

**Planning for Freight in the
Central Puget Sound Region:
Partnerships in Local and
Regional Transportation**

**AAPA, San Diego
February 27, 2008**



Puget Sound Region



King, Kitsap, Pierce, Snohomish counties



3.5 million people

1.9 million jobs

Background

Central Puget Sound Region

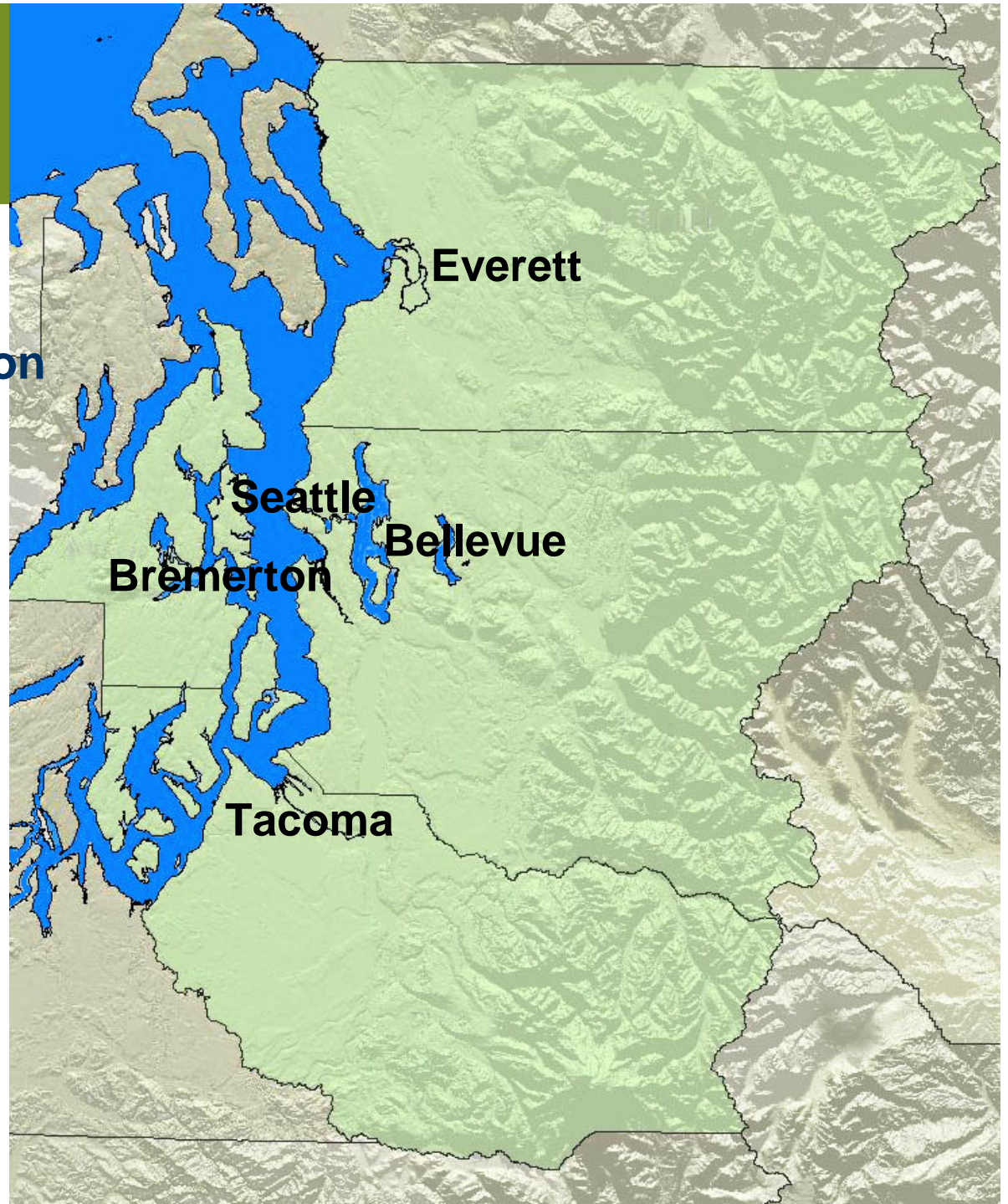
Snohomish, King, Kitsap and Pierce
Counties

