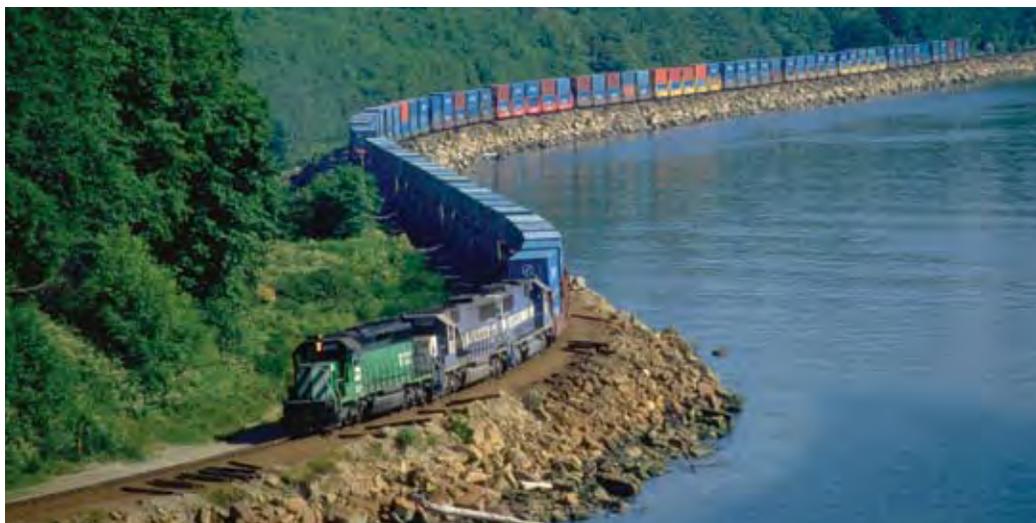


FAST Corridor



April 2006



The FAST Partnership helps move our economy.



Don Wilson, Port of Seattle



Don Wilson, Port of Seattle

Since 1998, a coalition of public and private partners in the Puget Sound maritime freight gateway has leveraged \$568 million of public and private funding for strategic freight mobility infrastructure improvements. Another \$300 million is needed to complete the remaining 16 of the 25 most important FAST Corridor projects.

FAST Corridor

Keeps the Puget Sound Gateway Open

As one of the West Coast's largest Pacific Rim trade hubs, the Puget Sound ports of Tacoma, Seattle and Everett link worldwide suppliers and markets. Washington State and the entire nation depend on the ability of the highways and rail lines in the Puget Sound gateway to move goods for retail, industrial and agricultural sectors.

FAST Vision & Goals

Each of the FAST Corridor partners works to achieve a common freight mobility vision. That vision integrates local and regional transportation system improvements along mainline rail lines and truck corridors near ports in the central Puget Sound region. **These projects move international maritime and domestic trade**, while supporting Puget Sound's economy and locally mitigating the impact of freight that benefits other parts of the country. The FAST Corridor's goals are to:



Improve the functionality, capacity and connectivity of the mainline rail system.



Eliminate choke-points where railroad and arterial networks intersect.



Provide safe rail crossings and reliable emergency access for local communities.



Establish reliable truck links between ports, railroad intermodal yards and regional distribution centers.

The FAST Corridor public-private partnership was established to move needed goods and support port operations on the highways and rail lines that sustain the maritime international trade corridor through the



Puget Sound region. To date, nine FAST Corridor projects, costing a total of \$568 million have been completed by the Partnership. The FAST partnership is seeking another \$300 million for projects to keep freight moving in the face of unparalleled growth in freight traffic and in Puget Sound communities.

What's at Stake?

In Washington State alone, maritime trade supports **30,000 direct, indirect and induced jobs**. An additional 300,000 Washington State jobs are related to these activities. The direct, indirect and induced jobs alone represent about **\$1.8 billion in personal income** per year.

Puget Sound ports serve a national market. **65% to 75%** of the international containers entering these ports **are transferred to rail to supply inland markets** beyond Washington State.

Together, the ports of Seattle and Tacoma comprise the **third largest marine container load center** in North America, behind only Los Angeles/Long Beach and New York/New Jersey. These West Coast ports provide critical network redundancy should one of the ports become impassable because of congestion or catastrophe.

Total maritime trade in Washington State 2004 was **\$12 billion in exports** and nearly **\$60 billion in imports**.

The ports have exceeded demand projections, processing 3.6 million twenty-foot equivalent units (TEUs)* in 2004 and **4.2 million TEUs** in 2005.

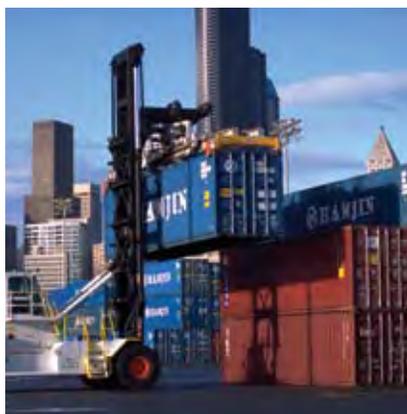
**A twenty-foot equivalent unit (TEU) measures 20 feet by 8 feet by 8 feet.*

If our ports cannot handle the expected surge in international trade, the region risks a confrontation between trade and affected local communities, as Southern California is experiencing.

Prosperity Partnership, A Regional Economic Strategy for the Central Puget Sound Region, 2005



Port of Everett



Port of Seattle



Port of Tacoma

Puget Sound
Gateway to the Pacific



FAST Freight

Moves Washington State's Economy

The Ports of Tacoma, Seattle and Everett are investing heavily to improve both the capacity and operations of their terminals and to help build the transportation infrastructure needed to grow. BNSF Railway and Union Pacific are also investing in mainline rail infrastructure.



More than half the value of the exports leaving our ports are goods produced in Washington State.



Nearly one in three Washington State jobs relates to international trade. Improvements to all modes of freight and goods mobility support local jobs and businesses.



Washington State's farmers and manufacturers profit from the lower cost "backhaul" trips for railroads and maritime shipping lines, which allow them to reach overseas markets at a more competitive cost.



Improving the Velocity of Freight through the Ports

The Port of Tacoma Road Overpass project, a 2001 FAST Corridor project, today expedites truck movements into and out of the Port of Tacoma. It grade separates the Port's main highway access from an on-dock rail facility, and enhances rail yard capacity and switching operations.

