Washington State Freight and Goods Transportation System and Truck Freight Economic Corridors

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Washington State Department of Transportation

What is FGTS?

- Washington State Freight and Goods Transportation System (FGTS) classification system:
  - Used since 1995 to designate the most heavily used roads for trucks.
  - Provides a snapshot of freight tonnage carried on roadway segments within the state.
  - Covers state routes, county roads, and city streets.
- Washington State DOT update the FGTS classification biannually

How does FGTS classify roadways?

FGTS tonnage classification system is used to classify state highways, county roads, and city streets.

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

Strategic Freight Corridor

What is FGTS Used for?

- Freight Mobility Strategic Investment Board approves and adopts the list of designated strategic freight corridors every two years. Projects eligible for FMSIB funding must be on a strategic freight corridor.

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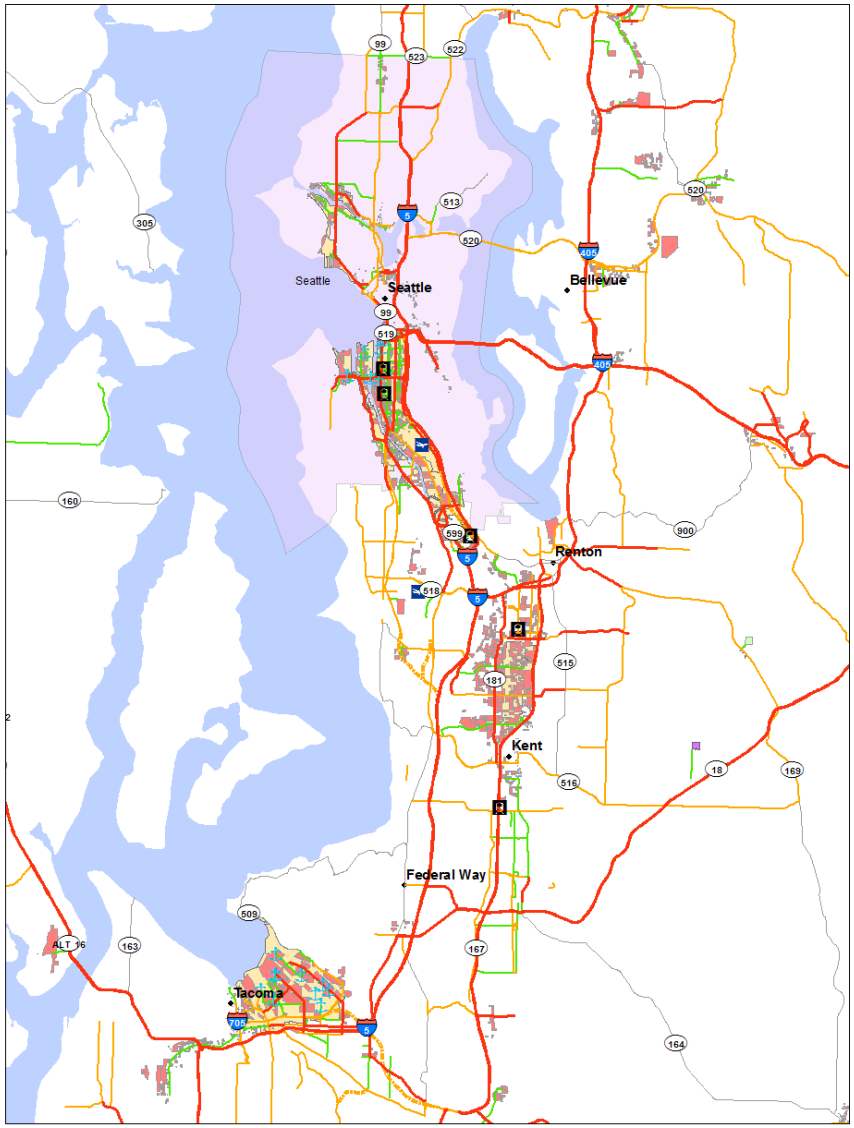
What is FGTS Used for?

- WSDOT uses it as one basis to designate truck freight economic corridors. Local/regional freight projects eligible for inclusion in State Freight Mobility Plan must be on freight economic corridors.

- New bills aimed at Reauthorization of the Surface Transportation Act indicate that there may be a funded freight program in the future.