5 Central Cities

6,300 Square Miles

3.5 Million People

1.9 Million Jobs



Puget Sound Regional Council

Membership

King, Kitsap, Pierce and Snohomish
Counties

70 cities

3 Ports

Tribes

2 State agencies

7 transit agencies

Associate members



Key Responsibilities

Long range growth, economic and
transportation planning

Transportation funding

Economic development coordination

Regional data

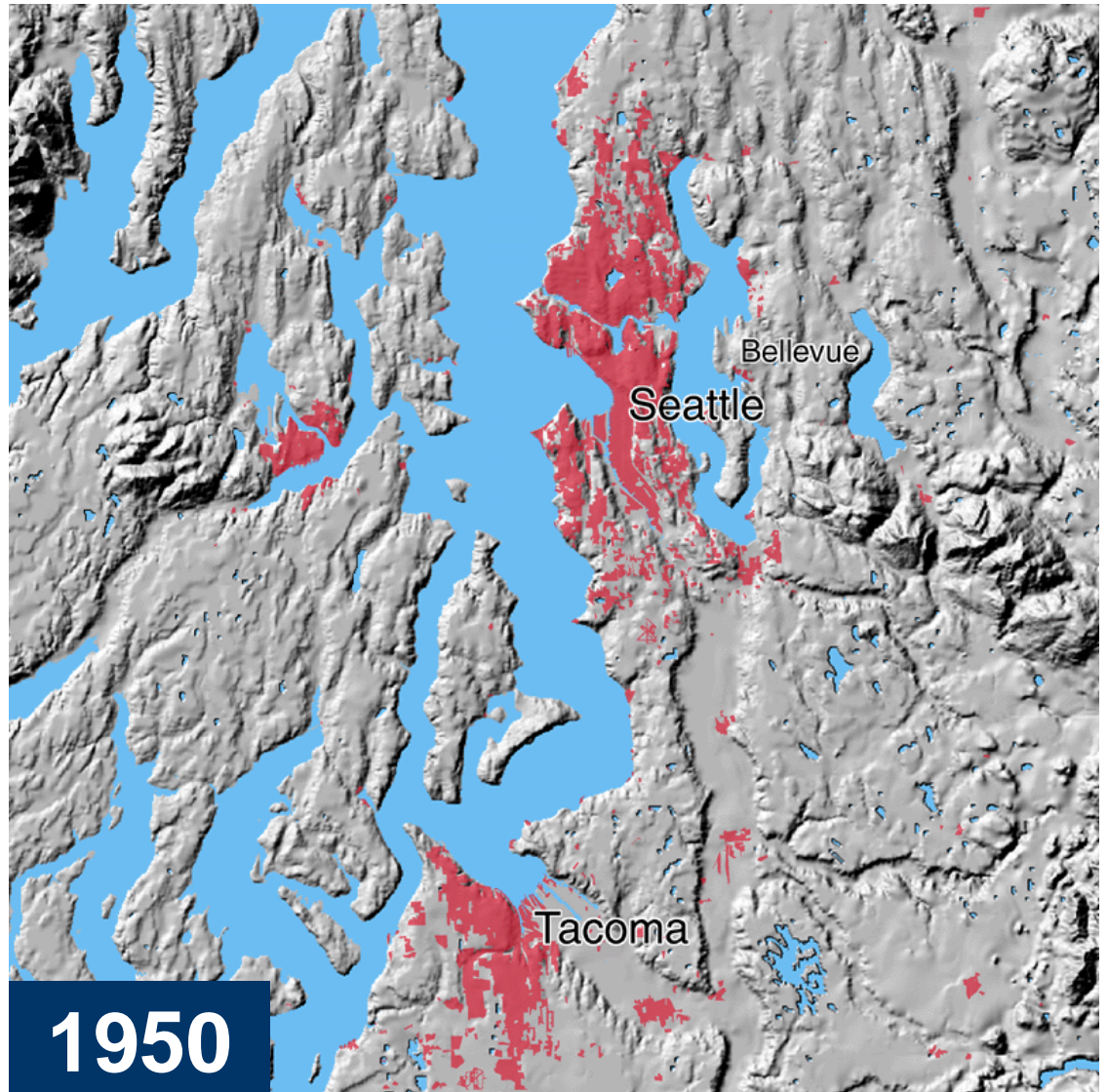
The Central Puget Sound's Growing Urban Footprint