The FAST Corridor projects accommodate through-movements to inland markets, serve the freight needs of Washington's producers and suppliers, and distribute freight and goods locally. They are an integral element of a broader, overarching freight strategy within the Puget Sound Region and statewide, including:

- The transportation element of the Prosperity Partnership regional economic competitiveness strategy;
- Puget Sound's Regional Transportation Plan (Destination 2030);
- The Washington Transportation Plan Freight and Rail Elements, which also focus on producers and suppliers, gateways and local distribution; and
- The four-state West Coast Corridor Coalition.

FAST Corridor Helps

Grow our state and local economies

As trans-Pacific trade continues to drive the state's economy, the communities located along the FAST Corridor are also growing. FAST Corridor is committed to minimize conflicts. FAST Corridor has already constructed nine priority projects that improve access to the ports and separate major arterials from railroad tracks.

Container volumes are expected to double by 2020. Train volumes between Seattle and Tacoma could also double in the next 20 years — from an average of 85 to about 190 trains per day by the year 2025.

With the completion of 16 more projects, the FAST Corridor partners will have grade separated most of the major arterials crossing the rail lines to the ports. These actions also serve truck traffic passing through our communities to our ports and our largest industries, warehouses and distribution centers.

Grade separated roads and rails also serve these objectives:

Support urban centers by reducing conflicts between urban growth and the growth of freight traffic.



Improve truck mobility to industrial centers by increasing capacity and travel time reliability along these major arterials.



Improve emergency response by removing road barriers to fire and medical emergency services.



FAST Corridor

Benefits Beyond Local Borders

Direct beneficiaries from FAST Corridor projects include:

Local communities, with neighborhoods that will be reconnected across railroad tracks.



The State of Washington's economic well-being, which is strongly linked to foreign and domestic trade.



The ports, that count on efficient truck and rail connections to increase the capacity and velocity for freight.



The railroads, which benefit by reducing vehicle-rail conflicts, and increasing average operating speed.



The nation, which benefits from the capacity, security and reliability provided by Puget Sound ports as a major international gateway.

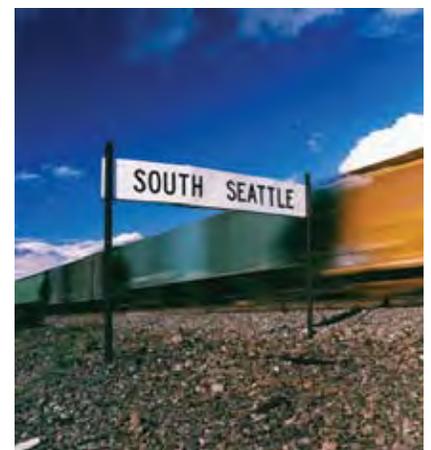


The remaining FAST Corridor projects include the highest priority uncompleted grade separation projects in King, Pierce and Snohomish counties. All of the projects provide a regional freight benefit beyond the local area. Each grade separation added to the corridor improves the traffic grid in the larger subarea. For example, two completed projects at each end of the City of Kent — South 180th Street to the north and South 277th Street to the south — created a system that commuters use to better access the growing residential areas on the East Kent Hill. Completing Kent's South 228th Street project in the middle will connect the valley westward to a proposed new SR 509 route to the Port of Seattle. The FAST Corridor Partnership is now looking for new avenues — and new partners — to help fund these critical projects under increasingly challenging conditions.

Grade separating arterials from rail corridors

The South 277th Street project was widened from two to four lanes from SR 167 to Auburn Way and separates both BNSF and UP rail traffic from street traffic with two overpasses. Today, the project:

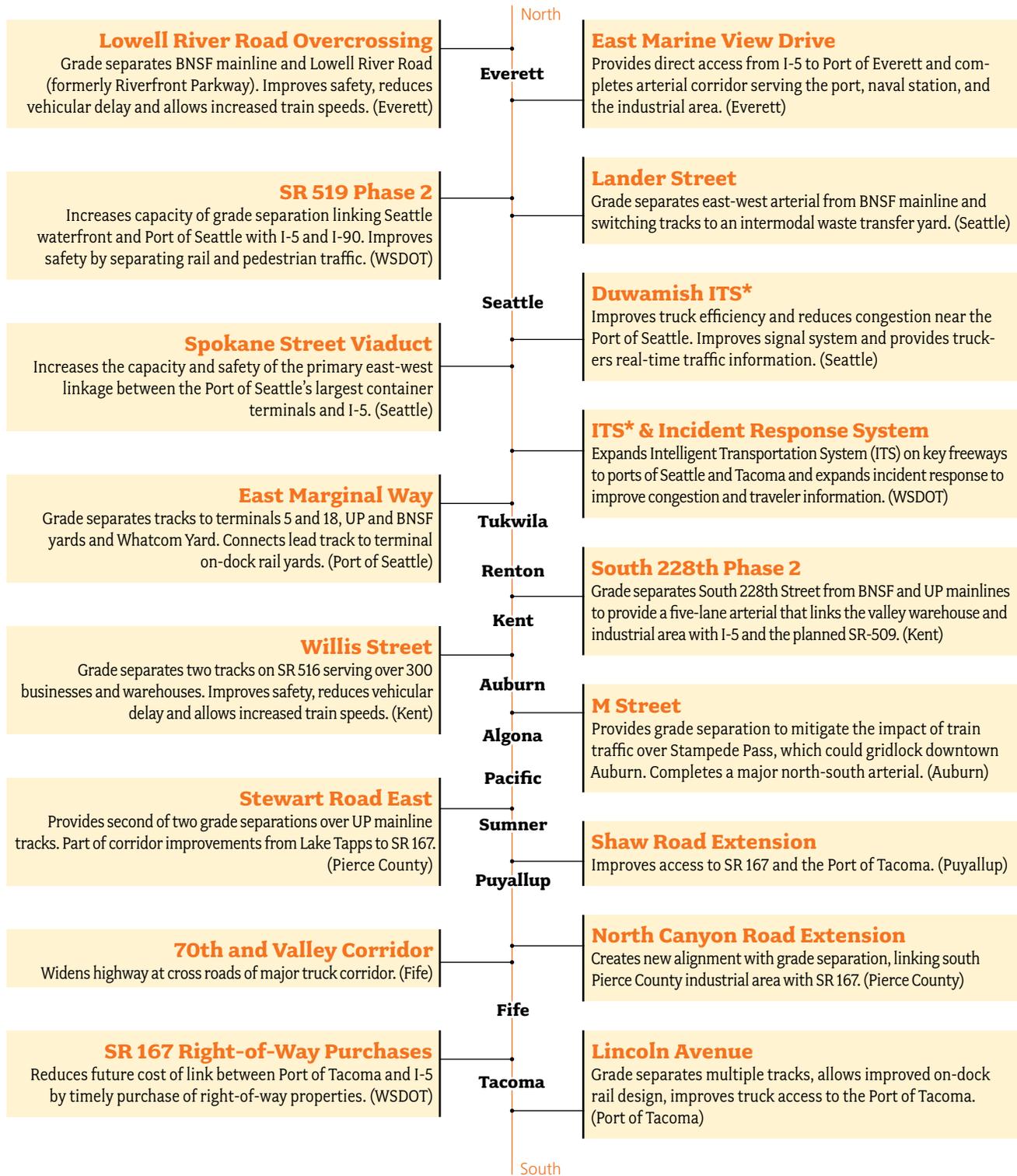
- Improves safety at rail/street crossings;
- Reduces cars and truck delay;
- Increases capacity of arterial streets in Kent and Auburn;
- Mitigates the impact of increased freight and commuter rail; and
- Allows unencumbered switching into the UP rail yard.



