

MAP-21: Washington State Freight Plan/State Freight Advisory Committee Work plan: 2012 - 2013

WA State Freight Plan Task Status -

Complete
In progress; deadline
To be done

MAP-21: National use of state freight plans. USDOT interim guidance on State Freight Plans states: "The Department will be developing a multimodal National Freight Strategic Plan...and intends to rely significantly on the freight plans prepared by the States."

Per RCW 47.06.045 WSDOT is responsible for development of the Washington 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."

Per RCW 47.06.080 WSDOT is responsible for development of the State Rail Plan, including freight rail elements. USDOT guidance for State Freight Plans states: "Other State transportation plans, such as State Rail Plans, are required by statute to be coordinated with section 135 of title 23, and as a consequence the

Comparison of MAP-21 requirements with (1) WA State Freight Plan tasks, (2) Plan deliverable review completed by Freight Plan Technical Teams and Advisory Group

WA State Freight Plan Task Status	MAP-21: State Freight Plan Task per Section 1118 and USDOT interim guidance	WA State Freight Mobility Plan SOW Task	WA State Freight Plan Technical Teams and Advisory Group: Review and/or Recommend State Freight Plan Deliverable
Completed	A description of the freight policies , including MAP-21 strategic freight goals, that will guide the freight-related transportation investment decisions in the State	Task 1 - WSDOT completed a review of current and emerging federal freight policies and programs, WA State freight policies and programs, and other states' freight and freight rail plans to identify (1) federal requirements, (2) WA state requirements and policy basis for the State Freight Plan, and (3) best practices in freight project benefit evaluation methods	The WA State Freight Plan Three Technical Teams (focused on Urban, Rural and Global Gateway Freight Systems) used the policy framework developed in this task to identify and prioritize six measurable state truck freight system performance goals in 2011. The WA State Freight Plan Advisory Group reviewed the draft WSDOT truck freight benefit evaluation methodology, which is based on the goals, in 2012.
2013	A description of the State's (1) freight grant and loan programs available to pay for freight-related infrastructure; (2) State freight-related institutions, infrastructure owners and operators and regulatory authorities; (3) Explanation of the governance structure and funding mechanisms for such authorities; (4) Identify private transportation infrastructure owners such as rail, terminals, pipelines and transfer facilities; (5) Identify statutory and constitutional constraints on freight-related investments and policies; (6) Discuss regional planning activities in which the state participates such as multi-state freight corridors	These new MAP-21 requirements came from the Oct. 12 USDOT interim guidance on State Freight Plans. Items 2, 3, 5 and 6 will need to be added to the WA State Freight Plan SOW	No review required
Completed	A discussion of the State's strategic goals for freight transportation	The WA State Freight Plan goal and objectives were developed with broad stakeholder input in 2010 and adopted as part of the Freight Plan SOW in Jan. 2011.	No further review required.

Completed

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Completed

A discussion of the role that **freight transportation plays in the State's overall economy**, including what industries are most important to the State, and what supply chains are critical to the State's industries (in particular to supply chains supporting exports)

A description of the **complete inventory of the State's freight transportation assets**. This section should note routes that are used to serve areas of the State that are significant for energy development, mining, agriculture and timber production.

An identification of significant freight system **trends**

20-year forecast of freight demands for all modes, using FAF-3

An inventory of facilities with **freight mobility issues** including (1) truck bottlenecks that cause delays and unreliability; (2) are in a poor state of repair; (3) create safety hazards; (4) create other performance problems. An identification of significant freight system issues

Task 3 - WSDOT identified the state's freight-dependent industries by NAICS code, and has analyzed current jobs and economic output for these industry sector at the county, regional and state levels.

Task 2 - WSDOT has completed an in-depth description of the multimodal state freight network including freight rail, pipeline, air, waterway and highway/road modes, and provided extensive statistics on its use and the location of regional freight-dependent industries, including major contributors to WA's economy: agriculture, timber/wood products, manufacturing, construction and retail/wholesale trade industry sectors.
Task 3 - WSDOT reviewed the National Highway System Intermodal list for WA State, which is incomplete. WSDOT then worked with the State Freight Plan Technical Teams, every MPO and RTPO in the state and other stakeholders to develop and recommended criteria to establish the WA State Truck Freight and Waterway Economic Corridors and the state's significant intermodal freight facilities. The State Rail Plan will provide an updated inventory WA State's freight rail assets and recommendation for criteria to establish the state's Freight Rail Economic Corridors.

Task 2 - WSDOT updated the in-depth multimodal state freight network trends, description and statistics found in in the 2008 WA Transportation Plan Freight Report.
Task 4(e) WSDOT conducted multiple interviews/focus groups with shippers and carriers in every region in the state to understand industry trends and the deficiencies apparent to the state's freight-dependent industries
Task 2 - WSDOT used FAF-3 for 20-year forecasts.
Task 5 - WSDOT held the first statewide 'Future of Freight Symposium' in 2011 and developed strategies for multiple future trade flow scenarios. Over 80 freight stakeholders from across the state participated.

