

Setting the Stage: Moving Freight and Improving Air Quality in Central Puget Sound

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Central Puget Sound Freight Systems

- I. Global Gateways – International and National Trade Flows
 - Central Puget Sound container ports serve the national economy and national defense.

- II. Made in Washington – Regional Economies Rely on the Freight System
 - Over 700,000 jobs in Central Puget Sound freight dependent industries.

700,685 Jobs Rely on Freight		
	Jobs	Average Wage
Agriculture and Fishing	6,132	\$36,156
Forestry and Mining	1,755	\$53,897
Manufacturing	174,436	\$62,050
Construction	106,791	\$44,164
Wholesale and Retail Trade	275,996	\$37,955
Transportation and Warehousing	58,993	\$45,547
Military	76,582	\$44,863

* 2005 Average Employment and Wage (Military Employment, 2003)

Source: Office of Financial Management (OFM), 2006. Includes King, Kitsap, Island, Pierce, Snohomish, and Thurston County.

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Central Puget Sound Freight Systems

III. Delivering Goods to You

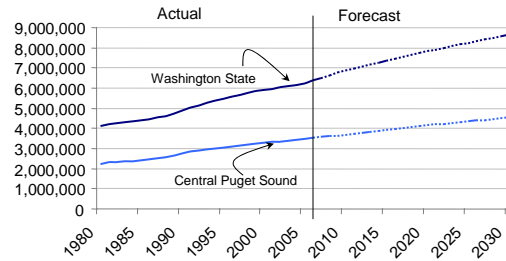
- Up to 80 percent of truck trips in the urban area happen in the local distribution system.

Population and employment growth will increase demands on the transportation system and the need for distribution services. Central Puget Sound is planning to add 1.6 million new residents and 1.1 million new jobs by 2040.

The freight system must be able to provide delivery of consumer goods to residents every day.

The Number of People Living in Washington State and Central Puget Sound will Continue to Increase

Total Population for Washington State and Central Puget Sound (Actual 1980-2006, Forecast 2007-2030)



Source: Washington State Office of Financial Management (OFM), 8/11/2006. Central Puget Sound includes King, Kitsap, Pierce, and Snohomish County.

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Moving Goods in Central Puget Sound Freight Systems Requires Power that Generates Emissions

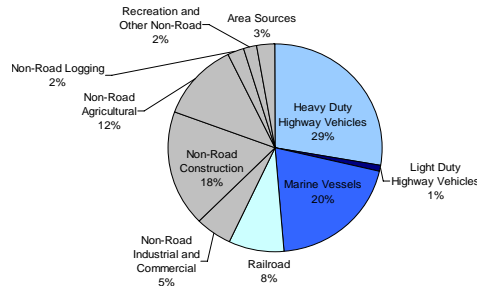
Almost all freight movement is fueled by diesel engines that move goods in global and national trade, support regional economies, and deliver goods to consumers every day.

Emissions from Freight Transportation is about 50 Percent of Total Diesel Emissions

Sources of Diesel Particulate Matter

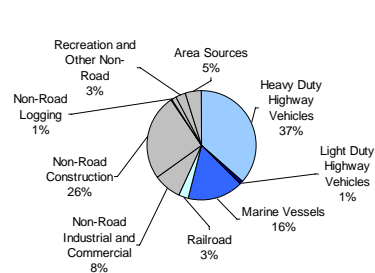
Washington State, 2002

7,701 total tons per year



Central Puget Sound, 2002

3,220 total tons per year



Source: Washington State Department of Ecology (2006)

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We are Working Together to Reduce Emissions and Improve Air Quality in Central Puget Sound

The good news is that technologies are getting better and regulations are getting stronger, helping to reduce harmful emissions from diesel engines now and in the future.

Other efforts include:

- Governor Gregoire's **Washington Climate Change Challenge** is an executive order establishing goals to reduce greenhouse gas emissions, grow our clean energy economy, and move toward energy independence. The Governor has formed the Climate Change Challenge Advisory Team to develop strategies and policies to meet these goals.
- WSDOT is retrofitting maintenance vehicles and using biodiesel in Central Puget Sound.
- Washington State Ferries has been testing the use of alternative fuels and employing fuel reduction strategies.
- We work with, and support the efforts of, our partners in programs to reduce diesel emissions. Some examples include EPA's West Coast Diesel Collaborative and the Puget Sound Maritime Air Forum.
- We know that many private companies are voluntarily taking action to reduce their fuel use and carbon footprint.

