

SEC. 1115. NATIONAL FREIGHT POLICY.

(a) In General.--Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

``Sec. 167. National freight policy

``(a) In General.--It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each goal described in subsection (b).

``(b) Goals.--The goals of the national freight policy are--

``(1) to invest in infrastructure improvements and to implement operational improvements that--

``(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States;

``(B) reduce congestion; and

``(C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;

``(2) to improve the safety, security, and resilience of freight transportation;

``(3) to improve the state of good repair of the national freight network;

``(4) to use advanced technology to improve the safety and efficiency of the national freight network;

``(5) to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; and

``(6) to improve the economic efficiency of the national freight network.

``(7) to reduce the environmental impacts of freight movement on the national freight network;

``

(c) Establishment of a National Freight Network.--

``(1) In general.--The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

``(2) Network components.--The national freight network shall consist of--

``(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the 'primary freight network') as most critical to the movement of freight;

``(B) the portions of the Interstate System not designated as part of the primary freight network; and

``(C) critical rural freight corridors established under subsection (e).

``(d) Designation of Primary Freight Network.--

``(1) Initial designation of primary freight network.--

``(A) Designation.--Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network--

``(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

``(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

``(B) Factors for designation.--In designating the primary freight network, the Secretary shall consider--

``(i) the origins and destinations of freight movement in the United States;

``

- (ii) the total freight tonnage and value of freight moved by highways;
 - ``(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;
 - ``(iv) the annual average daily truck traffic on principal arterials;
 - ``(v) land and maritime ports of entry;
 - ``(vi) access to energy exploration, development, installation, or production areas;
 - ``(vii) population centers; and
 - ``(viii) network connectivity.
- ``(2) Additional miles on primary freight network.--In addition to the miles initially designated under paragraph (1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.
- ``(3) Redesignation of primary freight network.--Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).
- ``(e) Critical Rural Freight Corridors.--A State may designate a road within the borders of the State as a critical rural freight corridor if the road--
 - ``(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);
 - ``(2) provides access to energy exploration, development, installation, or production areas;
 - ``(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than--
 - ``(A) 50,000 20-foot equivalent units per year; or
 - ``(B) 500,000 tons per year of bulk commodities.
- ``(f) National Freight Strategic Plan.--
 - ``(1) Initial development of national freight strategic plan.--

Not later than 3 years after the date of enactment of this section, the Secretary shall, in consultation with State departments of transportation and other appropriate public and private transportation stakeholders, develop and post on the Department of Transportation public website a national freight strategic plan that shall include--

 - ``(A) an assessment of the condition and performance of the national freight network;
 - ``(B) an identification of highway bottlenecks on the national freight network that create significant freight congestion problems, based on a quantitative methodology developed by the Secretary, which shall, at a minimum, include--
 - (i) information from the Freight Analysis Network of the Federal Highway Administration; and
 - (ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;
 - ``(C) forecasts of freight volumes for the 20-year period beginning in the year during which the plan is issued;
 - ``(D) an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans;
 - ``(E) an assessment of statutory, regulatory, technological, Institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers);
 - ``(F) an identification of routes providing access to energy exploration, development, installation, or production areas;

- ``(G) best practices for improving the performance of the national freight network;
- ``(H) best practices to mitigate the impacts of freight movement on communities;
- ``(I) a process for addressing multistate projects and encouraging jurisdictions to collaborate; and
- ``(J) strategies to improve freight intermodal connectivity.
- ``(2) Updates to national freight strategic plan.--Not later than 5 years after the date of completion of the first national freight strategic plan under paragraph (1), and every 5 years thereafter, the Secretary shall update and repost on the Department of Transportation public website a revised national freight strategic plan.
- ``(g) Freight Transportation Conditions and Performance Reports.--Not later than 2 years after the date of enactment of this section, and biennially thereafter, the Secretary shall prepare a report that contains a description of the conditions and performance of the national freight network in the United States.
- ``(h) Transportation Investment Data and Planning Tools.--
 - ``(1) In general.--Not later than 1 year after the date of enactment of this section, the Secretary shall--
 - ``(A) begin development of new tools and improvement of existing tools or improve existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects, including--
 - ``(i) methodologies for systematic analysis of benefits and costs;
 - ``(ii) tools for ensuring that the evaluation of freight-related and other transportation projects could consider safety, economic competitiveness, environmental sustainability, and system condition in the project selection process; and
 - ``(iii) other elements to assist in effective transportation planning;
 - ``(B) identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist in making transportation investment decisions; and
 - ``(C) at a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand.
 - ``(2) Consultation.--The Secretary shall consult with Federal, State, and other stakeholders to develop, improve, and implement the tools and collect the data in paragraph (1).
- ``(i) Definition of Aerotropolis Transportation System.--In this section, the term 'aerotropolis transportation system' means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.''.
 - (b) Conforming Amendment.--The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

``167. National freight program.''.

SEC. 1116. PRIORITIZATION OF PROJECTS TO IMPROVE FREIGHT MOVEMENT.

