

# Draft Wisconsin State Freight Plan

*Welcome!*

## Public Involvement Meeting

**Fall 2016**

**4:30 pm to 6:30 pm**

**Your  
input  
wanted**



# Draft Wisconsin State Freight Plan

## Draft State Freight Plan

### Vision

- ➔ WisDOT envisions a multimodal freight transportation system that enhances the state's economic productivity, competitiveness and quality of life through the movement of goods safely, reliably, and efficiently, while minimizing impacts to the natural environment.

### Goals

- ➔ Enhance safety, security, and resiliency
- ➔ Ensure system preservation and enhancement
- ➔ Enhance system mobility, operations, reliability, efficiency, and connectivity

### Purpose

- ➔ The Draft State Freight Plan links freight specific transportation policy to planning and investment decisions.
- ➔ The draft plan also provides a framework to guide freight-focused improvements aimed at supporting the condition and performance of the state's multimodal transportation system.

# Draft Wisconsin State Freight Plan

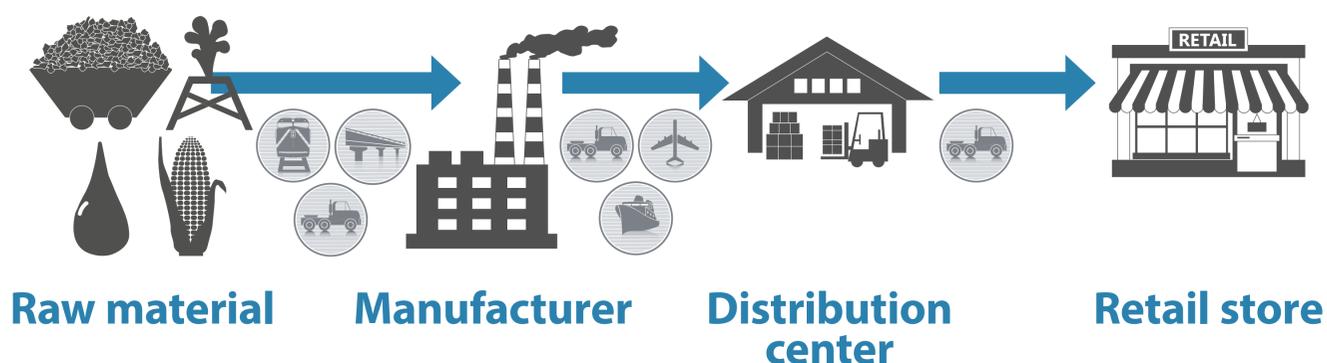
## Wisconsin's state freight transportation plan:

- ➔ is the state's first long-range freight plan
- ➔ includes all modes: pipeline, roadway, rail, water, and air
- ➔ provides a comprehensive overview of Wisconsin's transportation system
- ➔ analyzes potential investment strategies
- ➔ recommends performance measures
- ➔ discusses an implementation strategy
- ➔ includes an environmental evaluation

## What is freight movement?

Freight movement is the transport of goods, including commodities or cargo. Goods may be transported by truck, train, boat, airplane or pipeline. Wisconsin's economy is heavily dependent on the movement of freight for agriculture, forestry, mining, manufacturing and other key industries.

### How freight moves



## How will the plan be used?

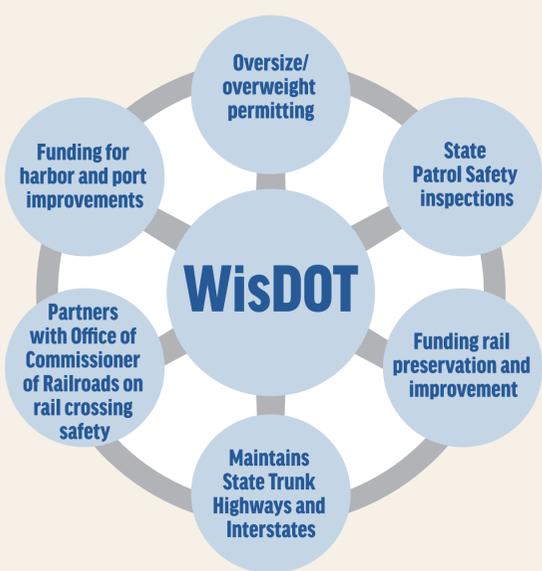
The Wisconsin Department of Transportation will use the plan's final recommendations to:

- ➔ define policy direction
- ➔ inform future transportation investment
- ➔ provide an implementation plan to advance the safety and efficiency of freight movements in the state
- ➔ define performance measures to monitor system performance

# Draft Wisconsin State Freight Plan

## Responsibility for freight transportation

Ownership and regulation of freight transportation is the responsibility of many partners and stakeholders, including the Wisconsin governor and legislature.



# Draft Wisconsin State Freight Plan

## Community input welcome

### Who helps develop a draft plan?

You and your neighbors

**WisDOT has already reached out to:** community members; business and industry stakeholders; state and federal government environmental resource agencies; organizations representing low income and minority groups; MPOs and RPCs; and Tribal governments.

### How will my comments be used?

Your comments will be used to help ensure the final plan considers issues important to residents and businesses, weighs often conflicting concerns responsibly, and includes recommendations that benefit the state's future economy.

### How do I comment on the draft plan?

**Today at this meeting:** You can write up your comments today. Comment forms are available.

**After today:** Pick up a paper comment form today. It includes the draft plan web address, email drop box and voice mail box. Or you can mail in the form with your written comment.

