



Washington State Freight Mobility Plan DRAFT Scope of Work

April 11, 2011

Goals -

- Make a strong case for funding Washington state freight priority projects and programs in the reauthorization of the federal transportation bill and future state transportation packages.
- Guide capital and operating investments in the state's freight systems.

Objectives –

The Washington State Freight Mobility Plan will develop freight transportation strategies and recommendations to support sustainable economic growth, the environment and social needs in Washington State.

The primary deliverables of the Washington State Freight Mobility Plan will be an improved Freight Benefit/Cost methodology to evaluate state highway and truck intermodal improvement packages, and detailed strategies to support the plan's three objectives:

- Livable urban communities that support jobs and the economy, provide goods delivery to residents and businesses, and provide clean air for all. 'Delivering Goods to You' is an essential function of modern cities.
- The Administration's and the Governor's Export Initiatives through multistate, intermodal freight corridors serving international and interstate commerce. Washington is a 'Global Gateway' to the nation.
- Rural economies' farm-to-market, manufacturing and resource industry sectors – 'Made in Washington' products provide wealth and jobs throughout the state.

Policy Basis for the Washington State Freight Mobility Plan –

The Washington State Legislature has established transportation policy goals (RCW 47.04.280). The Washington State Freight Mobility Plan will address:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

In the Washington Transportation Plan 2030 (WTP), the Washington State Transportation Commission developed foundational themes, strategic drivers and adopted policy recommendations. The State Freight Mobility Plan will:

- Support WTP foundational theme – “The State’s Transportation System Needs to Work as an Integrated Network, Effectively Connecting across Modes and Jurisdictions.”
- Recognize WTP strategic drivers that particularly apply to freight systems -
 - “Transportation Policy Should Support and Reinforce Other State Policy Objectives.
 - The Relationship between Land Use and Transportation Is Key.
 - There are Significant Differences across Regions and One Size Does Not Fit All.
 - It Is Critical to Educate, Inform, and Reach Out to the Public.
 - Continue the Evolution to Performance-based Programs.”
- Support WTP freight-related strategies to:
 - Improve Washington’s Economic Competitiveness
 - Strengthen Connectivity of People and Communities
 - Support the Coordinated, Connected and Efficient Movement of Freight and Goods
 - Ensure the Ability to Build and Expand Essential Public Facilities
 - Support Mobility Options to Help Communities Meet the Public’s Travel Needs
 - Improve Connectivity to Facilitate Travel Across Modes and Communities
 - Accelerate Clean Transportation Options
 - Continue to Implement Performance Measures to Ensure Accountability
 - Leverage Available Technologies to Maximize Efficiency in the Transportation System

Background –

Washington State's economic recovery depends on stronger freight infrastructure.

- \$27 million of freight moves on Washington roadways every hour of every day.
- Our system of roads, rails, ports, marine waterways and intermodal facilities supported total exports from Washington valued at \$52 billion in 2009.
- In 2010, freight-dependent industries accounted for approximately xx% of Washington's jobs.
 - Retail and wholesale distribution supports nearly 447,000 jobs.
 - "Made in Washington" products support 404,000 jobs.

Tasks -

- Task 1. Review current and proposed federal and state freight transportation benefit criteria:
- Identify current federal freight project and program criteria and Benefit/Cost methodology requirements. Identify federal freight project and program criteria found in FHWA/U.S. DOT national freight policy, proposed federal freight bills, SAFETEA-LU freight policies and programs, U.S. EPA truck freight programs, and TIGER I and II evaluation criteria.
 - Review other states' freight plans for best practices.
- Task 2. Update network description, relevant statistics and description of use of the state's freight systems found in the 2008 Washington Transportation Plan Freight Report. Determine data requirements and data sources for the Plan.
- Task 3. Conduct gap analysis of connectivity of state freight systems:
- Develop a draft list of current essential state truck freight intermodal facilities and connectors based on factors to include:
 - Washington State's currently designated National Highway System (NHS) Intermodal Facilities and Connectors.
 - The Governor's "Container Ports and Land Use Report."
 - The Washington State Freight Rail Plan.
 - 2009 Marine Cargo Forecast
 - WSDOT Ferries Division Final Long-range Plan
 - WSDOT Highways System Plan
 - The Stateside Aviation System Plan.