FAST Corridor

What do we need to complete the system?

The FAST Corridor Partnership has completed nine of 25 projects and will begin constructing four more by Summer 2006. The Partnership's highest priority now is to complete the following FAST Corridor projects and project phases.



* ITS = Intelligent Transportation Systems

FAST Corridor

The FAST Partnership Delivers

The **F**reight **A**ction **S**trategy for the Everett-Seattle-Tacoma Corridor (FAST Corridor) is a partnership of 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests, intent on solving freight mobility problems with coordinated solutions.

They have shared information and funding resources — sometimes shifting funds from projects that were delayed to those that were ready to begin — to benefit the program as a whole. Because of this team approach, projects were built which otherwise might never have been completed. Since 1998, the partners have identified and assembled \$568 million of public and private funding to build nine strategic infrastructure improvements and start four more.



Ground-breaking ceremony for South 228th grade separation (Kent)



This brochure was produced by the FAST Corridor Partnership to inform people in decision-making and policy roles, as well as the broader public, about how the FAST Corridor improves our system of freight mobility.

For further information, visit www.psrc.org/fastcorridor/

FAST Partners

State & Federal

Washington State Department of Transportation
Freight Mobility Strategic Investment Board
Transportation Improvement Board
Federal Highway Administration

Region

Puget Sound Regional Council

Ports

Port of Everett
Port of Seattle
Port of Tacoma

Counties

King County
Pierce County
Snohomish County

Cities

Algona	Kent	Seattle
Auburn	Pacific	Sumner
Everett	Puyallup	Tacoma
Fife	Renton	Tukwila

Freight Carriers

BNSF Railway
Union Pacific Railroad
Washington Trucking Association

FAST Corridor

Port of Everett

East Marine View Drive

Everett

Lowell River Road Overcrossing

Mukileo

Lynnwood

Edmonds

Port of Seattle

Seattle

Bellevue

SR 519

Lander Street

East Marginal Way

Spokane Street Viaduct

Duwamish ITS

Renton

Tukwila

Kent

South 228th Street

Willis Street

Auburn

M Street

Port of Tacoma

Lincoln Avenue

Tacoma

D Street

Stewart Road East

SR 167 Right-of-Way Purchases

70th & Valley Corridor

North Canyon Road Extension

Shaw Road Extension

FAST Corridor Project Status

Grade Separation

- Design
- Construction
- Complete
- Phase I: Complete
- Phase II: Construction

Railyard Access

- Design
- Complete

Truck Access

- ▲ Design

Intelligent Transportation Systems (ITS)