### What's up next?

- ➔ Five Public Involvement Meetings scheduled
- ➔ Comments accepted until November 14th

| Plan Development Process   |             |   |             |
|--|-------------|---|-------------|
| <b>Release draft plan</b>  |             | <b>Revise draft plan</b>  |             |
| Phase 1: Data gathering and draft plan development   |             | Phase 2: Draft plan review<br>September 29 to November 14   |             |
| Complete draft plan policies and recommendations<br>Stakeholder outreach   |             | Public meetings to review the draft plan<br>Outreach activities:<br>- Five public meetings<br>- Focused/targeted outreach |             |
| Adopt and publish final state freight plan   |             | Phase 3: Final plan review  |             |
| Public hearings for the final draft plan<br>Outreach activities:<br>- Public hearings<br>- Focused/targeted outreach |             |   |             |
| Spring 2016  | Summer 2016 | Fall 2016   | Winter 2016 |

# Draft Wisconsin State Freight Plan

## Community input welcome, part 2

### Who has been involved so far?

**Freight Advisory Committee** meetings twice a year starting in 2015.

**Governor's Freight Industry Summits** yearly since 2011  
(160+ organizations or businesses have attended at least once).

**Freight Stakeholder meetings in 2016:** over 30 groups including organizations or gatherings of representatives from freight dependent industries; local governments; chamber of commerce; state and federal environmental resource agencies; MPO and RPC staff; inter-Tribal councils; community groups in southeast Wisconsin.

### What topics have been raised?

#### Environmental

- ➔ Congestion issues
- ➔ Air quality, mitigation and climate variability
- ➔ Impacts to historic and cultural resources

#### Safety

- ➔ Railroad crossings
- ➔ Hazardous materials movement
- ➔ Emergency incident response

#### Future facilities

- ➔ First/last mile connections
- ➔ FAST Act funding for key freight infrastructure
- ➔ Adding intermodal connections
- ➔ Rail service and accessibility
- ➔ Oversize/overweight loads and local roads

#### Future freight policy

- ➔ Freight system efficiency and resiliency
- ➔ Streamlining regulatory processes and bureaucracy
- ➔ Challenges and opportunities for the freight industry

# Draft Wisconsin State Freight Plan

## Freight transportation is important to the economy

Freight-dependent sectors and their related industries make up 40 percent of Wisconsin's employment and 44 percent of the state's GDP. A sector is a large segment of the economy that includes many industries (e.g. agriculture and construction). An industry includes more specific groups of companies or businesses.

## Wisconsin's freight dependent sectors

**Manufacturing** relies on all modes of transportation to receive raw materials for production and delivers finished goods. Wisconsin's manufacturing sector, with 467,121 jobs and \$68.2 billion in GDP, accounted for 13 percent of the state's employment and almost 24 percent of its GDP in 2012.

**Wholesale and Retail Trade** moves products to and from distribution centers and are heavy users of transportation, particularly trucking. In 2012, wholesale trade accounted for 6 percent (\$15.6 billion) of the state's GDP and three percent (125,837) of jobs. The combined wholesale and retail trade sector supports 496,403 state jobs.

**Mining** is closely linked to the construction sector and is dependent on road and highway construction. In 2013, Wisconsin was the nation's largest industrial sand and gravel producer

**Transportation and Warehousing** is made up of air, water, rail and truck transportation. In 2012, this sector accounted for over two percent (\$6 billion) of GDP and three percent (113,734) of the state's employment. Truck transportation, with more than 55,000 jobs, or almost half of all transportation and warehousing jobs, is critical to the agriculture, construction, trade and manufacturing industries.

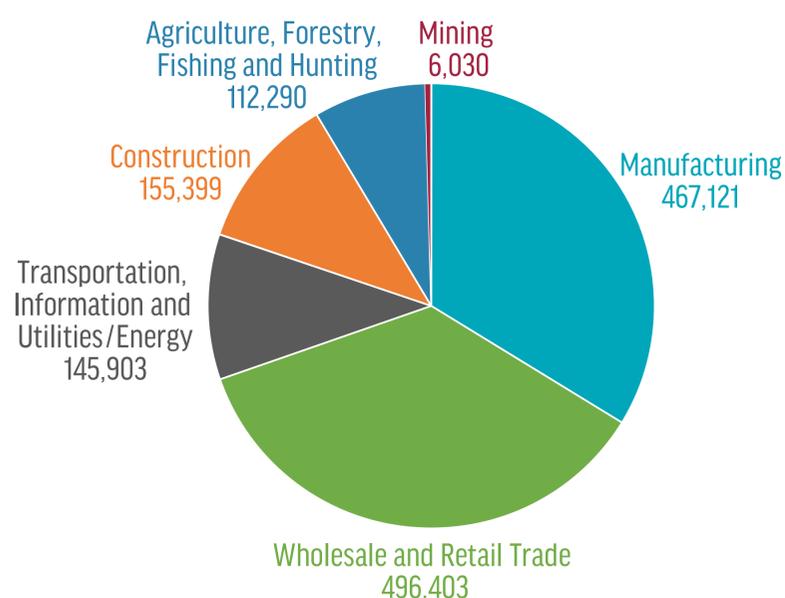
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**Construction** is defined as those businesses engaged in building activities related to new construction, additions, alterations and repairs. In 2012, construction comprised 3.1 percent (\$8.8 billion) of Wisconsin's GDP and accounted for 4.5 percent (155,399 jobs) of its overall employment.

