

Freight System Plan implementation

Future areas of focus

Economic Vitality

- Promoting international trade
- Improving competitiveness of marine ports
- Protecting freight-dependent industrial sites
- Addressing freight employment needs
- Improving intermodal connections

Preservation

- Addressing pavement/bridge preservation needs on major truck routes
- Addressing rail infrastructure needs
- Addressing port and terminal infrastructure and navigation aids
- Addressing air cargo preservation conditions

Safety

- Reducing truck related fatalities and serious injuries
- Addressing opportunities to improve truck parking
- Improving rail safety
- Enhancing rail crossing safety
- Enhancing freight security and defense capabilities

Mobility

- Addressing traffic congestion and truck bottlenecks
- Improving rail system capacity
- Improving marine system congestion
- Evaluating air cargo system capacity
- Addressing changing supply chain dynamics
- Monitoring emerging technologies

Environment

- Assessing vulnerability from climate impacts
- Reducing diesel emissions
- Monitoring safety and security of fuel supply chains

Stewardship

- Improving freight system resiliency
- Addressing regulatory challenges
- Identifying stable freight funding
- Improving data, transportation models, and performance measures
- Enhancing communication and coordination

- Leverages nearly \$240 million in additional funding for freight related projects
- Identifies NHFP eligible projects that benefit the freight transportation system, aligned with federal and state transportation goals
- Designates Critical Urban Freight Corridor limit in Washington – 81.66 miles
- Designates Critical Rural Freight Corridor limit in Washington – 163.31 miles

MORE INFORMATION

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FREIGHT INVESTMENT PLAN

The 2017 Washington State Freight Investment Plan was included as Appendix A to the 2017 Washington State Freight System Plan. It was developed to guide investments that benefit freight transportation in Washington and to track recent freight funding investments. It describes key funding sources, networks eligible for funding, and projects identified on those networks.

National Highway Freight Program

Includes a list of priority, financially constrained projects and describes how available National Highway Freight Program (NHFP) funds would be invested and matched in Washington

- Provides Washington with an estimated \$89 million from federal fiscal years 2016 to 2020 – not including the required match.

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2017 Washington State Freight System Plan

KEEPING WASHINGTON VITAL AND COMPETITIVE THROUGH FREIGHT



Washington is the second most trade-dependent state per capita in the country. The freight system supports 1.41 million jobs in freight-dependent industries in Washington, with a gross business income of \$550.5 billion. It is vital to the economy of our state and country as it enhances our state and national economies, backs national defense support systems, directly sustains hundreds of thousands of jobs, and delivers the necessities of life to residents on a daily basis.

The Washington State Department of Transportation developed the 2017 Washington State Freight System Plan to ensure that the transportation system supports the continued development of trade and sustains economic growth through efficient freight movement. The plan incorporates recent freight planning efforts by WSDOT and partners, and meets federal and state planning requirements.

The plan provides:

- Details about the importance of freight to state, regional, and local economies
- Freight analysis of volumes and forecasts
- Performance measures
- Major freight trends, issues, and needs
- Strategies
- Investment plan

Freight and Trade Drive Washington's Economy

Washington is the second most trade-dependent state in the nation

- 11,352 small and medium-sized goods exporters
- \$126.8 billion in total imports and exports value

Freight-dependent industries have a major economic effect

- 1.41 million jobs in freight-dependent industries (wholesale/retail, manufacturing, construction, transportation, agriculture, forest products)
- \$550.5 billion in gross business income for freight-dependent sectors

The Freight Transportation System in Washington is Multimodal

Goods are shipped into, out of, within, and through Washington via:

- highways and roadways
- railroads
- waterways
- airports
- pipelines

The multimodal freight transportation system has three integral components: Global Gateways, which provide freight access to international markets; Made in Washington, the freight that is manufactured or produced in Washington, including major aerospace and agricultural supply chains; and Delivering Goods to You, representing local freight delivery for businesses and residents.

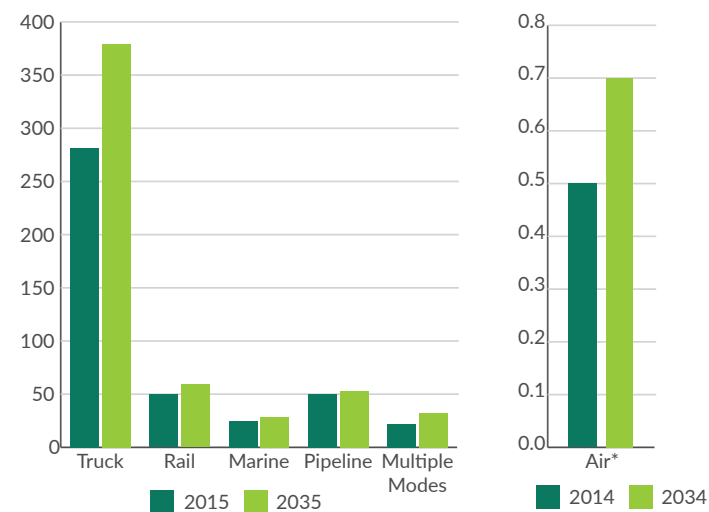
Freight increase forecasted

Demand, increasing with population, drives the needs of the multimodal freight transportation system. Freight volume on all modes is projected to grow in Washington and across the country.