- (a) In General.--Notwithstanding section 120 of title 23, United States Code, the Secretary may increase the Federal share payable for any project to 95 percent for projects on the Interstate System and 90 percent for any other project if the Secretary certifies that the project meets the requirements of this section.
- (b) Increased Funding.--To be eligible for the increased Federal funding share under this section, a project shall--

- (1) demonstrate the improvement made by the project to the efficient movement of freight, including making progress towards meeting performance targets for freight movement established under section 150(d) of title 23, United States Code; and
 - (2) be identified in a State freight plan developed pursuant to section 1118.
- (c) Eligible Projects.--Eligible projects to improve the movement of freight under this section may include, but are not limited to--
- (1) construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement;
 - (2) intelligent transportation systems and other technology to improve the flow of freight;
 - (3) efforts to reduce the environmental impacts of freight movement on the primary freight network;
 - (4) railway-highway grade separation;
 - (5) geometric improvements to interchanges and ramps.
 - (6) truck-only lanes;
 - (7) climbing and runaway truck lanes;
 - (8) truck parking facilities eligible for funding under section 1401;
 - (9) real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;
 - (10) improvements to freight intermodal connectors; and
 - (11) improvements to truck bottlenecks.

SEC. 1117. STATE FREIGHT ADVISORY COMMITTEES.

- (a) In General.--The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.
- (b) Role of Committee.--A freight advisory committee of a State described in subsection (a) shall--
 - (1) advise the State on freight-related priorities, issues, projects, and funding needs;
 - (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
 - (3) communicate and coordinate regional priorities with other organizations;
 - (4) promote the sharing of information between the private and public sectors on freight issues; and
 - (4) participate in the development of the freight plan of the State described in section 1118.

SEC. 1118. STATE FREIGHT PLANS.

- (a) In General.--The Secretary shall encourage each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
- (b) Plan Contents.--A freight plan described in subsection (a) shall include, at a minimum--
 - (1) an identification of significant freight system trends, needs, and issues with respect to the State;
 - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;
 - (3) a description of how the plan will improve the ability of the State to

meet the national freight goals established under section 167 of title 23, United States Code;

- (4) evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement;
 - (5) in the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration; and
 - (6) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.
- (c) Relationship to Long-range Plan.--A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23, United States Code.

Washington State Freight Mobility Plan: What's Next?

Washington State Department of Transportation Freight Systems Division



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

\$37 million of freight moves on Washington roadways every hour of every day.

In 2010, Washington's freight transportation network supported 1.46 million jobs in freight-dependent industries that produced \$129 billion in regional domestic product.

Washington is one of the top five most trade dependent states in the nation, with \$111.5 billion in exports in 2011.



Goals

The Washington State Freight Mobility Plan will develop and prioritize freight transportation system improvement strategies that support and enhance trade and sustainable economic growth, safety, the environment, and goods delivery needs in Washington State. The plan will:

- Make a strong case for funding Washington State freight priority projects under MAP-21 and in future state transportation packages.
- Guide capital and operating investments in the state's freight systems.

Objectives

The main objectives of the Washington State Freight Mobility Plan are to:

1. Prioritize freight system improvement strategies to support the plan's 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.
2. Help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck freight and intermodal freight projects that meet federal criteria and goals.
3. Integrate existing state plans into a single state freight plan to address all freight modes in the state system: truck, rail, marine, and aviation.

Federal Policy Basis for Washington State Freight Mobility Plan

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) became law. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 includes a number of provisions designed to enhance freight movement in support of national goals. One of these encourages states to develop individual freight plans (Section 1118) and establish freight advisory committees. The Washington State Freight Mobility Plan will meet the requirements that have been set for Freight Plans by MAP-21.

Washington State Freight Advisory Committee

Section 1117 under MAP-21 encourages states to establish Freight Advisory Committees.

WSDOT and the state Freight Mobility Strategic Investment Board (FMSIB) have agreed that FMSIB will create the Washington State Freight Advisory Committee as an ongoing standing committee of FMSIB. The Advisory Committee will confirm and validate Washington State Freight Plan deliverables developed by WSDOT.

MAP-21 Guidance for the Washington State Freight Mobility Plan (please see Timeline on pages 4-5)

Section 1. Develop Strategic Goals to show how the Washington State Freight Plan will help the state meet goals established under Title 23 United States Code 167, National Freight Policy, and also the state's strategic goals for freight transportation.

Section 2. Explain Economic Context that freight transportation planning plays in the state's economy, identify supply chains that both support Washington's important industrial sectors and are important to state and national exports.

Section 3. Document Washington's Freight Policies and Institutions for:

- State grant and loan programs available for freight-related infrastructure.
- The governance structures and funding mechanisms for state institutions that own and regulate freight infrastructure.
- Private infrastructure owners.
- Statutory and constitutional constraints on freight-related investments and policies.
- Multi-state freight planning activities.

Section 4. Inventory State Freight Transportation Assets including:

- Freight-carrying modes, warehousing and intermodal facilities, gateways and corridors that are located in or pass through the state.
- Facilities with freight mobility issues. (The plan will address facilities contained within the Washington State Freight Economic Corridors, please see enclosed maps.)

Section 5. Document Conditions and Develop Performance Measures that will guide the freight-related transportation investment decisions of the state including:

- An identification of bottlenecks that cause delays and unreliability in freight movements.
- Specific locations that are in a poor state of repair.
- Locations that create safety hazards or other performance problems.

Section 6. Develop 20-year Freight Forecast by mode and commodity classification, for inbound, outbound, and freight passing through the state with origins and destinations both inside and outside the state.

Section 7. Overview of Trends, Needs, and Issues including:

- How emerging trends make the needs and issues more significant.
- How emerging trends affect how needs and issues should be addressed.