**Washington
State**

**2.4 million
people**

Central Puget Sound

1.2 million people



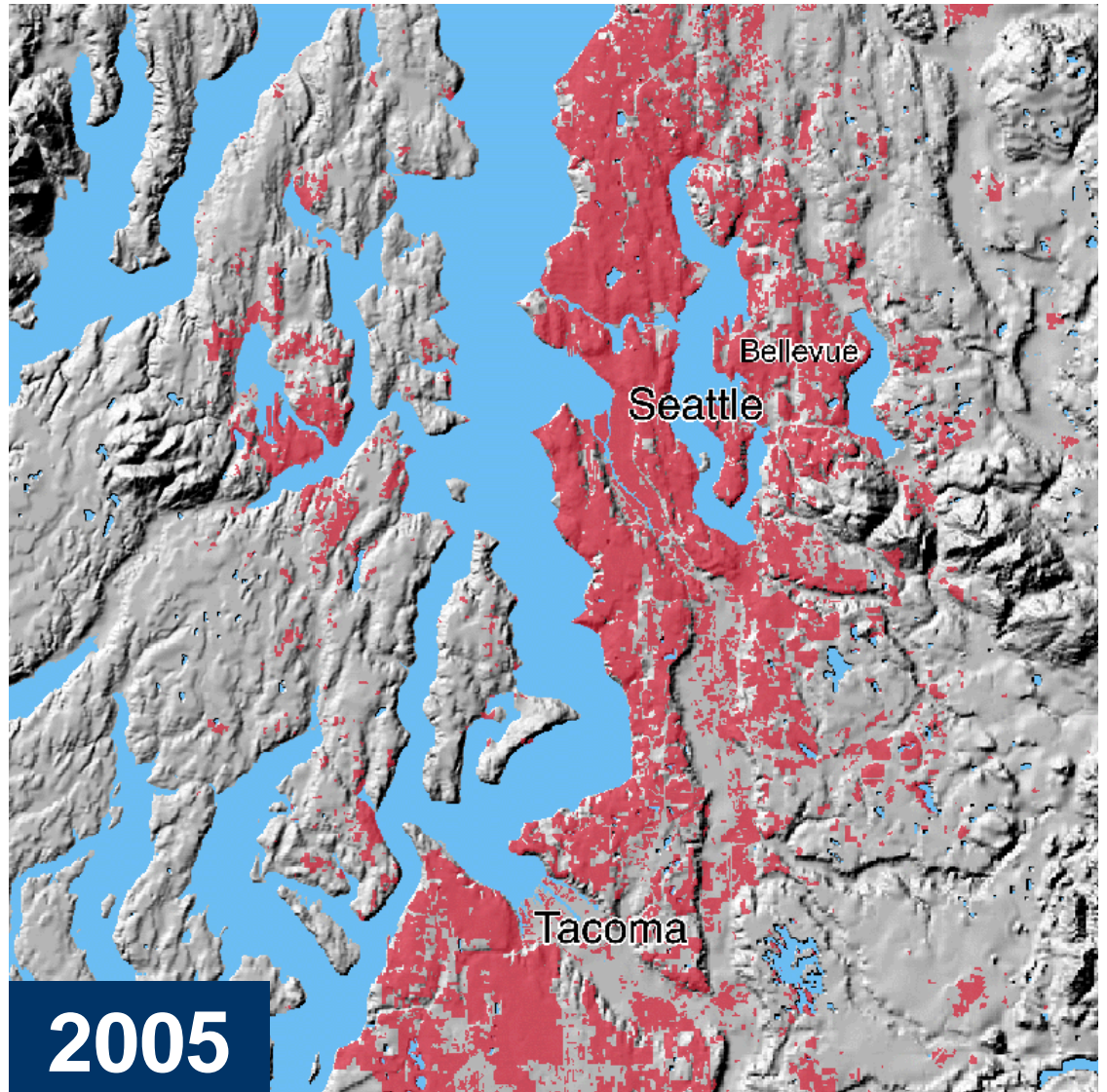
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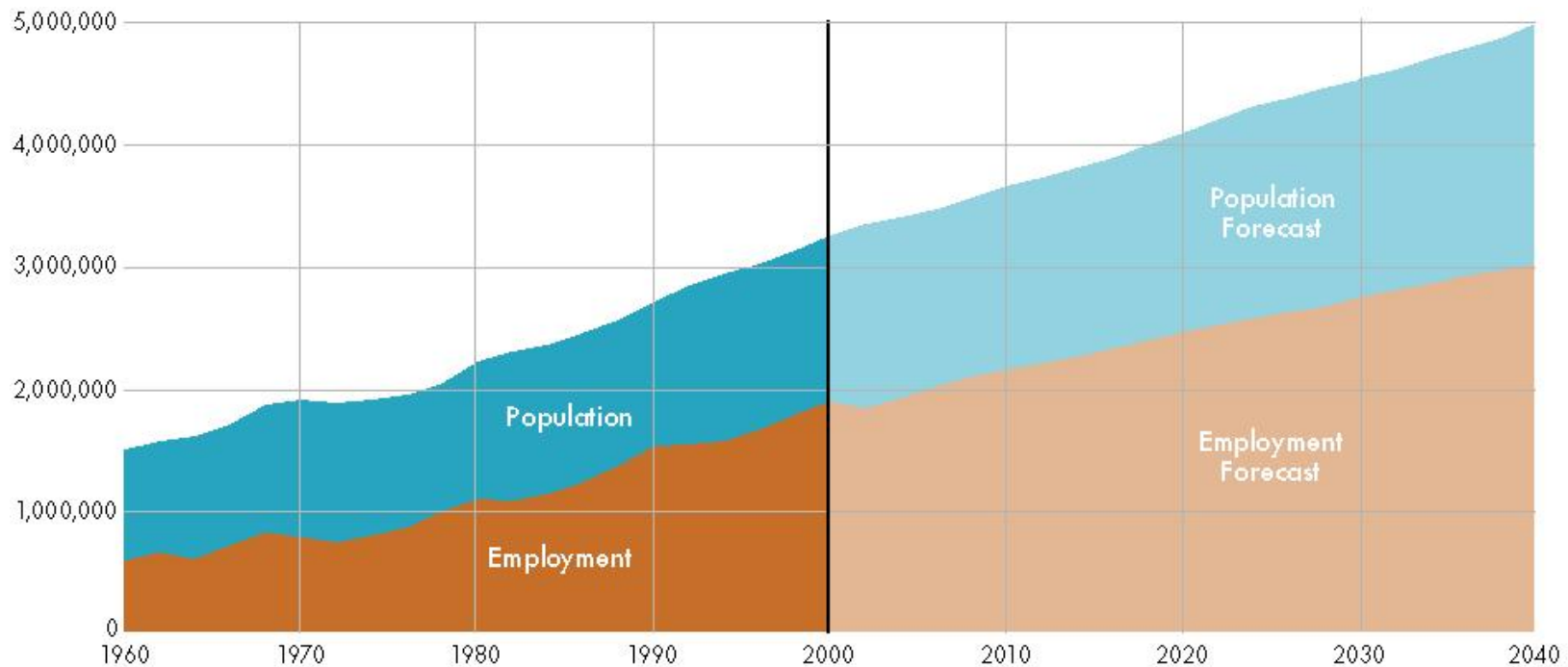
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Regional Forecast of Population and Jobs

Region expected to add 1.7 million people and 1.2 million jobs by 2040

- *Smaller household sizes*
- *Fewer households with children*
- *More racially & ethnically diverse*
- *Older population*
- *Different travel needs & preferences*
- *Different housing needs & preferences*



Typical Weekday Travel in Central Puget Sound

Households make about 12.6 million trips.

- *Slightly more than 9 trips for each of the 1.38 million households.*
 - *One-fourth of those trips start between 3 pm and 6 pm.*
- Source: 2006 Household Activity Survey

The region's roads accommodate over 80 million vehicle miles traveled.

Source: 2006 HPMS data

Transit agencies carry roughly 540,000 passengers a combined 3.7 million miles.

- *Bus: 355,000 passengers and 2.4 million miles.*
 - *Ferries: 70,000 passengers and 525,000 miles.*
 - *Rail: 13,000 passengers and 123,000 miles.*
- Source: National Transit Database 2005

Commercial airports handle approximately 80,000 passengers.

- *Roughly 900-1,000 commercial passenger flights in and out.*
- Source: Port of Seattle

Challenge: Better understanding truck and other freight movement.

