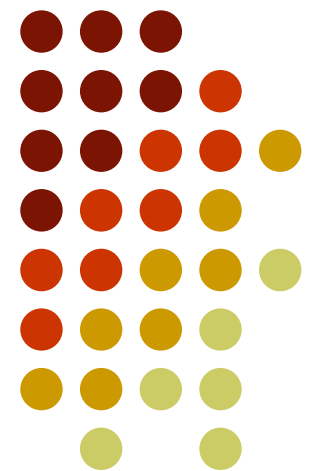


Thoughts on Next Steps

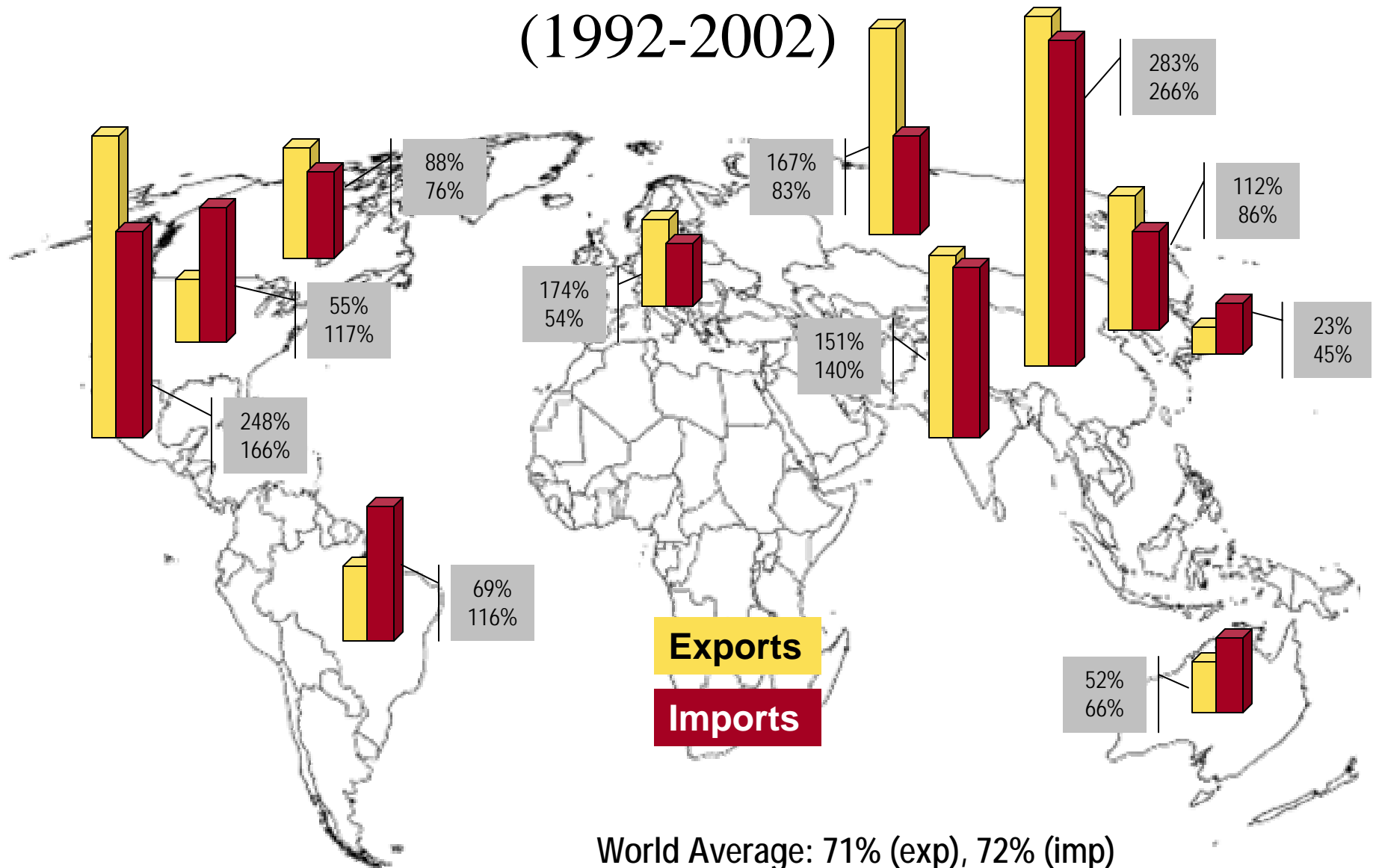
Upper Midwest Freight Corridor Study
Research Team
March 29, 2004



The need to continue

- Freight, along with its impacts, crosses state lines
- The amount of freight will continue to grow
- The region's economic livelihood depends on it
- The sum of the parts may be less than the whole, while costing more
- The whole (regional collaboration) could increase federal involvement