(continued on page 6)

MAP-21 Guidance for the Washington State Freight Mobility Plan (please see Timeline on pages 4-5)

(continued from page 3)

Section 8. Analyze Strengths and Challenges for the State's Freight Transportation System:

- List the state's competitive advantages and the most important problems to solve.
- Show in what respects freight systems don't meet state goals.

Section 9. Communicate Decision-Making Process for freight transportation improvements under consideration including:

A. Discussion of outreach to stakeholders and public:

- i) How the state prioritized various strategies, projects, and policy changes
- ii) How the state coordinates improvements of different modes of transportation
- iii) Ways the state coordinates with other states in regional freight planning efforts and with metropolitan areas within the state.

B. Conduct economic analysis:

- i) Analysis of benefits and costs of improvements
- ii) Discussion of alternatives.

Section 10. Describe State's Freight Improvement Strategy:

- Show strategies in higher and lower priority groups.
- Analysis of how each improvement will advance goals relating to:
 - capital investments
 - operation improvements such as congestion pricing
 - policy changes including performance management
 - expanded use of ITS and other innovative technologies
- Analysis of how proposed improvements will affect industries and supply chains identified in Section 2.
- Analysis of strategies to improve deterioration on agricultural and timber routes and analysis of expected outcomes from improvements.
- Discussion of how the Plan relates to other state transportation plans, metropolitan area freight plans, and adjacent state freight plans.

Section 11. Develop Comprehensive Implementation Plan that details:

- Short- and long-term strategies.
- Approximate time schedule for each improvement.
- Analysis of which projects have the potential to create a revenue stream.
- Funding plan, showing how each project will be funded.
- Proposed partnerships with private infrastructure owners.
- How the state will work with adjacent states on projects that cross state lines.

State Policy Basis

State law requires the Washington State Department of Transportation (WSDOT) to develop a state freight mobility plan: *“The state-interest component of the statewide multimodal transportation plan shall include a freight mobility plan which shall assess the transportation needs to ensure the safe, reliable, and efficient movement of goods within and through the state and to ensure the state’s economic vitality.”* (Washington State RCW 47.06.045).

The Washington State Legislature has established transportation policy goals (RCW 47.04.280) and the 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.

The State Freight Mobility Plan will support policies adopted in the 2030 Washington Transportation Plan (WTP) including:

- Continue the evolution to performance-based programs.
- Improve Washington’s economic competitiveness.
- Support the coordinated, connected and efficient movement of freight and goods.

What were the results of the last Washington State Freight Mobility Plan?

In 2005 - 2006, WSDOT Freight Systems Division worked closely with the Washington State Transportation Commission to develop the Freight Report in the 2006 Washington Transportation Plan. We’ve relied on that work as the state freight plan since 2006, updating the freight report’s statistics in 2008.

The 2006 Washington Transportation Plan recommended several high priority freight investments:

Funded and Completed:

- Over 50 projects on Interstate 5, one of Washington’s primary truck freight corridors.
- SR 518 – SeaTac Airport to I-5/I-405 Interchange, which will support access to the state’s air freight system.
- SR 18 widening, to widen a 21-mile section of highway between Auburn and Issaquah-Hobart Road.
- Port access and grade separations such as the Lincoln Ave. grade separation, Havana St., and Vancouver Rail Bypass projects.

Funded and Underway:

- I-90 Snoqualmie Pass East – Hyak to Keechelus Dam, which will increase freight capacity and dramatically reduce avalanche-related closures.
- Columbia River Crossing, which will improve safety, relieve congestion, and improve freight mobility on one of the region’s major north-south freight corridors.
- Alaskan Way Viaduct, which replaces the existing structure with a deep-bore tunnel.

How will the Washington State Freight Mobility Plan benefit the state?

The State Freight Mobility Plan will help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck highway and intermodal freight projects that meet federal freight criteria and goals, and by integrating existing state modal plans into one state freight plan.

To support potential new law transportation funding, the State Freight Mobility Plan will recommend prioritized freight system improvement strategies and performance measures to track progress towards objectives. These will be developed by a broad group of technical experts and reviewed by stakeholders and the Freight Advisory Committee.



Washington State Freight Mobility Plan

Technical Team Members

WSDOT is grateful to representatives from:

Anderson Hay
Benton-Franklin Council of Governments
BNSF Railway
The Boeing Co.
Carlile Transportation Systems
City Moving Systems, Inc.
City of Kent
City of Redmond
City of Seattle
Con Agra Foods
Crown Moving Company, Inc.
Expeditors International of Washington, Inc.
Fast Way Freight System, Inc.
FedEx
Food Services of America
Gordon Trucking, Inc.
International Longshore & Warehouse Union/Pacific Maritime Assn.
James Farrell & Co./COLO Logistics
K Line America
Kenworth Truck Co./PACCAR
King County
MacMillan-Piper
The McGregor Company
Nintendo of America Inc.
Nucor Steele Seattle, Inc.
Oak Harbor Freight Lines
Pacific Northwest Asia Shippers Assn.
Pacific Northwest Waterways Assn.

