



Transportation 2040

Draft Regional Freight Strategy

Economic Development District Board – Puget Sound Regional Council



Agenda

- Summary of Process
- Freight Profile and Background
- Emerging Issues and Uncertainties
- Stakeholder Input
- Recommendations

Schedule Overview

- March: Initial Meeting – Input from Freight Mobility Roundtable
- April - July: Draft work on Background and Regional Freight Profile
- July – Sept: Draft work on Emerging Issues and Background
- August: Key Stakeholder Interviews > 20 Individuals and businesses
- Sept - Oct: Draft Strategy Refinement and Recommendations
- November Draft Freight Strategy
- Dec-Feb 2010 Draft Plan Review/Refinement
- Jan – Mar Freight Strategy – Refinement based on feedback and preferred alternative modeling analysis
- Mar 2010: Publish Final EIS
- Apr/May 2010 General Assembly Adopts Plan



Transportation 2040 –Draft Regional Freight Strategy

Purpose:

- To represent freight in the long range transportation plan, Transportation 2040
- To align with objectives identified in VISION 2040.
- To foster a greater understanding of the role freight plays in the region's transportation system.
- To provide a framework for future freight planning in the central Puget Sound region.



Planning for Freight builds upon VISION 2040



Following the policy commitments made in **VISION 2040**, the Puget Sound Regional Council recognizes the important economic contributions that freight makes to the central Puget Sound regional economy. Whether it is industrial, manufacturing, or logistics jobs, access to goods, or the impacts of healthy and vibrant deepwater ports, the freight industry constitutes an important role in the Puget Sound economy.

VISION 2040 Freight-Specific Multicounty Planning Policies:

MPP-T-17: *Ensure the freight system meets the needs of: 1) Global gateways 2) Producer needs within the state and region, and 3) Regional and local distribution.*

MPP-T-18: *Maintain and improve the existing multimodal freight transportation system in the region, to increase reliability and efficiency, and to prevent degradation of freight mobility*

MPP-T-19: *Coordinate regional planning with railroad capacity expansion plans, and support capacity expansion that is compatible with State, regional, and local plans.*

At the same time, the PSRC recognizes its commitments to supporting strong, healthy communities, inclusive growth patterns, and protection of the natural environment. This study represents the PSRC's early efforts to create a long-term regional freight strategy that both supports freight, whilst minimizing its impacts on communities and the natural environment.

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Content:

- Stakeholder and Industry Interviews – A report on what we heard from a wide variety of freight interests in the region.
- Background and Existing Conditions – An assessment of the current footprint of goods movement in the central Puget Sound region (modes, employment, industry and employment)
- Emerging Issues and Uncertainties – What will the region need to consider for freight as it plans for transportation out to 2040?
- Recommendations – Congestion and Mobility, Environmental, Land Use, Sustainable Funding, Strategic Capacity, Efficiency, and Preservation and Maintenance, Planning and Analysis

What Issues are Affecting Efficient Freight Movement?

As part of this effort, we interviewed a range of public and private-sector freight stakeholders to find out what challenges and problems are affecting freight mobility. Interviewees included:

- Ports of Seattle and Tacoma
- FMSIB
- City of Auburn
- BNSF
- FedEx
- UPS
- Safeway
- ILWU
- Pacific Merchant Shipping Assoc
- Northwest Container Services
- North Seattle Industrial Association
- Con-Way Freight
- Air Van Moving
- Roadlink
- Hogland Transfer Company
- City Moving Systems
- Interstate Distributor Company
- Washington Trucking Association
- Lynden Inc
- Oak Harbor Freight Lines
- Peninsula Truck Lines
- Carlile Transportation Systems
- Nelson Trucking Company

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Regional Freight Strategy - Recommendations

- Congestion and Mobility
 - Support Preservation and Maintenance – “Last Mile” in the regional supply chain.
 - Support Key Projects in the region, for example...SR 509, SR 167 Extension, SR 704 (Cross Base) and FAST Corridor Projects.
 - Support for Manufacturing Industrial Centers as well as Key Regional Assets such as the Deep Water Container Ports, and the services of two Class 1 Railroads.
 - Evaluate feasibility of Stampede Pass.

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Regional Freight Strategy - Recommendations

- Sustainable Funding
 - Consider demonstrating a clear nexus between user fees paid by freight and the service, amenity, or long term improvement received.
 - When considering tolling or user fees for truck freight, investigate the ability of different truck operators to pass such costs on to the consumer.
 - Monitor the status of SAFETEA-LU reauthorization and examine opportunities for freight investments in the next surface transportation bill.
- Land Use
 - Build on policies in VISION 2040
 - Ensure that industrial and freight related land uses are supported.
 - Focus efforts on eight designated Manufacturing Industrial Centers.



