Mapping State Freight Corridors Based on Freight-Intensive Land Use
Washington State Freight Plan

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Washington State Freight Mobility Plan

The State Freight Plan is compliant with:

- The Moving Ahead for Progress in the 21st Century Act (MAP-21),
- State law (RCW 47.06.045), and
- Addresses state transportation goals (RCW 47.04.280), including economic vitality and mobility.

The Plan is guided by three objectives:

**Urban goods movement**
systems that support jobs, the economy, and clean air for all, and provide goods delivery to residents and businesses.

**Washington's competitive position as a Global Gateway**
to the nation with intermodal freight corridors serving trade and international and interstate commerce, and the state and national Export Initiatives.

**Rural economies' farm-to-market, manufacturing and resource industry sectors.**
What are the Key New 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.**
In 2014, freight-dependent industries supported 1.60 million jobs and $168.7 billion in Gross Regional Product (GRP) statewide.
Past Freight Plans only included high-volume multimodal freight routes
Rail Freight Economic Corridors

LEGEND
Economic rail corridors:
- R1 - Greater than 5 million tons
- R2 - 1 million to 5 million tons
- R3 - 5 hundred thousand to 1 million tons
- R4 - 1 hundred thousand to 5 hundred thousand tons

Source: WSDOT Freight Systems Division – 2012 Freight Rail Data.
Why did WSDOT identify Freight Economic Corridors in the State Freight Plan?

The freight system exists to support freight-intensive land uses. WSDOT and its partnering state agencies and regional governments needed to develop, test and gain public acceptance of a new methodology, criteria and rules to objectively define the State’s Multimodal Freight Corridors to:

• Map and show exactly which first-and-last mile routes connect to high-volume freight routes to link the state’s freight-intensive land uses to U.S. and global commerce.

• Determine which freight corridors WSDOT will track and measure to improve performance of the state’s high-value supply chains.

• Determine where to focus needs analysis and solution development.
How does WSDOT use the State Freight Corridor designation?

• WSDOT prioritizes state and federal freight investments and implementation of other improvement strategies on the Washington State Freight Economic Corridors.

• Although federal benefits for projects listed in State Freight Plans are not substantial now, new bills aimed at Reauthorization of the Surface Transportation Act indicate that there may be a funded freight program in the future.

• Tribal, port, local and regional agencies’ freight projects are included in the State Freight Plan if they:
  – Are located on a State Freight Economic Corridor; and
  – Are listed in a Tribal, Port, Metropolitan Planning Organization (MPO) or Regional Transportation Planning Organization (RTPO) Long-range Plan.
How did WSDOT develop criteria to identify first-last mile routes in the State Freight Plan?

WSDOT organized three technical teams across the state, each focused on a Freight Plan goal, to develop the high-level criteria to identify first and last mile connector routes.

- Urban Delivery
- Global Gateway
- Rural Economies

After considering state and federal policies, industry and public benefits, they recommended these criteria.

Statewide:

- To-and-from high-volume truck routes and strategic U.S. defense facilities;
- Over-dimensional truck freight routes that connect the state’s significant intermodal facilities to the high-volume highway system.
What criteria is used to identify first-last mile routes in urban and rural areas?

In urban areas:

• To-and-from the Interstate system and the (1) closest major airport with air freight service, (2) marine terminals, ports, barge loaders and other intermodal facilities, and (3) warehouse/industrial lands

• From high-volume urban freight intermodal facilities to other urban intermodal facilities, e.g. from the Port of Seattle to the BNSF rail yard in Seattle

In rural areas:

• To-and-from state freight hubs located within five miles of highways with high truck volume. Freight hubs are defined as: (1) agricultural processing centers, (2) distribution centers, (3) intermodal facilities, and (4) industrial/commercial zoned land

• Routes that carry one million tons during three months of the year (reflecting seasonality) of agricultural, timber or other resource industry sector goods
What lessons did WSDOT learn while working with its partners?

The methodology and criteria are transparent, and were vetted by every MPO and RTPO in the state, along with many ports, cities and Tribes.

While working with Tribal and regional governments to create criteria to identify the corridors, we had to keep an open mind. We repeatedly changed the criteria based on knowledgeable input. For example:

- Should marine industrial land be connected by first-last waterway routes to high-volume waterways?

- Should we include mining land uses in natural resource lands?

- Should we include routes that are the only close route to rural towns, in recognition that they need freight deliveries?

Determining objective criteria that we could apply everywhere in the state was an iterative process between the Freight Division, other WSDOT divisions, and with many external partners until most parties accepted the goals and methodology.
Example of Freight Economic Corridors in Yakima, WA
Wheat Supply Chain: Example Freight Mobility Improvements

- **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.

Wheat is a $1.14 billion industry in Washington State.
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-5 Tacoma to Everett mobility improvements
Multiple improvements to I-5.

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

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
We’re very interested in your feedback and questions.

For more information, please contact:

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The full Washington State Freight Mobility Plan may be found at:
http://www.wsdot.wa.gov/Freight/freightmobilityplan