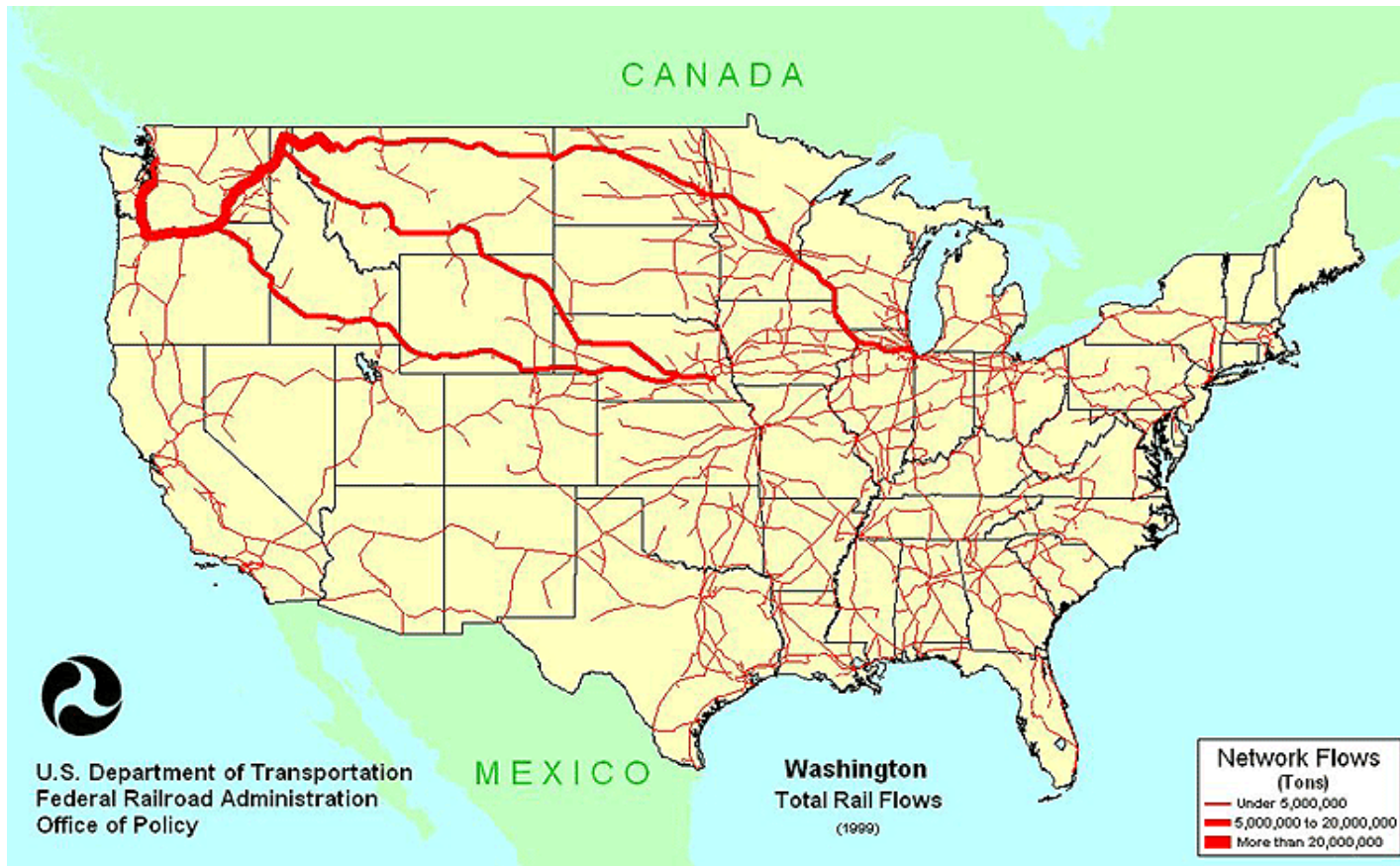
Washington State is a Global Gateway

One in Four Jobs is Dependent on Trade helping to make Washington State known as the most Trade Dependent State



International Freight Flows from Central Puget Sound Region

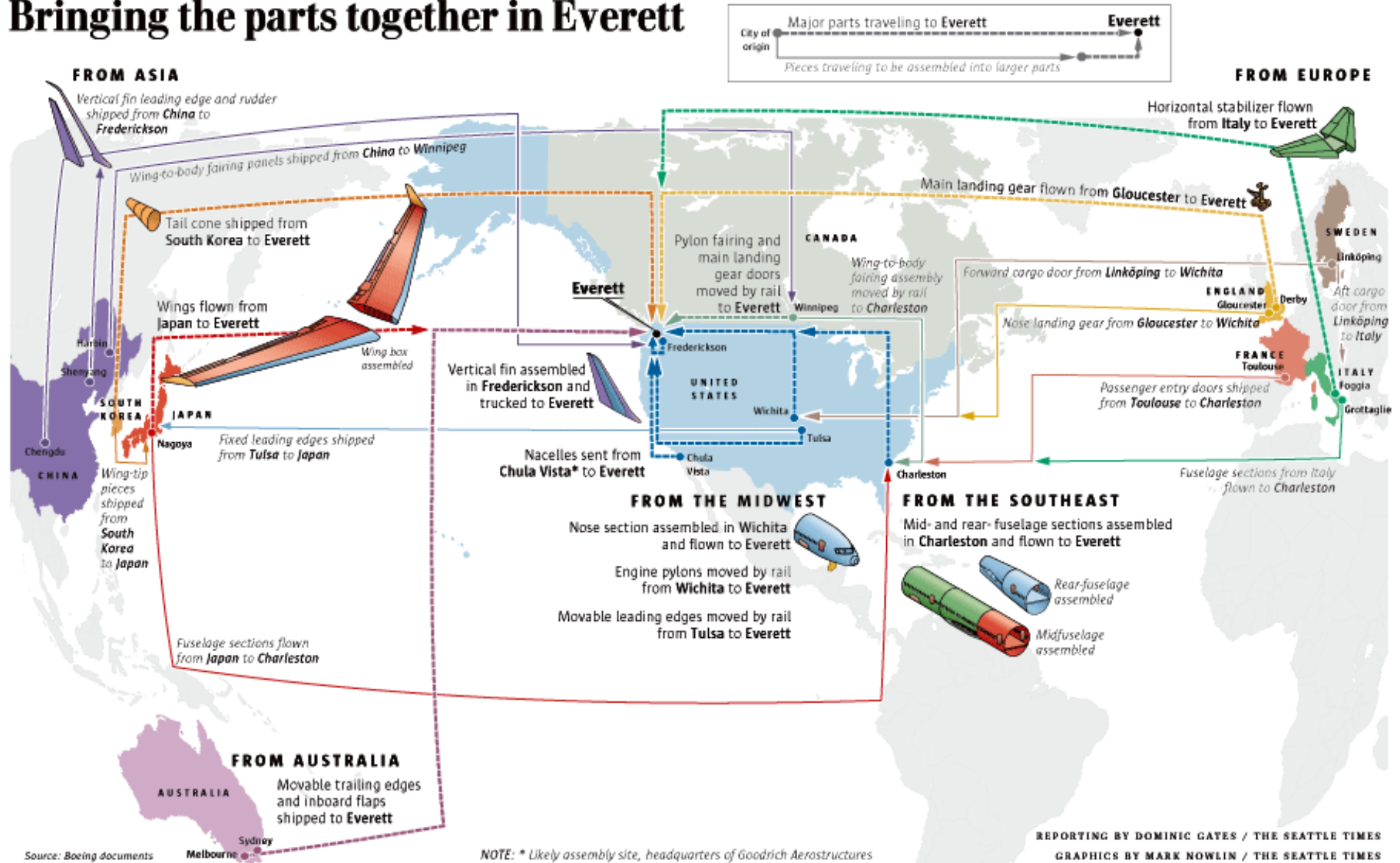
More than 70% of all regional international cargo leaves Puget Sound