Truck Freight Economic Corridors in Central Puget Sound

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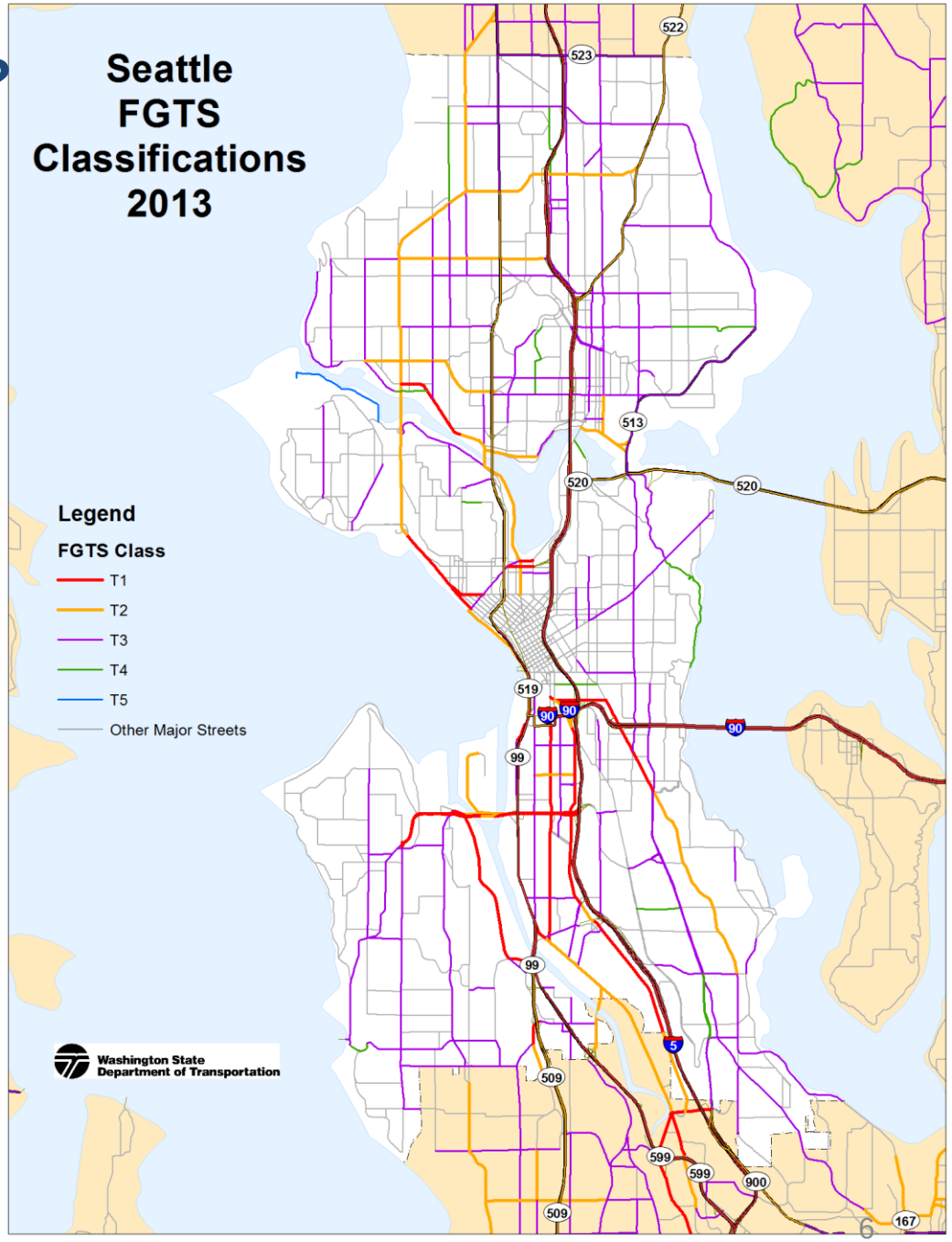
How is the data collected?

- State Routes – truck volume data collected from WSDOT traffic counters and converted to tonnage
- County FGTS data collected through County Road Administration Board's (CRAB) Road's Mobility Database
- City FGTS data collected from all cities and towns



2015 FGTS Update Timeline

June 2015	Started 2015 FGTS update process
August 2015	Completed city data collection
November 2015	Complete update on T-1 and T-2 classifications, and provide it to FMSIB for strategic freight corridor designation
February 2016	Publish full update through WSDOT website

Why WSDOT identify Freight Economic Corridors in the State Freight Plan?

WSDOT need objectively define the state's 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 did WSDOT develop criteria to identify first-last mile connectors in the State Freight Plan?

WSDOT worked with three State Freight Plan Technical Teams; Tribes; every MPO and RTPO technical committee in the state; many cities, counties and ports, and the Washington State Freight Advisory Committee to define the elements of the State Truck Freight Economic Corridors:

1. High-volume truck corridors, based on the Freight Goods and Transportation System (FGTS):
   - T-1 corridors carrying more than 10 million tons per year
   - T-2 corridors carrying 4 to 10 million tons per year

2. Alternative freight routes which serve as resiliency detours for high-volume corridors that experience severe-weather closures;

3. First or last mile connector routes from high-volume freight corridors to freight-intensive land use.

What criteria is used to identify first/last mile connector routes?