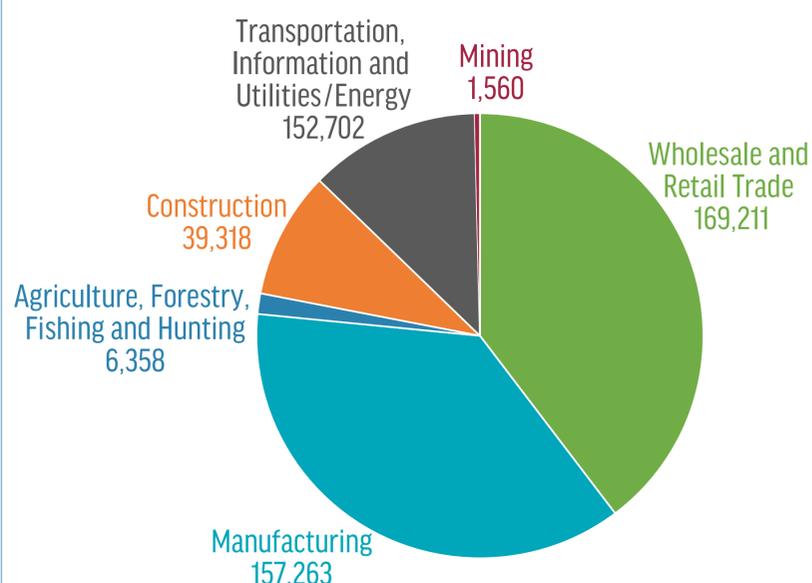
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## Freight dependent jobs vary in the state

**Freight Dependent Jobs in Wisconsin**



**Southeast Region Freight Dependent Jobs**



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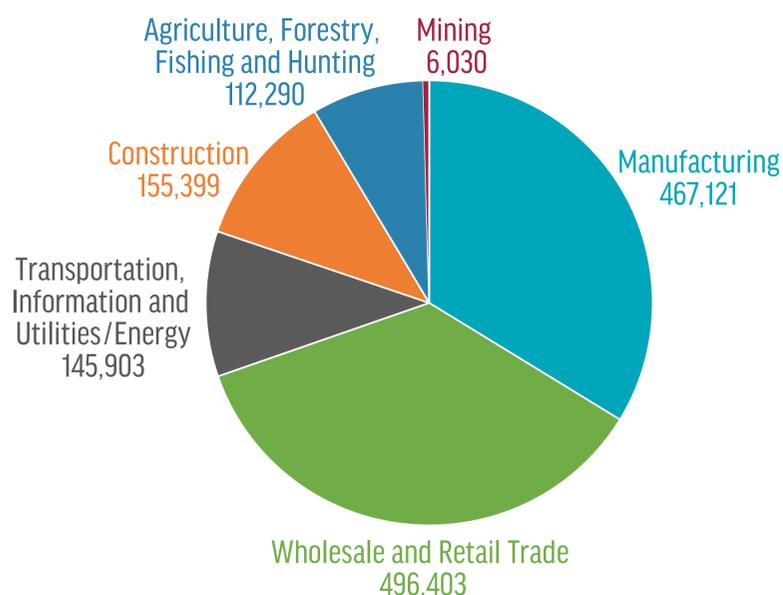
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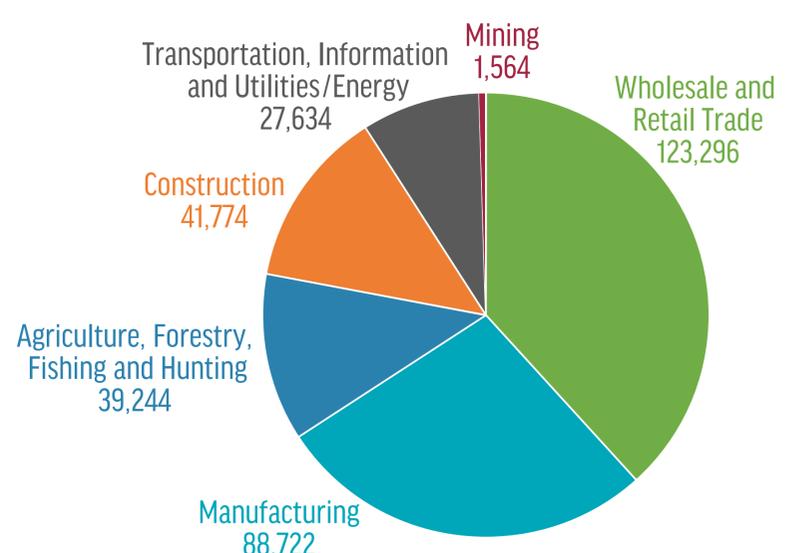
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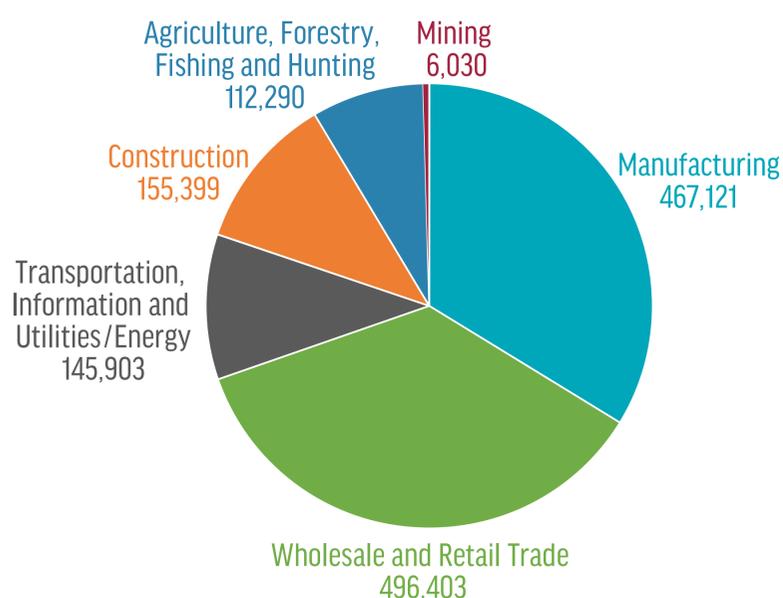
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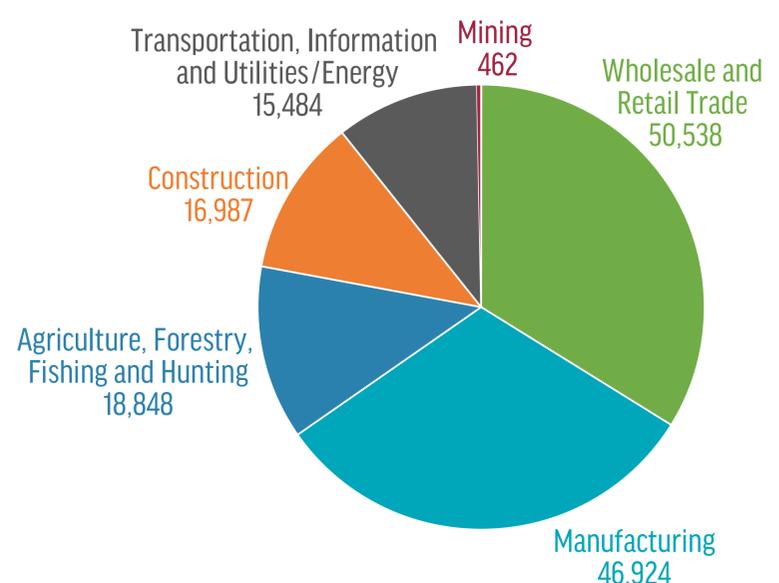
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**Freight Dependent Jobs in Wisconsin**