Supply Chain Economies are Relying on Just In Time Delivery

What is the role for the public sector?

Bringing the parts together in Everett



Washington Exports Benefit from Imports



Import Volume
Reverse Demand



What Can Regional Planning Agencies Do?



Convening – Gather the Stakeholders

Planning – Provide the Regional Framework

Partnerships – Different stakeholder agencies have different needs and capabilities. Maximize the strengths.

Local and Regional Planning must plan for Movement of People and Goods

Freight Mobility

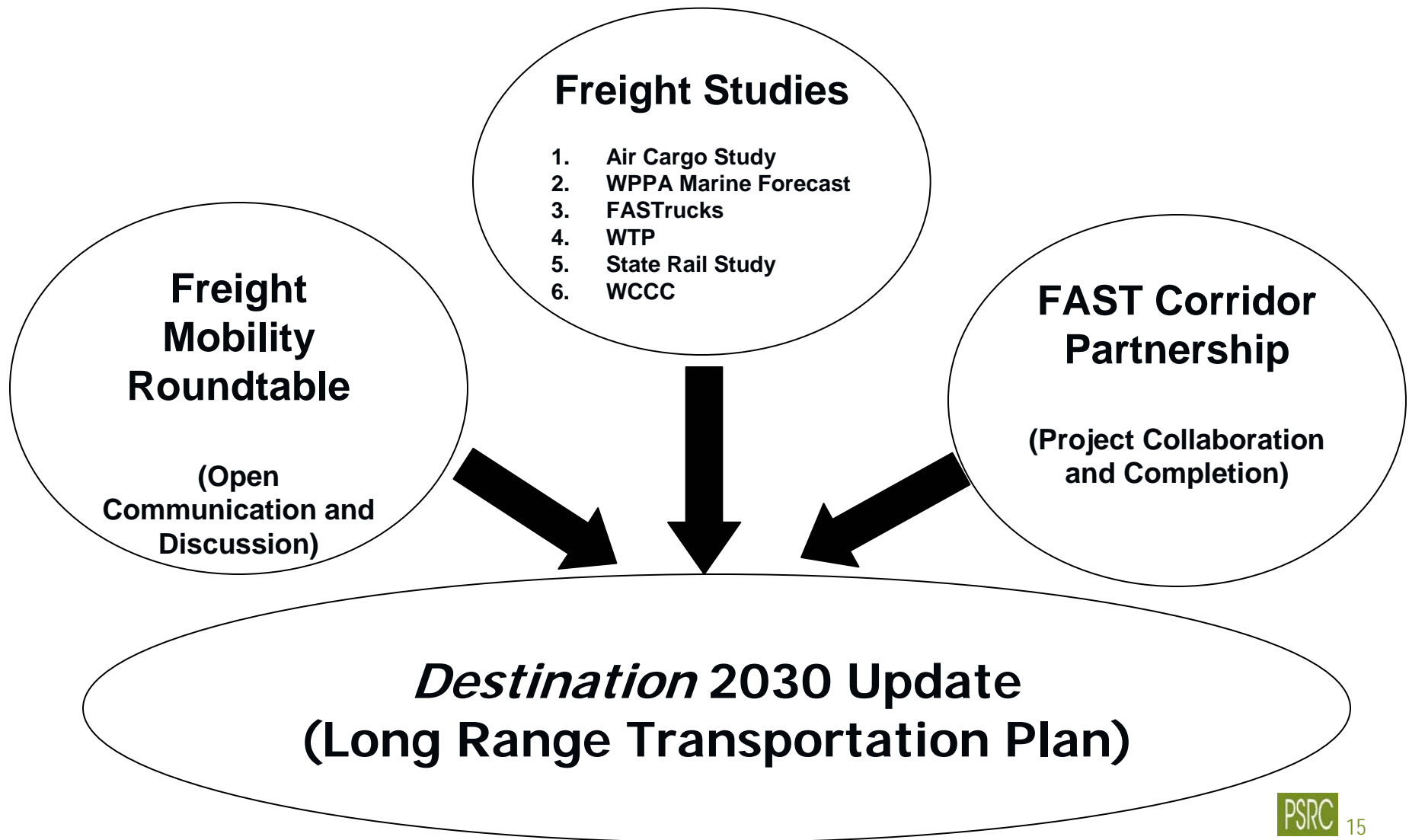
- **International cargo**
- **Exports**
- **Local Deliveries**