Task 4 - Identify current freight system deficiencies: (a) WSDOT has systematically collected and analyzed GPS onboard truck speed data across the state, and has used this info to locate truck speed bottlenecks on the highway system; (c) WSDOT identified truck highway collision locations; (d) WSDOT updated truck parking analysis. WSDOT has also developed criteria to identify truck bottlenecks caused by severe weather/natural disasters, and lack of access for legal loads through the State's Truck Freight Economic Corridors.

Task 3 - The State Freight Plan Technical Teams developed and recommended criteria to establish the WA State Truck Freight Economic Corridors. WSDOT vetted the criteria with every MPO/RTPO in the state, freight carriers and shippers, and many Tribes, ports, counties and cities.

Task 3 - The State Freight Plan Technical Teams developed and recommended criteria to establish the WA State Truck Freight Economic Corridors. WSDOT vetted the criteria with every MPO/RTPO in the state, freight carriers and shippers, and many Tribes, ports, counties and cities. The state's Freight Rail Economic Corridors will be identified in the WA State Rail Plan in 2013.

Completed	An identification of significant freight system needs, strengths and problems	Task 4 - Identify current freight system deficiencies: (b) WSDOT and WSU analyzed and reported on the cost of increased truck congestion to WA State's economy,(e) WSDOT conducted interviews/focus groups with shippers and carriers to understand the deficiencies apparent to the state's freight-dependent industries	
Completed	A description of the freight performance measures that will guide the freight-related transportation investment decisions in the State,	Task 6 - Form and support three Freight Plan Technical Teams to (1) define specific, measureable freight benefits/performance goals associated with the Plan's three objectives; (2) recommend performance measures to track progress towards the goals. The Technical Teams completed this work in 2011.	The WA State Freight Plan Three Technical Teams brainstormed a wide range of potential state truck freight performance goals, evaluated and prioritized them by their ability to achieve federal, state, user and state residents' policy goals. Their review and recommendation is complete.
Completed for truck slow speed bottlenecks on state highways	Identification of truck bottlenecks that cause delays and unreliability, and locations that are in a poor state of repair, create safety hazards or other performance problems.	Task 4 and 13 - WSDOT has (1) developed and tested methodology and identified truck slow speed bottlenecks; (2) analyzed truck-related collision locations; and is (3) developing methods to identify truck bottlenecks due to poor access or severe weather; (4) WSDOT has a comprehensive pavement management system and is able to identify locations on the highway portion of the state's truck freight economic corridors that are in a poor state of repair.	
2013	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	WA State Freight Plan Tasks 4, 5, 6, 7, 8, 10 and 11 will be used to meet these MAP-21 requirements.	
2013	A description of strategies the State is employing to address the freight mobility (truck bottleneck) issues.	WA State Freight Plan Tasks 8, 10 and 11 will be used to meet these MAP-21 requirements.	
2013	A description of the freight strategies (grouped into high/low priorities) that will guide the freight-related transportation investment decisions in the State. The strategies to include (1) analysis of how they affect state supply chains and industries; (2) expected improvements in outcomes; (3) how the state freight plan relates to the state rail plan, long-range transportation plan, or MPO plan; (4) how they relate to adjacent state's plans	WA State Freight Plan Tasks 8, 10 and 11 will be used to meet these MAP-21 requirements, however the USDOT guidance issued in Oct. requires significant additional work.	
2013	Evidence of consideration of innovative technologies and operational strategies , including intelligent transportation systems, that improve the safety and efficiency of freight movement	WA State Freight Plan Tasks 8, 10 and 11 will be used to meet these MAP-21 requirements.	
2013	In the case of routes on which travel by heavy vehicles (mining, agricultural, energy cargo/equipment, timber) is projected to substantially deteriorate condition... strategies to reduce/impece the deterioration	These new MAP-21 requirements came from the Oct. 12 USDOT interim guidance on State Freight Plans. WSDOT pavement management strategies will address these routes.	
	Discussion of the State's decision-making process on freight improvements , including outreach to stakeholders and how the State coordinated freight planning with other states and MPOs	Tasks 4 , 6 and 9 - WSDOT conducted and has documented extensive stakeholder outreach to develop the WA State Freight Plan.	
2013	States to conduct economic analysis , including benefits/costs of proposed freight improvements	Tasks 6, 7, and 10 - WSDOT has developed and tested new methodology to evaluate the truck benefits (economic impact, travel time, direct operating cost, emissions, resiliency) of proposed highway projects. However the methodology hasn't been adopted by WSDOT, yet.	The truck freight benefit evaluation methodology was reviewed and vetted by the WA State Freight Plan Advisory Group, every MPO/RTPO in the state, as well as ports, Tribes and cities. Their review and recommendation is complete.

2013

Comprehensive implementation plan, including (1) **approx. time schedule** for improvements; (2) **funding plan**; (3) **how state will work with adjacent states** on multi-state projects

This new MAP-21 requirement is found in the guidance issued in Oct. 2012.