**North Central Region Freight Dependent Jobs**



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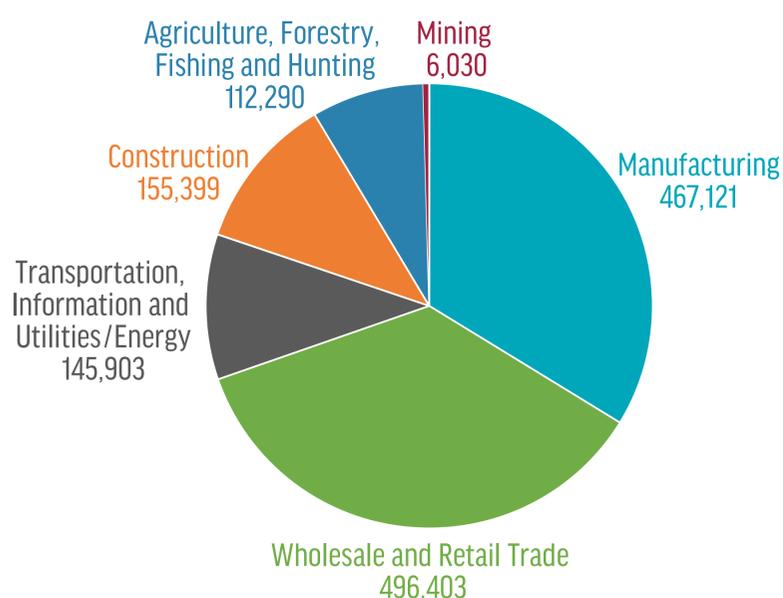
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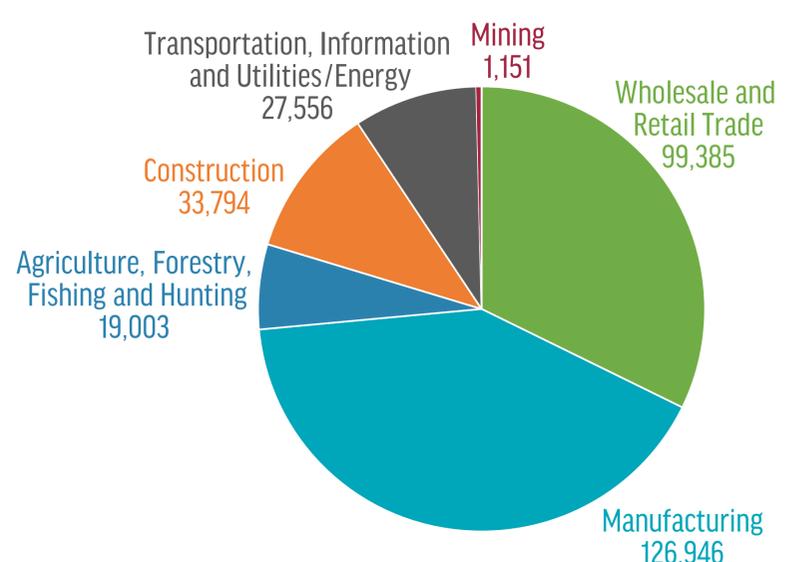
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Freight Dependent Jobs in Wisconsin



