

Critical Urban and Rural Freight Corridor Designation in Washington State

Talking Freight Webinar
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2017 Washington State Freight System Plan

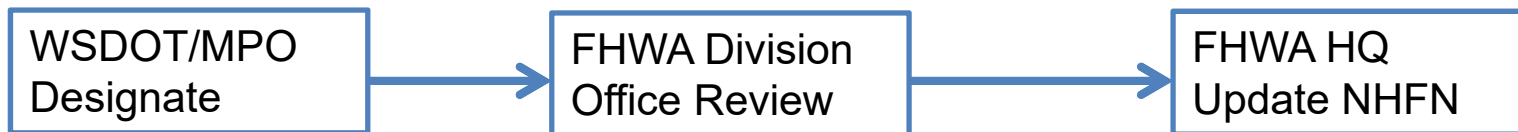
Plan Components:

- Freight and the Economy
- System description
- Trends, issues, needs
- Performance measures
- Strategies
- **Freight Investment Plan**
 - ***Critical Urban and Rural Freight Corridor Designation***
 - *Prioritized list of freight projects for NHFP program*



National Highway Freight Network: Critical Urban/Rural Corridor Designation

Corridor Type	Mileage Limit	Designation	MPOs/ RTPOs
Critical Urban Freight Corridors	81.6 (10% of PHFS)	<ul style="list-style-type: none"> Urbanized areas over 500,000 pop.: Puget Sound Regional Council designates in consultation with WSDOT Urbanized areas under 500,000 pop.: WSDOT designates in consultation with all other Metropolitan Planning Organizations 	1 MPO 10 MPOs
Critical Rural Freight Corridors	163.2 (20% of PHFS)	WSDOT designation: State consulted with all the RTPOs although not required by FAST Act	14 RTPOs



Critical Urban Freight Corridor: Close State and Regional Coordination

- Both PSRC and WSDOT had separate roles in designating up to 81.6 miles as defined in the FAST Act
- No guidance was provided by USDOT as to proportionality
- PSRC and WSDOT agreed to a cooperative process that will result in a statewide CUFC designation that does not exceed mileage cap as required in the FAST Act
- Memorandum of Understanding was signed February 2nd, 2016
- WSDOT included PSRC in the technical working group with MPOs and RTPOs for urban corridor designation
- WSDOT engaged in PSRC's process by participating its regional Freight Advisory Committee



Puget Sound Regional Council



Similar Criteria – Different Dataset

WSDOT and PSRC criteria started with:

