

Marine Highways 55 and 35: An Economic Vision for a New Future



M55 and M35 Container on Vessel Initiative. March 2015. St. Louis, Mo.

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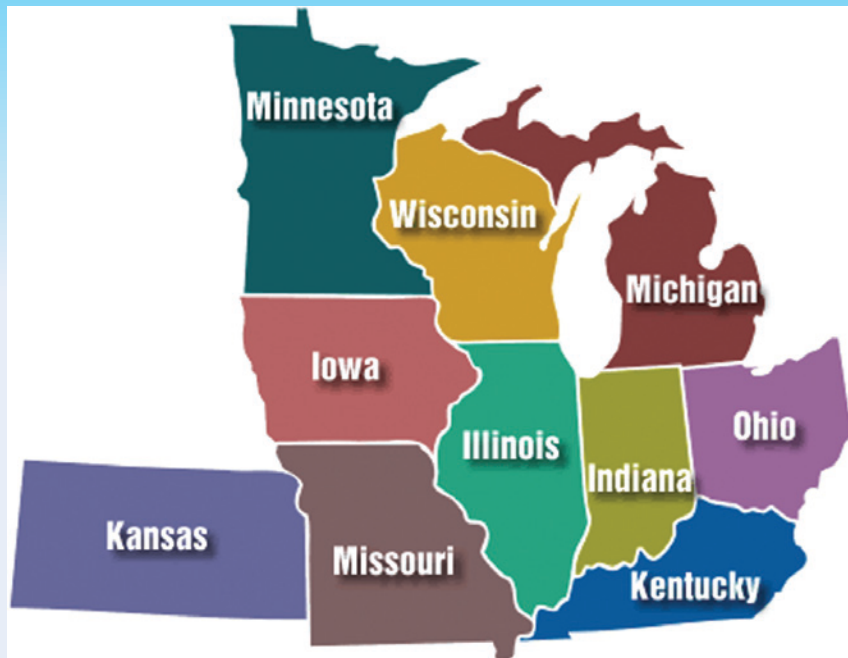
What we will cover today:

- How does a systems approach save money/create value?
- What we know – corridors create value
- Leveraging the potential



Mid-America Freight Coalition

– Ten States



- ✓ 22% of total population
- ✓ 23% of Country's total truck tonnage
- ✓ 63% of Nation's total rail tonnage
- ✓ Inland waterway system –about all of it!