Peninsula Truck Lines
Petrocard
Port of Longview
Port of Pasco
Port of Seattle
Port of Tacoma
Port of Vancouver
Puget Sound Clean Air Agency
Puget Sound Regional Council
Rahier Enterprises, LLC
Rail America
Safeway
Spokane Regional Transportation Council
SUPERVALU, Inc.
Union Pacific Railroad
UPS
Walmart
Washington Assn. of Wheat Growers
Washington Environmental Council
Washington Public Ports Assn.
Washington State Patrol
Washington State Potato Commission
Washington Trucking Assns.
Wenatchee Valley Traffic Assn.
Wenatchee Valley Transportation Council
Western Ports Transportation, Inc.
Whatcom Council of Governments
Yakima Valley Conference of Governments

for their active participation in development of the State Freight Mobility Plan.



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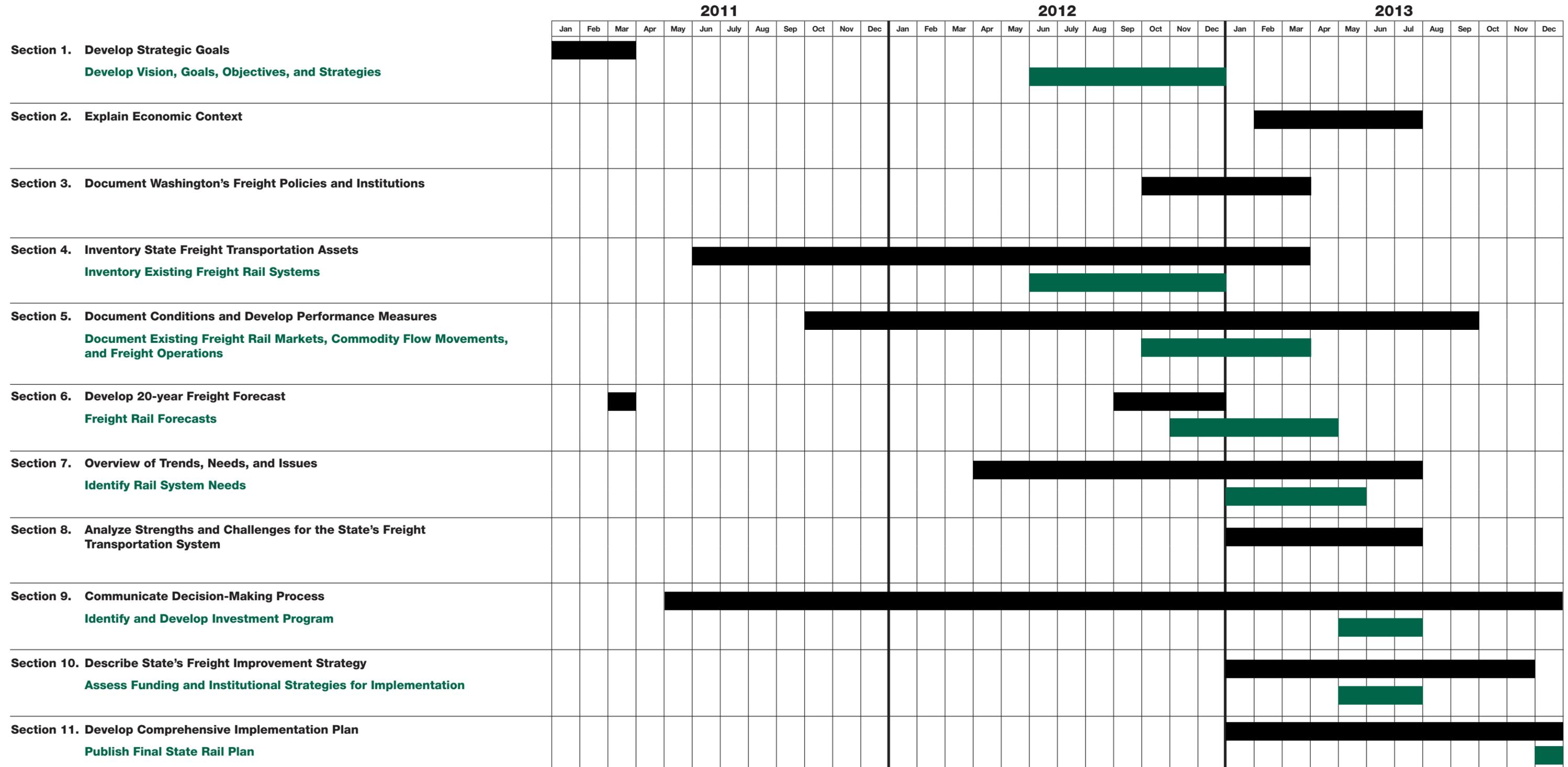


**Washington State
Department of Transportation**

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Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sultan at (360) 705-7082.