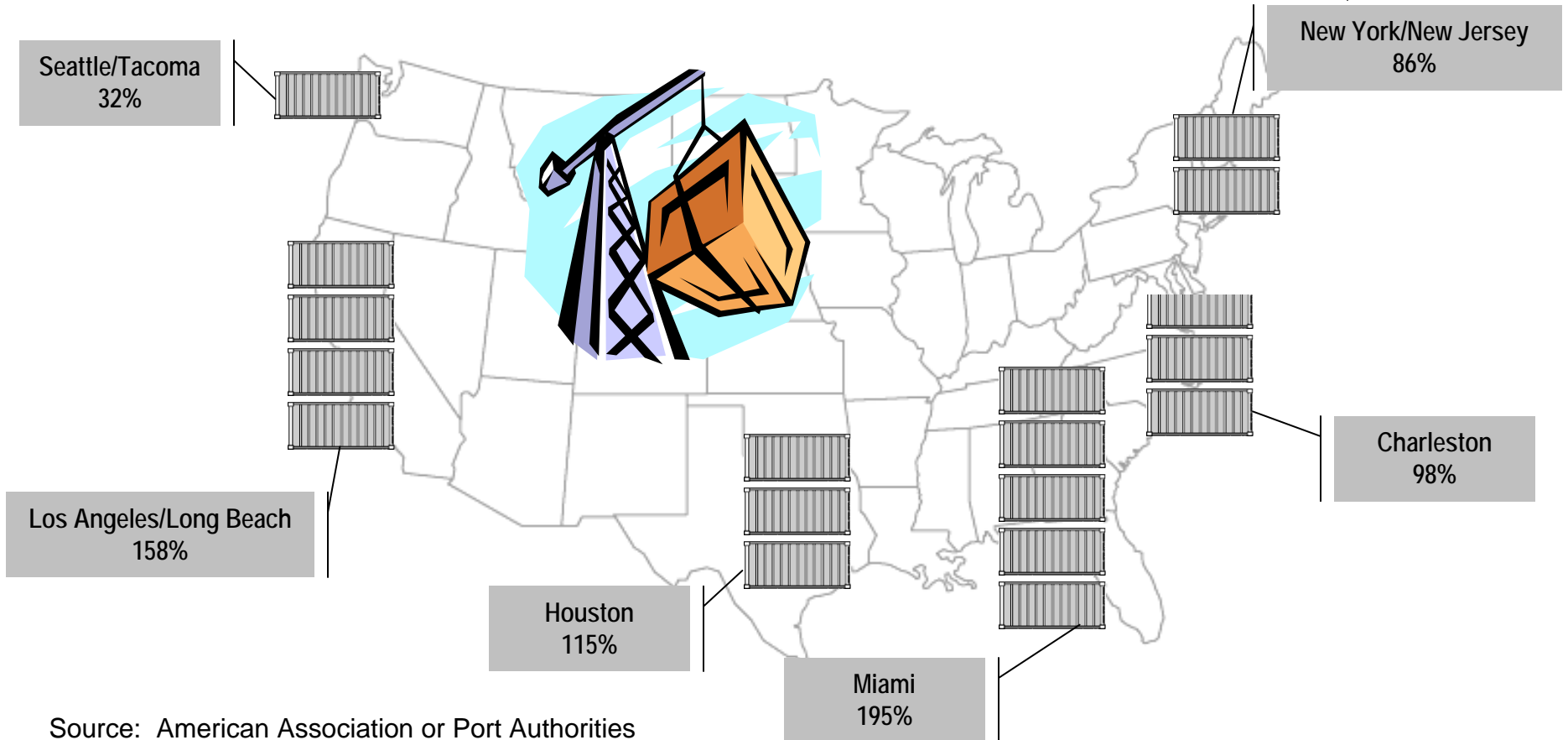
Percent change in exports and imports (1992-2002)



Source: World Trade Organization

Ports of entry

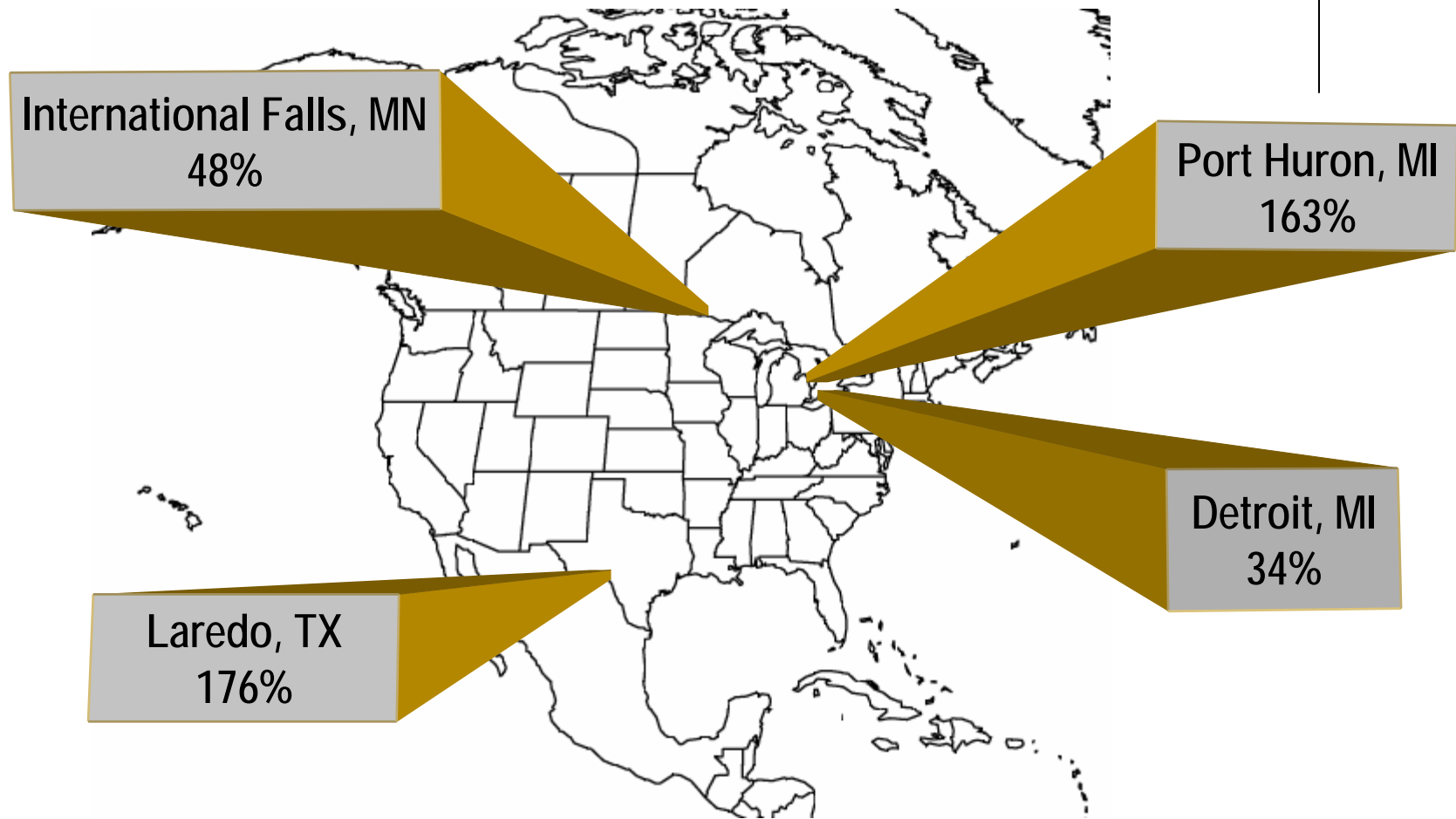
% change in container traffic, 1992-2002



