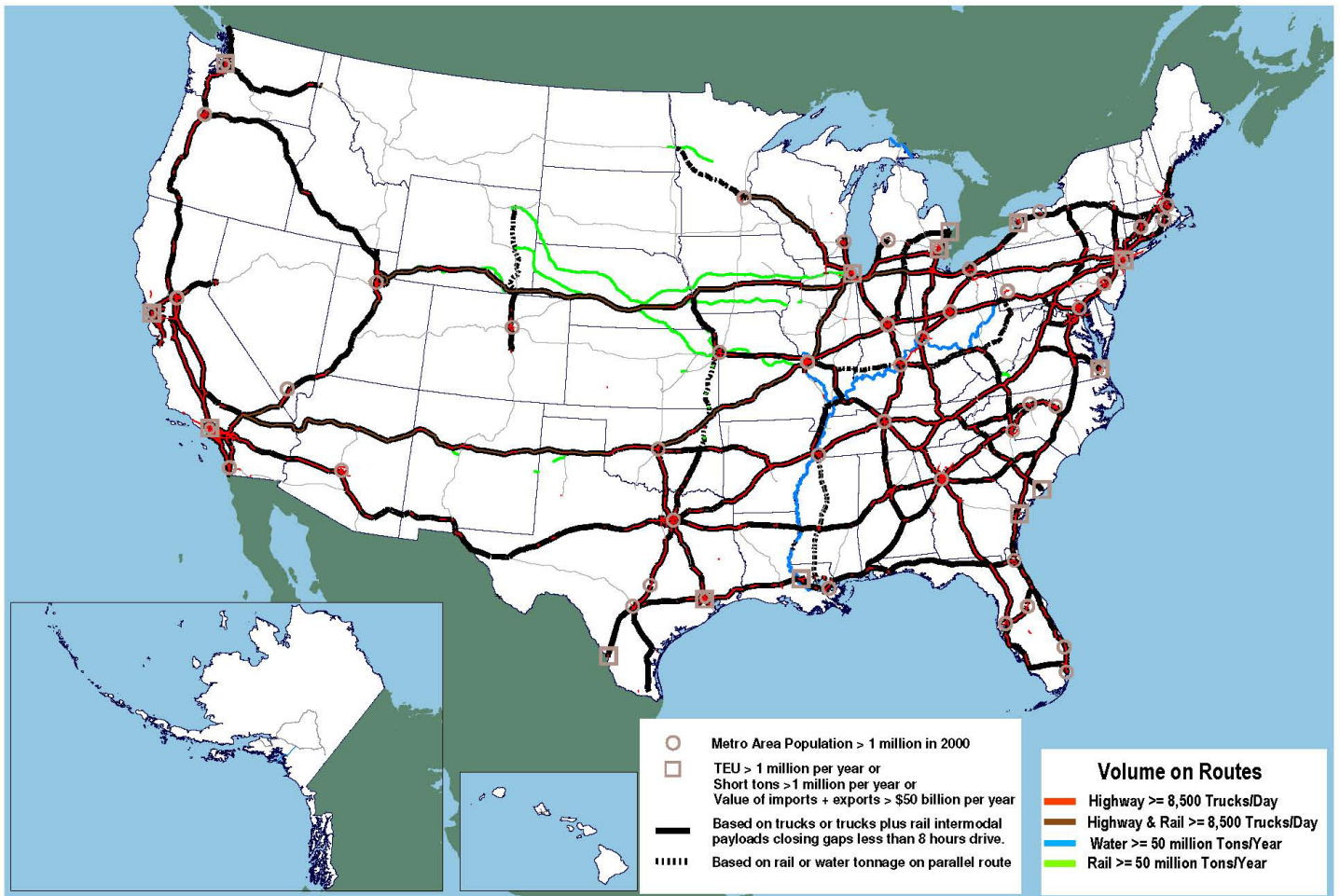


# REGIONAL FREIGHT STUDY

## *The Importance a National Freight Policy and Network for the Mid-America States: MAP-21*

The national freight policy, network, and planning approaches authorized through MAP-21 recognize the importance of freight transportation to our economy. This national policy also recognizes the significant demand and resulting investment needed to sustain this economic engine. In this document we provide an overview of the key freight components of MAP-21, a preliminary look at what a national freight network looks like in the states of the Mid-America Freight Coalition, and an analysis of the importance of these corridors to our respective states.