Personal Mobility

- **Complementary to Freight Mobility**

Personal AND Freight Mobility = Greater Overall Mobility

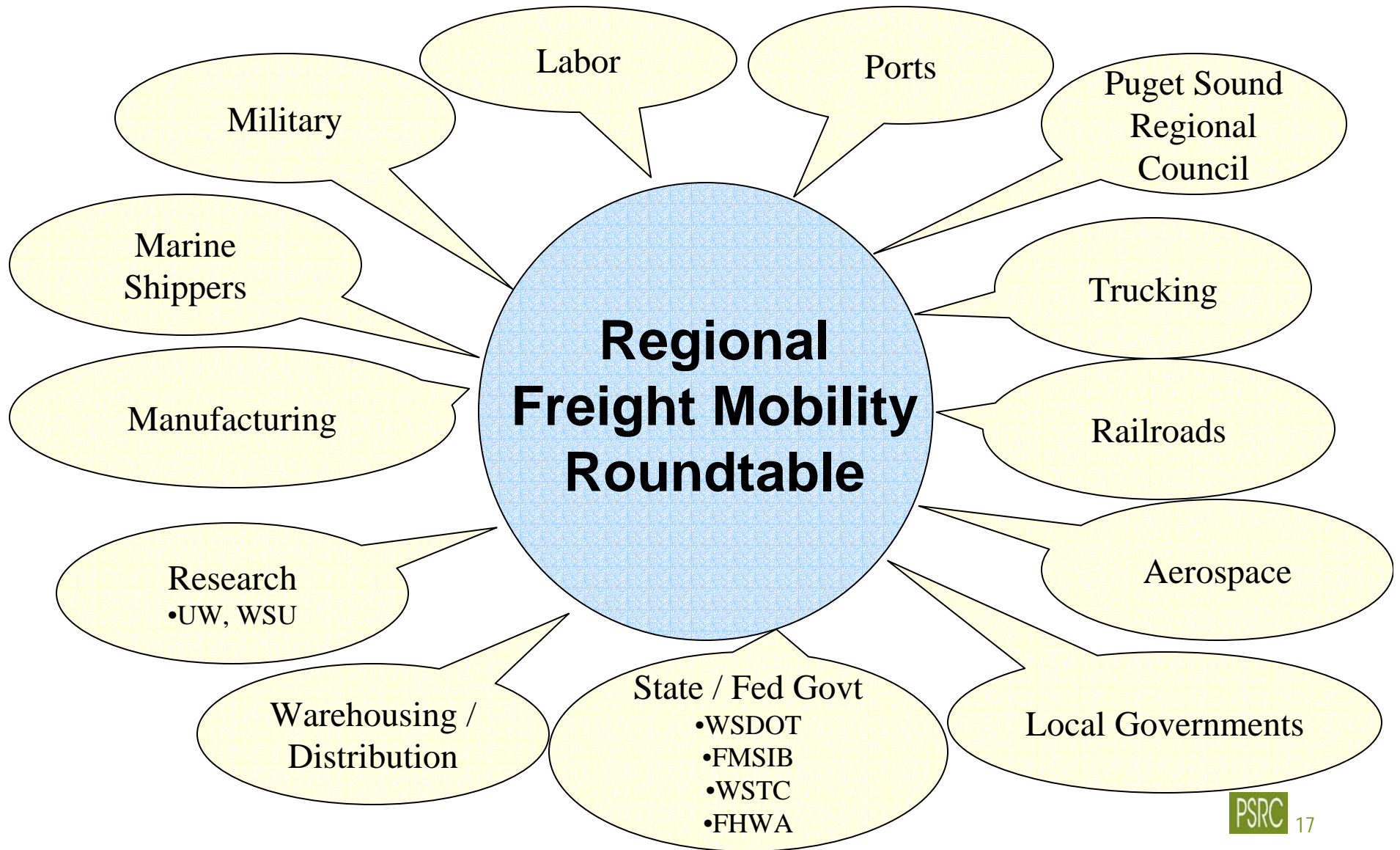
Current PSRC Freight Planning



Convening

Regional Freight Mobility Roundtable-

Bringing together diverse freight interests for more than **10 years**



Examples of Key Roundtable Discussion Items

Boeing 787 Assembly Issues
Stampede Pass
National Supply Chain
Relationships
Port Security
FAST Corridor
West Coast Corridor Coalition
JTC Freight Investment Study
Tolling
Congestion
I-5 Shutdown



Partnerships

FAST Corridor



Freight Action Strategy for the Everett-Seattle-Tacoma Corridor

FAST Partnership Provides Unique Role

- FAST projects address system gaps where no single entity “owns” the problem. The 26 FAST partners combine funds and prioritize the many local projects to fill these gaps (e.g. grade separation shown right.)
- FAST has leveraged federal funds: providing \$568 million worth of projects in return for a total federal investment of \$150 million.