Source: American Association of Port Authorities

In 2002, the combined ports of Los Angeles and Long Beach moved over 10.6 million TEUs (20-foot equivalents)

NAFTA Border Crossings

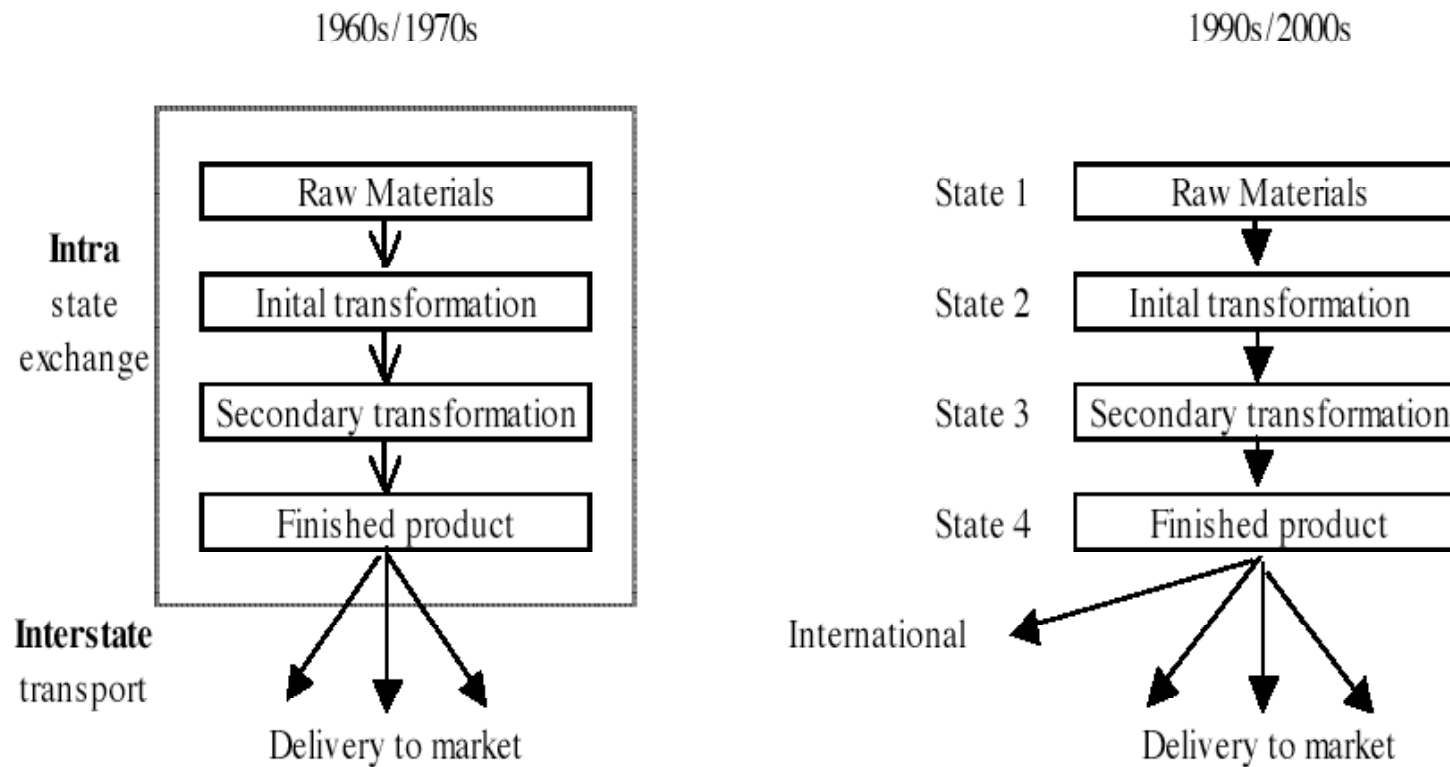


Source: Bureau of Transportation Statistics,
Transborder Surface Freight Database

Change in value of surface trade at border
crossings from Spring 1994-Fall 2003

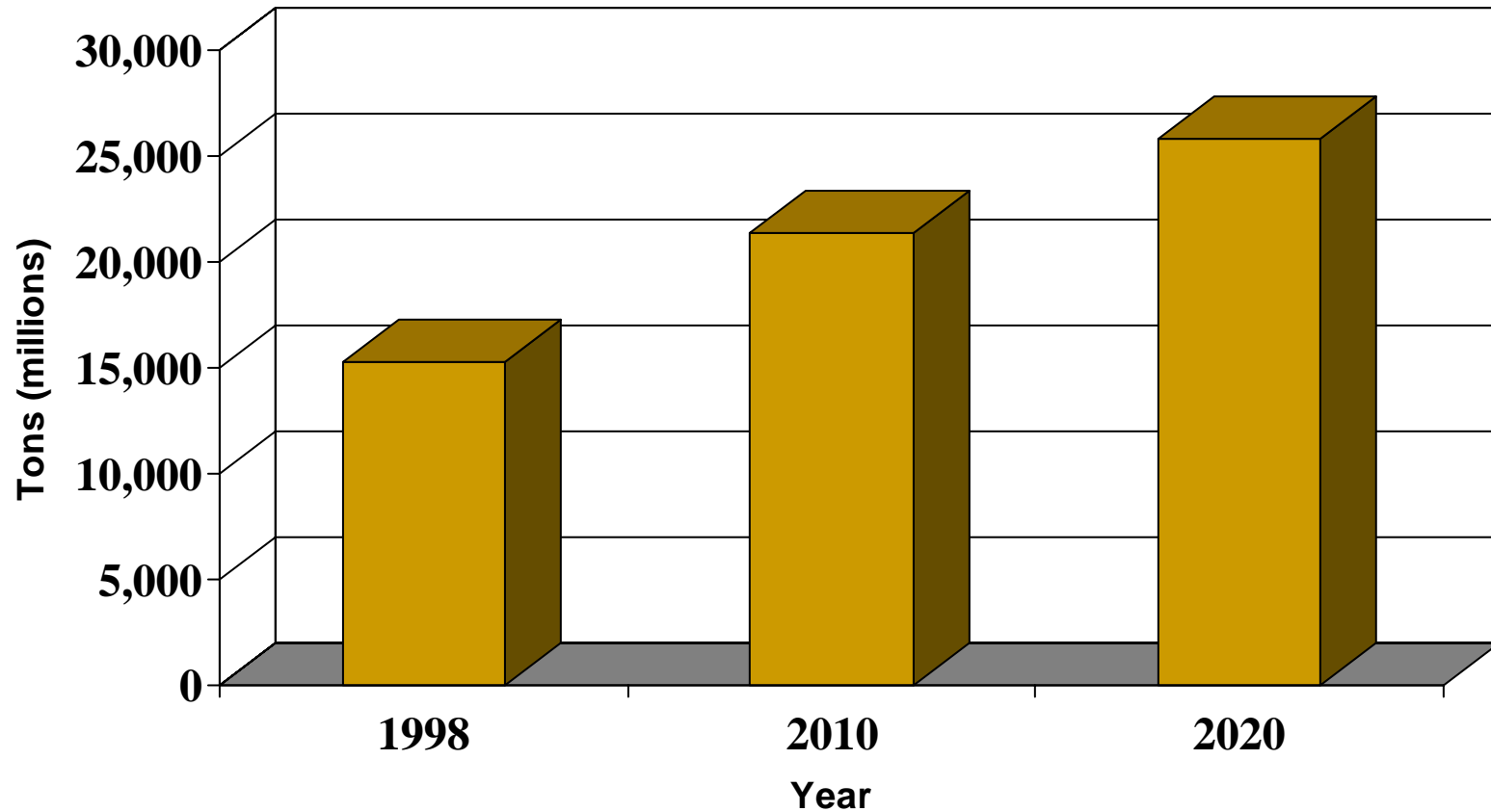
Why is interregional trade increasing?