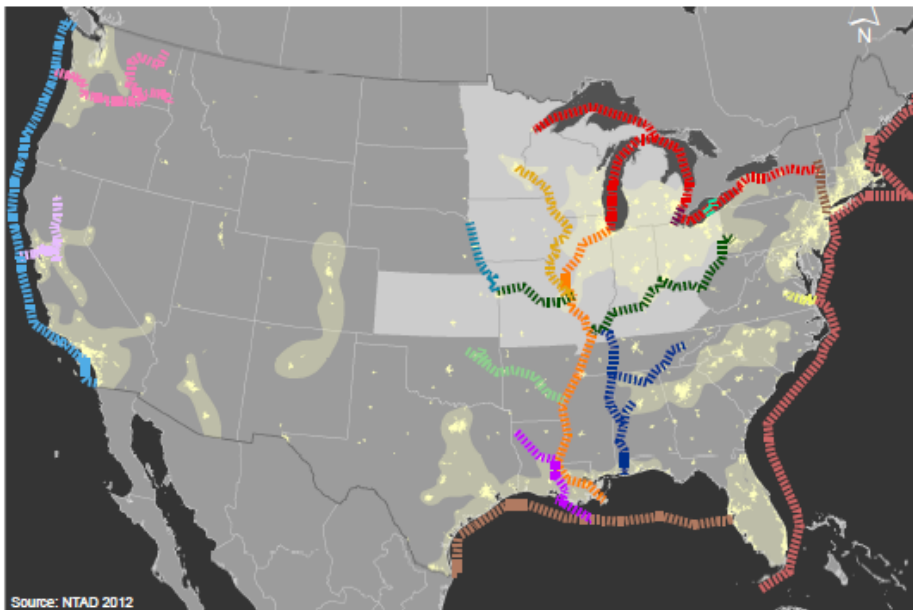


MID-AMERICA



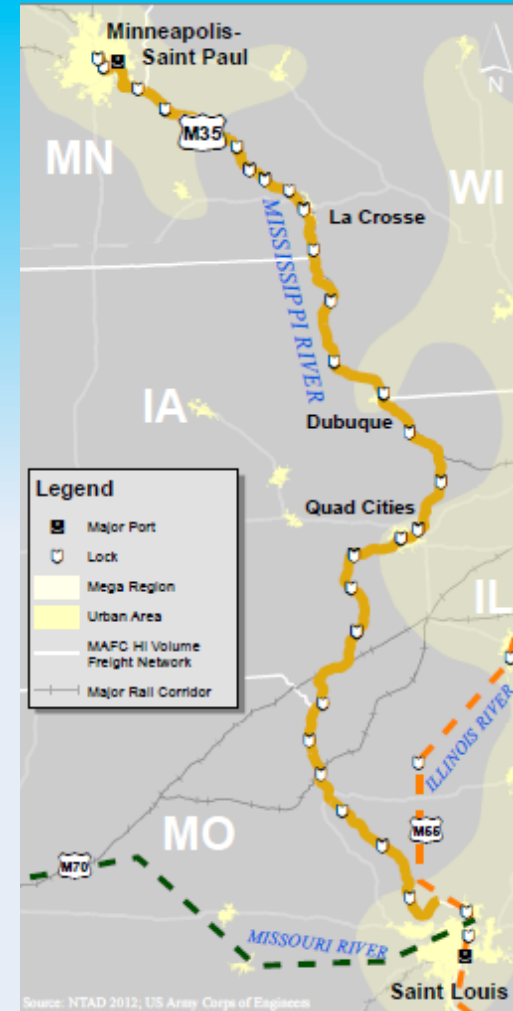
FREIGHT COALITION

Marine Highways and Marine Freight Development in the MAFC