Source: US Department of Transportation, Federal Highway Administration, Office of Freight Management Operations, 2008



# REGIONAL FREIGHT STUDY

## Key Freight Components of MAP-21

A national freight policy and network provides a new opportunity for state DOTs to address freight-related transportation system development as well as freight-driven economic development opportunities. MAP-21, the two-year, \$105 billion surface transportation program, includes \$80 billion directed to the federal highway program. MAP-21 includes several significant freight provisions, summarized below.

### National Freight Transportation Policy, Network, Strategic Plan

- **Policy:** Establish a National Freight Transportation policy and goals to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy.
- **Network:** Establish a National Freight Network, consisting of a primary freight network and portions of the Interstate Highway System that do not fall under the primary freight network, and critical rural freight corridors. The primary freight network is initially limited to 27,000 total lane miles, allowing for up to 3,000 miles additional miles.
- **Strategic Plan:** Develop a National Freight Strategic Plan to assess the condition and performance of the national freight network, identify highway bottlenecks, forecast freight volumes, identify major trade gateways, assess barriers to improved freight performance, and identify best practices and strategies for improving the connectivity and performance of the national freight network.

### Additional Freight Components

- Encourage states to develop state freight plans and freight advisory committees.
- Priority federal matching for freight projects. If a project is in the state freight plan, interstate projects can match at 95-5; a 90-10 split is provided for other eligible projects.
- Truck size and weight study.
- Retention of Sec 130 rail crossing program.
- Mandatory response from private sector on freight data.

### The Facts: Highway Freight Corridors

Of the proposed 27,000-plus miles of the national primary freight network, the states of the Mid-America Freight Coalition encompass:

**22% of the network miles**

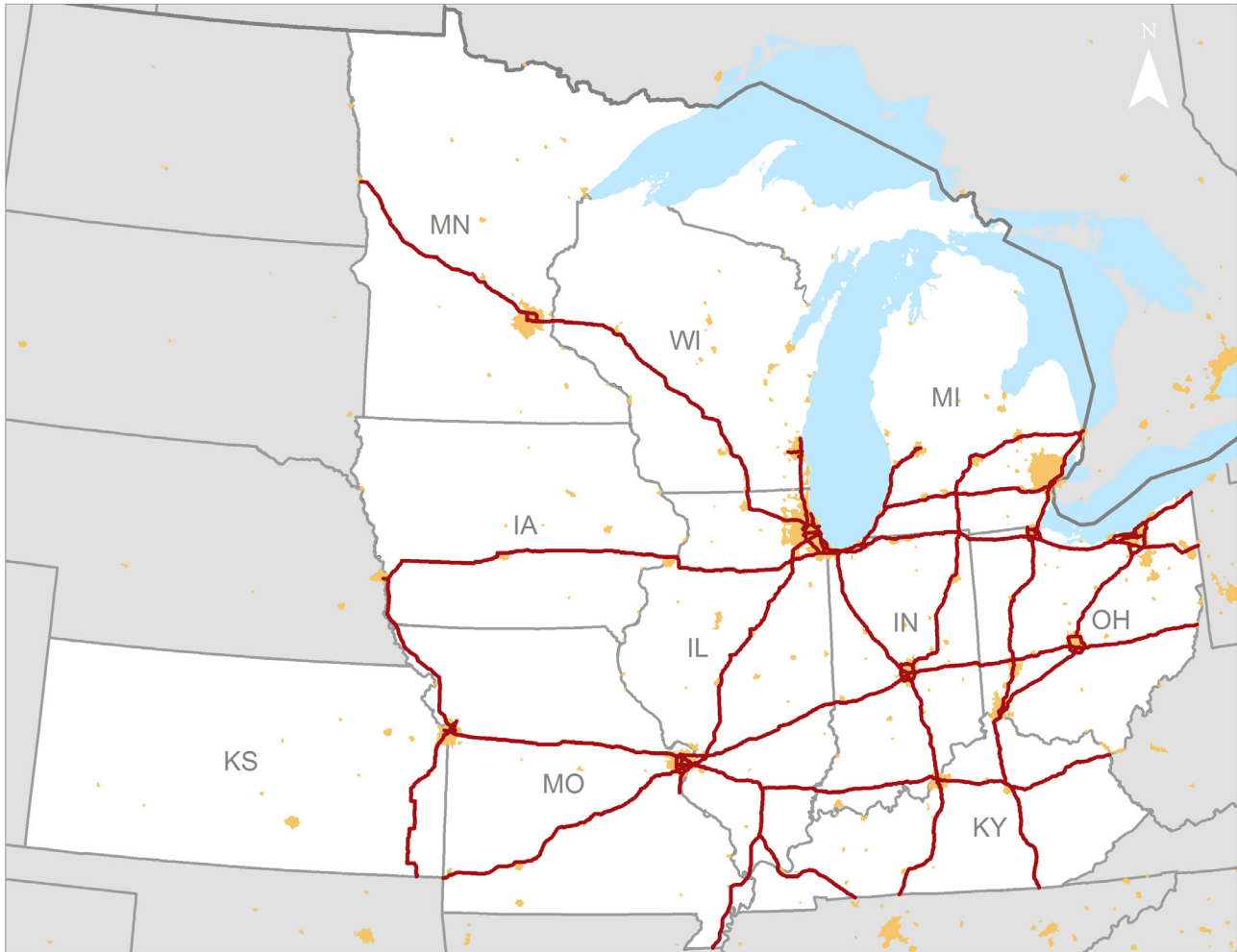
**56% of US freight tonnage**

Corridor	Miles	AADTT07	AADTT40
National	29,416.9383	238,280,455	496,846,873
MAFC	6,460.5829	51,404,186	113,867,819
Percentage	21.96%	21.57%	22.92%

In MAP-21 the National Primary Freight Network is defined initially as 27,000 miles of the most critical highway miles for freight with an additional 3,000 eligible miles. Nearly 6,500 miles or 22 percent of the total primary network are in Mid-America states. This 27,000-plus mile system was proposed as early as 2008 and eligibility criteria were provided that specified routes with a minimum of 8,500 trucks per day, that connect major population centers of 1 million or more, and that provide network, port, and terminal connectivity.

The freight network identified and mapped so far provides a conceptual starting point for identifying the right corridors for inclusion. It also provides a basis for understanding the importance of the proposed national freight priority network.

## *The Importance of Freight Corridors to Mid-America States*



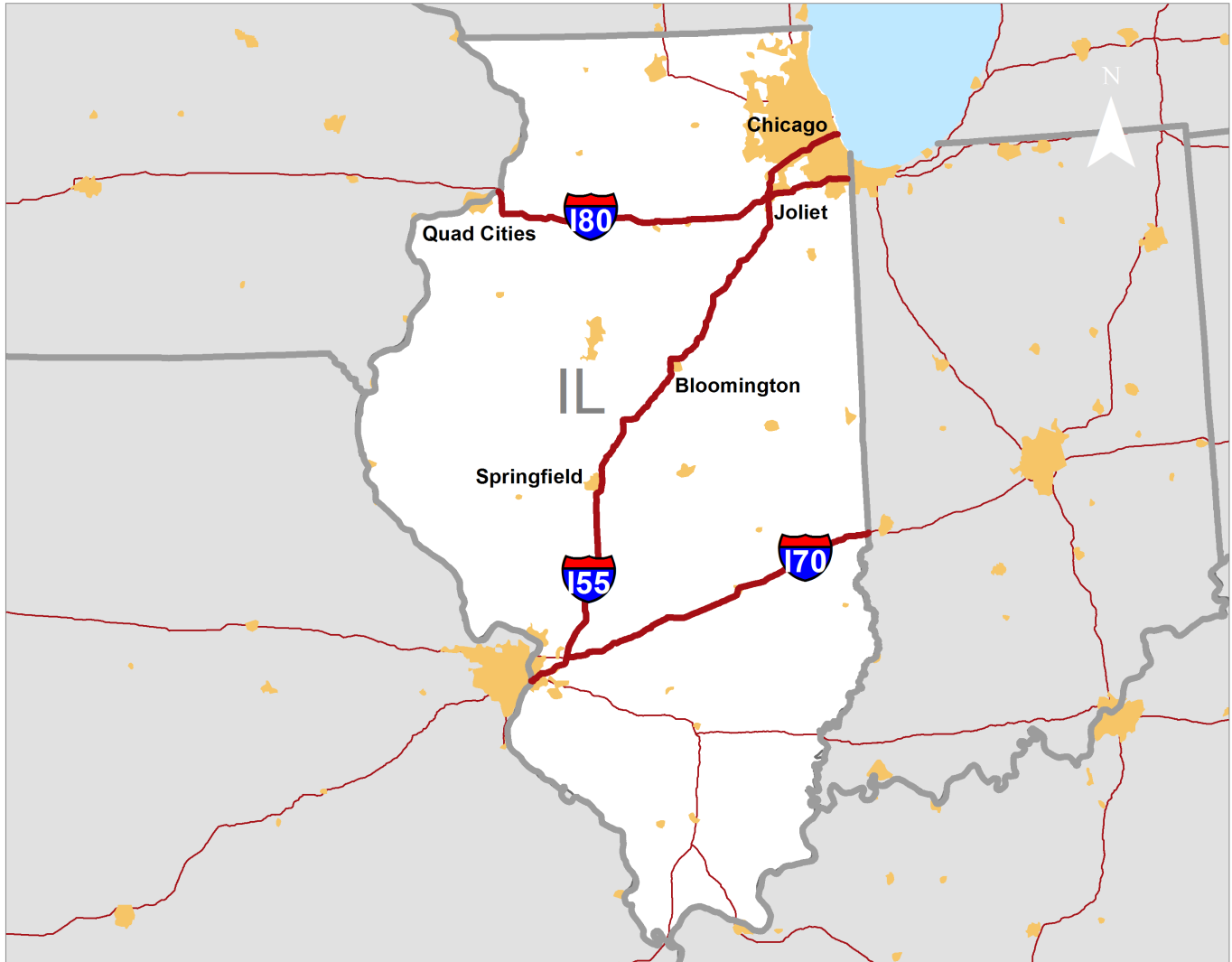
Preliminary National Freight Network in the Mid-America region (MAP-21)