Commodity exchange in production



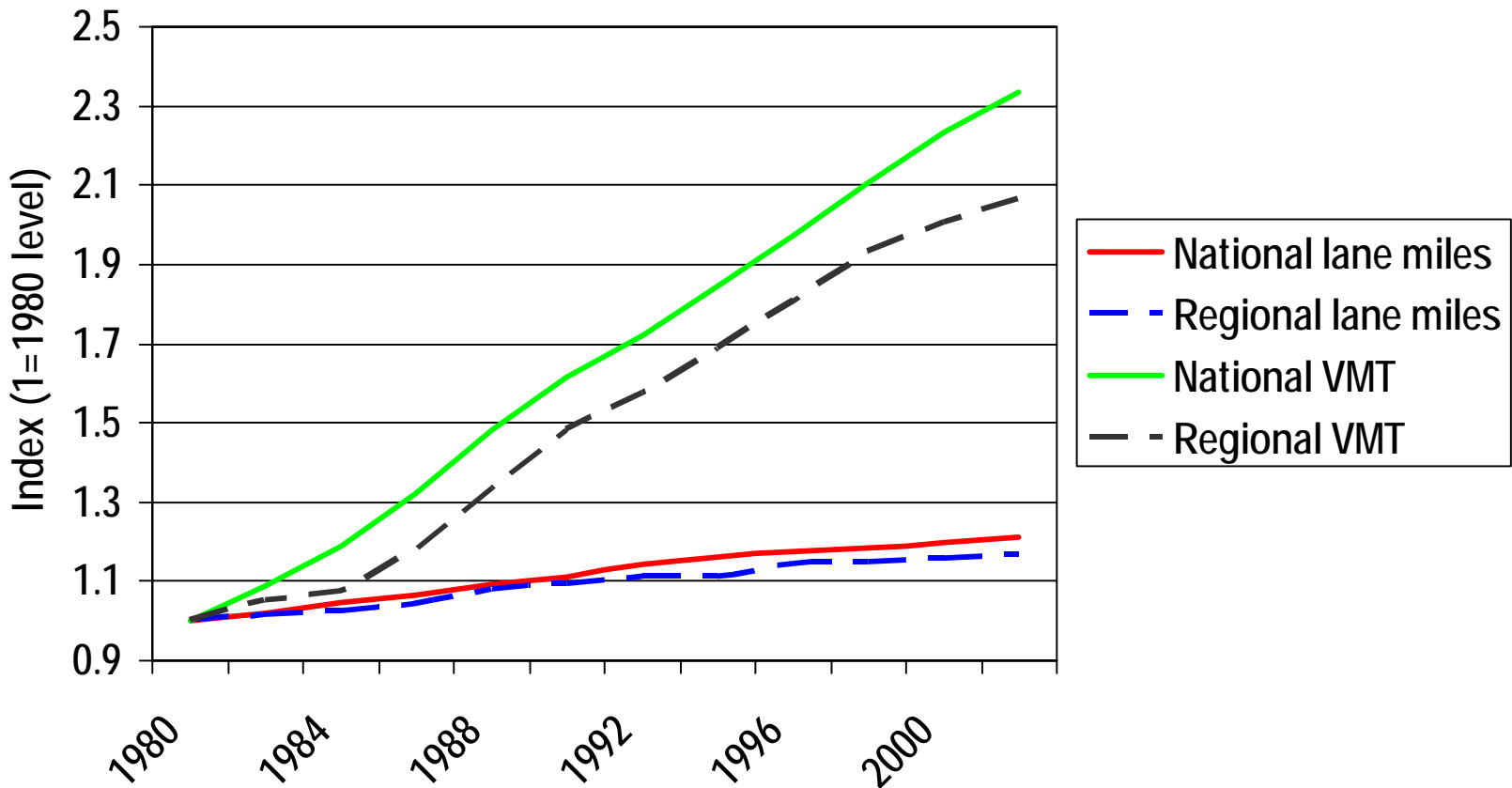
Source: Geoffery Hewing

Projected freight shipments (tons)