State Freight Mobility Plan Schedule



Washington state truck freight economic corridors and freight-dependent jobs by region

NORTHWEST

Regional domestic product: **\$6.4 billion***

Wholesale and retailer	38,711
Manufacturing	14,379
Construction	13,634
Agriculture and timber/wood products	8,484
Transportation	2,896
TOTAL JOBS*	78,105

COASTAL

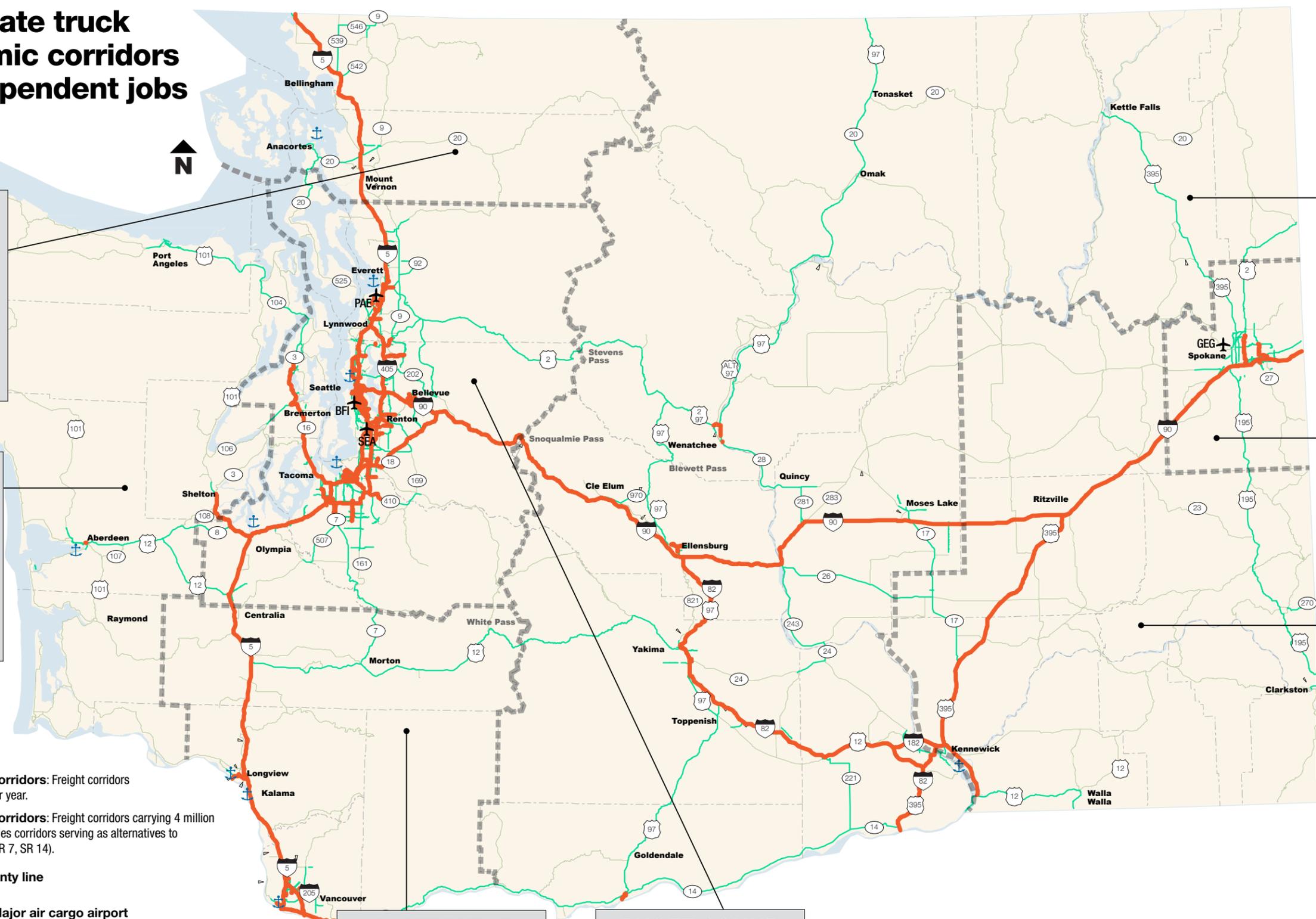
Regional domestic product: **\$2.5 billion***

Wholesale and retailer	21,391
Manufacturing	8,752
Construction	6,763
Agriculture and timber/wood products	6,526
Transportation	2,462
TOTAL JOBS*	45,893

- 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).
 - Other state roads - - - County line
 - Major marine port Major air cargo airport
 - - - Boundary of freight-dependent regions

February 2013

Source: 2011 Freight and Goods Transportation System; * Total Jobs and Regional Domestic Product (RDP) figures from 2010 Washington state IMPLAN data. Total Jobs and RDP numbers are for freight-dependent industries only. These industries rely on Washington State freight systems including highway, road, freight rail, waterway and intermodal facilities.



CENTRAL

Regional domestic product: **\$11.2 billion***

Wholesale and retailer	80,488
Agriculture and timber/wood products	57,056
Manufacturing	22,578
Construction	20,542
Transportation	7,819
TOTAL JOBS*	188,483

SPOKANE

Regional domestic product: **\$5.9 billion***

Wholesale and retailer	56,386
Manufacturing	15,167
Construction	15,314
Transportation	5,219
Agriculture and timber/wood products	3,993
TOTAL JOBS*	96,078

SOUTHEAST

Regional domestic product: **\$3.2 billion***

Wholesale and retailer	19,236
Agriculture and timber/wood products	18,511
Manufacturing	10,547
Construction	5,337
Transportation	3,085
TOTAL JOBS*	56,716