Source: NTAD 2012

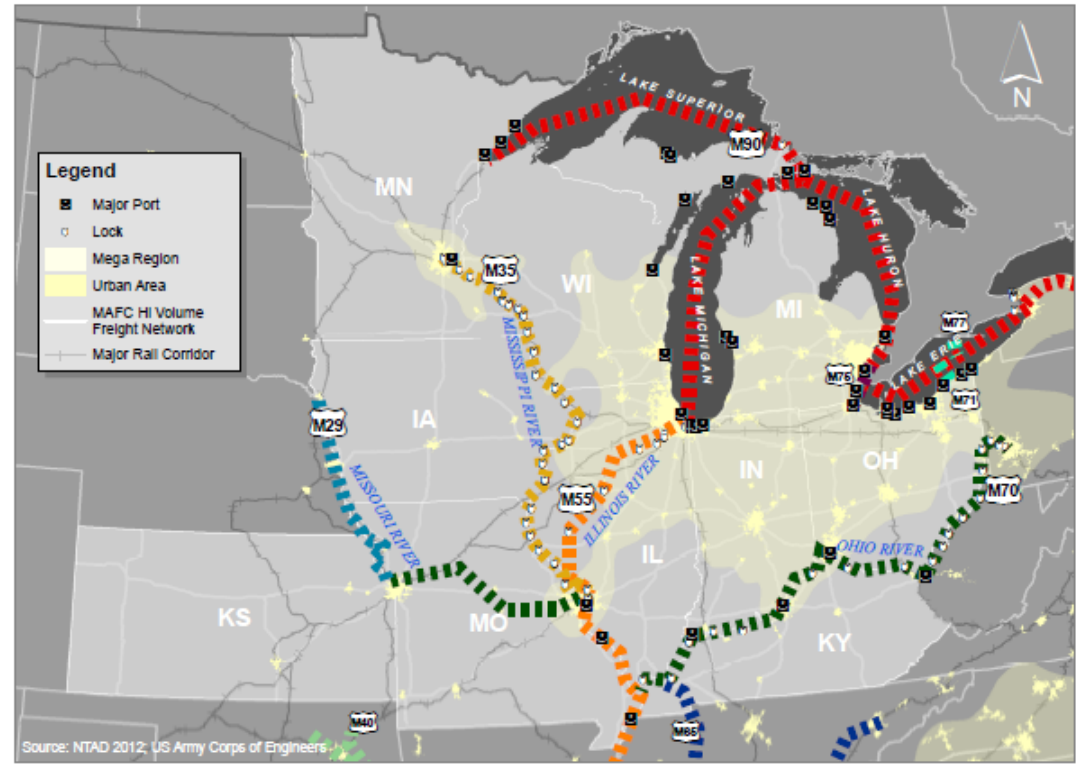
Working Session ■ MAFC Annual Meeting ■ April 22-25, 2014 ■ Chicago, Illinois