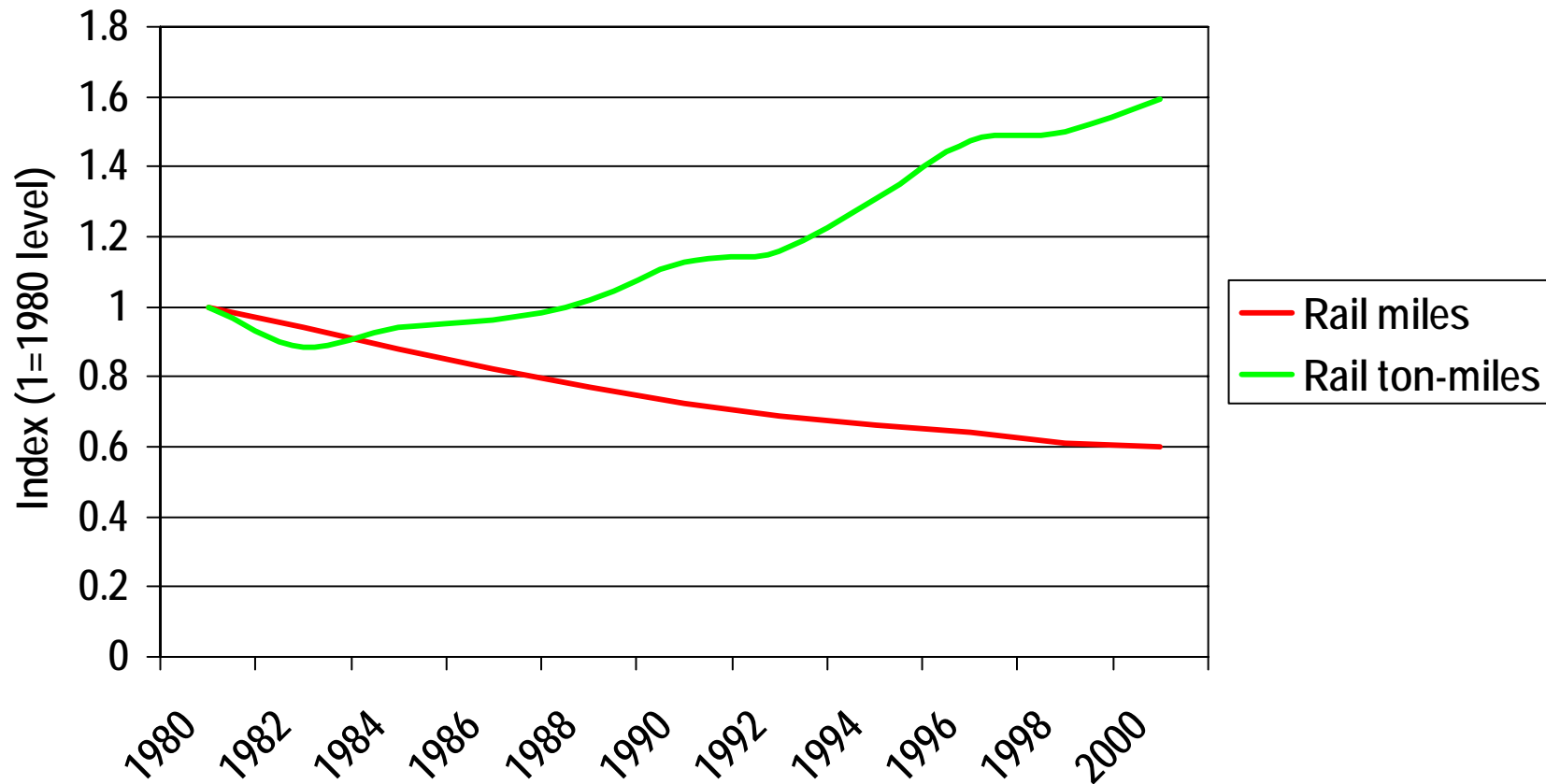
Source: FHWA, Freight Analysis Framework

Freeway lane-miles vs. vehicle miles traveled (indexed by 1980 levels)



Source: Federal Highway Administration, Highway Statistics

Railroad miles vs. Rail ton-miles (indexed by 1980 levels)



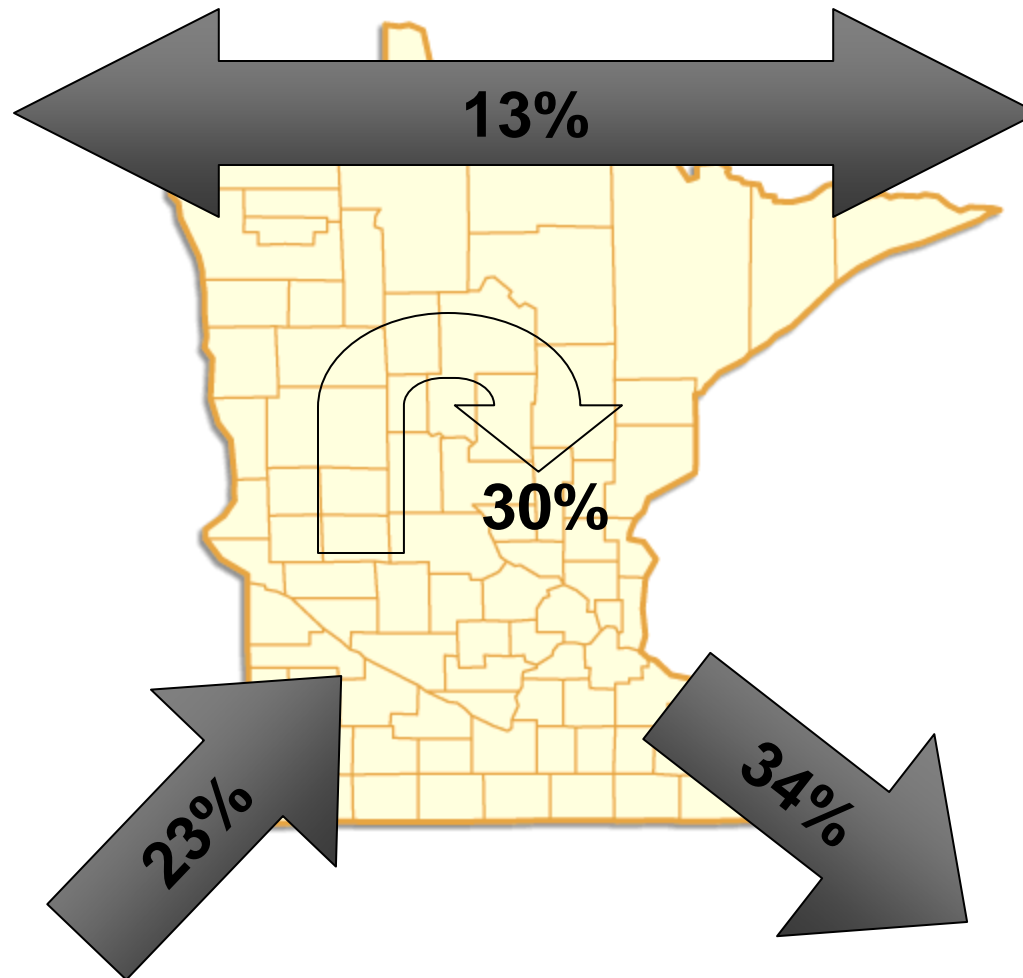
Source: Association of American Railroads