Freight corridors are economic engines for states. Identifying these primary corridors in Mid-America states, identifying additional regional corridors, and understanding the links between modes and corridors will position MAFC states ahead of the crowd in developing regional and nationally significant freight projects. Establishing this system will also aid the states in collaborating on major projects and in competing for project dollars in competitive grant programs.

The exact criteria for inclusion in the primary freight network are not finalized. To establish what the priority system would likely include as a result of MAP-21, MAFC researchers used a three-step process to identify the top-tier freight corridors in each of the Mid-America states. This process was based on the preliminary freight corridor criteria used to create the 27,000-mile system identified in MAP-21, an analysis of the freight traffic levels on major corridors, and verification of the importance of these routes by state DOT technical contacts.

To demonstrate the importance of these freight corridors to the Mid-America region and its states, the number of businesses and the number of jobs located within a three-mile buffer each side of the facility were identified and are presented for each of the states. The access, the low-cost moves, and logistic advantages of these critical freight corridors mean jobs and businesses to local communities as well as the entire state. The consistent prominence of industry, business, and jobs along these freight corridors reflects the universal importance of these corridors. All of these corridors provide significant economic activity and support of local and regional economies.

## Illinois



### Top Freight Corridors: I-80, I-70, I-55

The top Illinois freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-80, I-70, and I-55.

Based on a three-mile buffer, these three corridors account for more than 84,000 businesses and more than 1.2 million jobs. Respectively, these corridors account for more than 17 percent and 21 percent of the total business and jobs in Illinois.

Businesses	
Within 3 miles	84,110
State total	476,575
Percentage with 3 miles	17.6%
Employees	
Within 3 miles	1,278,468
State total	5,885,953
Percentage with 3 miles	21.7%

## Iowa



### Top Freight Corridors: I-80, I-35, I-380

The top Iowa freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-80, I-35, and I-380.

Based on a three-mile buffer, these three corridors account for more than 32,000 businesses and more than 486,000 jobs. Respectively, these three corridors contain 24 percent and 30 percent of the total business and jobs in Iowa.

Businesses	
Within 3 miles	32,666
State total	136,378
Percentage with 3 miles	24.0%
Employees	
Within 3 miles	486,371
State total	1,607,190
Percentage with 3 miles	30.3%

## Indiana



### Top Freight Corridors: I-65, I-70, I-80

The top Indiana freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-65, I-70, and I-80.

Based on a three-mile buffer, these three corridors account for more than 59,000 businesses and more than 888,000 jobs. Respectively, these corridors account for more than 26 percent and 30 percent of the total business and jobs in Indiana.

