Partnerships that Work

Presentation to Lions Club
Eric Jessup
Assistant Research Professor
Washington State University
509-335-5558
Email: jessup@wsu.edu
January 26, 2002
So you’ll know when I’m almost done....

- **Background**
  - EWITS and earlier studies

- **Statewide impact as a result of gathered information and analysis.**

- **Strategic Freight Transportation Analysis (SFTA).**

- **2002/2003 Origin-Destination Truck Survey (where and when).**

- **Proposal**

- **Questions?**
Background

**EWITS**

- A six year study (1992-1998) that was funded jointly by the Federal government and the Washington State DOT as part of ISTEA.

Key goals included:

- Facilitate existing regional and statewide transportation planning efforts.
- Forecast future freight and passenger transportation service needs for eastern Washington.
- Identify gaps in eastern Washington’s current transportation infrastructure.
- Pinpoint transportation system improvement options critical to economic competitiveness and mobility within eastern Washington.
First statewide Origin-Destination truck survey initiated in April, 1993.

- 300-350 Lion Club Members conducted personal interviews.
- 30 separate locations (see map)
- Interviewed 29,000 trucks (without injury!)
- Developed an extensive database on freight movements, key highway corridors, truck configurations, products, etc.
Impact

- Generated a basis for multiple types of studies and analyses including 26 Research Reports and 11 Working Papers:


Impact
(continued)


Directly contributed to the following highway investment projects:

- **US 395 Hastings to Mile Post 172, Stage 2**, approximate cost $12 million

- **US 395 North Safety Improvement Projects** (left turn channelizations and passing lanes), Deer Park to Kettle Falls, cost $3 million

- **North-South Freeway justification** - travel savings, freight value, truck percentages. North-South Corridor is now under construction. The overall corridor build-out will be approximately $1.4 billion in today's dollars.

- **Interstate 90 Spokane to Idaho State Line** - multiple stage projects that use the EWITS data for truck percentages, commodities carried, etc. The recently finished project from Sprague to Argonne, cost $45 million; Argonne to the Idaho State Line under design, construction, cost approximately $170 million.

- There are several different plug and run sites (these are sites the Washington State Patrol uses to weigh and inspect trucks) that will be constructed at the request of WSP. Most recent construction occurred at the intersection of US 395 and SR 25, and we are currently negotiating on another couple of sites in the general northern area.

- **Colville alternate truck route** with the City of Colville as the lead agency to allow a bypass of the City of Colville for trucks. The truck percentages and routings were the result of EWITS data.
Strategic Freight Transportation Analysis (SFTA)

Three year, $600,000 study with the following objectives:

- Identify freight corridors by vehicle volume, type and commodity: past, present and prospective.
- Assess the operation of selected portions of ports, roadways, rail systems, and barges of the current multimodal transportation system, evaluating infrastructure adequacy, and identifying deficiencies and investment needs.
- Conduct discrete analyses of mode cost structure and competitive mode shares as ownership and government policies are changed.
- Assess the potential for economic development opportunities as it pertains to supporting the overall multimodal transportation system.
- Examine case studies of private and public costs of transportation by individual modes to identify true costs and establish the baseline of private and public contributions.
- Research current public/private investments and the opportunities for public/private partnership investments in the infrastructure requirements of the various modes to stimulate and support the rural economic development throughout the State.
Strategic Freight Transportation Analysis (SFTA)

- Statewide Origin – Destination Truck Survey
  - Same sites over Four Seasons.

- Shortline Railroad Economic Analysis
  - Capitol and Operational Investment Needs for Shortline Railroads by Commodity or Product.

- Strategic Resource Access Road Network Study
  - Survey of Wheat and Barley Elevators throughout Eastern Washington
  - Forest Products Survey
  - Mining and Minerals Survey
  - Fruit and Vegetables, Wine, Hay, Livestock
Survey Sites
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>3rd</td>
<td>10th</td>
<td>17th</td>
<td>24th</td>
</tr>
<tr>
<td>1</td>
<td>Brady West</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Brady East</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Cle Elum East</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Cle Elum West</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Deer Park South</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Douglas North</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Everett North</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Everett South</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Goldendale</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Kelso South</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Othello</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Pasco</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Peshastin West</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Plymouth</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Port Angeles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Sea Tac South</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Sea Tac North</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>E. Spokane</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Tokio East</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Tokio West</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Umatilla</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Vancouver North</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Wallula</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Osoyoos North</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Oroville South</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Danville</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Laurier</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The proposal.

- Partner with individual Lions Clubs to perform these surveys.
- We would provide all materials, training, support and each club would provide the labor.
- We would engage into a service agreement with each club ($10 / person hour of service) preferably for all seasons / site.
- Training to begin in March, Surveys to begin in April.
- Begin contacting local clubs over the next few weeks.