Corridor descriptions, operations and development status, infrastructure, related documents, state contacts.



MAFC Marine Highways

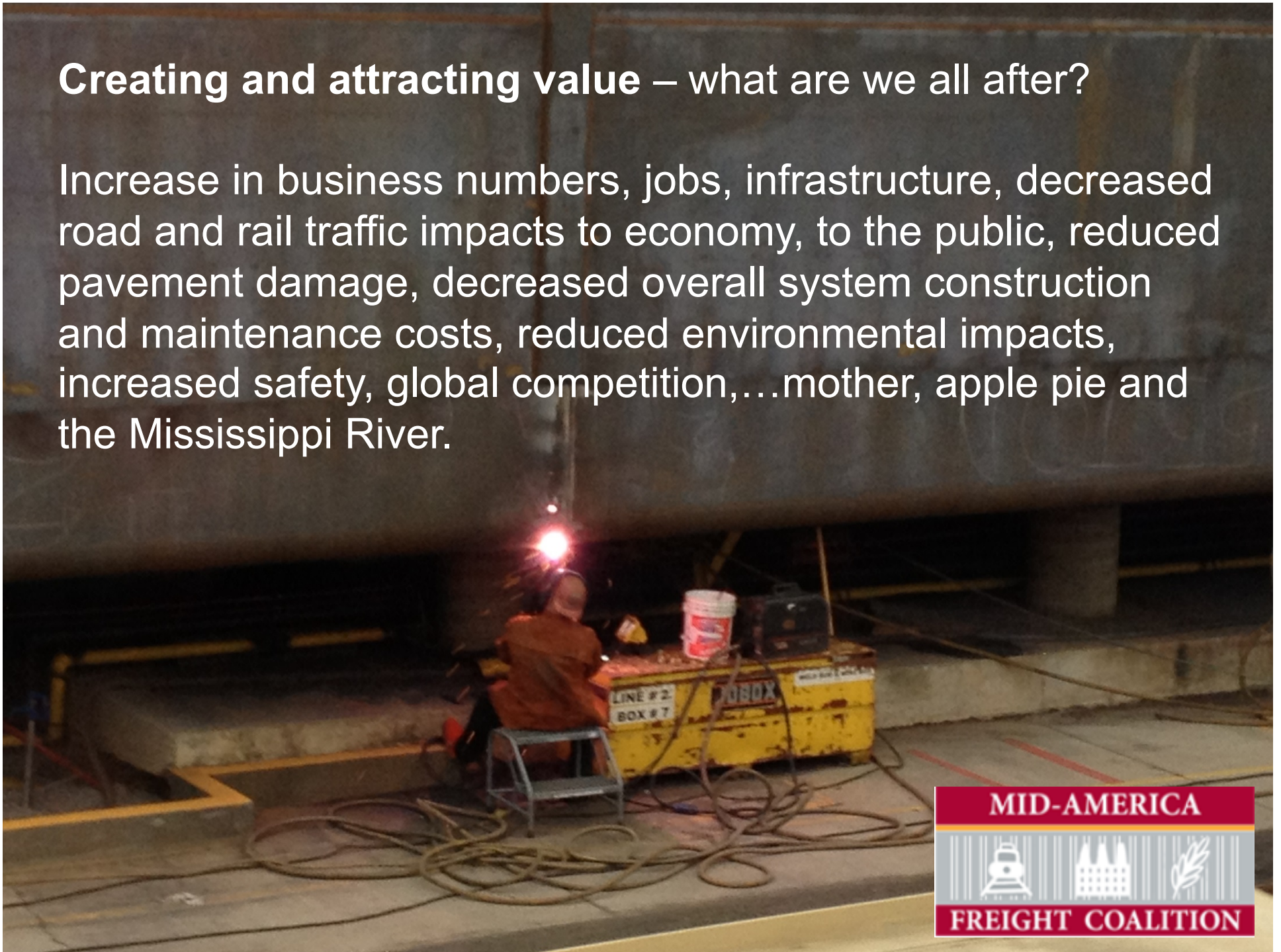


M55 example



Creating and attracting value – what are we all after?

Increase in business numbers, jobs, infrastructure, decreased road and rail traffic impacts to economy, to the public, reduced pavement damage, decreased overall system construction and maintenance costs, reduced environmental impacts, increased safety, global competition,...mother, apple pie and the Mississippi River.



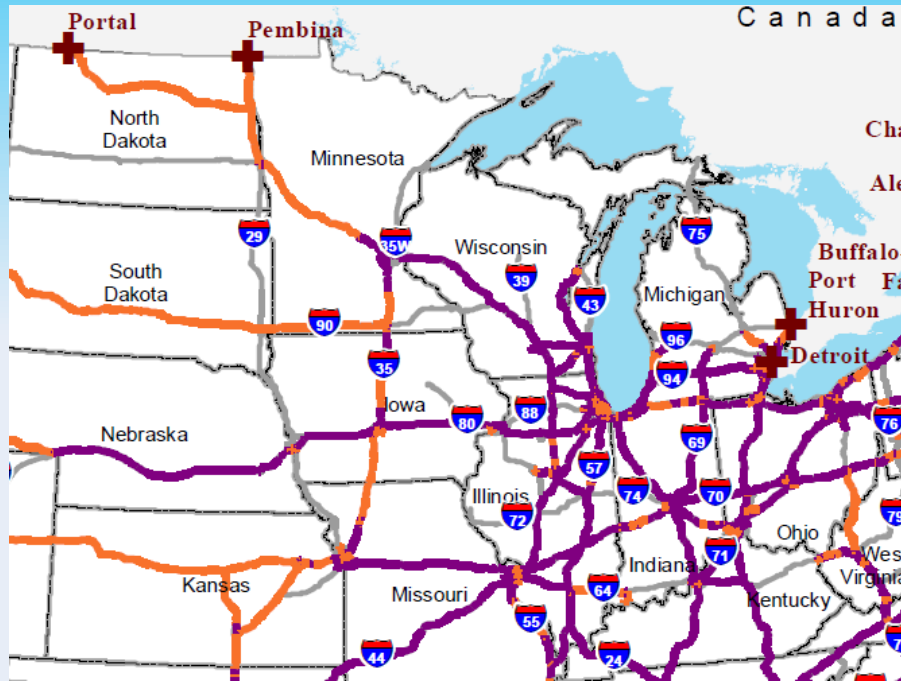
Driving the Economy: Freight Corridors Concentrate Economic Development



Freight corridors are multi-state, multi-modal economic networks.