Northeast Region Freight Dependent Jobs



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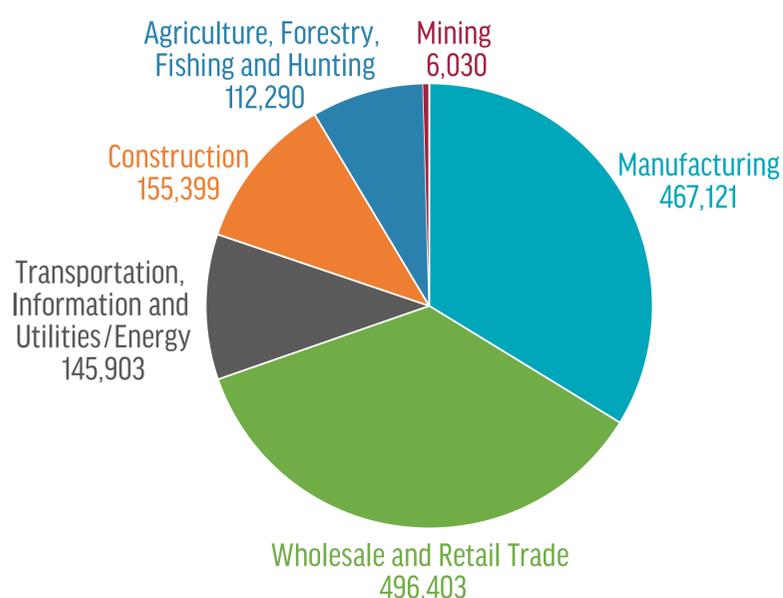
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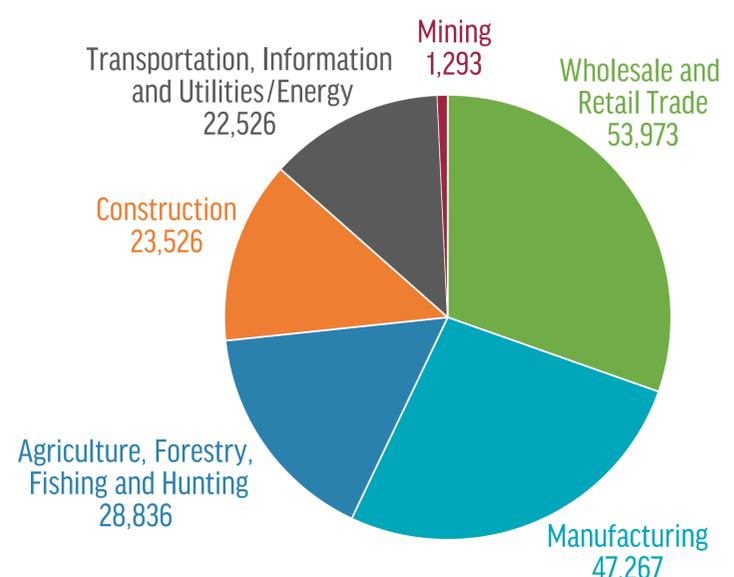
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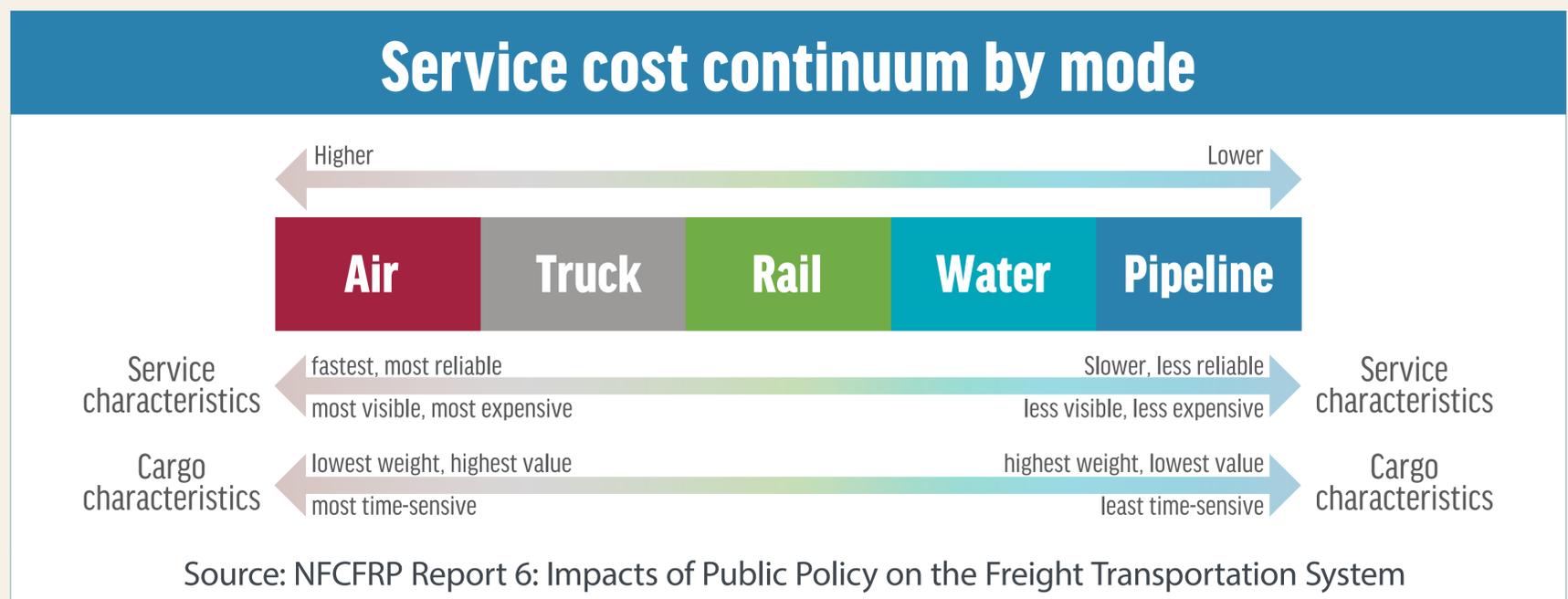
**Northwest Region Freight Dependent Jobs**



# Draft Wisconsin State Freight Plan

## How freight travels in Wisconsin, part 1

### Ways of transport vary by cost and value



#### Roads

- ➔ 11,800 miles of state, federal and Interstate highways accommodate almost 60 percent of Vehicle Miles Traveled (VMT) and more than 341 million tons of freight is moved annually by truck, valued at more than \$445 billion
- ➔ The 103,447-mile local road system provides the connection between the state highway system and freight generators, including over 100 transload facilities and 200 major warehouse and distribution centers

#### Water

- ➔ 29 commercial ports provide access to the Great Lakes and Mississippi River. \$2.2 billion of freight is transported by water in or adjacent to Wisconsin

#### Air

- ➔ Thirteen airports account for approximately 118 million pounds of air cargo shipped annually

#### Rail

- ➔ 3,300 miles of railroad tracks support 207 million tons for freight shipped by rail from, to, and through Wisconsin each year, valued at a \$179 billion
- ➔ Six short-line railroads that serve as vital connections. The state owns 625 miles of active rail and supports 114 additional miles