Mode	National freight forecast – percent annual growth rate	State freight forecast – percent annual growth rate
Truck	1.2%	1.5%
Rail	0.7%	0.9%
Water	0.9%	0.8%
Air	4.0%	1.9%
Pipeline	1.4%	0.2%
Multiple modes and mail	2.6%	2.1%

Note: National freight forecast growth rate was calculated based on query results from FHWA's FAF4 Data Tabulation "Total Flows" Tool. State air cargo freight forecast comes from the 2017 Washington Aviation System Plan. Forecasts for other modes come from FAF4.

STATE FREIGHT FORECASTS BY MODE



Figures in short tons in millions for first five modes. Source: FHWA Freight Analysis Framework Version 4. *Air cargo is listed in metric tons in millions from 2014 to 2034. Source: 2017 Washington Aviation System Plan.

How WSDOT supports freight

- Designates federal corridors to assist with project funding
- Identifies freight priority improvement projects
- Identifies and analyzes key freight issues
- Implements strategies to improve freight transportation
- Engages with the freight community, including boards, committees, industry and other stakeholders
- Creates planning documents to identify trends, issues and needs
- WSDOT Secretary of Transportation Roger Millar chairs the AASHTO National Special Committee on Freight, overseeing national freight policy needs and objectives.

The 2017 Washington State Freight System Plan is a resource document for freight planning in Washington. The strategies identified in this plan create an approach transportation partners can use to ensure the state's economic vitality and continued freight growth. Key strategies identified in this plan will be included in the Washington Transportation Plan, the statewide multimodal transportation plan.

Key Washington freight issues

Preservation

Washington's economy depends on a strong freight transportation system and the efficient movement of goods, but lack of maintenance and preservation work puts that at risk.

- Pavement and bridge preservation needed on truck corridors
- Deferred maintenance threatens rail system sustainability
- Marine system requires regular maintenance
- Air cargo pavement repairs needed

Safety

Safety and security of the freight transportation system are important to support transportation system goals.

- Heavy truck-involved crashes are increasing
- Truck drivers lack enough safe parking
- Rail crossing injuries and fatalities are persistent
- Security and defense requirements must be met

Economic vitality

Washington is an economic engine of importance to national, regional, and local economies. It is vital that the state maintain and continue to improve its ability to move freight efficiently to stay competitive with other states and countries.

- International trade must be monitored closely to proactively respond to changes
- Ports must continue adapting to shipping industry changes and require a more equitable level tax structure
- Land-use encroachment decreases the amount of available freight-use land near transportation facilities and ports
- Aging workforce creating freight labor shortage
- Intermodal connector routes at risk due to deferred maintenance and land-use encroachment

Mobility

Congestion, capacity and bottlenecks slow the efficient movement of freight in Washington. Traffic congestion and bottlenecks create delays.

- Rail volume growth may strain capacity and access
- Marine congestion is concentrating
- Air cargo volume is experiencing significant growth
- Changing manufacturing practices and emerging technologies affect supply chains and delivery process

Environment

Reducing environmental impacts to and from the freight system supports overall transportation system goals.

- Freight system is vulnerable to climate impacts
- Freight diesel emissions affect human health
- Shipping oil by rail requires better preparedness

Stewardship

WSDOT and freight transportation partners are stewards of the freight transportation system, continuously working to improve the quality, effectiveness, and efficiency of the transportation system. Concerns identified:

- Freight funding is limited and unpredictable
- Freight system needs to be resilient to disruptions
- Regulations may affect supply chain efficiency

MARINE PORTS AND NAVIGATION PLAN

The 2017 Washington State Marine Ports and Navigation Plan was included as Appendix B to the 2017 Washington State Freight System Plan. It assesses the transportation needs of marine ports in Washington, including navigation, and identifies transportation system improvements needed to support ports' international trade and economic development role. WSDOT developed this plan to meet state requirements and support the preservation and enhancement of the state's marine freight system. It includes analysis of the condition and performance, volumes and forecast, and trends and issues of the marine freight system – providing strategies to address identified trends, issues, and needs.

Key Marine Ports and Navigation Issues:

- Navigation channels and infrastructure require regular maintenance
- The marine industry faces a labor shortage
- Land-use encroachment threatens port operations
- Ports must keep pace to accommodate container shipping lines using larger vessels
- Maintaining port safety and security requires vigilance and investment
- Rail access to ports must be maintained and improved
- Improvements are needed for processes related to federal trust funds for inland waterways and harbors