Statewide:

- To-and-from T-1 and T-2 truck routes and strategic U.S. defense facilities
- Over-dimensional truck freight routes that connect the state's significant intermodal facilities to the T-1 and T-2 highway system

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 T-1 and T-2 highways; 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

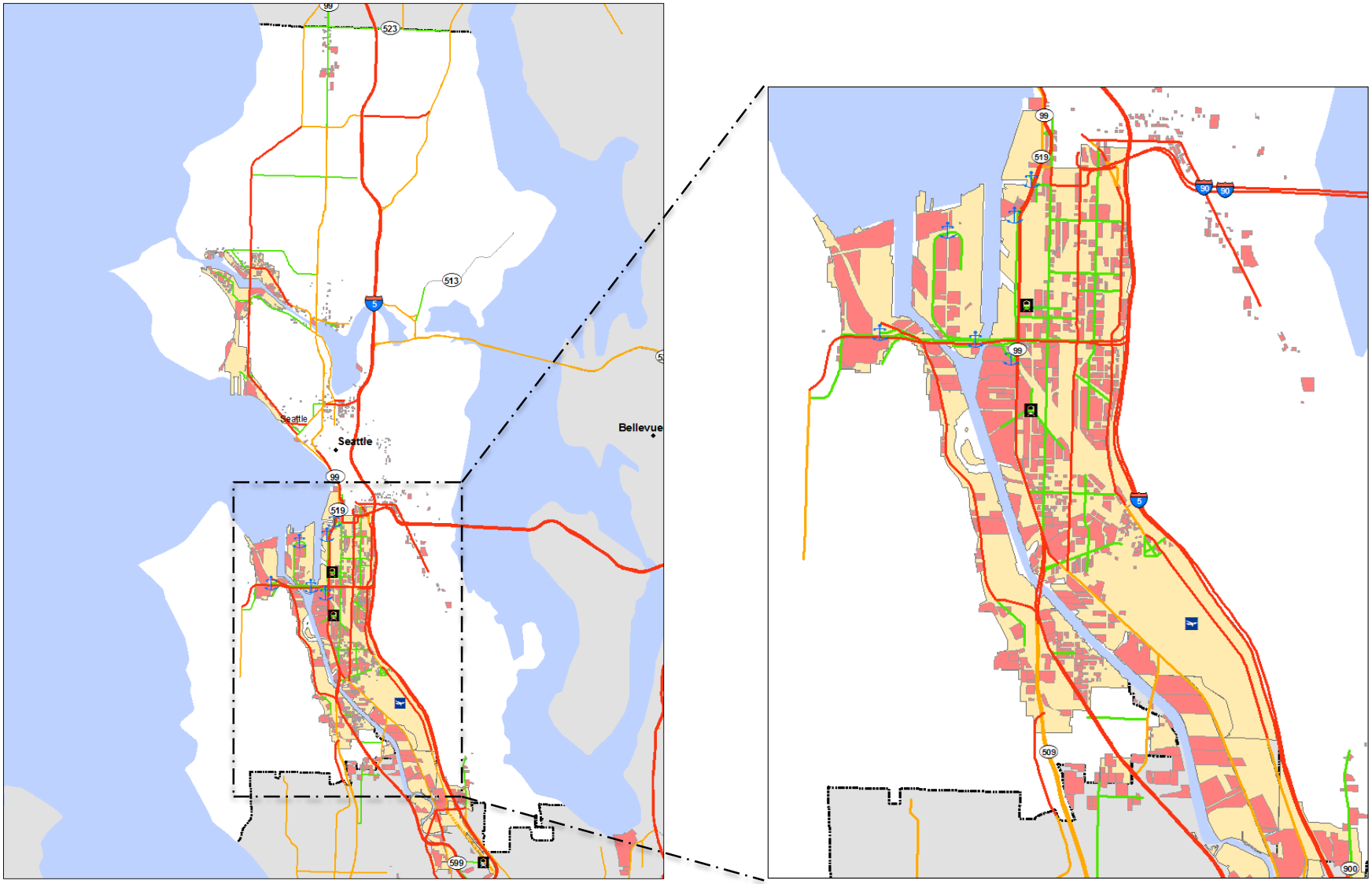
Truck Freight Economic Corridors in Washington State