Businesses	
Within 3 miles	59,518
State total	222,320
Percentage with 3 miles	26.8%
Employees	
Within 3 miles	885,782
State total	2,938,335
Percentage with 3 miles	30.1%



## Kansas



### Top Freight Corridors: I-70, I-35, US-83

The top Kansas freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-70, I-35, and US-83.

Based on a three-mile buffer, these three corridors account for more than 44,000 businesses and more than 588,000 jobs. Respectively, these corridors account for more than 35 percent and 41 percent of the total business and jobs in Kansas.

Businesses	
Within 3 miles	44,197
State total	123,790
Percentage with 3 miles	35.7%
Employees	
Within 3 miles	588,236
State total	1,407,272
Percentage with 3 miles	41.8%

## Kentucky



### Top Freight Corridors: I-65, I-75, I-71

The top Kentucky freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-65, I-75, and I-71.

Based on a three-mile buffer, these three corridors account for more than 42,000 businesses and more than 631,000 jobs. Respectively, these corridors account for more than 27 percent and 34 percent of the total business and jobs in Kentucky.

Businesses	
Within 3 miles	42,149
State total	153,924
Percentage with 3 miles	27.4%
Employees	
Within 3 miles	631,135
State total	1,819,898
Percentage with 3 miles	34.7%



## Michigan



### Top Freight Corridors: I-69, I-75, I-94

The top Michigan freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-75, I-69, and I-94.

Based on a three-mile buffer, these three corridors account for more than 114,000 businesses and more than 1.5 million jobs. Respectively, these corridors account for more than 30 percent and 36 percent of the total business and jobs in Michigan.

Businesses	
Within 3 miles	114,874
State total	371,368
Percentage with 3 miles	30.9%
Employees	
Within 3 miles	1,549,431
State total	4,305,125
Percentage with 3 miles	36.0%

## Minnesota



### Top Freight Corridors: I-94, I-90, I-35

The Minnesota freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-94, I-90, and I-35.

Based on a three-mile buffer, these three corridors account for more than 83,000 businesses and more than 1.3 million jobs. Respectively, these corridors account for more than 37 percent and 45 percent of the total business and jobs in Minnesota.

Businesses	
Within 3 miles	83,449
State total	221,993
Percentage with 3 miles	37.6%
Employees	
Within 3 miles	1,315,760
State total	2,888,004
Percentage with 3 miles	45.6%