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Draft Regional Freight Strategy - Recommendations

- Economy
 - The region should recognize freight resources that are unique and that give the central Puget Sound a strategic advantage, such as container ports, and class 1 railroads
 - Prioritize Investments that support efficient performance and accessibility of those resources.
 - Demonstrate positive benefits of goods movement industries to region

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Draft Regional Freight Strategy - Recommendations

- Environment
 - Continue to work with private sector freight stakeholders to plan and implement measures to ensure environmental protection.
 - Ensure that the impacts or consequences of environmental regulations are understood in the region's planning efforts. Example: EPA diesel reduction program.
 - Ensure that regional long range plans and implementation strategies are created within a framework that reflects growing global environmental concerns and issues.

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Draft Regional Freight Strategy - Recommendations

- Planning and Analysis
 - Identify gaps in regional Freight and Goods Transportation System designated facilities.
 - Work to improve project prioritization methods to better recognize projects that improve freight corridors and freight movement.
 - Continue to engage freight stakeholder community – Regional Freight Mobility Roundtable, FAST Corridor Partnership, etc.
 - Continue to support work with multi regional and multi state coalitions. Example: West Coast Corridor Coalition

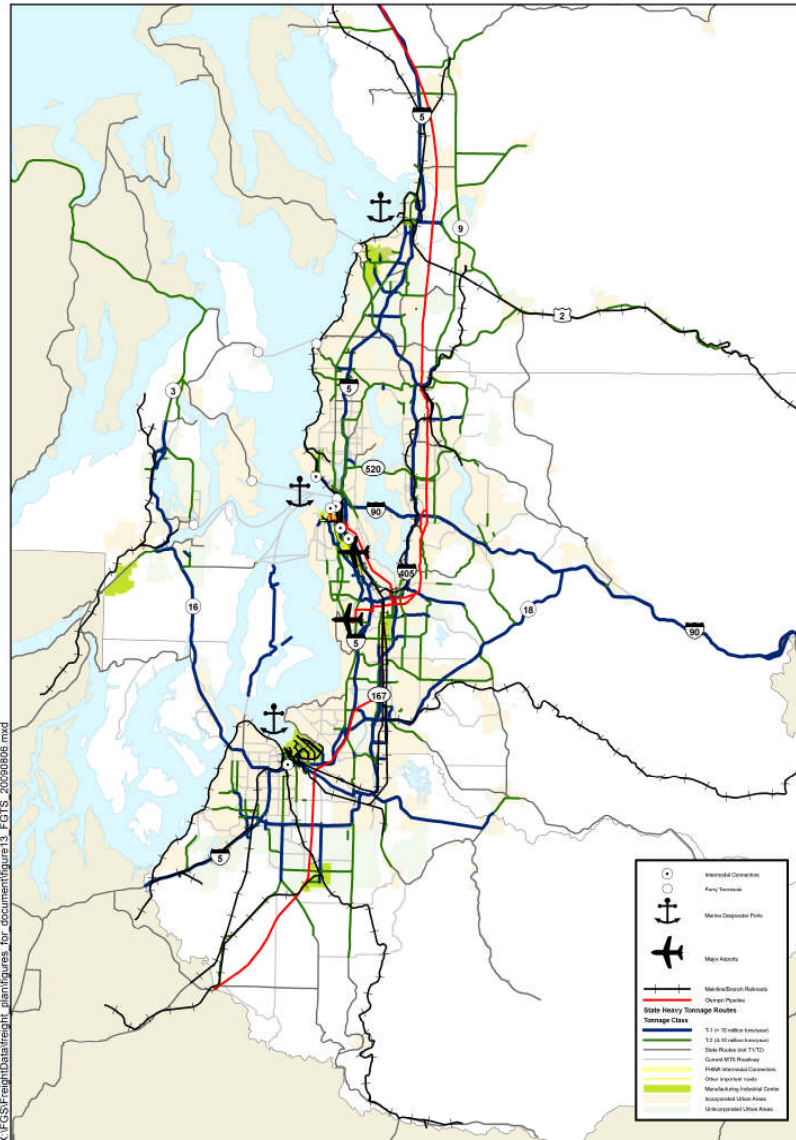
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Draft Regional Freight Strategy - Recommendations

- **Safety and Security**
 - Consider studying the issue of truck safety on the region's roadway network. Example: support for North Bend Truck Parking proposal.
 - Ensure that transportation security efforts are understood and recognized in regional planning efforts. Example: 9/11 Commission recommendations
 - Ensure Safety in designated Manufacturing Industrial Centers. Projects that increase public safety in these strategic areas play an important role in a successful centers strategy.

Regional Freight and Goods Transportation System

Regional System



Seattle / Duwamish - Tacoma



Next Steps?

Get involved

- Regional Freight Mobility Roundtable – Freight Strategy work session 1/8/10, 9am (regular meeting from 7:30 – 9:00am)
- **Feedback and Comments due on Draft Regional Freight Strategy – 1/15/10**
- Revise as necessary
- Adopt as part of Transportation 2040 – Spring 2010





Questions?

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