

**Western Association of State Highway
and Transportation Officials**

Resolution 11-97

Western Transportation Trade Network Phase II Study

Whereas, the WASHTO Policy Committee, at their Fall, 1997 meeting in Salt Lake City, referred the Western Transportation Trade Network (WTTN) phase two draft scope of work and budget to the WASHTO Standing Committee on Planning/Intermodal (SCOPIIM) for further recommendation and consideration by mail ballot; and

Whereas, the SCOPIIM has solicited and obtained input from member states; and

Whereas, the SCOPIIM has revised the phase two draft scope of work and budget to incorporate comments made by member states, as appropriate; and
WHEREAS, the objectives of the phase two study are to identify the items listed Below for use, consideration and adoption, as deemed appropriate by the individual states:

- Provide more in-depth information on rail and highway trade flow movements within each WTTN corridor identified in Phase 1, including the identification of emerging transportation issues in Mexico, Canada and the Pacific Rim;
- Provide information on the national economic benefit of through-region trade movements;
- Identify potential performance objectives for consideration by the individual states within each corridor;
- Assess the overall existing performance, including the physical condition of publicly-owned infrastructure, and identify general qualitative deficiencies and a menu of potential solutions to correct the deficiencies within each WTTN trade network route;
- Identify the general qualitative nature of benefits and potential solutions if each corridor was able to attain its identified performance objectives; and

Whereas, nothing in this Study Plan or the Study, if it is undertaken, may be construed as an endorsement by any state of any performance objective within any corridor or any plan for investment within any corridor - which shall remain within the purview of the individual states planning process: and

Whereas, the SCOPIM-recommended WTTN phase two scope of work and budget are attached: and

Now, be it further resolved, the WASHTO Policy Committee supports phase two of the WTTN study; and

Be it further resolved, that this study is intended for general planning purposes for each individual state in establishing priorities through their on-going statewide planning processes; and

Be it further resolved, that nothing in this study shall be intended nor interpreted as a statement of support by WASHTO for distribution of Federal funds on either formula or discretionary basis to any individual state or corridor; and

Be it further resolved, that a WTTN task force, consisting of the chairman of the SCOPIM and one representative from each participating state that desires membership, be appointed by the WASHTO Policy Committee to provide oversight and make recommendations, and that the Colorado Department of Transportation provide, contract administration for phase two of the WTTN study; and

Be it further resolved, that the SCOPIM provide a report to the WASHTO Policy committee at its annual meeting in 1998.

Adopted by the WASHTO Policy Committee by mail ballot March 1, 1998.

Thomas R. Warne, President

This Resolution was signed by
Thomas R. Warne, Date Unknown

PROPOSED WTTN PHASE II SCOPE OF WORK - DRAFT #5

January 12, 1998

The Western Transportation and Trade Network (WTTN) study represents one of the first comprehensive examinations of freight transportation throughout the western U.S. The study was divided into two phases. Phase I was designed to provide a broad assessment of freight needs followed by Phase II that is designed to provide specific freight information that can be used for planning in the design of a multi-modal transportation network.

Overview of Phase I

Phase I identified three major objectives:

- Identify the WTTN multi-modal freight corridors throughout the western region;
- Identify deficiencies in those corridors; and
- Develop a regional approach to needs, opportunities and strategies in those corridors.

Phase I relied on existing data sources supplemented by information provided by Reebie Associates that included regional origin/destination freight information. This information will help state planners and consultants to define the main freight corridors. Additional information will be needed for the more detailed examination of these corridors within Phase II.

Proposed Phase 2

Phase II will work on developing more information within each of the WTTN trade network routes. Any additional work in refining the project or investment needs should be left entirely to individual states through their statewide transportation planning process.

Phase II will: (1) provide more in-depth information on rail and highway trade flow movements, including the identification of emerging transportation issues in Mexico, Canada and the Pacific Rim; (2) identify potential performance objectives for submittal to the individual states within each corridor for their consideration; (3) assess the overall existing performance and identify general qualitative deficiencies and a menu of potential solutions to correct the deficiencies within each WTTN trade network route; (4) identify the qualitative nature of benefits and a menu of potential solutions if each corridor was able to attain its identified performance objectives; (5) identify and provide qualitative information on the national economic benefit of through-region trade movements.

In addition, Phase I focused most of its attention on specific trade routes with very little

attention in the area of intermodal facilities Phase II will devote part of its resources to examining the access needs for true major freight intermodal facilities. This will include identifying general qualitative deficiencies and a menu of potential solutions to correct the deficiencies within each corridor as well as generally identifying how the public could benefit, who could benefit, and the benefits to state economies. For the purposes of this effort, the intermodal facilities to be examined are between water and rail water and truck, air and truck, air and rail. and rail and truck.

Task No. 1 - Develop Customer Based Performance Objectives

One of the possible benefits to the public and the freight industry would be the identification of potential performance objectives for each of the 18 WTTN rail and highway trade network routes identified in Phase I. These performance objectives would identify potential goals to be achieved in each corridor for suggestion to the individual states. In identifying and developing these objectives, the consultant will work closely with representatives from each state and the freight industry to ensure that each state contributing to the study will participate in the benefits. This effort would include the collection of data through market research and customer information that is significant to multi-state shippers and transportation providers. The consultant team would also evaluate and include any information relevant to NAFTA (e.g., new freight movement technology and trends, emerging transportation issues in Mexico, Canada and the Pacific Rim) that has the potential to impact freight movement, and future plans on or along the network route.