SOUTHWEST

Regional domestic product: **\$7.7 billion***

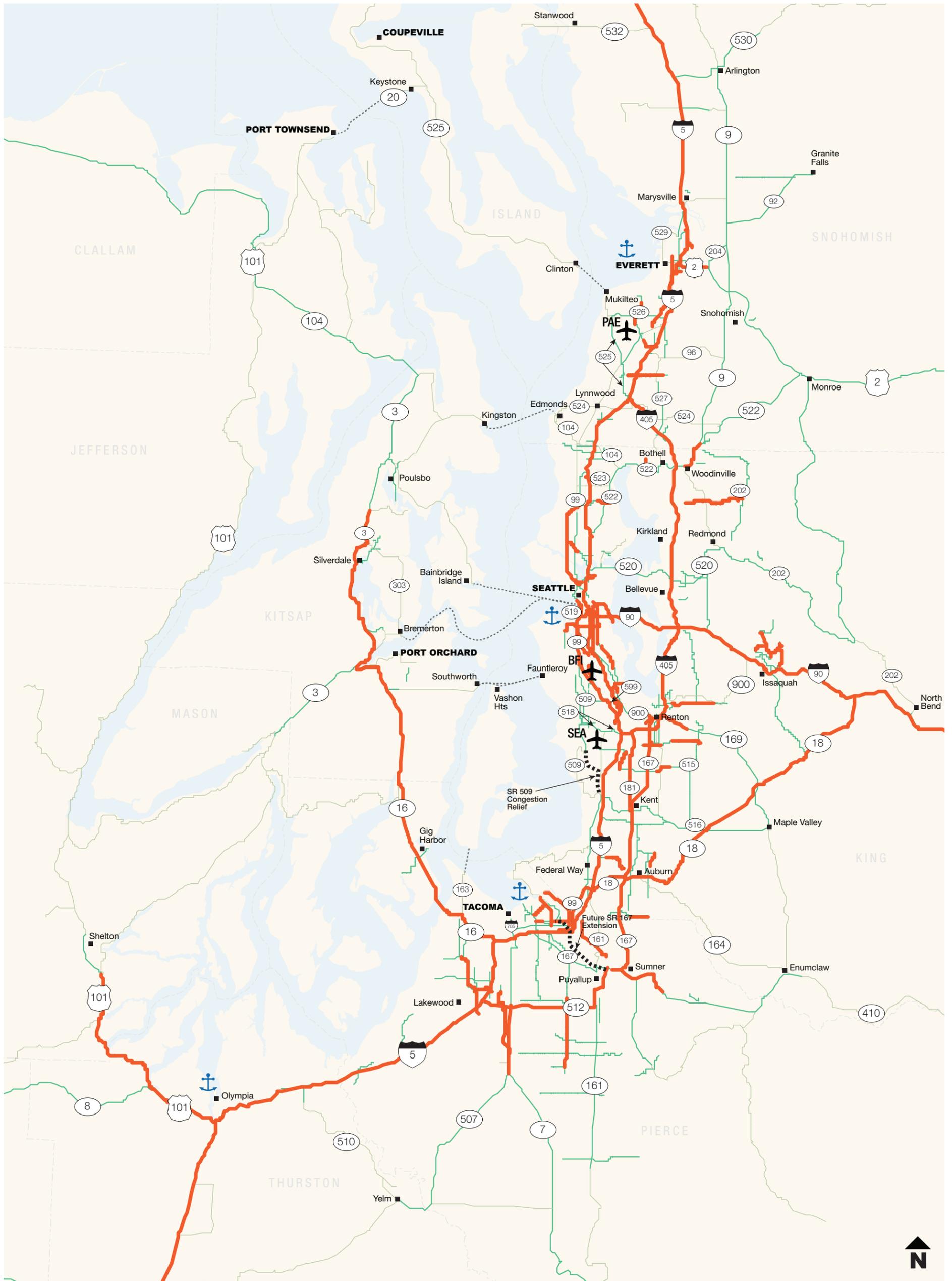
Manufacturing	53,339
Wholesale and retailer	21,949
Construction	18,153
Agriculture and timber/wood products	6,353
Transportation	7,046
TOTAL JOBS*	106,841

PUGET SOUND

Regional domestic product: **\$91.9 billion***

Wholesale and retailer	465,599
Manufacturing	232,897
Construction	130,914
Transportation	47,422
Agriculture and timber/wood products	15,888
TOTAL JOBS*	892,721

Puget Sound region 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, SR 7).
- Major air cargo airport**
- Major marine port**
- **Other state roads**
- - - **Ferry route**
- - - **County line**