## Missouri



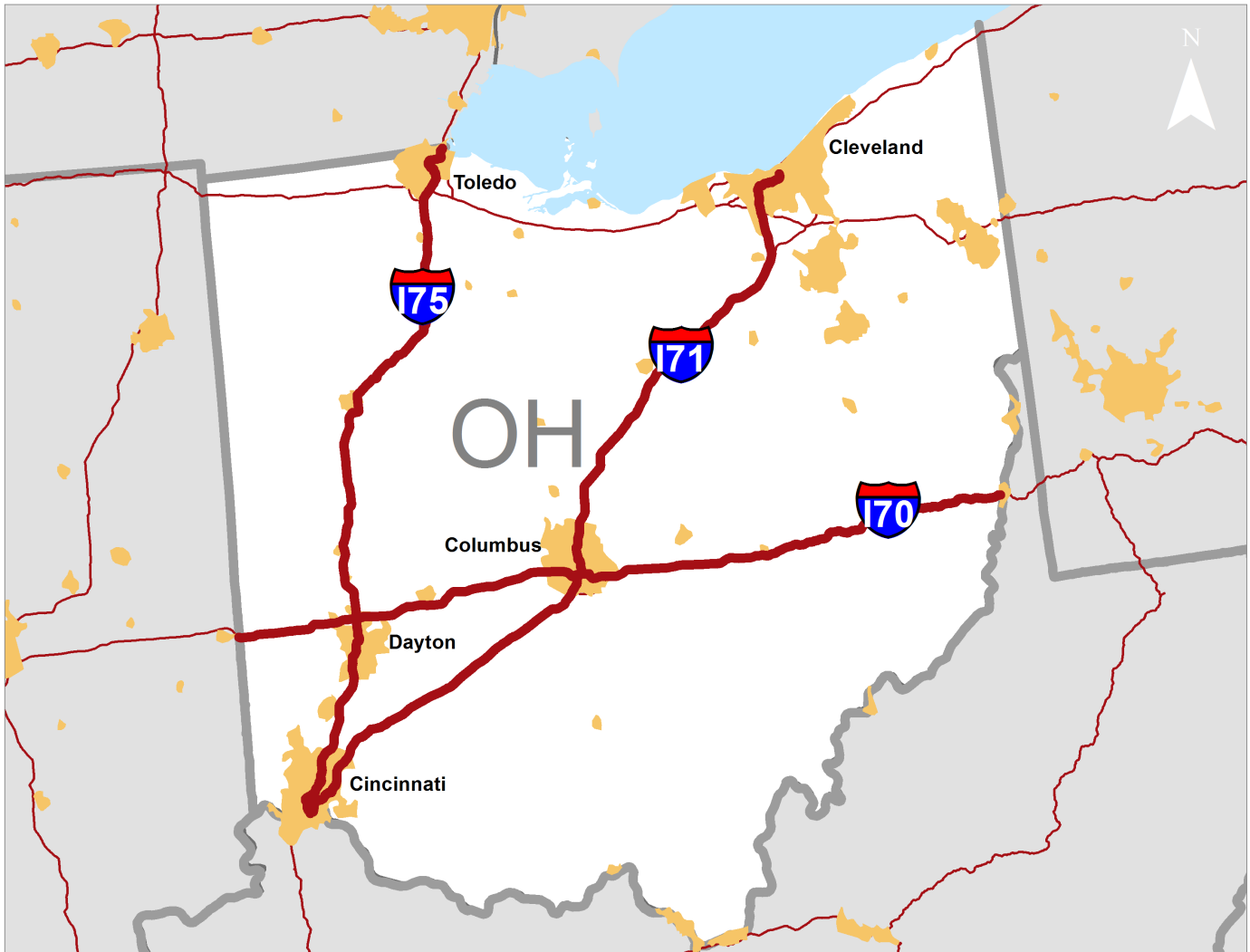
### Top Freight Corridors: I-70, I-44, I-55

The top Missouri freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-70, I-44, and I-55.

Based on a three-mile buffer, these three corridors account for more than 86,000 businesses and more than 1.2 million jobs. Respectively, these corridors account for more than 36 percent and 43 percent of the total business and jobs in Missouri.

Businesses	
Within 3 miles	86,859
State total	239,690
Percentage with 3 miles	36.2%
Employees	
Within 3 miles	1,240,203
State total	2,883,801
Percentage with 3 miles	43.0%

## Ohio



### Top Freight Corridors: I-75, I-71, I-70

The top Ohio freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-75, I-70, and I-71.

Based on a three-mile buffer, these three corridors account for more than 123,000 businesses and more than 2.1 million jobs. Respectively, these corridors account for more than 29 percent and 38 percent of the total business and jobs in Ohio.

Businesses	
Within 3 miles	123,333
State total	413,878
Percentage with 3 miles	29.8%
Employees	
Within 3 miles	2,156,434
State total	5,634,785
Percentage with 3 miles	38.3%