Railroads in our region

State	Miles 1977	Miles 2002	Difference	% Change
Illinois	13687	7261	-6426	-47%
Indiana	6217	4263	-1954	-31%
Iowa	7863	4062	-3801	-48%
Michigan	5535	3719	-1816	-33%
Minnesota	7663	4562	-3101	-40%
Ohio	8085	5230	-2855	-35%
Wisconsin	5938	3472	-2466	-42%
Total	54988	32569	-22419	-41%

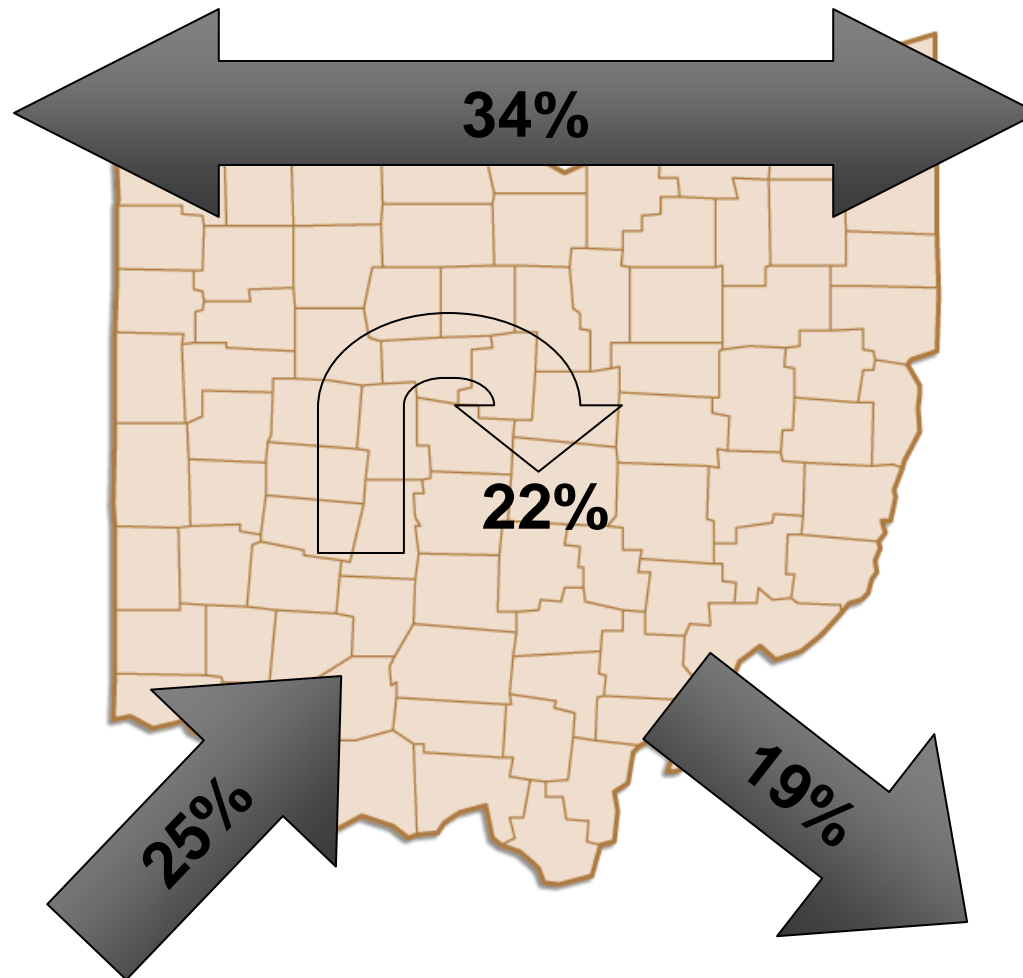
Source: Association of American Railroads

Freight flows by weight



Source: Minnesota Statewide Freight Flows Study (1997 data)

Freight flows by weight



Source: Freight Impacts on Ohio's Roadway System (1998 data)

