

Integrating Freight and Economic Development into Statewide Planning

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Issues

1. Concerns for *Statewide Planning*
2. Changing Nature of *Linkages*
3. Needs of *Key Industries*
4. Improving *Business Access*
5. Integrated *Planning Processes*



Concerns for State Planning

Traditional Concerns

- Provide Basic Access
- Provide Capacity to Meet Demand
- Shift Travel from Congested Areas

Economic Development Concerns

- Productivity: Labor, Supply, Buyer Access
- Equity: Depressed Regions

Changing Nature of Linkages

- **Industry / Product Shifts**
 - *Higher Value, Time Sensitive Products* 400mile
 - *Growth of Parts Supplier Clusters*
- **Location Shifts**
 - *Growth of Canada, Mexico, Asia Shipments*
- **Transport Technology Shifts**
 - *Growth of Air, Parcel, Truck, Intermodal Rail*

..All the Right Buzzwords...



Needs of Key Industries

- Maryland – Distribution Industry
- Florida – Caribbean Trade, Tourism
- Wisconsin – Automotive Industry
- Montana – Agric & Wood Products
- NY – Fabricated Metals, Ceramics

..Wisconsin: Auto Cluster

- JIT manufacturing is increasing needs for parts shipped by air
- Current facilities cannot meet this need
- Result – Loss of efficiency in mfg, and potential loss of jobs



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..Result: Multi-Modal Freight

Road Delay Rail Delay Airport Constraints

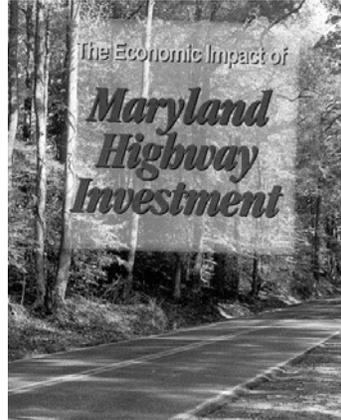


- Justified by freight cost, competitiveness
- Airport Improvements (\$9.1 m)
- Highway & Rail Improvements (\$13.5 m)

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..Assess Economic Productivity

- Texas DOT
- Maryland DOT
- Wisconsin DOT
- Florida DOT
- *others...*



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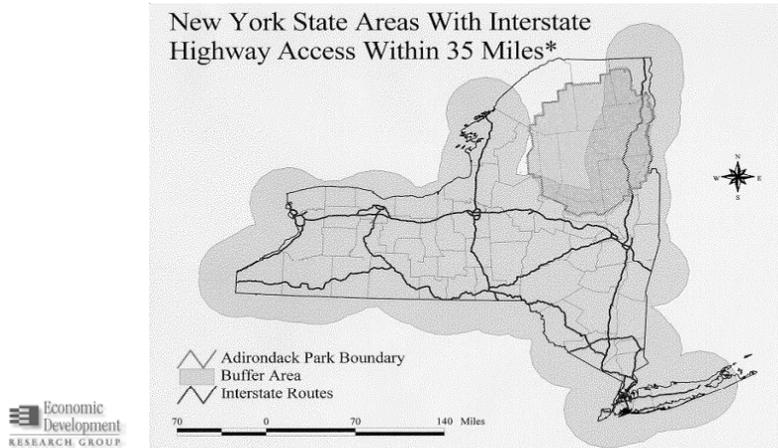
Improving Business Access

- Expansion to 4-lane, limited access hways
- Access - direct delivery, shipping reliability
- Connections - Filling in the Gaps
- Appalachian Development Highway System
- Delta Region
- "North Country" Highways (MT, ME, NY, etc.)

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..Access to Interstate Highways

New York State Areas With Interstate Highway Access Within 35 Miles*



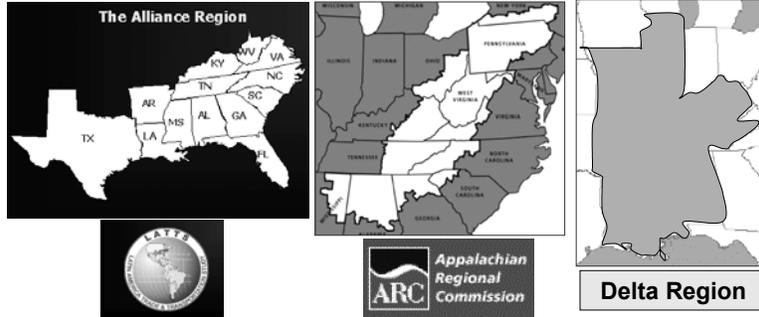
..Connecting Between Activities

**Because
businesses
need more than
just a highway...**



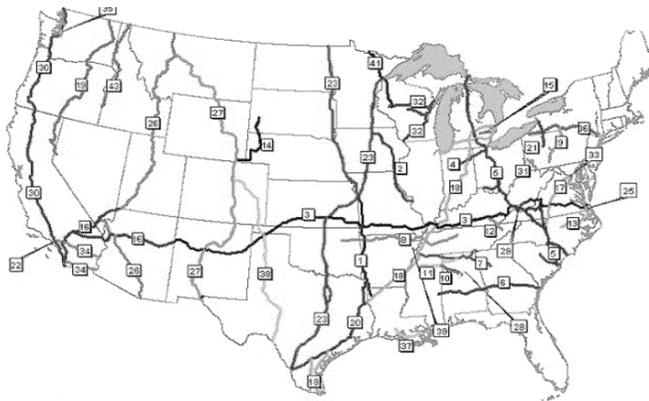
..Multi-State Research / Planning

Economic Development Goals



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..Multi-State Priority Corridors



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Integrated Planning Process

- 20-year *Multi-modal Plan*, federally mandated
- More states: *Integrated Freight Plans*
- Different issues for industrial states and more rural states – congestion and access

Wisconsin Planning Sequence

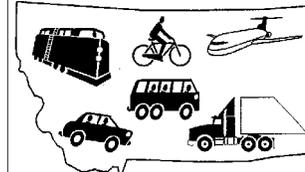
1. Identify *key industries*
2. Each *mode relationships* to economy
3. Forecast econ trends & *freight requirements*
4. Define project/program *initiatives* needed
5. Assess constraints, alternatives, *tradeoffs*
6. Identify *funding* needed
7. Propose specific project/program *investments*

..Montana Econ Devel Planning

- Dependent on commodity export; growth of mfg, tourism
- Uneven pattern of growth; lagging regions have higher cost & location barriers
- Connecting rural areas with state, national, international economies
- Increase benefit from trade: road-rail-air intermodal transfer, focus on highest return



TranPlan 21



Supporting Economic Development through the Transportation System

Planning Priority for Econ Devel

- Georgia - Econ. Devel Highways
- Illinois - Economic Corridors
- Montana - TranPlan 21
- Wisconsin - TransLinks 21
- NC - Hwy Trust Fund /Transportation 2001
- Louisiana - Port Prioritization Program
- Appalachian Devel. Highway System
- FHWA Economic Development Highways



Funding to Leverage Econ Devel

- Illinois – Econ Devel Program
- Iowa - RISE (Road) & Rail Econ Devel Program
- Maine - Freight Econ Devel Program
- Miss. - Economic Devel Highway Program
- NY - Industrial Access Program
- Oregon - Immediate Opportunity Fund
- Wis - Trans Economic Assistance Program
- Mich - Rail Freight Econ Devel Program



STATEWIDE PLANNING

Freight has traditionally been ignored because the data and tools to address it were missing.

Growing concerns about access and economic development are increasing attention to freight flows.

Better measurement of freight benefits will facilitate more appropriate levels of investment to address transport and economic development needs.

