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

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Puget Sound Region

King, Kitsap, Pierce, Snohomish counties

3.5 million people
1.9 million jobs
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
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

1950
The Central Puget Sound’s Growing Urban Footprint

Washington State
2.4 million people

Central Puget Sound
1.2 million people

2005
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
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?
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

*Destination 2030 Update*
(Long Range Transportation Plan)

**Freight Studies**
1. Air Cargo Study
2. WPPA Marine Forecast
3. FASTrucks
4. WTP
5. State Rail Study
6. WCCC

**Freight Mobility Roundtable**
(Open Communication and Discussion)

**FAST Corridor Partnership**
(Project Collaboration and Completion)
Convening
Regional Freight Mobility Roundtable - Bringing together diverse freight interests for more than 10 years

Regional Freight Mobility Roundtable

- Labor
- Ports
- Military
- Marine Shippers
- Manufacturing
- Research • UW, WSU
- Warehousing / Distribution
- State / Fed Govt • WSDOT • FMSIB • WSTC • FHWA
- Puget Sound Regional Council
- Trucking
- Railroads
- Aerospace
- Local Governments
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
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

FAST Federal Funding ($Millions)

1999 2000 2001 2002 2003 2004 2005 2006

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 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
Short Term
FAST Priorities

Adaptability
Clear Messaging
Achievability
Collaboration
And of Course…$
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