- ★ Design
- ★ Construction

- Railroads
- Highways
- International Waterways

California Street Crossing



41st Street Overcrossing



SR 519 Phase 1



South 180th Street



South 277th Street



3rd Street Southwest



ITS & Incident Response System



Port of Tacoma Road

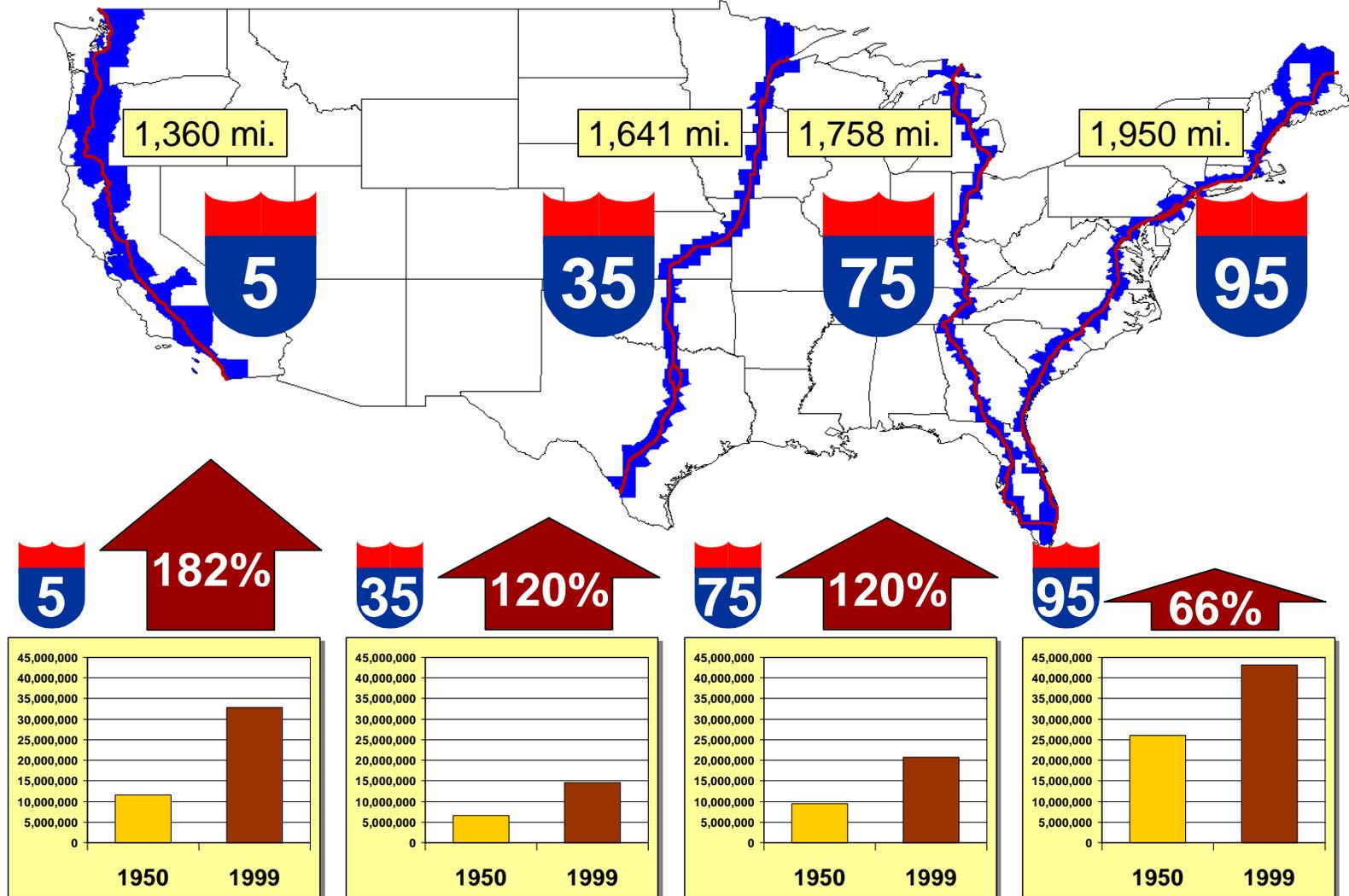


From B.C. to B.C. ... and Beyond
The Story of the
West Coast Corridor Coalition

From B.C. to B.C. ... and Beyond

The Story of the West Coast Corridor Coalition

Population Growth Along Major N-S Corridors 1950-1999



Data Sources: U.S. Census Bureau, ESRI. Note: Populations for I-5 include SF Bay Area.

The Cascadia Corridor

- A Decade of Cooperation

- **465-mile corridor reaching from Vancouver, BC to Eugene, OR**
- **Dialog Coordinated by:**
 - Whatcom Council of Governments (Bellingham)
 - Cascadia Center of Discovery Institute (Seattle)
 - Cascadia Institute (Vancouver)
- **Key Mechanisms:**
 - International Mobility & Trade Corridor Project (IMTC)
 - Border Working Group & Border Business Plan
 - Cascadia Mayors Conference
 - Amtrak Mayors Council

The Cascadia Corridor

- **Goals**
 - To assure the U.S. – Canada border is a bridge, not a barrier for trade, travel, and tourism between the two nations
 - To develop shared policy visions on transportation, land use, environment and other issues affecting economic vitality and quality of life along the corridor
- **Bottom Line**
 - Recognized by the U.S. government as the most successful cross-border cooperative effort on either border