FAST Corridor Funding Future

Fungibility

**No more Federal funding for programmatic
“corridor” investments**

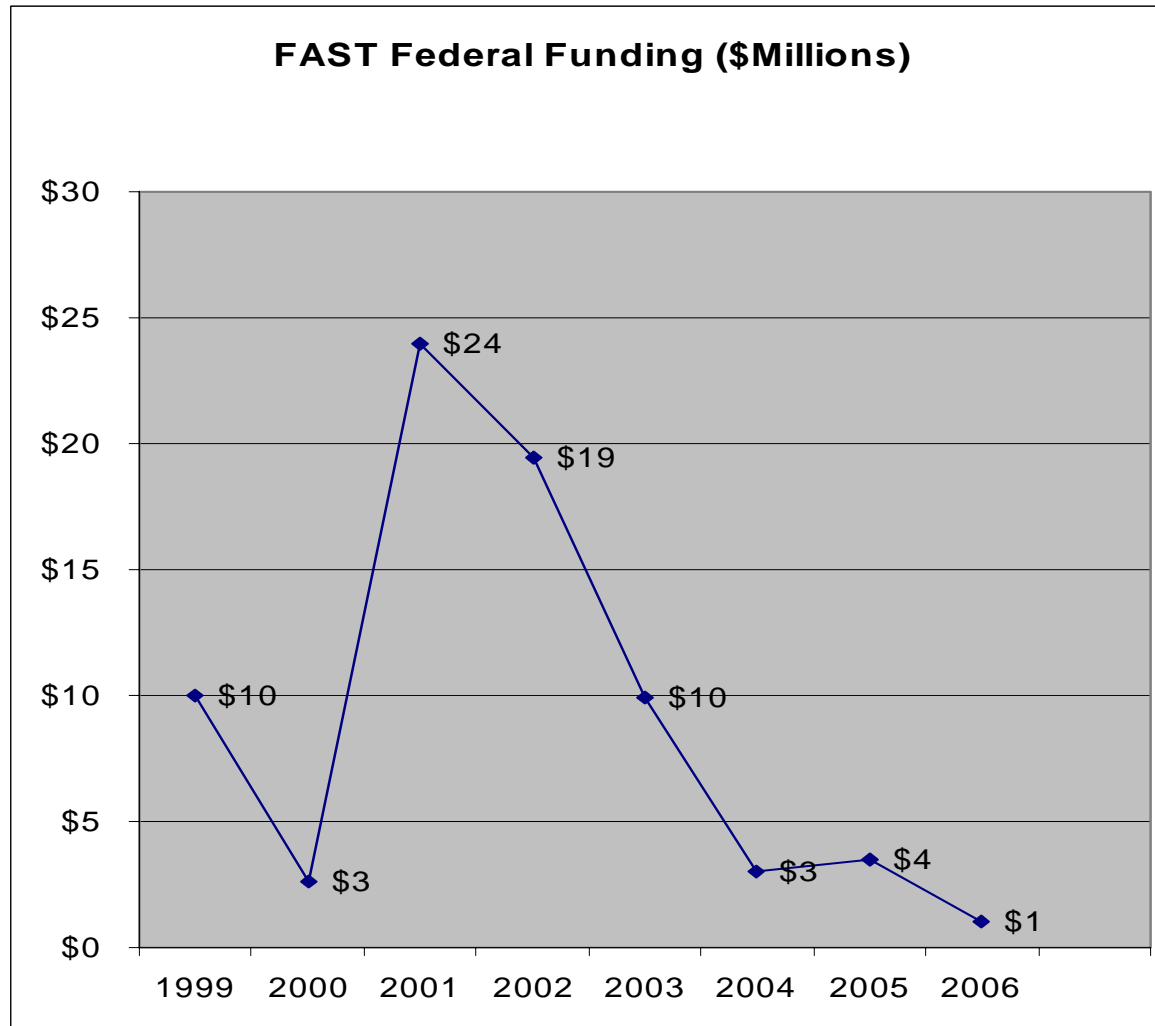
**Needs approximately \$310 m for system completion
(of which more than \$60 million in outstanding
commitments from FAST partners)**