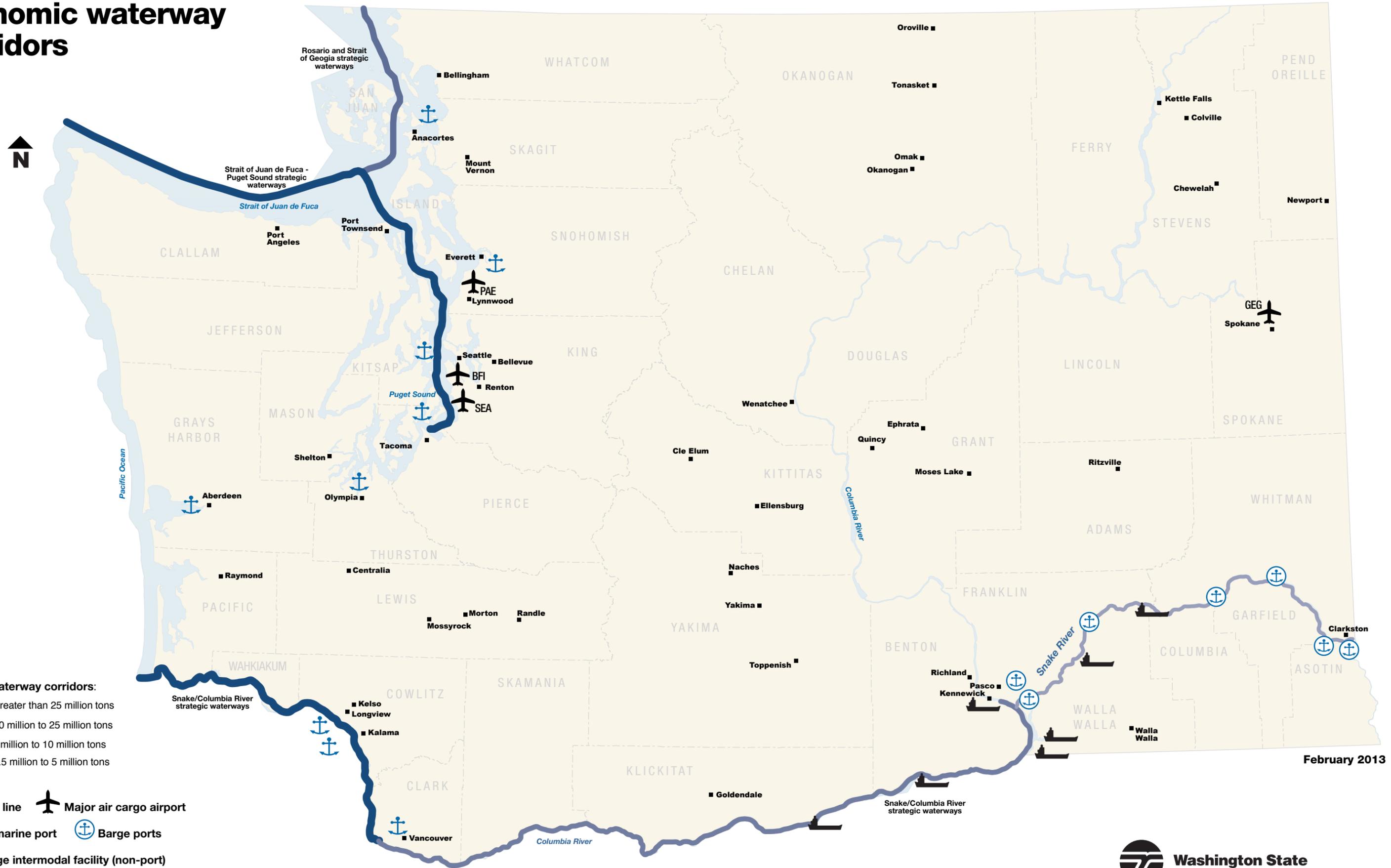
Washington state economic rail corridors



February 2013

Source: WSDOT Freight Systems Division – 2012 Freight Rail Data.

Washington state economic waterway corridors



LEGEND
Strategic waterway corridors:
 W1 - Greater than 25 million tons
 W2 - 10 million to 25 million tons
 W3 - 5 million to 10 million tons
 W4 - 2.5 million to 5 million tons

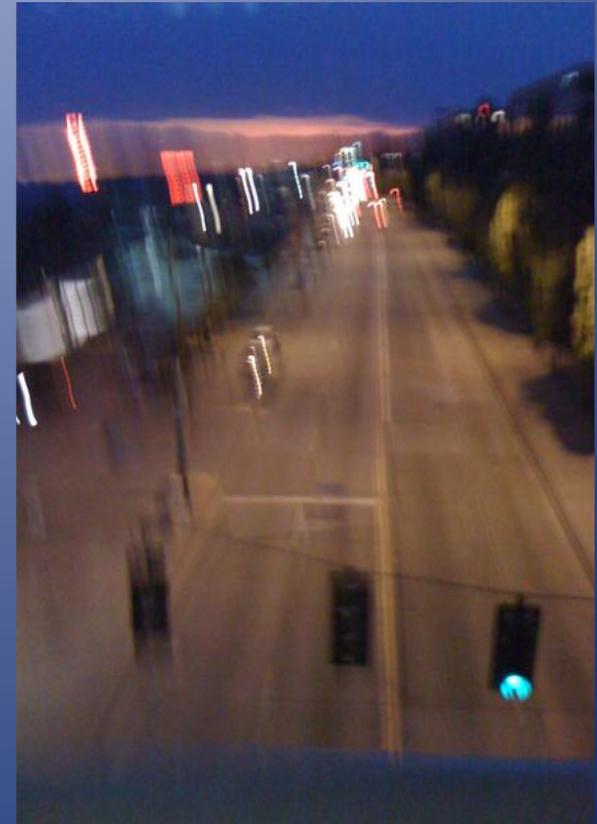
--- County line
 ✈ Major air cargo airport
 ⚓ Major marine port
 ⚓ Barge ports
 🚢 Barge intermodal facility (non-port)

Source: WSDOT State Rail and Marine Office – 2009 Strategic Freight Waterway Corridors in Washington State.



Washington Transportation Plan 2030

- A comprehensive and balanced statewide transportation policy plan reflecting the multi-faceted needs of the state's transportation system
- WTP 2030 is intended to guide investment and other transportation decisions
- A transitional plan, crafted at the beginning of a new era
- Federal transportation policy is evolving and fuel tax revenue is declining





The Legislature established six transportation policy goals. RCW 47.04.280

ECONOMIC VITALITY

SAFETY

ENVIRONMENT

PRESERVATION

MOBILITY

STEWARDSHIP



Big Ideas in WTP 2030

- Our top priority must be to **maintain the capacity of the existing transportation system.**
- **Mobility** of people and goods is critical to our economy.