From B.C. to B.C. ... and Beyond

The Story of the West Coast Corridor Coalition



The Cascade Gateway

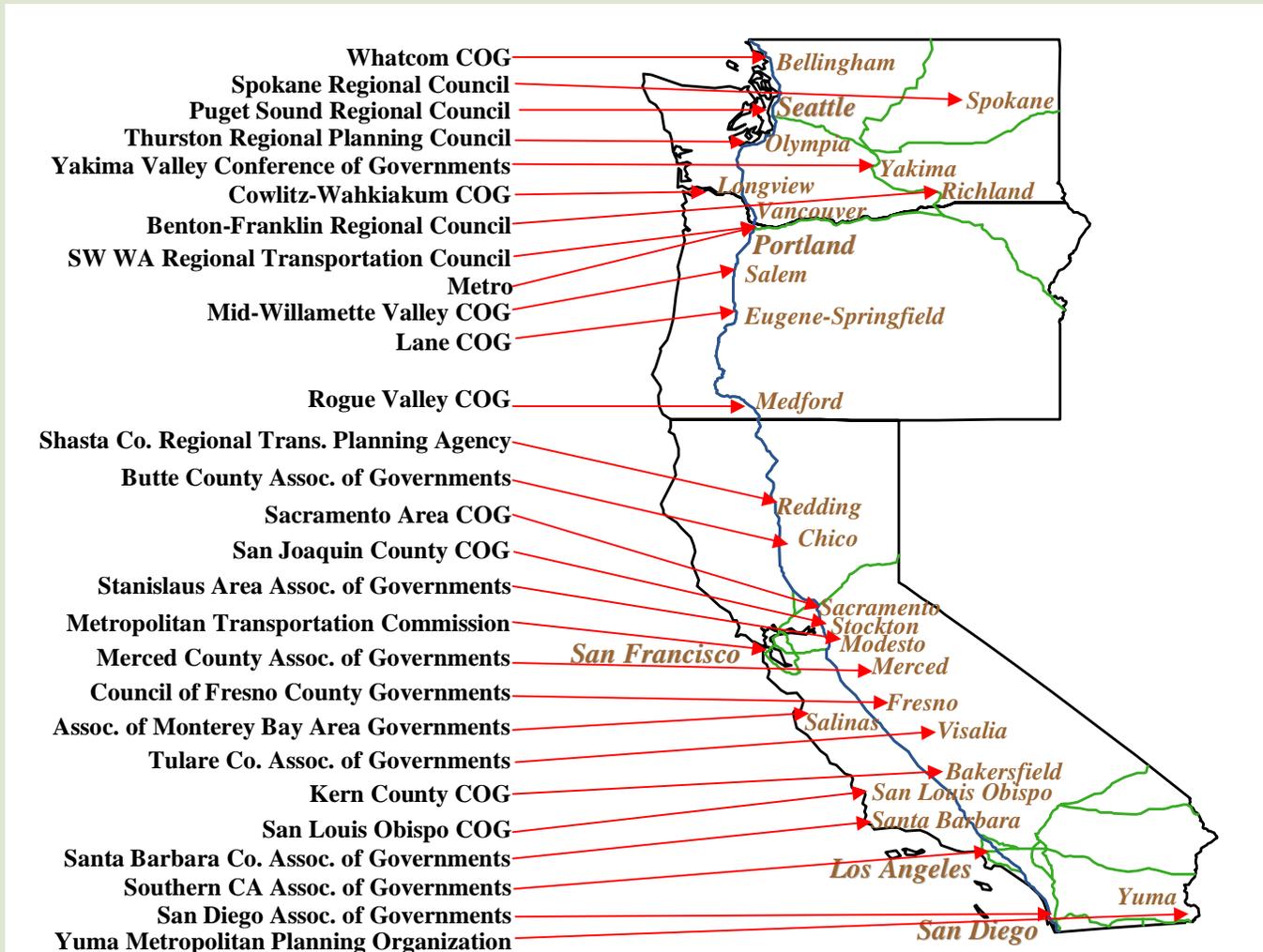
From B.C. to B.C. – Plus Alaska

The Corridor Outreach Initiative

- **Launched November 2001** with funding from USDOT Borders and Corridors Program
- **Goal:** Extend corridor cooperation from Eugene to Ensenada, tripling the scale to 1500 miles – and “North to Alaska”
- **Means:** Outreach in Alaska, Oregon, California, and Baja California to test and confirm the level of interest in joint effort by transportation policy leaders, system operators and users
- **Launch Site:** West Coast Corridor Coalition 1st General Session, Sacramento CA, June 5, 2003
- **Stakeholders:** 70 attendees (by invitation only) from state DOTs, Governors’ offices, MPOs and RTPs, service providers and system users, engineering and logistics consultants

COGs Along the Corridor

The Pacific Region Hums with Activity



Consensus Outcomes

Corridor Coalition 1st General Session

June 5, 2003

- **Be positioned for future requirement that federally-designated corridors be multi-state**
- **Share best practices to gain full value from infrastructure investments – today and tomorrow**
- **Set priorities at the system level rather than project level to gain synergy and save money**
- **Develop a shared message to make a national case for the need to invest in the Corridor**

Building the Network, Shaping a Plan

Following the 1st General Session, a series of roundtables explored key issues in depth:

- ***Portland Roundtable, July 15, 2003***
 - **Mega-projects and multi-jurisdictional coalitions**
- **Oakland Roundtable, August 19, 2003**
 - **Freight operations in the era of global supply chains**
- **San Diego Roundtable, September 9, 2003**
 - **Intelligent Transportation Systems (ITS)**
- **Stockton Roundtable, September 12, 2003**
 - **Inter-regional and inland corridor networks**
- **Seattle Roundtable, October 9, 2003**
 - **Securing and enhancing the transportation funding base**

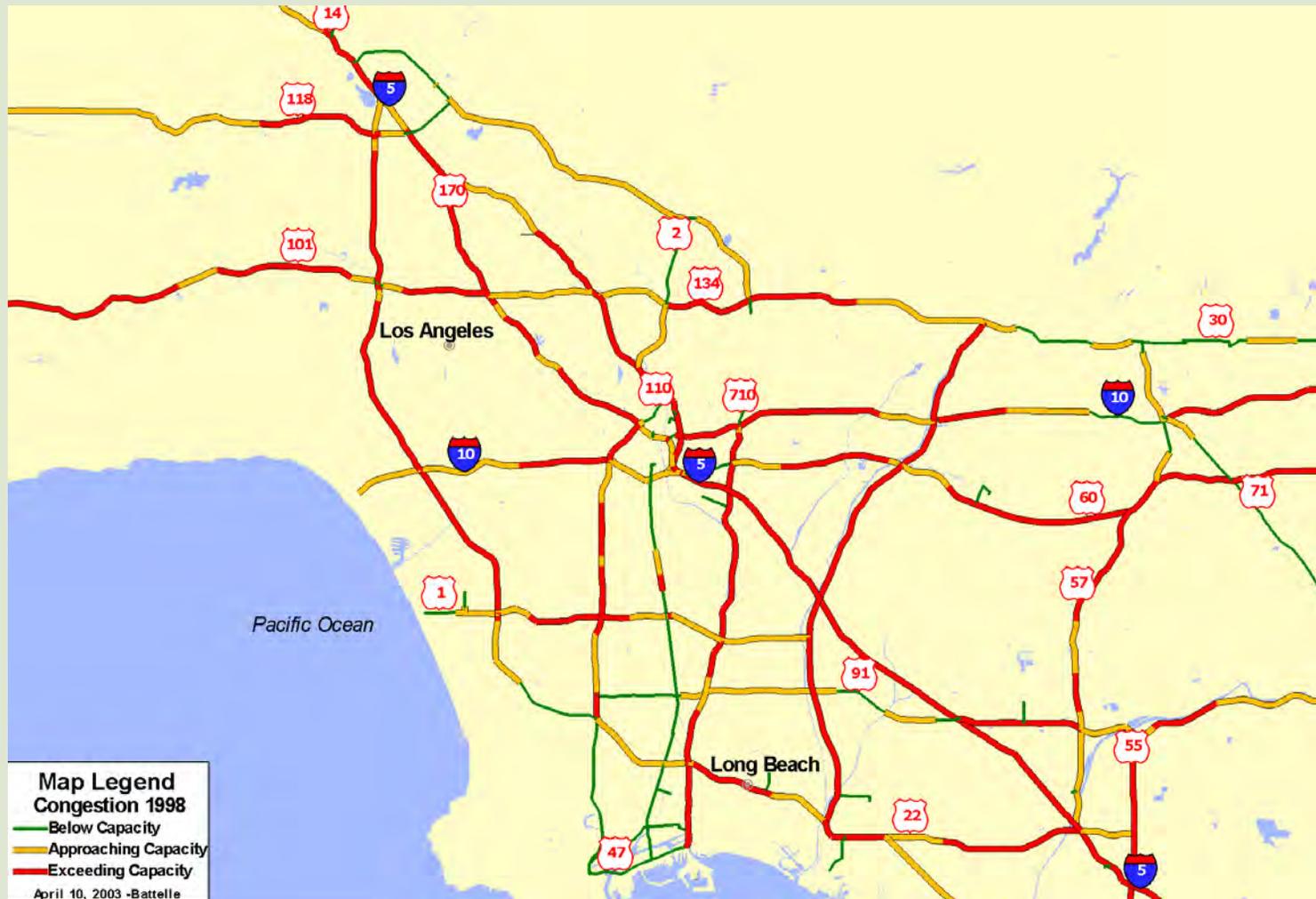
The West Coast Corridor System

A Crucial National Asset

- Pacific State port gateways link the U.S. with its largest offshore trading partners
- Half the container cargo in the country moves through West Coast ports – over 15 million 20-foot TEUs worth over \$300 billion annually
- In the next 20 years, the current volume of trade will double or triple
- The West Coast Corridor links the U.S. with Canada and Mexico – two of the four top trading partners moving \$1.5 billion per day in three-nation trade
- Extraordinary costs required to maintain gateway and corridor capacity are borne by West Coast states and regions, not nationwide
- Crucial pinch-points and choke-points are “maxed out” today and face service quality declines without further investment