**SAFETEA-LU requires individual project-based
earmarking**

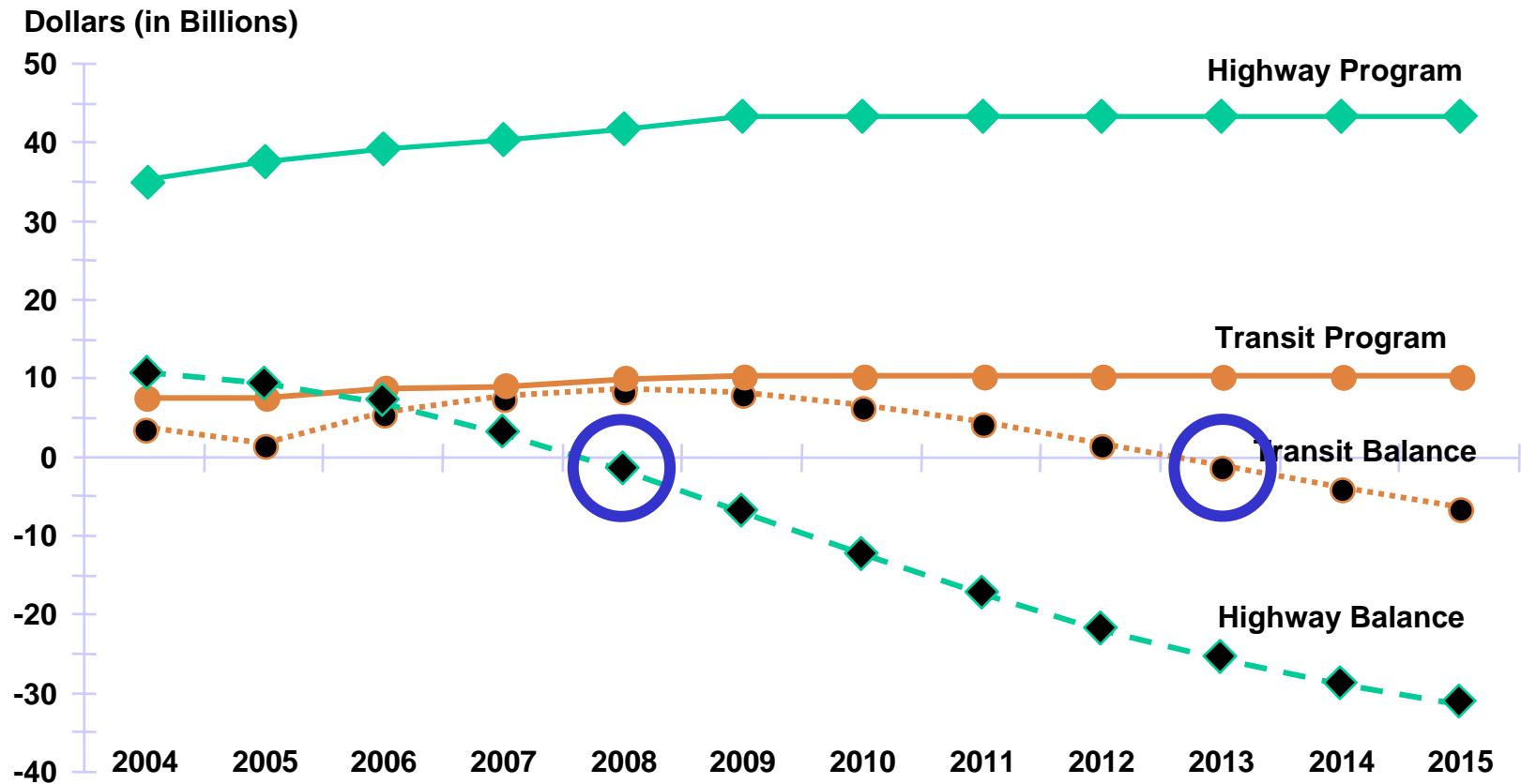
Earmarking

FAST Corridor Funding Picture

Federal Funds Declining



Estimated Highway and Transit Program Levels and Highway Trust Fund (HTF) Account Balances Assuming Level Funding After 2009



*Based on President's 2006 Budget and 2006 Budget Mid Session Review revenue estimates

FAST Corridor

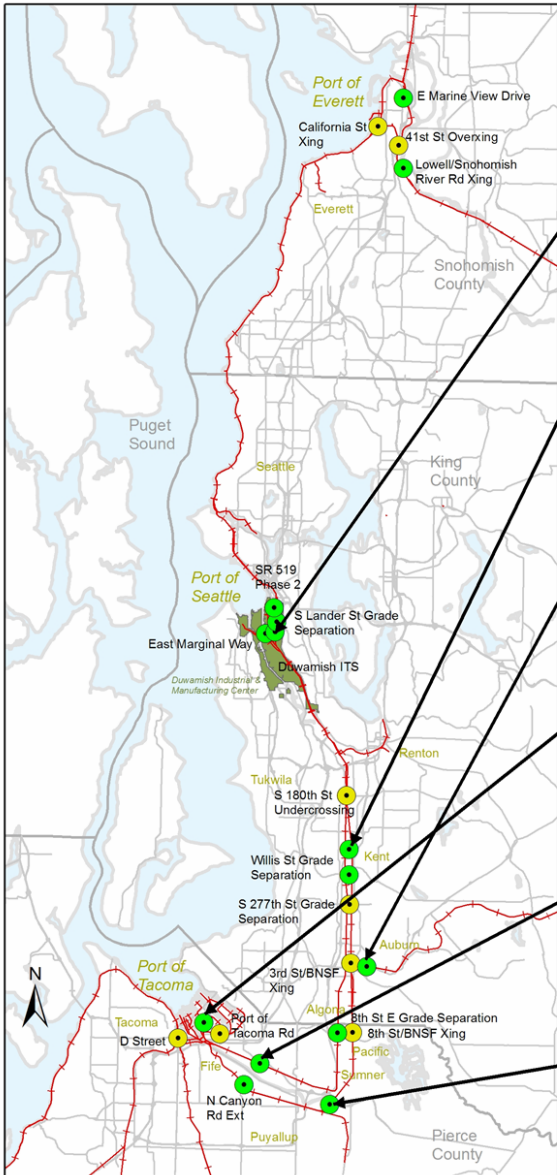
FAST Future

- **Changing Funding**
- **Take Inventory of Strengths**
- **Adaptive Strategy**
- **Keep Moving Forward**
- **Be Ready for Change – New Challenges as well as Opportunities**
- **Next Authorization**
- **Environmental**

FAST Partnership Priority Projects for FY 2009

Legend

- FAST Phase 1 & 2 Projects
- Completed FAST Projects
- + Railroads



S Spokane St Viaduct 4th Ave Off-Ramp

Adds a new eastbound off-ramp to 4th Ave South

S 228th Grade Separations

Grade Separation over UP & BNSF RR Tracks.

M Street Grade Separation of BNSF Stampede Pass

Grade Separation over BNSF Stampede Pass line

Lincoln Ave Grade Separation

Grade Separation of Lincoln Ave over railroad tracks

70th/Valley Corridor

Widen 70th & Valley Aves

Shaw Road Extension

Grade Separation over BNSF tracks connecting Shaw Rd with E main

Short Term FAST Priorities

Adaptability

Clear Messaging

Achievability

Collaboration

And of Course...\$

Planning

Puget Sound regional freight needs are MULTIMODAL

Marine

Rail

Truck

Air

Intermodal Facilities



All of which have unique, yet interconnected transportation needs. Freight is not itself a transportation “mode”

Planning for Freight in a Growing Region

How Your Organization can Participate

Know your State AND Regional Transportation Improvement Plans

Know the scoring criteria

Familiarize yourself with the Long Range Transportation Plan

Contribute to Plan Updates

Participate in Committees or Advisory Groups

Collect and Share Data

Key Freight Issues for PSRC

Growing Asian Trade: **All international container traffic expected to grow by 4.6% annually**

Increased Truck Traffic: **Freight volumes to increase by 80% by 2020**

Manufacturing and Warehousing Location: **What are the impacts of continued decentralization of these facilities?**

Impact on Local Communities: **What are the impacts of freight and how do we mitigate them?**

Role of Logistics in Improving System Efficiency

Clean Air: **Air Toxics, Particulates, CO² and Climate Change**

Big Questions that are asked –

Who benefits from pass-through and captive cargo?

Who should pay for improvements and mitigation?

Data Challenges

Information

- **Challenges of obtaining data**
- **Proprietary**
- **Requires data sharing agreements**
- **Need staff for analysis**

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Questions?

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