Task No. 2 - Existing Corridor Performance

Based on the illustrative performance objectives identified under Task No.1, the consultant team would determine how well each WTTN trade network route is performing today against the baseline objective. This would involve meeting with representatives from the freight industry, shippers, transportation providers and state agencies to qualitatively identify the current performance of each corridor, including general deficiencies and a menu of potential solutions to correct the identified deficiencies, for use by the individual states.

This could be accomplished by reviewing the freight industry records, port of entry logs, driver logs, etc. A technical report will be developed which provides an assessment of how each WTTN trade network route is performing against the identified performance objectives including information on the ability of businesses that utilize network routes to ship and receive commodities reliability and efficiently and look at type and location of freight movement constraints. States could then see the trade network from a regional perspective and how conditions in another state might affect other segments of the network.

Task No. 3 - The General Nature of Benefits and Potential Solutions of Achieving

Corridor Performance Levels

Task No. 2 will provide a picture of where each corridor stands in meeting the identified performance objectives. Under this task, the consultant team will identify the qualitative benefits and potential solutions to the public and private sector if the corridors overall performance could be raised to the baseline objective identified in Task No. 1. Some of the benefits to be assessed will be reduced operating cost (savings to the consumer), reduced congestion, improved safety, improved route condition, better reliability, the national economic benefits of through-region trade movements, factors that affect on time delivery, etc. The potential solutions to improve the corridors shall be qualitatively identified.

Task No. 4 - Identify Intermodal Facilities and Their Access to WTTN Network Routes

Intermodal facilities will be defined as major water ports, RR intermodal (traders, containers), reload facilities, grain elevators, other transfer facilities involving rail or water transportation.

Identify the intermodal facilities impacting those trade corridors identified in Phase 1, and their associated deficiencies, such that the focus is on facilities that are important to individual states. Information on the types of commodities being moved, the volume of the commodities, and how the capacity of the facility impacts the trade corridors will be determined based on information received from the states, the intermodal facility operators and other readily available information sources. Examine the freight flows by corridor, mode, commodity and origin and destination and establish the manner in which these facilities connect with the previously-defined WTTN trade corridors. Regional freight flows in and out of these facilities will be determined based on STB Rail Waybill Sample and Waterborne Commerce statistics.

Identify general qualitative benefits and a menu of potential solutions to correct the issues/deficiencies with these corridor connections, as well as identifying the general nature of how the public could benefit, who could benefit, and the benefits to the state economies. Input from participating states will be required in this task at a level similar to the WTTN Phase I effort in order to identify local issues and the importance of identified intermodal facilities in relation to other transportation needs, as identified by individual states.

WTTN
PROPOSED DRAFT BUDGET
PHASE II
January 12, 1998

Review of Phase I:

Costs/Expenses		<u>Total</u>
Original budget 14 states @ \$5,000.00		\$70,000.00
Wilbur Smith (Actual costs - \$67008)	\$53,077.00	
Felsburg, Holt & Ullevig	\$10,224.00	
HNTB	\$ 6,699.00	
Reebie Data		\$17,980.00
FHWA Supplemental Funding/Reebie data		\$18,000.00
Meeting costs for three meetings:		
(Albuquerque and Tacoma - Paid by WS)		\$ 973.67
(Denver Meeting - Paid by CDOT)		\$ 835.11
Printing Final Reports: (Paid by CDOT)		\$13,128.38
Executive Summary		
(1000 copies \$5.59/ea)	\$ 5,589.96	
Final Report		
150 copies @ \$28.99/each)	\$ 4,348.59	
Press Proofs & Color Separation	\$ 2,839.83	
Mailing Final Report/Exec. Summary	\$ 350.00	
WASHTO Reimbursement for Printing		\$13,128.38
TOTAL COSTS PHASE I		\$70,000.00
SUPPLEMENTAL FHWA FUNDING		\$18,000.00
SUPPLEMENTAL WASHTO FUNDING		\$13,138.38
Amount over original budget:		\$1 397349*

*Does not include \$13,931 in time written off by Wilbur Smith or amount written off by CDOT for administrative costs not charged against the project including: Project Managers time, phone, faxes, postage, overnight package delivery, copying, etc.

WTTN Budget Proposal

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Suggested Budget for Phase II - based on Draft #2 Scope of Work prior to any revisions:

Task One: Identify Potential Performance Objectives	\$ \$60,000
Task Two: Assess Existing Corridor Performance	\$120,000
Task Three: Identify General Qualitative Benefits and a Menu of Potential Solutions to Achieve Potential Corridor Performance Levels	\$ 40,000
Task Four: Identify Intermodal Facilities and Their Access to WTTN Network Routes	\$150,000
Printing final report, mailings, travel budget - consultants general meeting expenses for three meetings, 5 regional freight meetings, etc.	\$ 60,000
Estimated total budget needed:	\$430,000

Guestimate:

\$20,000 per participating state	\$280,000
FHWA Year One contribution	\$ 70,000
FHWA Year Two contribution	\$ 80,000*

*FHWA has agreed to contribute \$70,000 from fiscal years 97-98 budget and will supplement the remainder amount to be determined when the reauthorization of ISTEA is passed. The amount of \$150,000 was requested by WTTN for this Phase II project.