Lay of the Land

Los Angeles Metroplex



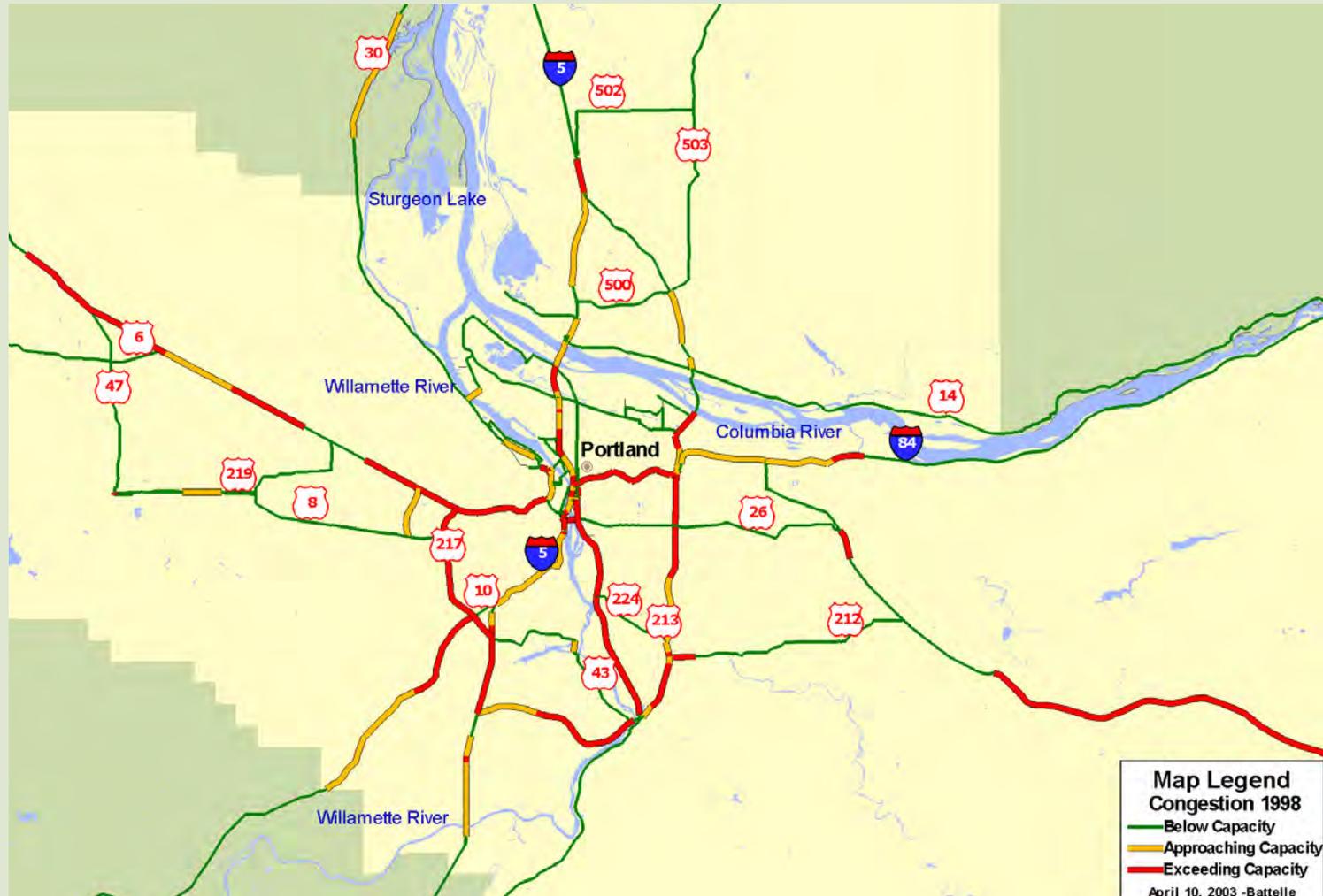
Lay of the Land

San Francisco Bay Area



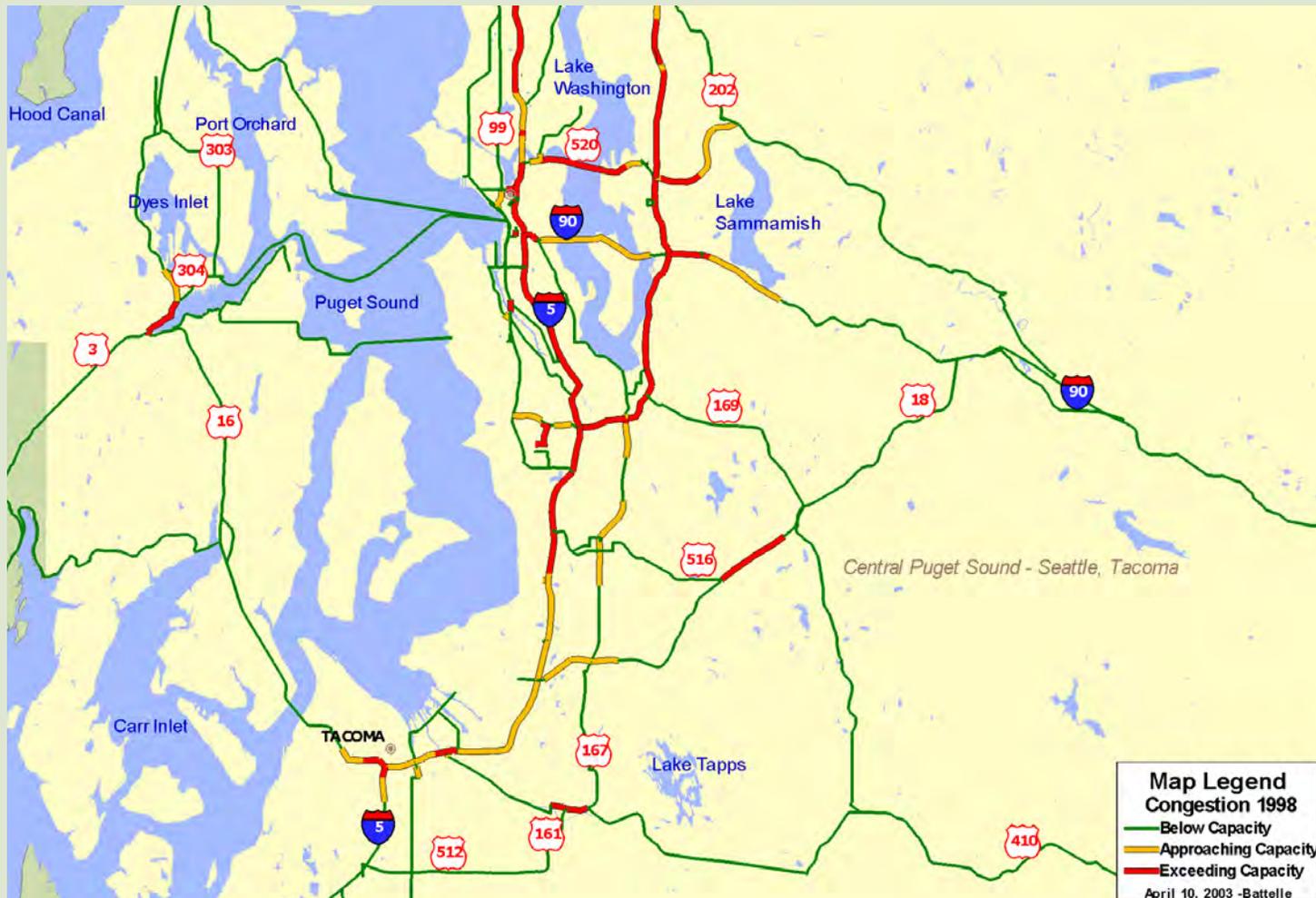
Lay of the Land

