100,000 to 500,000 tons	
	R-5: less than 100,000 tons	
FGTS Waterway Freight Corridors	W-1: more than 25 million tons	
	W-2: 10 to 25 million tons	
	W-3: 5 to 10 million tons	
	W-4: 2.5 million to 5 million tons	
	W-5: 0.9 to 2.5 million tons	

FGTS Update Process and Approach

The 2023 FGTS update is the result of a collaborative process involving various entities. The FGTS update process includes four major steps: freight data collection from various entities, freight data validation and visualization, FMSIB adoption and data publication. Exhibit 2 highlights the important steps, timeframes, and milestones in this process.

- Data collection:** post-COVID truck volume data (2022 and 2023 when available) is used to estimate annual truck tonnage and determine truck corridor classification. For state highways, WSDOT collects truck volume data through its own traffic data monitoring program. For city and county truck routes, WSDOT coordinates with MPO/RTPOs, and County Road Administration Board to request truck volume data and updated corridor classification information from cities and counties. WSDOT also requests 2022 rail volume data directly from railroad operators. 2021 waterway data is sourced from federal source US Army Corps of Engineers for this update.
- Data validation:** WSDOT validates the data quality and corridor classification to ensure meeting designation criteria. WSDOT also follows up with data-submitting entities to resolve any data concerns and make necessary adjustments to corridor classification as appropriate.
- Strategic freight corridor submission:** the list of FGTS corridors meeting strategic freight corridor criteria were submitted to FMSIB in mid-November and adopted by the board.
- Data publication:** GIS data for FGTS corridors was created and published through WSDOT geospatial open data portal and an online FGTS map application by the end of 2023.

Exhibit 2: FGTS update process and timeline



Appendix C provides additional details on each step of the update process.

FGTS update results

This section provides a summary of the 2023 update results for the Freight and Goods Transportation System, and the designation changes since 2021. Maps and detailed tables for all types of corridors are provided in Appendix A and B, and data limitations are discussed in appendix D. Supporting data products, including the [interactive online map application](#) is available on the WSDOT freight website.

Truck freight FGTS corridors

A total of 22,510 centerline miles of roadways are identified as moving freight throughout Washington State and designated as truck FGTS corridors. 2,770 miles of truck corridors, accounting for 12% of total truck FGTS mileage, are designated as either T-1 or T-2 corridors and have been adopted by FMSIB as Strategic Truck Freight Corridors as shown by Exhibit 3.

The breakdown of T-1 and T-2 corridor designation is as follows: 76% are state highways, 17% are city streets, and 7% are county roads as shown by Exhibit 4. The total mileage of T-1 and T-2 corridors decreased by 5% compared to 2021, reflecting a net reduction of 153 miles mostly due to classification drops in state routes as shown in Exhibit 5. However, there is a moderate increase in T-1 and T-2 mileage on city streets (38 miles), and a minor increase on county roads (10 miles).

