Washington State – Spokane Vicinity Freight

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Freight Matters

Washington’s freight system is important to the economy of our state and country in many ways.

• It underpins our national and state economies, supports national defense, directly sustains hundreds of thousands of jobs, and delivers the necessities of life to residents on a daily basis. Goods are shipped into, out of, and around Washington through our system of roads, railroads, marine and air ports, waterways, and other intermodal facilities.

WHY does freight MATTER to Washington?

• Maintains the urban goods movement system, supporting jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses.

• Keeps Washington competitive as a Global Gateway for the State, nation and world.

• Supports rural economies’ farm-to-market, manufacturing, and resource industry sectors.
2014
Washington State Freight Mobility Plan

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The full Washington State Freight Mobility Plan may be found at:
http://www.wsdot.wa.gov/Freight/freightmobilityplan
What are the Key Deliverables in the State Freight Plan?

The Washington State Freight Plan has:

1. Identified the Washington State Freight Truck, Rail and Waterway Economic Corridors, including first and last mile connector routes based on freight-intensive land use.

2. Set measurable freight performance goals for the State Truck and Waterway Freight Economic Corridors.

3. Systematically analyzed current performance gaps and needs on highways in State Truck Freight Economic Corridors.

4. Developed a new process to include Tribal, Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO), port and state freight strategies to improve performance on the Washington State Economic Freight Corridors in the Plan.
The Washington State Department of Transportation (WSDOT) will use these six measures to track the performance of the Truck Freight Economic Corridors.

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

**Improving:**
4. Economic output
5. Network resiliency
6. Reliability

**CONFORMS TO NATIONAL FREIGHT GOALS**

Informed by research, data, analysis, and stakeholder input, this Plan will improve Washington’s ability to achieve national freight goals:
- Improve the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
- Reduce congestion on the freight transportation system
- Improve the safety, security, and resilience of the freight transportation system
- Improve the state of good repair of the freight transportation system
- Use advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
- Reduce adverse environmental and community impacts of the freight transportation system

The Washington State Department of Transportation (WSDOT) will use these six measures to track the performance of the Truck Freight Economic Corridors.
We Have a Strong Freight System in Washington

Freight Dependent Industries support 1.46 million jobs and $128.8 billion in regional domestic product statewide.
Washington State Truck Freight Economic Corridors

LEGEND
- **T1 Truck Freight Economic Corridors**: Freight corridors carrying more than 10 million tons per year.
- **T2 Truck Freight Economic Corridors**: Freight corridors carrying 4 million to 10 million tons per year. Also includes corridors serving as alternatives to primary freight routes (US 2, US 12, SR 7, SR 14).
- **Major marine port**
- **Major air cargo airport**
- **Other state roads**
- **County line**

Source: 2011 Freight and Goods Transportation System.

March 2013
Wheat Supply Chain: Example Freight Mobility Improvements

- **Wheat is a $1.14 billion industry in Washington State**

- **Ice Harbor Lock & Dam**
  Lock and dam maintenance project.

- **PCC Freight Rail Preservation**
  Multiple preservation and rehabilitation projects.

- **West Vancouver Freight Access**
  New freight rail entrance to the Port of Vancouver from the mainline and internal rail track storage to accommodate unit trains.

Source: WSDOT Freight System Division – 2012 Freight Rail Data.
Aerospace Supply Chain: Example Freight Mobility Improvements

Phase I - Re-designation of SR 529 & Improvements
Access improvements from Port of Everett to I-5 and intersection improvements to better accommodate over-dimensional freight traffic.

I-90 Snoqualmie Pass - widen to Easton
Widening and interchange improvements.

I-5 Tacoma to Everett
Mobility improvements
Multiple improvements to I-5.

Aerospace products and parts are a $52.2 billion industry in Washington State

Source: Washington State Department of Revenue; Washington State Freight and Goods Transportation System

LEGEND
- Aerospace Product and Parts Manufacturing Business Locations
- Freight Economic Corridors:
  - T1 Truck Freight Economic Corridors: Freight corridors carrying more than 10 million tons per year
  - T2 Truck Freight Economic Corridors: Freight corridors carrying 4 million to 10 million tons per year.
  - Alternative Freight Economic Corridors: Corridors carrying 600,000 to 4 million tons per year and serve as alternatives to T1 freight routes

Map details:
- I-5 Tacoma to Everett
- I-5 phase I - Re-designation of SR 529 & Improvements
- I-90 Snoqualmie Pass - widen to Easton
US 395 NORTH SPOKANE CORRIDOR

The EIS states that the purpose for this project is: “to improve the efficiency of the people- and freight-carrying capacity on and between city streets, county roads, and major north side transportation routes, particularly US 2 and US 395.”

The following were documented as the needs for the project:

• Rapid growth in the northern suburban and eastern valley suburban areas
• Economic development dependent upon transportation facilities
• Anticipated degradation of existing arterials
• Lacking connections to public transportation, and between rail and truck
• Need to reduce the number of vehicles using the existing arterial system east of Division Street and north of I-90
US 395 NORTH SPOKANE CORRIDOR
I-90 to Trent/SR290 Interchange

- SR290/Trent to Francis - Grading, Paving and Structures - $360M
- I-90 to SR290/Trent - Grading, Paving and Structures - $390M

Total Unfunded Need: $750M

Estimates Based on 2014 Calculations

PRELIMINARY
Subject to Revision
December 2014
WSDOT Freight and Goods

WSDOT Freight and Goods Transportation System (FGTS)

- T-1 Freight Corridors
- T-2 Freight Corridors
- T-3 Freight Corridors
- T-3 Freight Corridors (Private)
- T-4 Freight Corridors
- T-5 Freight Corridors

- 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
State Truck Freight Economic Corridors
Primary Freight Corridors: T-1 corridors carrying more than 10 million tons per year

Secondary Freight Corridors: T-2 corridors carrying 4 million to 10 million tons per year. Also includes alternatives to primary freight routes (US 2, SR 7, SR 12 and SR 14)

Connector Freight Corridors
Intermodal Facilities

Major Air Cargo Airports

Rail Intermodal Terminals

Major Marine Ports

Barge Loading Facilities

State Truck Freight Economic Corridors

Primary Freight Corridors: T-1 corridors carrying more than 10 million tons per year

Secondary Freight Corridors: T-2 corridors carrying 4 million to 10 million tons per year. Also includes alternatives to primary freight routes (US 2, SR 7, SR 12 and SR 14)

Connector Freight Corridors
% of Trucks Traveling below 60% of Posted Speed

Performance During 2011-2012

%- of Trucks Traveling below 60% of Posted Speed (Increasing Milepost Direction)
- 81% - 100%
- 61% - 80%
- 41% - 60%
- 21% - 40%
- 0% - 20%

%- of Trucks Traveling below 60% of Posted Speed (Decreasing Milepost Direction)
- 81% - 100%
- 61% - 80%
- 41% - 60%
- 21% - 40%
- 0% - 20%

2011-2012

Washington State Department of Transportation
Locations with very slow Truck Speed Performance

Performance during 2011 - 2012

T-1 Freight Corridors
- Increasing Milepost Direction
- Decreasing Milepost Direction

T-2 Freight Corridors
- Increasing Milepost Direction
- Decreasing Milepost Direction
% of Trucks Traveling below 60% of Posted Speed

Performance During 2011-2012

% of Trucks Traveling below 60% of Posted Speed (Increasing Milepost Direction)
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2010-2011