LEGEND

- Major Cargo Airports
- Rail Intermodal Terminals
- Barge Loading Facilities
- Marine Port Terminals

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
- **Missing Links in T-1/T-2 network**
- **First/Last Mile Connector Routes to T1/T2 Corridors**



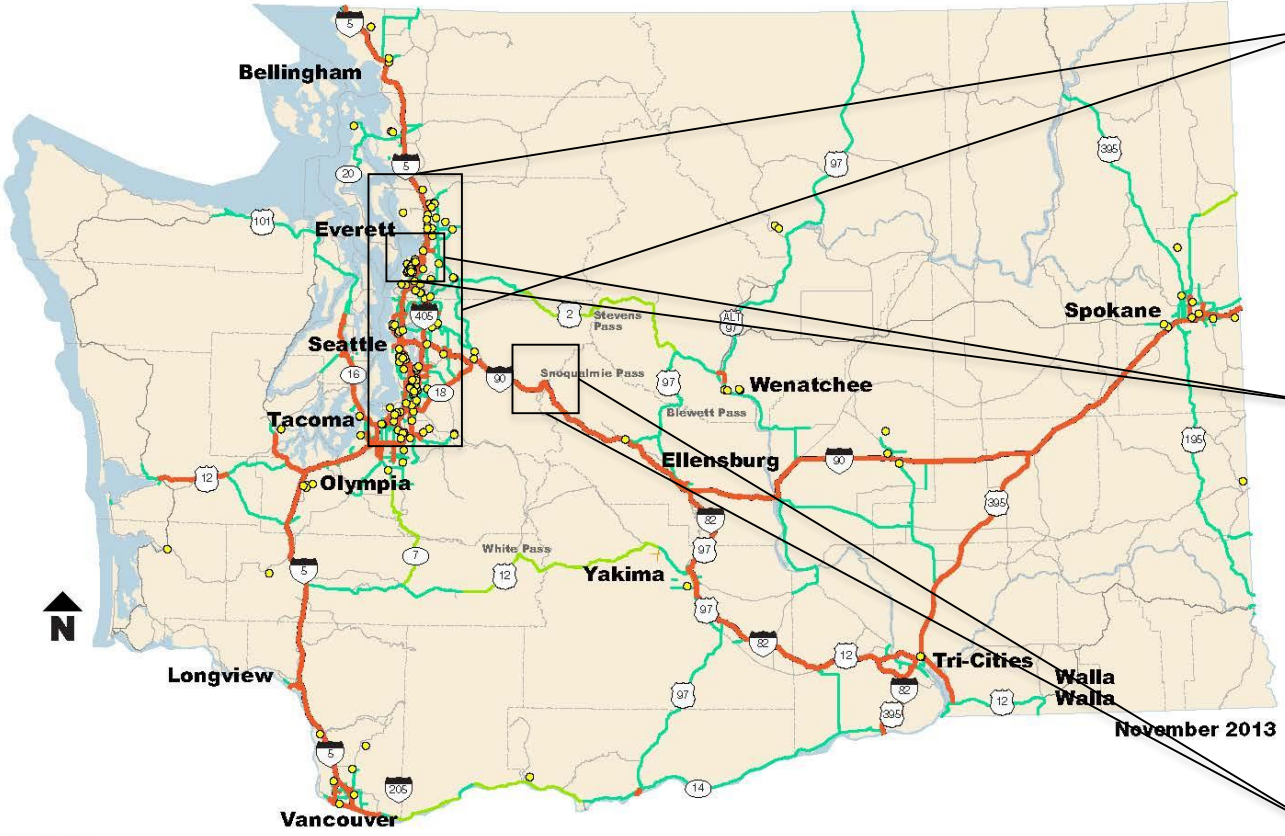
Truck Freight Economic Corridors in Seattle

How does it relate to SDOT truck network designation?

WSDOT Truck Freight Economic Corridor	Seattle's Draft Truck Street Designation
• High volume truck corridors • Alterative freight routes • First/last mile connector routes	• Limited access facility • Major truck street • Minor truck street • First/last mile connectors

- First/last mile connectors in WSDOT designation were reviewed and verified by SDOT, and revised based on their inputs.
- Seattle's Truck Street Designation is still under development. Its first/last mile connectors are developed based on the list submitted to WSDOT.
- We will continue coordinating with SDOT in the process.

Aerospace Supply Chain: Example Freight Mobility Improvements



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

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.