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The Challenge: Moving Freight Now and in the Future - While Supporting Air Quality Goals

A well-functioning transportation system adds value to everyone's quality of life: less congestion improves air quality and speeds delivery of freight and goods.

Better highway management and congestion relief can improve the efficiency of the transportation system and reduces harmful emissions.

Strategies and policies that guide priorities in the freight system include:

- **The Washington Transportation Plan Freight Report** guides transportation policy and investment decisions. It provides a data-based rationale for strategic investment in the state's freight system, describes users of the freight system, and identifies key performance gaps.
- **Governor Gregoire's Container Ports Initiative** is part of the Governor's Next Washington plan. It defines joint strategies and actions to increase the vitality and global competitiveness of major Washington ports.
- **The State Rail Capacity & Systems Needs Study** guides rail investment priorities. It recommends what the state's role in rail should be, investment approaches, governance, and a state asset management plan.

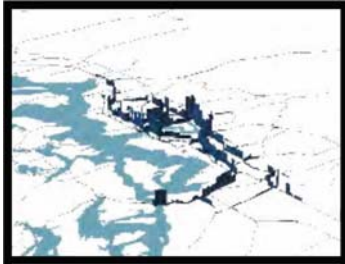
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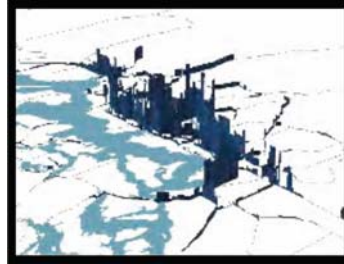
An Undesirable Future Snapshot: Congestion and Lack of Reliability

How do we move freight “faster” in the Central Puget Sound?
What’s coming could be much worse unless we continue to make progress
on both system investment and management.

Vehicle Delay Today



Vehicle Delay “2025 Baseline”



Source: Washington State Department of Transportation (2006)

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Targeted Investments Help Address Major Challenges of the Freight Systems

- Major freight projects in Puget Sound have received funding through the Legislature’s 2003 “Nickel” funding package and 2005 Transportation Partnership Act (TPA). These include:
 - Rehabilitation of I-5 between Spokane Street and the I-90 interchange this summer
 - I-405 widening: Nearly \$1.5 billion in improvements are funded
 - Alaskan Way Viaduct
 - SR 519 improvements for intermodal access
 - SR 509 and SR 167 missing links: Partially funded
- However, many projects are not fully funded and additional investments are needed.
 - Regional Transportation Investment District (RTID)/ Sound Transit vote in November 2007



Pothole on I-5



I-405 Corridor



Alaskan Way Viaduct

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Operational Improvements Can Also Add Capacity to the Freight System

We must also better manage highways and highway system operations to successfully fight congestion.

- Re-time and synchronize traffic signals
- Operate ramp meters to smooth traffic merges
- More progress on traveler information
- Incident response improvements



WSDOT Incident Response Team assisting with traffic control



WSDOT Traveler Information website shows current traffic conditions

Capital investments and smart operations will help address congestion but will not solve it. Demand management will also be a necessary part of the solution.

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In Summary, Central Puget Sound Freight Systems

- Serves the national economy and national defense.
- Provides competitive advantage for our state's manufacturing, agribusiness, logistics and trade, and timber/wood products sectors.
- Delivers goods to every citizen, every day.
- Needs significant investment and creative thinking to solve big issues.

To learn more, please see:

- The Washington Transportation Plan Freight Report at: <http://www.wsdot.wa.gov/freight>
- Air Quality and Diesel Emissions Folios at: <http://www.wsdot.wa.gov/Environment/Air>
- Washington State Department of Transportation project updates, performance reporting, and congestion management strategies at: <http://www.wsdot.wa.gov>

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