

# 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...***

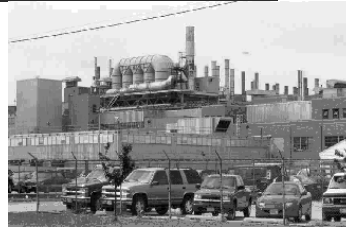


## **Needs of Key Industries**

- 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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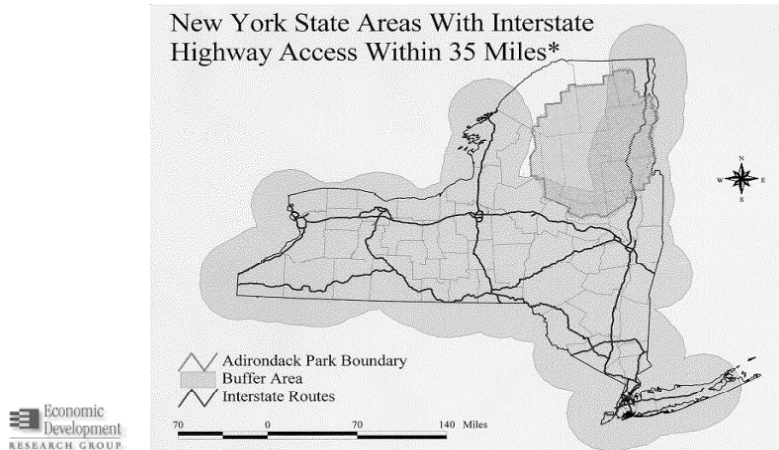
## **Improving Business Access**

- Expansion to 4-lane, limited access hwy's
- 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\*



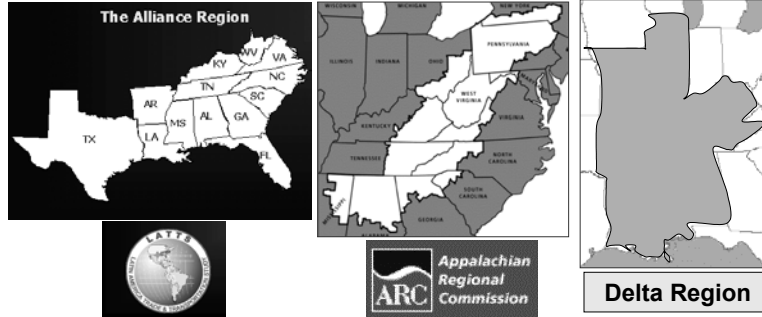
## ***..Connecting Between Activities***

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



## ***..Multi-State Research / Planning***

### **Economic Development Goals**



## ***..Multi-State Priority Corridors***



## 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*

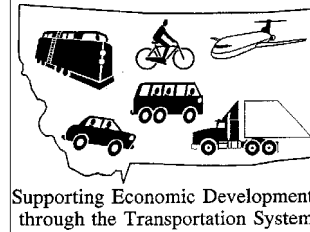


## ***..Montana Econ Devel Planning***

- 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



## ***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.**