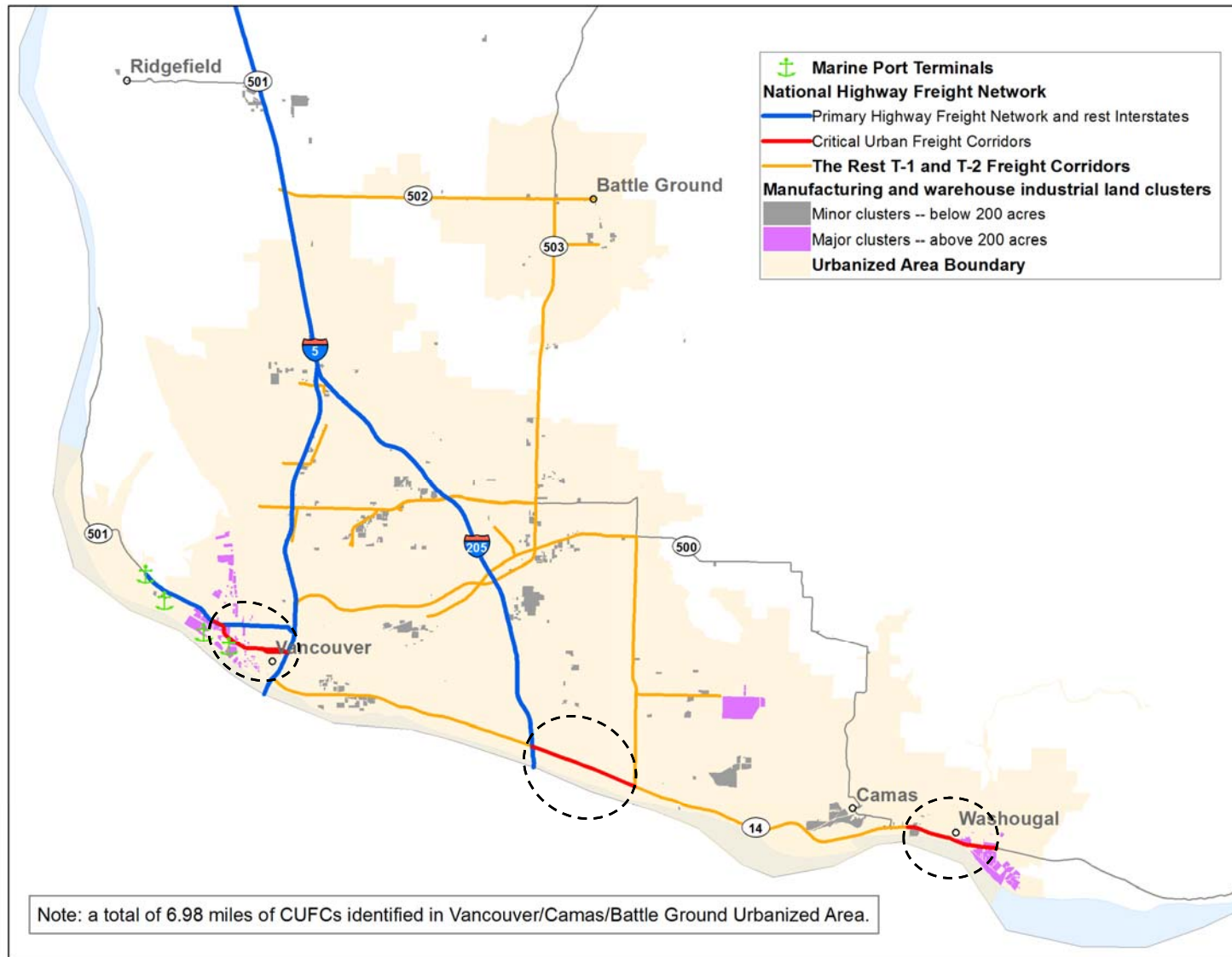
- High truck volume/tonnage;
- Close connectivity to the National Highway Freight Network, major freight intermodal facilities and large industrial/warehouse centers; and
- Scalable to limit Washington’s total candidate mileage to the caps written into the FAST Act.

WSDOT and PSRC used different dataset:

- PSRC screened using the region’s 9 designated Manufacturing and Industrial Centers (MIC), as well as connections to the region’s cargo ports.
- WSDOT screened using major clusters of industrial parcels based on land use dataset, as well as connections to major freight intermodal facilities

WSDOT and PSRC both examined locations with active freight projects as the last screening criteria