Value

Employment w/in 3 miles each side of corridor



	Businesses	Employees
MAFC Region	2,606,162	32,458,110
Corridor	920,809	13,637,546
Percentage	35%	42%

Corridor	Combined MSA GDP (millions)
I-94	\$1,023,926
I-80	\$768,315
I-90	\$689,712
I-65	\$652,225
I-55	\$621,375

	Nation	MAFC	%
FHWA Major Freight Corridor Miles	29,417	6,508	22%
2009 GDP (billions)	\$13,974	\$2,813	20%
2010 GDP (billions)	\$14,499	\$2,936	20%
2011 GDP (billions)	\$15,076	\$3,049	20%





Understanding Freight Vehicle Impacts

Value of Pavement – average 5-axel truck on flexible pavement equivalent to impact of 4,000 cars. For rigid pavements, the ratio is 6,200 Cars to 1 truck.

Table 2: Relative Impact of Trucks to Cars

Pavement type	Observed within State Car Equivalent Values								
	AL	AZ	CO	IN	MN	NV	OH	VA	WI
Rigid	5,100	7,300	5,800	7,300	6,200	6,200	6,500	5,800	5,500
Flexible	3,600	3,900	4,300	5,200	4,300	2,700	4,700	4,200	3,400



The Evidence on Transportation and Economic Development

2 and 4-lane Economic Study

- ✓ **Compared Counties with 15 miles of four lane highway**
- ✓ **Differences in 6 socioeconomic factors range from 10% to 180%**
- ✓ **Accelerated growth rates – over 12% for number of businesses**
- ✓ **Bypass studies**



New Madrid County Port Authority



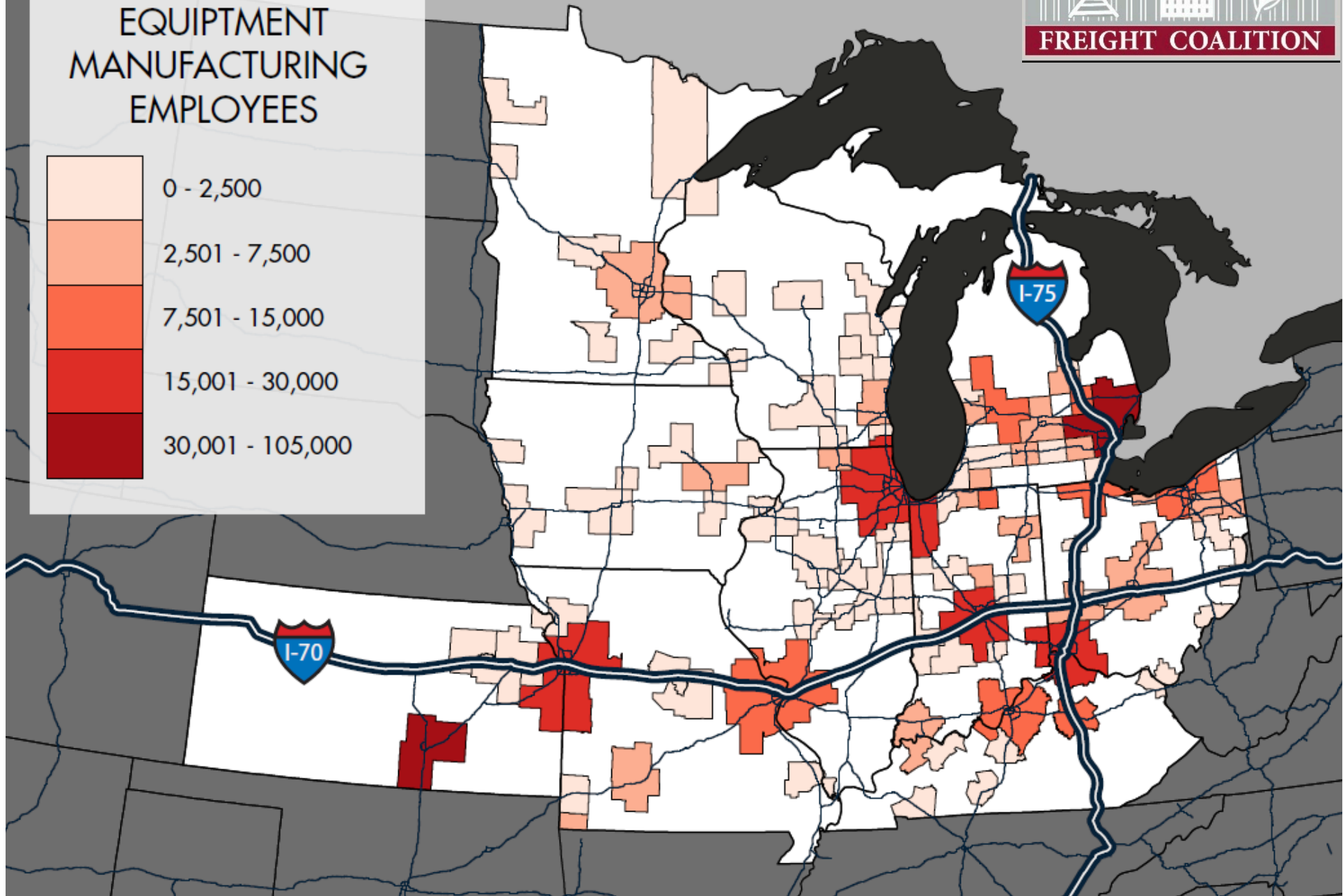
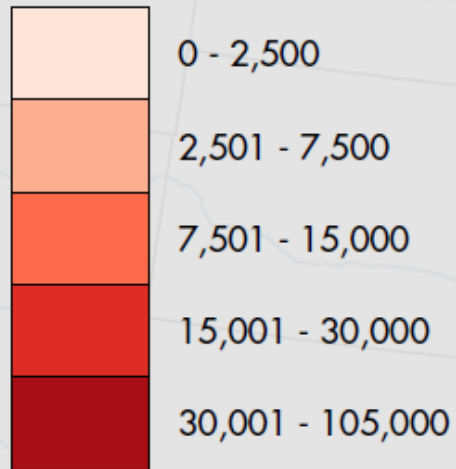
\$1.15M State
\$2.15M Federal
\$100K Local
\$50.0M Private
\$53.4M Total