Fiscal benefits of the whole

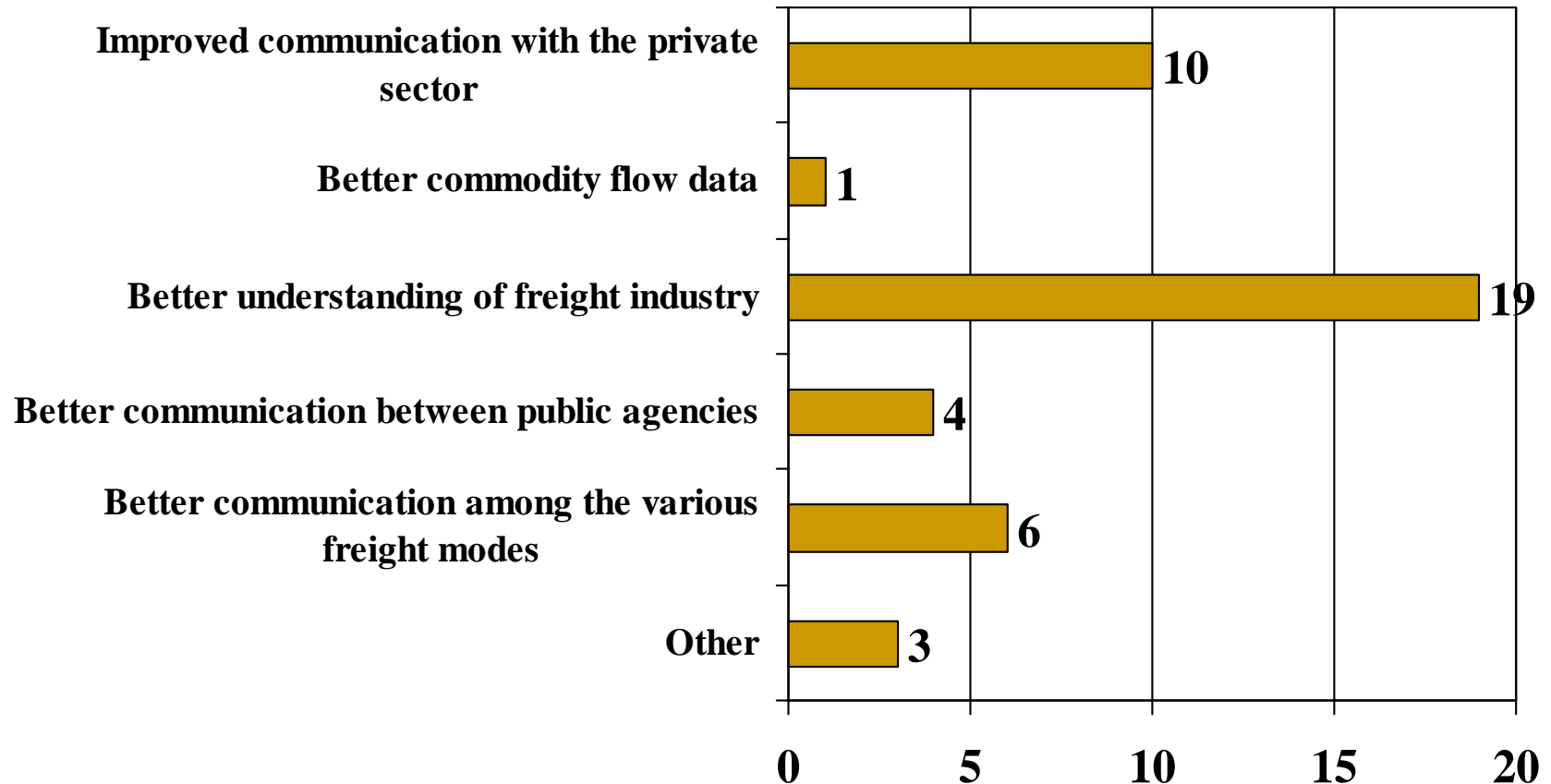
- Economies of scale
- Size of the federal slice



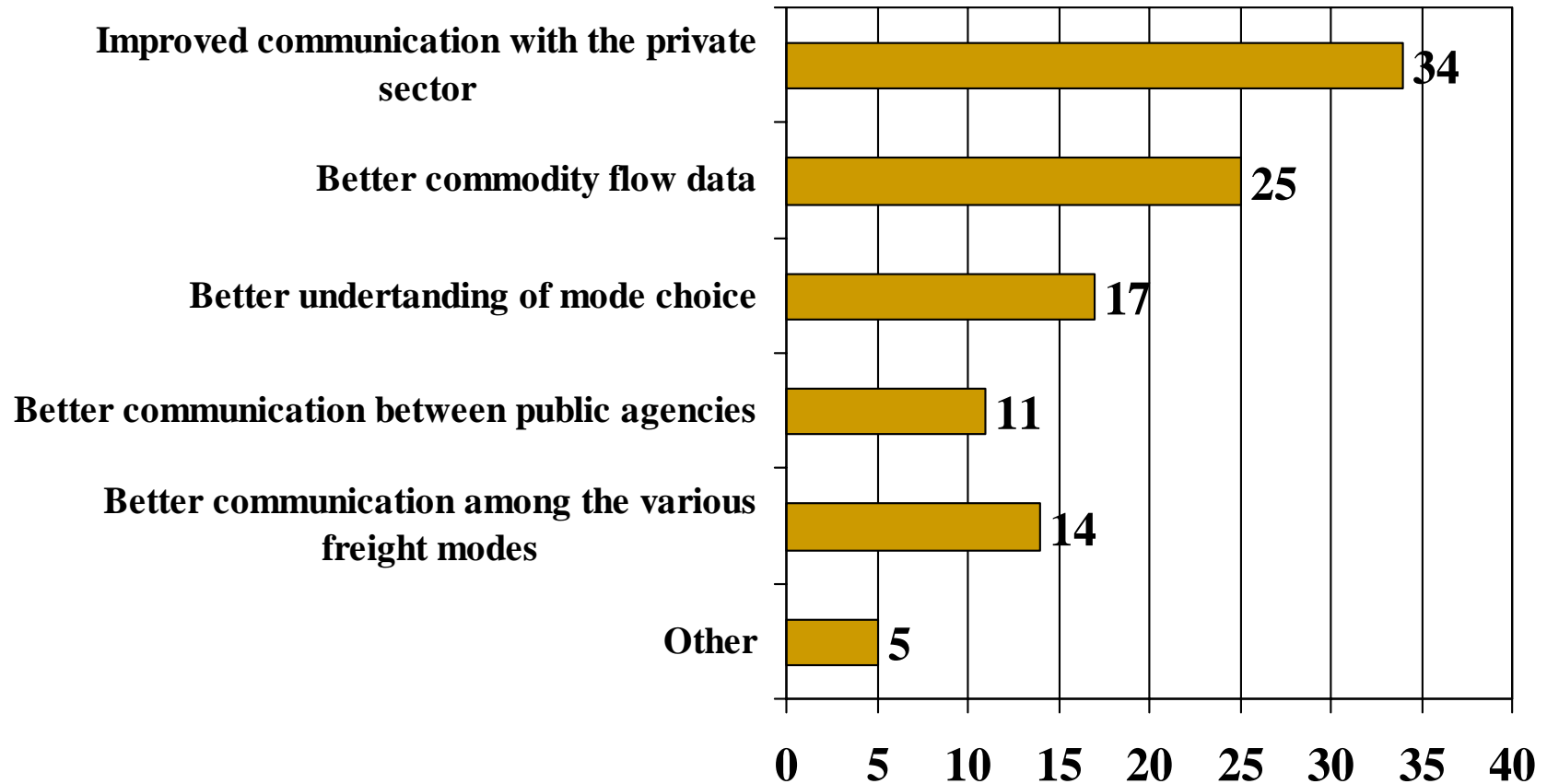
Current effort

- Defined largely as data collection and team building
- Heavily subsidized by the Midwest Regional University Transportation Center and the three partnering universities
- Scheduled for completion by the end of October 2004