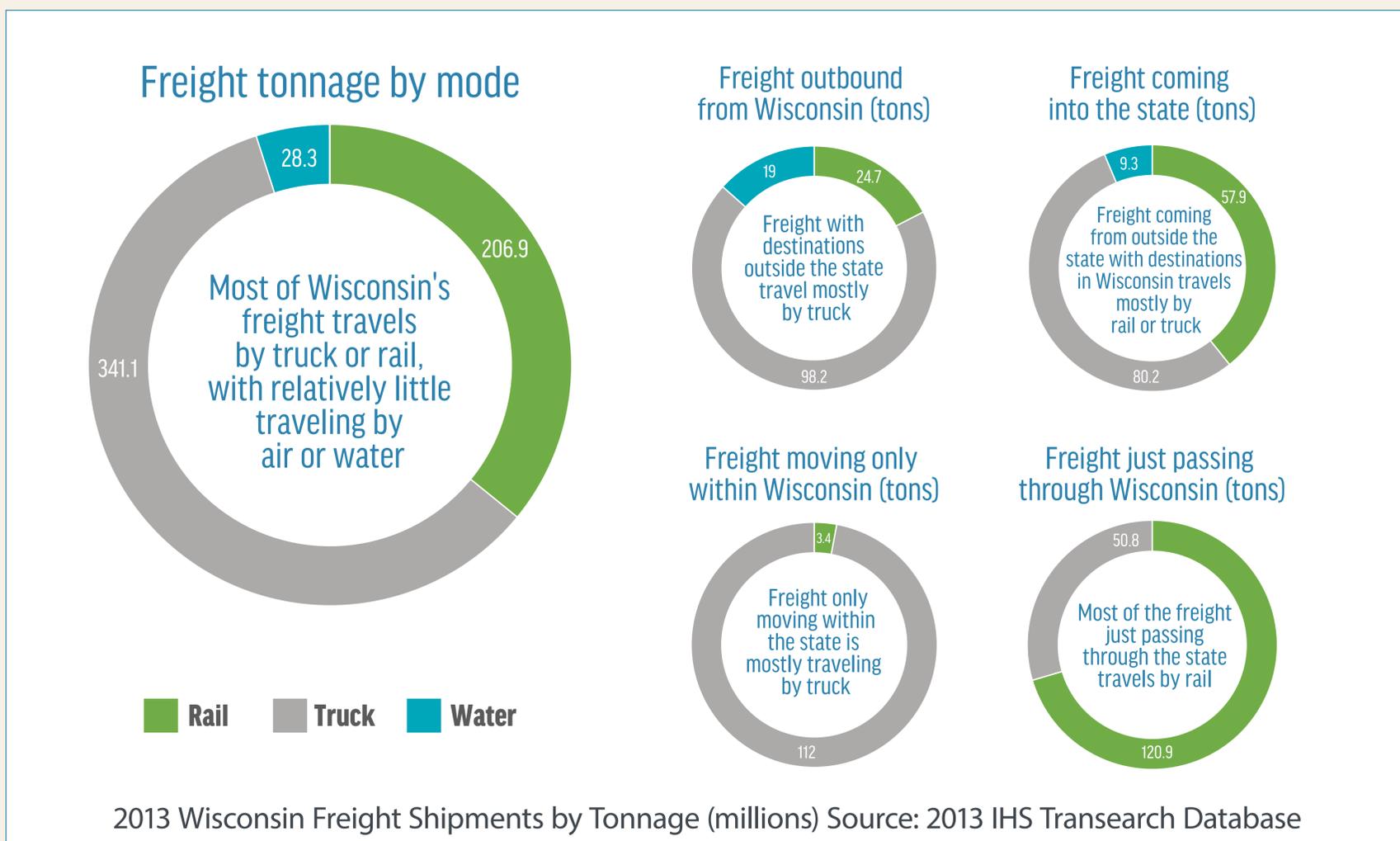
#### Pipelines

- ➔ Pipelines throughout the state transported over 29 million tons of freight in 2012, with a value of \$15.8 billion