## Wisconsin



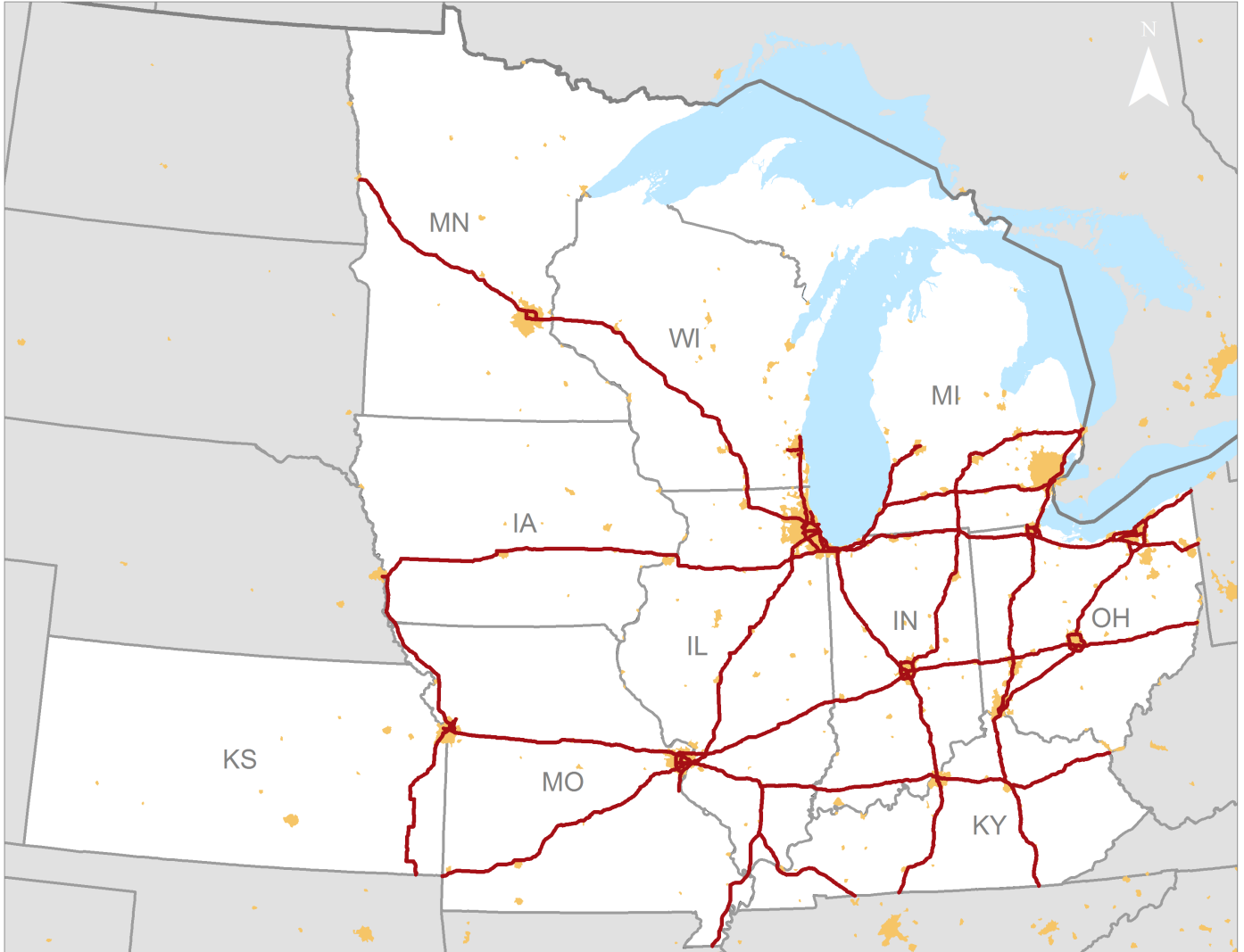
### Top Freight Corridors: I-90, I-94, I-43

The Wisconsin freight corridors most nearly matching the criteria for the primary freight network, identified by state truck data and verified by state technical representatives, include I-90, I-94, and I-43.

Based on a three-mile buffer, these three corridors account for more than 73,000 businesses and more than 1 million jobs. Respectively, these corridors account for more than 30 percent and 35 percent of the total business and jobs in Wisconsin.

Businesses	
Within 3 miles	73,989
State total	244,656
Percentage with 3 miles	30.2%
Employees	
Within 3 miles	1,082,900
State total	3,063,309
Percentage with 3 miles	35.4%

## *Mid-America Freight Coalition*



### *Regional Freight Corridors*

At the regional level, more than 745,000 businesses and more than 11 million jobs align along these critical freight corridors. This represents an average per state rate of 28 percent of the total jobs and 34 percent of the total jobs in the region.

Business and jobs along freight corridors reflect the strong relationship between efficient transportation and logistics services and economic development.

Businesses	
Within 3 miles	745,144
Ten-state total	2,604,572
Percentage with 3 miles	28.6%
Employees	
Within 3 miles	11,215,080
Ten-state total	32,433,672
Percentage with 3 miles	34.6%



# REGIONAL FREIGHT STUDY

## *The Facts: A Freight Systems Perspective*

While MAP-21 focuses predominantly on the highway system and intermodal connectors, the Mid-America states are fortunate to have access to a full suite of multimodal freight transportation systems. In Mid-America states, a freight system inventory demonstrates that all modes are not only available to Mid-America states, but they provide for a significant share of the national, multimodal freight systems and act as economic levers that capture and service markets and load centers.