Critical Urban Freight Corridors in Vancouver/Camas/Battle Ground UA



Critical Rural Freight Corridor Designation by WSDOT

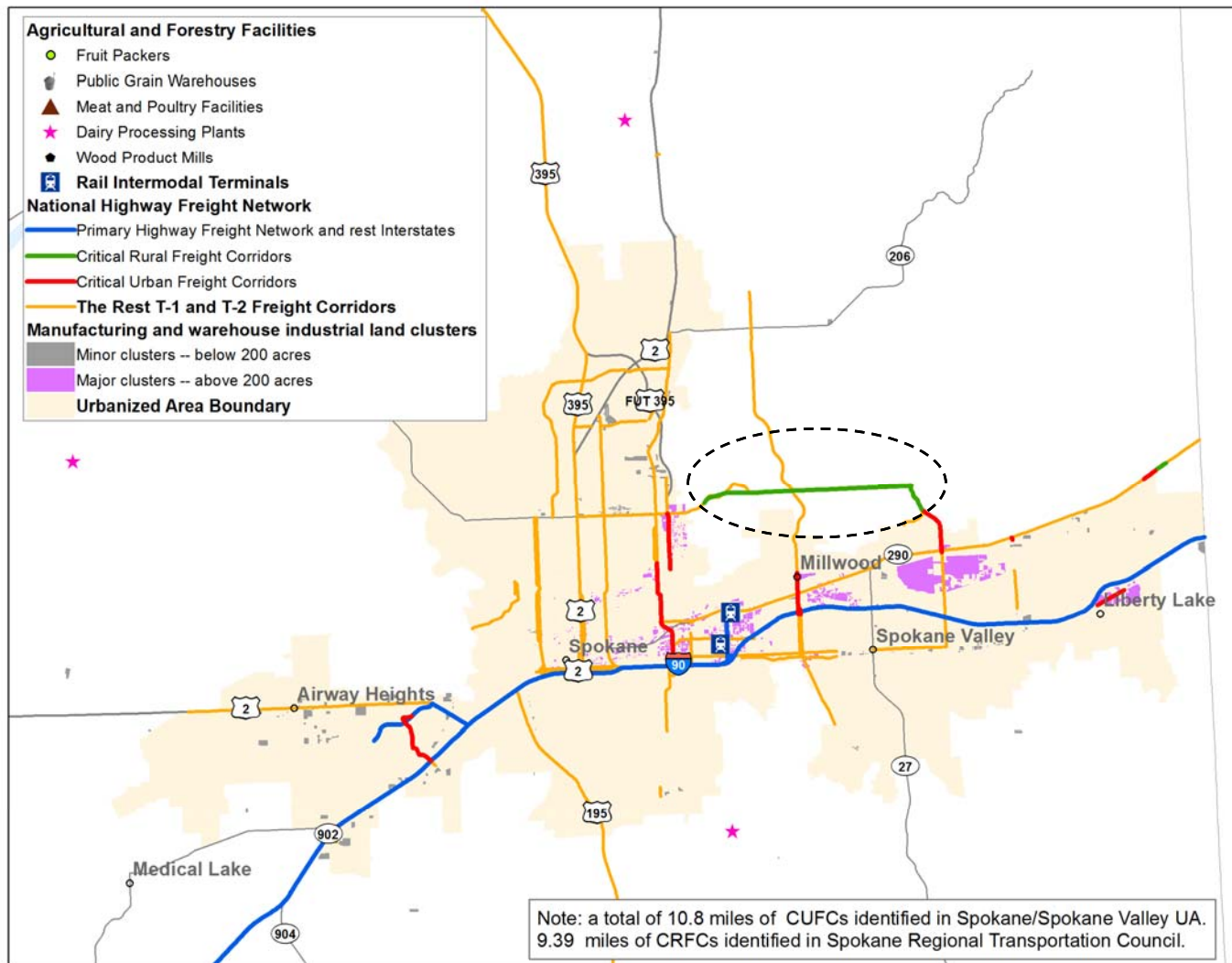
WSDOT criteria started with:

- Rural principal arterials with at least 25% of truck volume, or high truck volume corridors;
- Providing access to agricultural or forestry facilities, intermodal port of entry, large industrial/warehouse centers or significant intermodal freight facilities
- Scalable to limit Washington's total candidate mileage to the caps written into the FAST Act

WSDOT used a two-step approach:

- Initial screening based on those criteria, WSDOT used available data to identify candidate corridors
- Last screening to narrow down and identify locations with active freight projects

Critical Urban & Rural Freight Corridors in Spokane Regional Transportation Council



WSDOT Outreach Process to Stakeholders

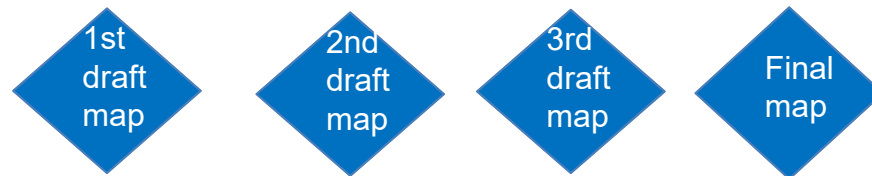
- PSRC served as the lead for CUFC designation within its urbanized area boundaries
- WSDOT served as the lead for CUFC designation in other urbanized areas and CRFC designation in non-urbanized areas
- WSDOT and PSRC worked in close consultation to move forward with the same CUFC criteria and ensure statewide mileage cap was met
- WSDOT consulted with all MPOs and RTPOs through MPO/RTPO/WSDOT Coordinating Committee, and had individual discussions with each MPO and RTPO to understand their critical needs for freight investment and verify proposed corridors