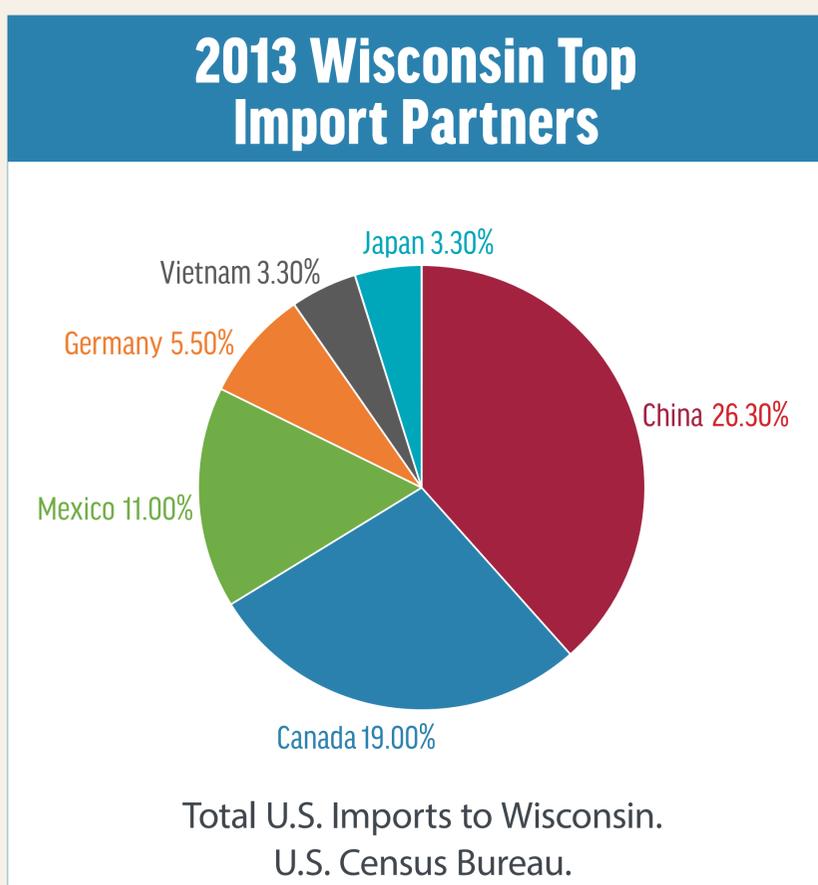
# Draft Wisconsin State Freight Plan

## How freight moves, part 2

### Freight moves in many ways



## Wisconsin's worldwide trading partners



# Draft Wisconsin State Freight Plan

## Freight transportation analysis highlights, part 1

WisDOT continually assesses the safety, condition and performance of the transportation system in achieving these goals:

- ➔ Enhance safety, security, and resiliency
- ➔ Ensure system preservation and enhancement
- ➔ Enhance system operations, reliability, efficiency, and connectivity

## How WisDOT monitors how well the freight transportation system is working

Establishing goals and measuring results is essential to running a successful and efficient organization. The plan inventories performance measures used by WisDOT and compares them to federal requirements.

### Freight operations, mobility and reliability

- ➔ Vehicle delay – hours of vehicle delay\*
- ➔ Travel time reliability\*
- ➔ Incident response\*
- ➔ Winter response\*

### Transportation accountability

- ➔ Transportation Economic Assistance Grants\*
- ➔ On-time performance of construction projects\*

### Transportation system safety

- ➔ Traffic fatalities\*
- ➔ Traffic injuries\*
- ➔ Traffic crashes\*

### Transportation system condition

- ➔ Highway pavement condition\*
- ➔ Airport pavement condition\*
- ➔ Bridge/structure condition\*
- ➔ Rail line and bridge condition\*

\*Performance measure is part of WisDOT Mobility, Accountability, Preservation, Safety, Service (MAPSS) measures program



# Draft Wisconsin State Freight Plan

## Freight transportation analysis highlights, part 2

### Wisconsin population trends by 2040

- ➔ Freight demand concentrated in large urban and metropolitan areas
- ➔ 80% of Wisconsin's counties will increase in population
- ➔ State's population to grow by 14 percent—much of the growth will be in 65+ year old age groups

### Economic and freight dependent industry trends

- ➔ Shipping patterns—expansion of the Panama Canal and the Port of Prince Rupert
- ➔ Hydraulic fracturing—shipment of oil and natural gas; more frac sand
- ➔ Megaregions—growth of the Milwaukee-Chicago megaregion
- ➔ Increasing train length and rail car weight
- ➔ Truck driver hours of service—changing regulations
- ➔ New and expanding technologies—e.g. connected vehicles
- ➔ Port movement of oversize-overweight freight
- ➔ Congestion caused by moving products by truck or rail rather than pipeline
- ➔ Decrease in air mail

# Draft Wisconsin State Freight Plan

## Highlights of the freight analysis, part 3

### Changes in freight by the year 2040

#### All freight modes

+73% tons

+134% in value

#### Truck freight

All commodities:

+139% in value

+80% tonnage

+139% clay, concrete, glass, stone tonnage

+193% secondary traffic tonnage

+75% tonnage non-metallic minerals

+3% tonnage farm products

+75% food tonnage



#### Port freight

All commodities:

+21% tons

+55% in value

+162% metallic mineral tonnage

-41% coal tonnage

+17% non-metallic mineral tonnage

+49% clay, concrete, glass, stone tonnage

+86% farm product tonnage



#### Air cargo

All commodities:

+253% tonnage

+155% value

+365% coal tonnage

+203% miscellaneous mixed shipment tonnage

+157% transportation equipment tonnage

+179% instruments and optical equipment tonnage



#### Rail freight

All commodities:

+122% in value

+70% in tonnage

+86% crude oil and natural gas tonnage

+110% chemicals and allied products tonnage

+83% non-metallic mineral tonnage

-14% coal tonnage



# Draft Wisconsin State Freight Plan

## Environmental justice

WisDOT's actions and decisions are guided by the three fundamental principles of environmental justice, which are:

- ➔ to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations
- ➔ to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- ➔ to prevent the denial of, reduction of or significant delay in the receipt of benefits by minority populations and low-income populations

## How the analysis was done

- ➔ The freight system includes: active rail lines, 20 lake and river ports with freight service; the air cargo airports; backbone highway system
- ➔ People living within one-quarter mile of the freight system are close enough to be impacted by noise, vibration, and air pollution
- ➔ A buffer analysis was used to see to what extent these populations were within one-quarter mile of the freight system
  - » Racial minorities
  - » Youth
  - » Low income
  - » People without cars
  - » Seniors
  - » People with disabilities

## Some populations live closer to the freight system than everyone else

- ➔ Hispanic or Latino populations are 21% more likely to live next to some part of the freight system
- ➔ Asians are 30% more likely to live near the road part of the system
- ➔ Zero vehicle households are 21% more likely to live near the freight rail system
- ➔ American Indian or Alaskan natives are 25 times more likely to reside near ports
- ➔ WisDOT facilitates environmental justice evaluations and mitigation for freight projects

# Draft Wisconsin State Freight Plan

## System-plan Environmental Evaluation (SEE), part 1

The SEE analysis is a qualitative review of the potential environmental impacts of the draft plan