The Mid-America states include:

- **Extensive rail service:** 31 percent of the nation's rail systems falls within Mid-America states. The top three rail hubs in the United States are all in Mid-America states: Chicago, Kansas City, and St. Louis.
- **Endless waterway capacity:** 31 percent of the nation's navigable waterways are in Mid-America states. The third largest inland port is in St. Louis. Two marine highway studies have been completed in the Mid-America region, which contains parts or all of 5 of the 11 marine highway corridors.
- **A focus on exports:** 33 percent of the trade with Canada, our nation's top trading partner, is exported from Mid-America states. International connectors in Michigan provide for up to 8,000 truck moves per day between Michigan and Canada. Approximately 60 percent of the total US grain exports move down the Mississippi River and exit through the Gulf of Mexico. The majority of this grain originates in the Mid-America states and accesses the Mississippi through inland ports located on the region's major rivers.

	MAFC	Nation	MAFC as percent of Nation
<b>GDP (2010) (\$millions)</b>	\$2,935,639	\$14,416,601	20.4%
<b>Highway Miles</b>	109,444	447,808	24.4%
<b>Rail Miles</b>	45,376	145,498	31.2%
<b>Waterway Miles</b>	3,405	10,890	31.3%
<b>Exports</b>	\$256,813	\$1,480,700	17.3%
<b>Imports</b>	\$392,023	\$2,207,000	17.8%
<b>Top Exports (2011) (\$millions)</b>	MAFC 2010	Nation 2010	MAFC as percent of Nation
<b>Canada</b>	\$92,358	\$280,900	32.9%
<b>Mexico</b>	\$26,486	\$197,500	13.4%
<b>China</b>	\$14,595	\$103,900	14.0%

Mid-America states are a freight powerhouse and include a substantial portion of the nation's waterways systems, rail, and highway freight network. The multimodal dimensions of this region can greatly amplify the freight-derived economic benefits that states can capture. The additional modes provide economic development and transportation development opportunities for the Mid-America states not available to many other states.



# REGIONAL FREIGHT STUDY

## *State DOT Technical Contacts in the Mid-America Freight Coalition*

For additional information about national priority freight corridors and how freight professionals are positioning state programs to advance freight and the economy, please contact your respective state freight contacts (listed below).

We at Mid-America Freight Coalition are proud to work with this progressive, professional and cutting edge group of freight professionals. This coalition of states is prepared to develop policy, deliver programs, and support collaboration with the private sector to advance freight development and drive the economies in your state, the region, and the nation.

The Technical Committee consists of appointed state Department of Transportation staff (with voting rights) from the ten-state region, specializing in either freight policy/planning or traffic operations. In addition, the Technical Committee includes the open working groups of the Mississippi Valley Traffic Operations Coalition and Freight Planning/Policy Advisors. The Technical Committee proposes, recommends for approval by the Executive Committee, and implements plans of action for improving the regional transportation systems.

- Britt Edwards (Illinois Department of Transportation)
- Craig O'Reilly (Iowa Department of Transportation)
- Keith Bucklew (Indiana Department of Transportation)
- John Maddox (Kansas Department of Transportation)
- Eddie Dawson (Kansas Department of Transportation)
- Joel Skelley (Kansas Department of Transportation)
- Jeremy Edgeworth (Kentucky Transportation Cabinet)
- Lynn Soporowski (Kentucky Transportation Cabinet)
- Keith Damron (Kentucky Transportation Cabinet)
- Jesse Gwilliams (Michigan Department of Transportation)
- Larry Kearnes (Michigan Department of Transportation)
- Bill Gardner (Minnesota Department of Transportation)
- John Tompkins (Minnesota Department of Transportation)
- Cheryl Ball (Missouri Department of Transportation)
- Mark Locker (Ohio Department of Transportation)
- Sandy Beaupre (Wisconsin Department of Transportation)
- Peter Lynch (Wisconsin Department of Transportation)

## *Contact the Mid-America Freight Coalition*

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University of Wisconsin - Madison  
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608-263-3175



The Mid-America Freight Coalition (MAFC) is a regional organization that cooperates in the planning, operation, preservation, and improvement of transportation infrastructure in the Midwest. The ten states of the AASHTO Mid-America Association of State Transportation Officials (MAASTO) share key interstate corridors, inland waterways, and the Great Lakes. The MAFC is funded by the National Center for Freight & Infrastructure Research & Education and the DOTs of the ten member states.