Seventy percent (70%) of Missouri's economy is located within a half-hour drive of the Missouri and Mississippi Rivers





TRANSPORTATION EQUIPMENT MANUFACTURING EMPLOYEES





Freight Jobs Pay Well!

In Wisconsin, median pay for “water transportation” was \$48,980 in 2012, while median for all positions was \$34,750 – a 29% difference.



And if we fall behind, it costs dearly.....
 Average delay in large areas=52 hours,
 at a cost of \$1,128.00
 KC Area= 27 hours /year=\$584.00



Table 1. Estimated Delay Time Cost per Crash (2010 Dollars)

Roadway Type	Fatal	Injury Only	Property Damage Only	Average for Road Type
Urban Interstate/Expressway	\$163,792	\$61,395	\$52,175	\$55,121
Urban Arterial	\$11,760	\$3,328	\$2,649	\$2,876
Urban Other	\$11,303	\$3,860	\$3,258	\$3,458
Rural Interstate/Principal Arterials	\$7,086	\$2,628	\$2,222	\$2,351
Rural Other	\$2,421	\$821	\$684	\$729
Average for All Roadway Types	\$39,602	\$14,508	\$12,280	\$12,996

...there would be immediate, devastating economic consequences with a total 10-year loss of \$1.063 trillion, Shipping costs would increase by \$12.5 billion,

“Inland Navigation in the United States: An Evaluation of Economic Impacts and the Potential Effects of Infrastructure Investment” (November 2014).



<http://waterwayscouncil.org/wp-content/uploads/2014/11/INLAND-NAVIGATION-IN-THE-US-DECEMBER-2014.pdf>



Thank you!



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