Exhibit 3: Mileage Summary of Truck FGTS Corridors

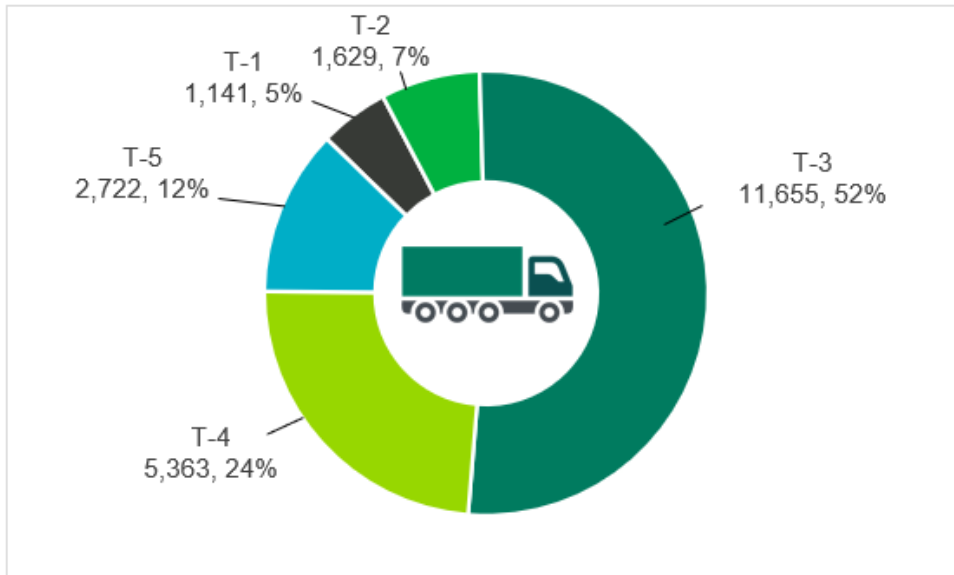


Exhibit 4: Mileage Summary of T-1 and T-2 Corridors by Facility Type in 2023

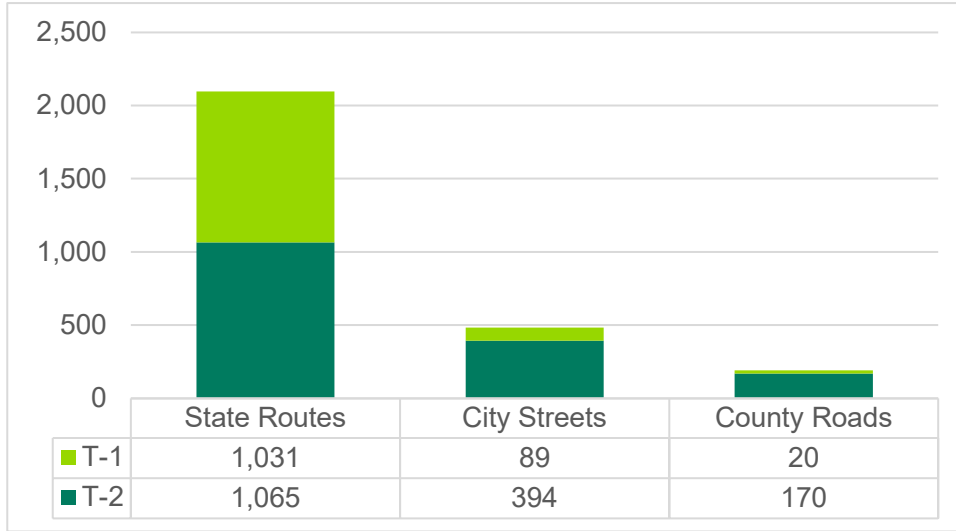
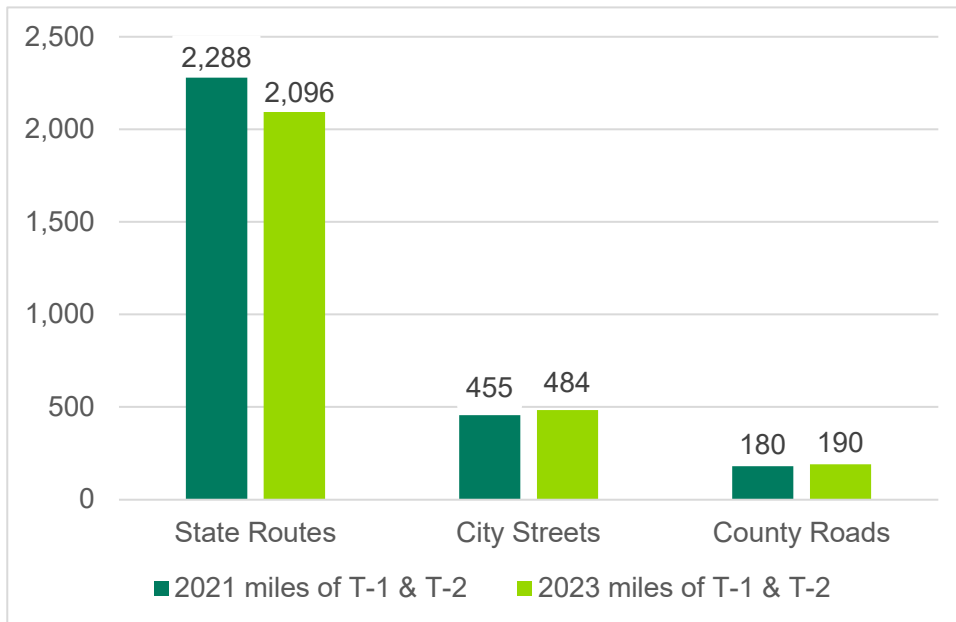


Exhibit 5: Mileage Change to T-1 and T-2 Corridors Between 2021 and 2023

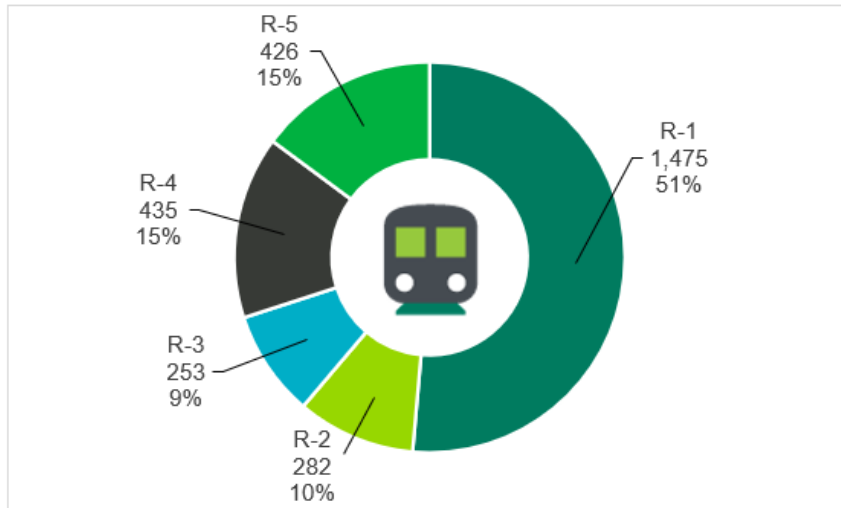


Maps and the detailed lists of 2023 T-1 and T-2 corridors by state routes, county roads and city streets, and classification changes since 2021 are presented in the appendices A and B.

Rail freight corridors

A total of 2,870 miles of rail system are identified as moving freight in Washington state and established as rail FGTS corridors. The update classifies 1,475 miles (51% of total rail FGTS mileage) as R-1 corridors, with a net decrease of 17 miles compared to 2021. Maps displaying R-1 corridors for railroads, rail FGTS networks and the list of R-1 rail segments are provided in the appendices A and B respectively.

Exhibit 6: Mileage summary of rail FGTS corridors



Waterway freight corridors

A total of 792 miles of waterways are identified as waterway FGTS corridors. Of those, 741 miles were classified as W-1 through W-4 corridors with no change since 2021. Maps and the list of waterway freight corridors are provided in the appendices A and B respectively.

Exhibit 7: Mileage summary of waterway FGTS corridors