Columbia/I-5 - Portland



Lay of the Land

Central Puget Sound - Seattle



Rivers of Trade

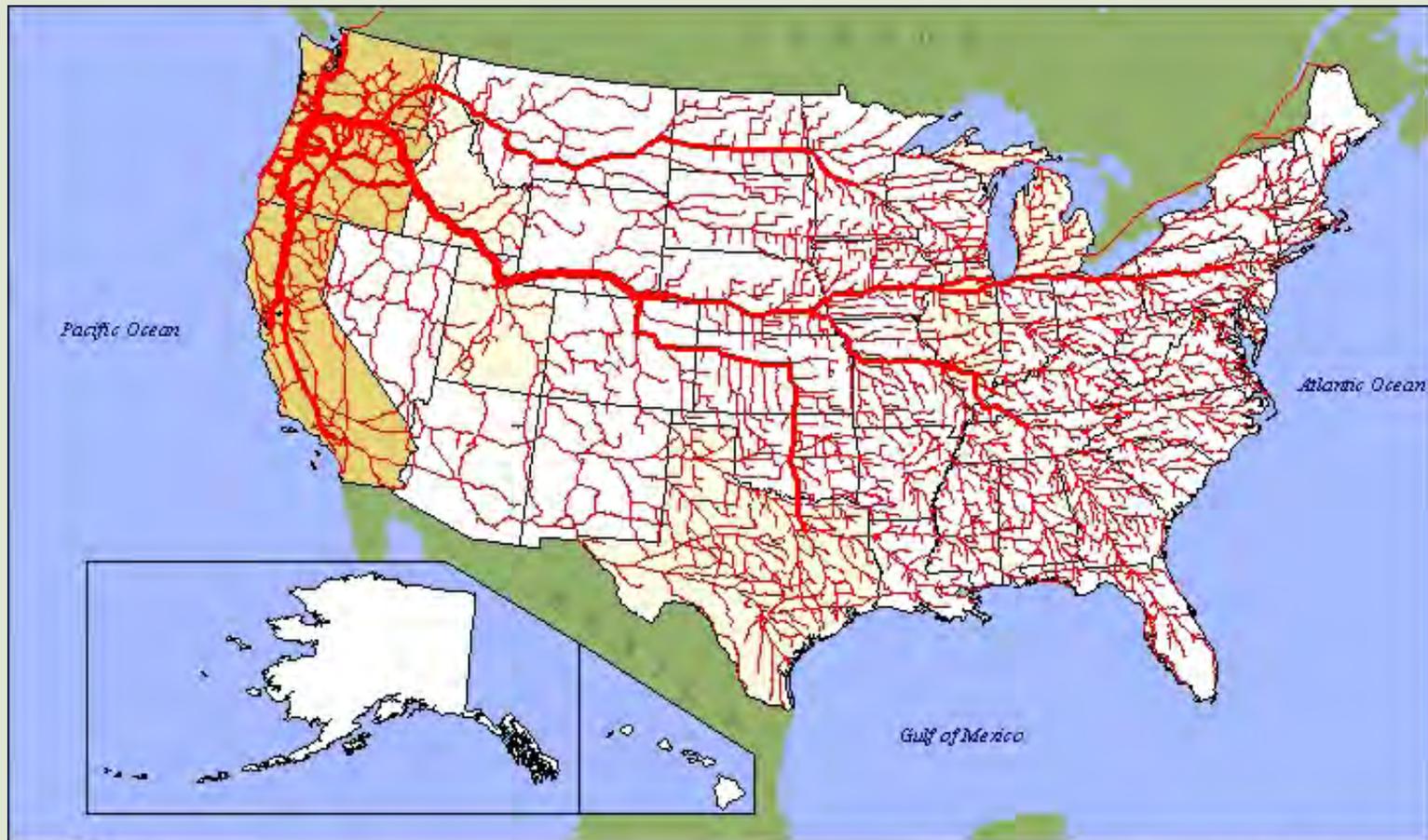
The West Coast is “Headwaters” for Huge Flows