Private Sector Greatest need in improving freight planning

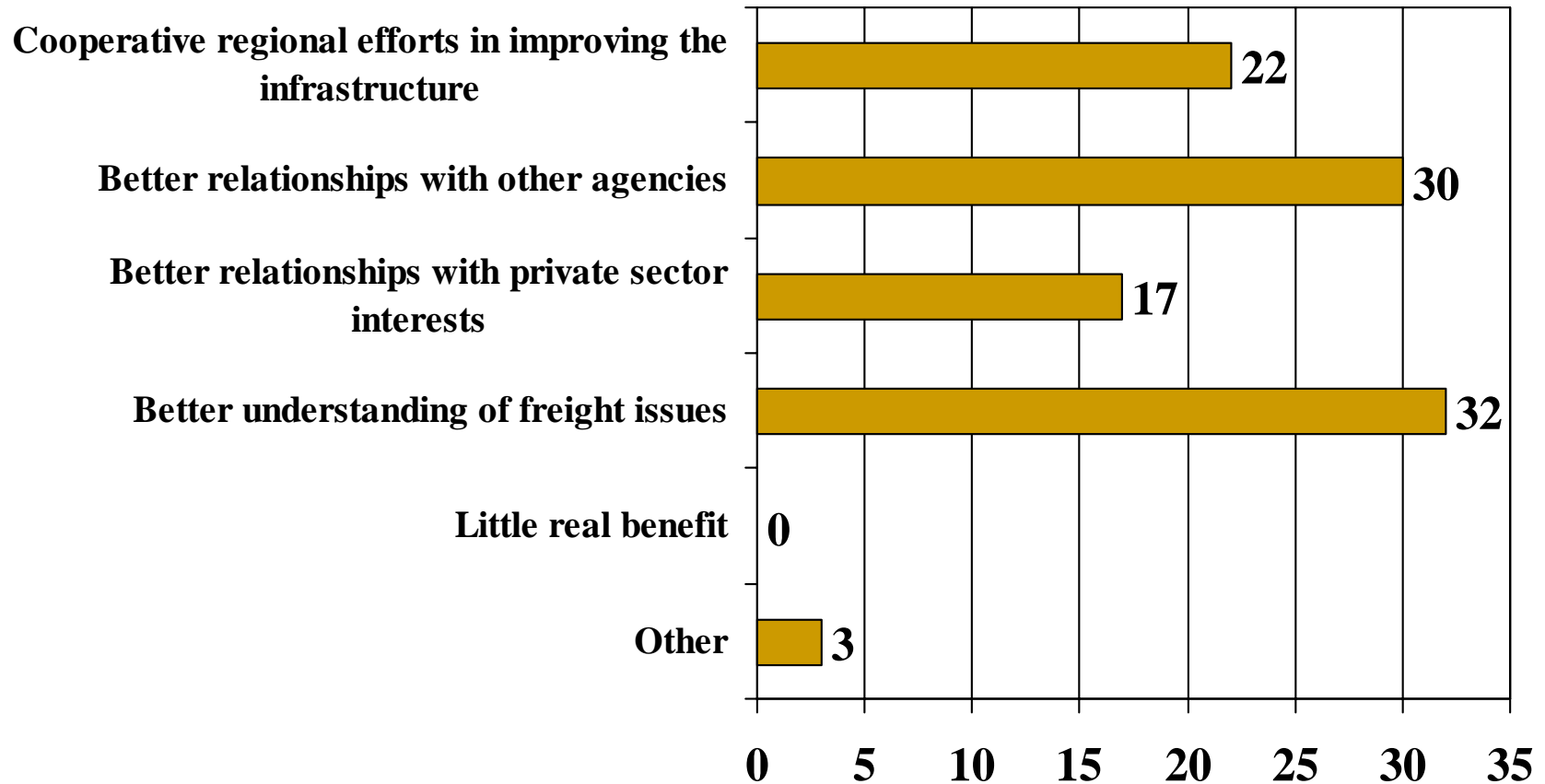


Public Sector Greatest need in improving freight planning



Public Sector

The benefits of regional studies



Interim options

- Continue information maintenance
- Facilitate communication with private sector and across state lines
 - Needs and process
 - ITS/CVISN
 - Performance metrics
 - Coalition building
- ✓ Possible funding from states, MRUTC, universities

Longer-term options

- Improve Regional Data
 - Complete freight inventory
 - Develop regional planning and analytic tools
 - Facilitate coalition building
- Define public policy options for expedited freight movement
- Analyze current happenings
- Comprehensive, multi-modal transportation plan (not specific projects) linked to current and future economic development
- ✓ Would require state commitment

Partnering



- Regional Research Council
 - Membership: MRUTC, Universities, and State DOT Research Office
 - Purpose: Plan and coordinate research with joint funding on some projects and shared results on all
- Regional Planning Council
 - Membership: MRUTC, Universities, DOT Planning Office, and major carriers
 - Purpose: Strategic level discuss and analysis of freight flows such as modal switching strategies and the location of intermodal facilities and transportation hubs

Partnering (cont.)



- Director's Council
 - Membership: MRUTC and DOT Directors
 - Purpose: Work together with U.S. DOT to solve regional problems based on the comprehensive regional plan

Regional cooperation: Critical success factors



- Federal funding with Congressional support
- Dedicated staff
- Top-level support from agencies
- The belief that working as a region is truly better than working separate



Suggested process

- Get Steering Committee response
- Meet with CAOs
- Formulate a plan
 - Yes and what and how
 - No