- Information provided by Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs) and Ports, including:
 - Recommended essential state freight facilities and connectors and regional criteria used to identify them,
 - Locations of Manufacturing and Industrial Centers.
- Develop draft state criteria and/or thresholds to identify essential state truck freight facilities.

Task 4. Identify current freight system deficiencies:

- Systematically collect GPS onboard truck spot speed, directional and origin/destination data and conduct analysis of truck bottlenecks on major freight corridors, statewide.
- Conduct statewide survey and economic analysis of the cost of truck congestion to Washington State's economy.
- Identify and prioritize (by segment total truck and passenger volume, severity, and frequency of incidents) truck collision locations on the state highway system.
- Incorporate findings of WSDOT Truck Parking Study listing priority locations for additional capacity.
- Conduct interviews and focus groups with shippers and carriers in regions' key freight-dependent sectors to determine current freight system performance requirements and deficiencies.
- Hold one to two public workshops, to be hosted by MPOs across the state, for stakeholders to review and provide input on draft Plan deliverables. Stakeholders include state freight transportation infrastructure owners and operators (MPO/RTPOs, cities, counties, tribes, air and marine ports, FHWA/U.S. DOT, railroads, U.S. Army Corps of Engineers, Canadian Border Services Agency, U.S. Customs and Border Protection); key state agencies (Freight Mobility Strategic Investment Board/FMSIB; Departments of Agriculture, Commerce and Ecology; Washington State Patrol; Washington State Military Dept. Emergency Management Division; County Road Administration Board; Transportation Investment Board; Washington Transportation Commission), and associations of freight carriers, shippers and goods receivers, labor, and environmental interests. Stakeholders also include neighboring DOTs and MPOs (B.C., Idaho and Oregon), and national and international shipper and carrier associations.

- Tribal outreach: Invite the Tribal Transportation Planning Organization (TTPO) to hold a State Freight Mobility Plan workshop. Request time to discuss the State Freight Plan at a Washington Indian Transportation Policy Advisory Committee meeting (WITPAC). Send the draft plan to tribal leaders for review and comment.
- Incorporate findings of the State Freight Rail Plan, the Long-range Aviation Transportation Plan and the Highway System Plan.

Task 5. Identification of future freight system demands.

- Plan and hold a one-day “Future of Freight Symposium” to prepare, by evaluating multiple future trade scenarios, for future demand on Washington State freight systems.

Task 6. Form and support three expert Technical Teams to:

- Define specific, measurable freight benefits associated with the Plan’s three objectives. The list of freight benefits will be reviewed by the State Freight Mobility Plan Advisory Group after being incorporated into WSDOT’s freight highway and intermodal project Benefit/Cost evaluation tools.
- Recommend data sets and sources to measure freight benefits produced by system improvements.
- Provide data to confirm and/or update freight system deficiencies found in current state and local transportation plans.
- Draft strategies to improve freight system deficiencies associated with each objective.
- Recommend draft performance measures for the strategies.

Hold up to three in-person meetings for each Technical Team, and support work done via conference calls or email between meetings.

Task 7. Based on defined freight benefits from Task 6 and analysis of freight system connectivity in Task 3, develop draft Freight Benefit/Cost evaluation methodology for state freight highway and truck intermodal projects.

Task 8. Analyze causes and develop solutions to address the worst truck highway bottlenecks in Central Puget Sound and statewide, as identified in Task 4.

Task 9. Form and support a State Freight Mobility Plan Advisory Group to review the draft Freight Benefit criteria and Benefit/Cost methodology. Hold two meetings:

Meeting 1 – Present Technical Teams' deliverables and draft Freight Benefit/Methodology for review and comment.

Meeting 2 – Present draft freight project packages determined by application of Freight Benefit/Methodology for review and comment.

Task 10. Evaluate highway and truck intermodal project proposals using freight B/C methodology.

Task 11. Recommend phased list of needed improvements/solutions; components of project and project packages may also be phased.

- Short-term – Years one to six
- Mid-term – Years seven to 12
- Long-term – Years 13 – 20
- Those for which future study is needed

Task 12. Outline funding options and revenue sources; develop matrix of sources and uses for Appendix.

Task 13. Develop and implement Truck Performance Measure methodology to track four key system performance measures on the state's primary truck freight corridors: average speed, reliability, congestion threshold and volume.

Task 14. Prepare Draft and Final State Freight Mobility Plan.

- Draft the State Freight Mobility Plan and distribute for public review and comment.
- Publish and distribute the final Washington State Freight Mobility Plan.