- This is the nexus of Asia-Pacific and NAFTA trade that includes the 4 largest U.S. trading partners
- California and Puget Sound ports lead in container volumes while Lower Columbia (Portland) ports are standouts in bulk cargo movement
- West Coast gateways are the “Port of Chicago,” serving America’s heartland
- West Coast regional trade is robust – California buys \$15 billion a year from Washington, equaling that state’s exports to Canada, China, and Japan combined
- Oregon sells \$10 billion a year to California. Northwest goods get to the Golden State via the West Coast Corridor

Washington Truck Flows



Oregon Truck Flows



U.S. Department of Transportation
Federal Highway Administration
Office of Freight Management and Operations
Operations Core Business Unit

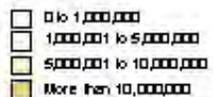
OREGON

Total Combined Truck Flows
(1998)

Network Flows (Tons)



State to State Flows (Tons)

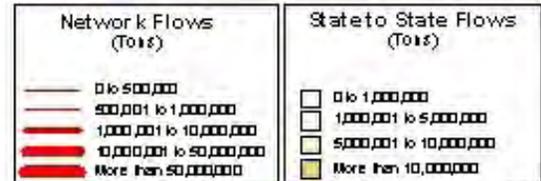


California Truck Flows



U.S. Department of Transportation
Federal Highway Administration
Office of Freight Management and Operations
Operations Core Business Unit

CALIFORNIA
Total Combined Truck Flows
(1998)



The 2nd General Session

Held in Sacramento on November 10, 2003 to develop a set of organized principles and structure

- The Coalition's primary focus is to present the case for additional funding for West Coast states' transportation system needs
- The Coalition is a non-partisan body
- The Coalition will engage in system planning on matters of corridor significance while individual states' programming and investment decisions remain at the state level
- The Coalition will address communication, educational and advocacy efforts to the general public and elected officials at all levels
- The Coalition's structure should support its organizational principles
- The structure should be inclusive yet nimble, representing all major interests while being able to move quickly in response to opportunities and challenges
- The goal is to harmonize diversity of input with coordination of policy

Executive Committee Structure & Role

- **Decision-making power will be delegated to a permanent Executive Committee comprised of seventeen members.**
- **The states of Alaska, Washington, Oregon and California will have members representing their Department of Transportation, Governor¹s Office, a Metropolitan Planning Organization, a Port or the Public Ports Association.**
- **The Chair of the Private Sector Advisory Committee will also be an Executive Committee member.**
- **A unanimous vote of the four state Department of Transportation will be required to set policy. The overall majority on the Executive Committee must be at least 12 out of 17 votes.**
- **The Executive Committee role selects and oversees staff and providers of support services, chooses issues of interest and establishes deliverables, designates subcommittees to address issues of common interest, sets membership fees, supports and communicates with the General Assembly.**

General Assembly Structure & Role

- **Membership in the General Assembly includes DOTs, MPOs, RTPOs, ports, freight industry and trade associations, COGs, cities and counties and members of their state associations, congressional staff, border working groups, official state freight advisory committees, chambers of commerce and industry associations, EDCs, etc.**
- **The General Assembly's role is to propose issues of interest, provide members for issue subcommittees, support research a planning needs, and propose deliverables.**

Private Sector Advisory Committee Structure & Role

- **Membership on the Private Sector Advisory Committee includes Class I railroads, trucking firms/associations, shipping line trade groups, air freight carriers, transportation unions, major shippers, and non-governmental organizations active in transportation policy. Total membership = 15.**
- **The Advisory Committee will develop and maintain a private sector policy agenda and set of priorities, and inform the Executive Committee of same on an on-going basis. The Committee will represent the Coalition in presenting the case for national financing resources and be authorized to raise funds for specific efforts approved by the Executive Committee.**
- **Where these efforts meet the legal definition of lobbying, strict separation shall be maintained to avoid co-mingling of funds received from federal or other restricted sources.**

Strategic Perspective

The Corridor Coalition as a Change Agent

- **Transportation is not an end in itself – it is a means to personal choices:**
 - Where to live and work
 - Satisfying basic needs such as jobs, health care, recreation
 - Getting consumer goods to market
- **Freight mobility solutions are inseparable from personal mobility solutions:**
 - Major trade gateways are located in large metro areas
 - Highways and rail require sharing capacity or paying to build separate routes
 - Communities bear environmental impacts of all modes

Strategic Perspective

The Corridor Coalition as a Change Agent

- **Transportation investments shouldn't just tread water:**
 - The goal isn't simply to hold congestion steady as volumes grow; the goal is to invest better and smarter to enhance quality of life as well as protect economic vitality

Equity Perspective

A Fair-Share Basis to Carry the Cost of a National Benefit

- The greatest jobs benefits of trade are wholesale and retail sales, manufacture of products with imported components, and U.S. exports. These benefits are spread nationwide
- The expense of moving trade goods shipped to or from West Coast gateways through major metro areas to the rest of North America is borne largely by gateway regions and states
- Federal funding formulas for transportation do not reflect the West Coast Corridor System's value as a national asset or the cost of protecting and enhancing its capacity
- For the first time, major proposals are being put forth in Congress that recognize goods movement needs and the uneven regional impacts in supporting the costs of freight mobility.

To assure a robust economic future, the time is now for national investment in the West Coast Corridor System

Center of Excellence

Sharing Experience, Spreading the Word on Best Practices

- In the spirit of the Cascadia Corridor's 10-year history, the purpose of the West Coast Corridor Coalition is not limited to making the case for new legislation, no matter how urgently needed
- The Corridor Coalition is an ideal forum for cooperation on operational practices, logistics, and use of technology to create a "seamless" system that provides a high level of service with cost-efficiency

Center of Excellence

Sharing Experience, Spreading the Word on Best Practices

- **The Coalition is an ideal venue to develop and implement the protocols for “secured mobility” – the mix of strategies that serve today’s security requirements while assuring the flow of personal and goods movement**
- **The West Coast Corridor System is an ideal venue to serve as the test site for pilot projects that demonstrate applications of Intelligent Transportation Systems (ITS)**

The Coalition is committed to function as a Center of Excellence in addition to its role as a voice for transportation investment on the West Coast Corridor.