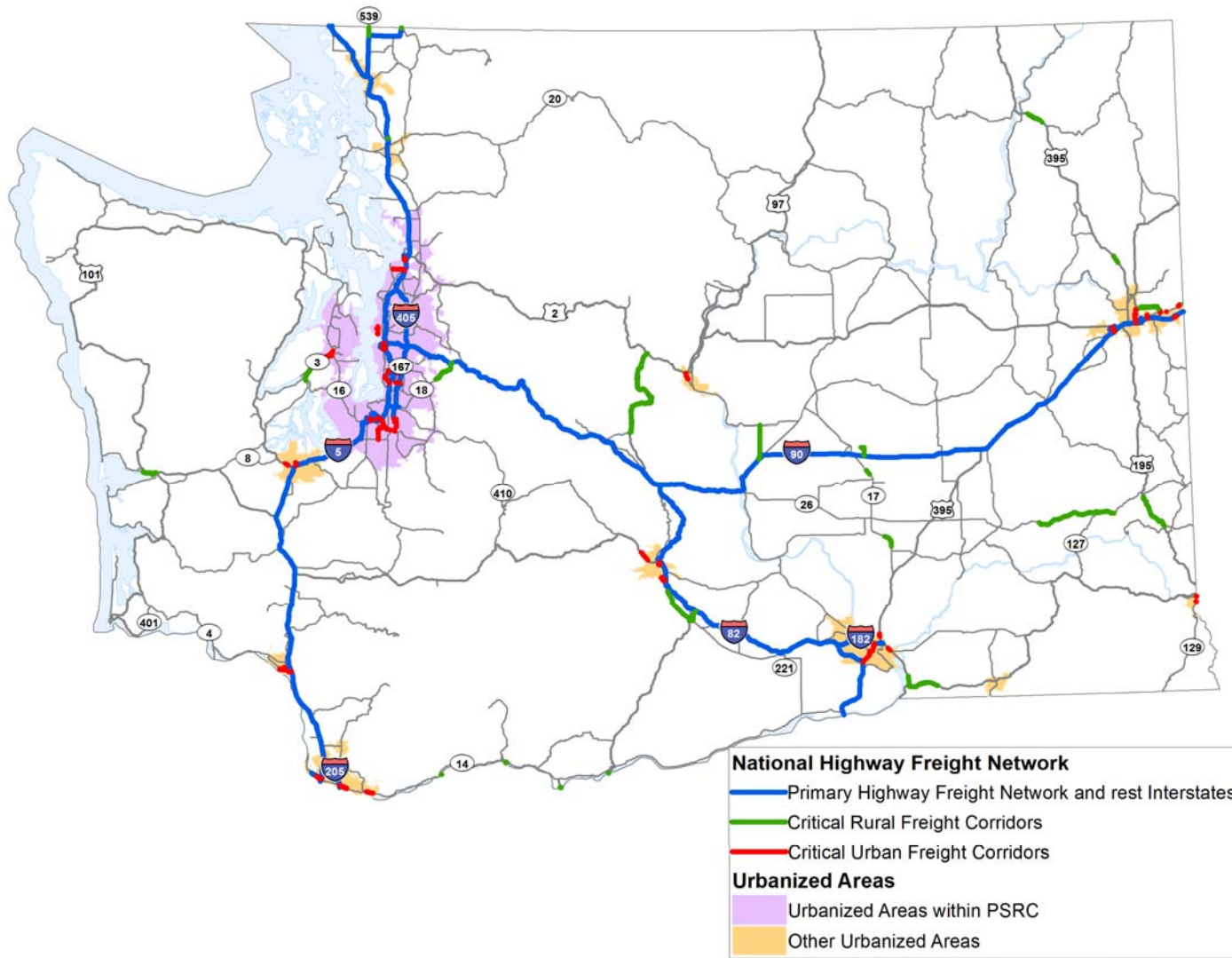
2016 Timeline for Corridor Designation

	Feb	Mar	Apr	May	Jun	Jul	Aug
WAFAC Consultation		<i>Discuss the process</i>		<i>Present draft Maps</i>		<i>Present final map for approval</i>	
MPO/RTPO Consultation	<i>Start the process</i>			<i>Draft Maps for Review</i>		<i>Confirmation</i>	<i>Present final map</i>
Technical Workgroup	<i>Form the group</i>	<i>Agreement on Principles and Criteria</i>	<i>Review draft maps</i>			<i>Revisit and adjust the corridor designation</i>	
Others			<i>Federal Guidance</i>				<i>FHWA Certification</i>

Output



National Highway Freight Network in Washington State



Conclusions

- Strong working relationship with MPOs and RTPOs helped to establish a working approach early.
- Using established committees to coordinate and engage partners and stakeholders on a regular basis helped this process moved smoothly.
- Accurately communicating the limitations of this process helped achieve buy-in and developed realistic expectations.
- Corridor designations may be revisited and re-designated at a later date.
- It enabled Washington State to identify NHFP eligible projects located on NHFN network that benefit the freight transportation system

Questions?

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