LEGEND

- Aerospace Product and Parts Manufacturing Business Locations

Freight Economic Corridors

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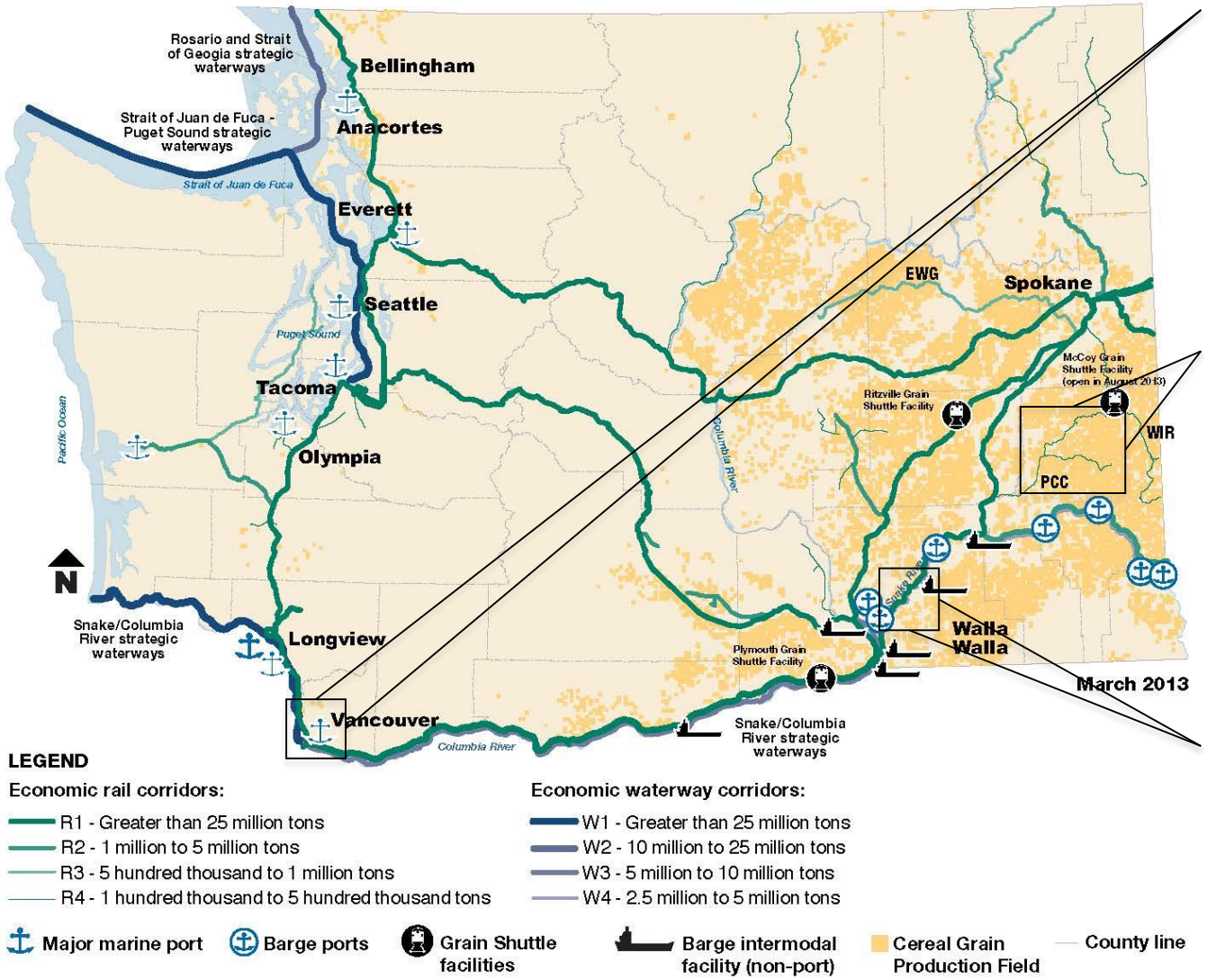
Source: Washington State Department of Revenue; Washington State Freight and Goods Transportation System

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

Wheat Supply Chain: Example Freight Mobility Improvements



LEGEND

Economic rail corridors:

- R1 - Greater than 25 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

Economic 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

Major marine port | Barge ports | Grain Shuttle facilities | Barge intermodal facility (non-port) | Cereal Grain Production Field | County line

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

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.

PCC Freight Rail Preservation
Multiple preservation and rehabilitation projects.

Ice Harbor Lock & Dam
Lock and dam maintenance project.

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Wheat is a $1.14 billion industry in Washington State

LOCATE STATE SUPPLY CHAINS

Questions?

Please contact:

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Washington State Freight and Goods Transportation System is available at :http://www.wsdot.wa.gov/Freight/FGTS/

Washington State Freight Economic Corridor is available at: http://www.wsdot.wa.gov/Freight/EconCorridors.htm