Economic Vitality Goal



To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy

- A. Improve Washington's Economic Competitiveness
- B. Strengthen Connectivity of People and Communities
- C. Support the Coordinated, Connected, and Efficient Movement of Freight & Goods**
- D. Invest in the State's Aviation System
- E. Ensure the Ability to Build and Expand Essential Public Facilities

The Next WTP:

a comprehensive and balanced statewide transportation plan

Six transportation policy goals:

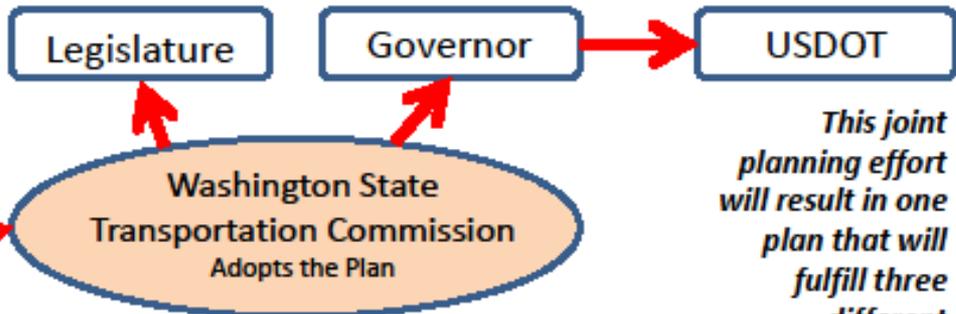
- **ECONOMIC VITALITY**
- **PRESERVATION**
- **SAFETY**
- **MOBILITY**
- **ENVIRONMENT**
- **STEWARDSHIP**

RCW 47.04.280

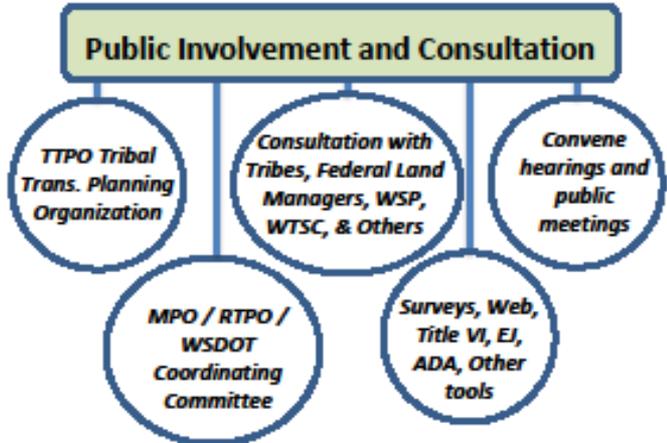
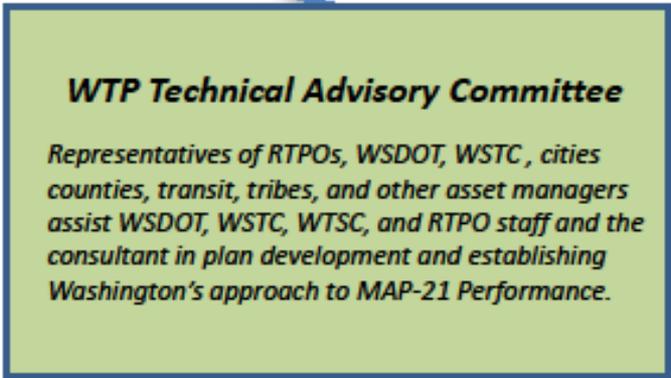
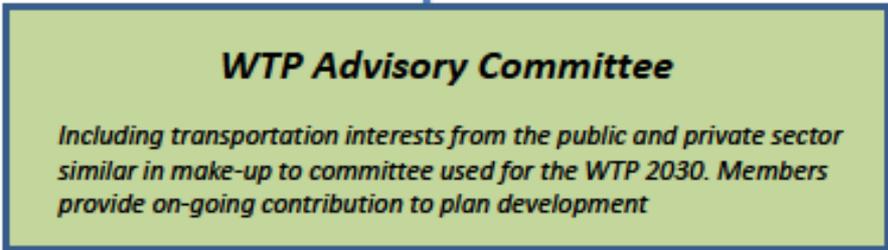
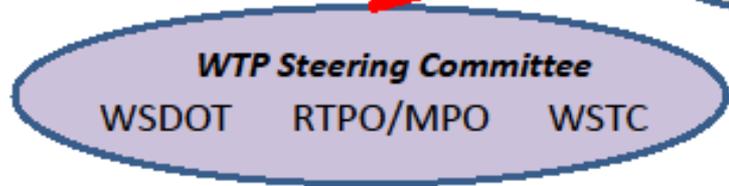


The Next WTP: A Work in Progress

Three member policy committee recommends the plan to the Transportation Commission for adoption, the Secretary of Transportation for endorsement, and the MPOs/RTPOs for support.



This joint planning effort will result in one plan that will fulfill three different planning requirements.



DISCUSSION DRAFT JANUARY 2013