- ➔ Trans 400 defines the process to review evaluate the potential environmental impacts in accordance with the Wisconsin Environmental Policy Act
- ➔ Required when a long range plan includes recommendations that are deemed to have potentially major and significant impacts to the natural environment
- ➔ Contributes to WisDOT's policy of meeting transportation needs while also minimizing environmental impacts
- ➔ Supports WisDOT's mission of providing leadership in the development and operation of a safe and efficient transportation system

## How potential environmental impacts are addressed

### Traffic congestion:

Forecast freight growth for all modes may lead to congestion

*Addressed by:*

- ➔ improving freight efficiency and decreasing delays
- ➔ permitting and communication improvements
- ➔ reducing barriers in freight connections

### Energy consumption:

Some modes are more fuel efficient; congestion and idling increases fuel consumption

*Addressed by:*

- ➔ encourage modal choices via alternatives fuel promotion and fuel reduction strategies
- ➔ investment in freight infrastructure which supports alternative fuel use, like CNG
- ➔ congestion and idling reduction investments

# Draft Wisconsin State Freight Plan

## System-plan Environmental Evaluation (SEE), part 2

### **Air quality:**

Forecast freight growth for all modes may result in expansions of truck fleets, frequency of trips or increase in loads

#### *Addressed by:*

- ➔ policies to improve efficiencies, modal choices and seamless freight movement
- ➔ development of new fuel technologies and efficiency standards

### **Agriculture:**

improve the ability to efficiently move agricultural goods and products; new or expanding transportation project impacts; potential congestion on existing corridors

#### *Addressed by:*

- ➔ special attention at the project level to minimize agricultural access impacts of projects
- ➔ policies aimed at improving maintenance strategies for many modes

### **Economic development:**

The plan supports further economic growth

#### *Addressed by:*

- ➔ policies that diversify modal choice and seamless freight movement
- ➔ making freight movement by each mode more cost effective and efficient

### **Communities and cultural resources:**

Construction projects can support potential impacts to natural and built environments

#### *Addressed by:*

- ➔ policies to improve safety along freight corridors
- ➔ project level mitigation such as wetland banking

### **Sensitive land resources:**

The plan may have the potential to impact habitat and publicly-owned lands

#### *Addressed by:*

- ➔ project level review to identify, minimize and mitigate negative impacts
- ➔ improved preventative maintenance approaches may reduce impacts

### **Sensitive water resources:**

Impacts may be caused by potential construction projects for all modes

#### *Addressed by:*

- ➔ project level review to identify, minimize and mitigate potential negative impacts

# Draft Wisconsin State Freight Plan

## System-plan Environmental Evaluation (SEE), part 3

### Highlights of WisDOT activities to avoid, minimize or mitigate impacts

WisDOT avoids, minimizes or mitigates environmental impacts of transportation projects through programs and policies.

- ➔ Wetlands mitigation and banking
- ➔ Native plant and prairie program
- ➔ Long-range transportation plan policies
- ➔ Project level activities as directed by the facilities development manual
  - » Agriculture
  - » Air quality
  - » Cultural resources (archeology, history and tribes)
  - » Endangered species
  - » Noise
  - » Erosion control and storm water quality habitat evaluation
  - » Hazardous materials
  - » Indirect and cumulative impacts

#### **WisDOT Native Plant and Prairie Program**

Many prairie remnants exist on WisDOT's rights of way. These plant communities are often relatively intact, undisturbed by agricultural and construction activities.

WisDOT maintains prairie remnants and tries to re-establish native plants along roadsides by using special native seed mixes. The Department's maintenance policy preserves native vegetation existing along the roadside.

# Draft Wisconsin State Freight Plan

## Plan implementation, part 1 Strategies

- ➔ Support existing state performance measures
- ➔ Freight relevant MAPSS measures
  - » Mobility: delay, reliability, incident response, winter response
  - » Accountability: TEA grants, on-time performance
  - » Preservation: state highway pavement condition (backbone and non-backbone), state bridge condition, state-owned rail line condition, airport pavement condition, state highway maintenance
  - » Safety: fatalities, injuries, crashes, safety belt use
  - » Service: high quality and accurate products
- ➔ Implementation of federal freight performance measures
  - » Percent of the Interstate system mileage providing for reliable truck travel time
  - » Percent of the Interstate system mileage uncongested
- ➔ Utilize data and tools to identify a state multimodal freight network
  - » State highway data analysis identified an interim network
  - » Local road data analysis
  - » State-owned rail data analysis identified an interim network
  - » Port and waterways data analysis
  - » Air data analysis
- ➔ Integration of federal freight corridor designations
- ➔ Continuing stakeholder partnerships
- ➔ Plan 5 year update cycle

## Funding sources to implement the plan

- ➔ Federal and state funding
- ➔ Bonding
- ➔ Local, service and other funds, program and general purpose revenue

# Draft Wisconsin State Freight Plan

## Plan implementation, part 2

### State funding for freight transportation

- ➔ Major Highway Development Program
- ➔ State Highway Program
- ➔ Southeast Wisconsin Freeway Megaprojects Program (Southeast Megaprojects)
- ➔ Local Roads Improvement Program
- ➔ General Transportation Aids
- ➔ Surface Transportation Program – Rural
- ➔ Surface Transportation Program – Urban
- ➔ Surface Transportation Program – Freight
- ➔ Freight Rail Infrastructure Improvement Program
- ➔ Freight Rail Preservation Program
- ➔ Harbor Assistance Program
- ➔ Airport Improvement Program
- ➔ General obligation bonds
- ➔ Transportation revenue bonds

### Federal funding for freight transportation

- ➔ Highway Safety Improvement Program
- ➔ Airport Improvement Program
- ➔ Congestion Mitigation and Air Quality Improvement Program
- ➔ Surface Transportation Program
- ➔ Fostering Advancements in Shipping and Transportation for the Long-term Advancement of National Efficiencies (FASTLANE) Grant Program

# Draft Wisconsin State Freight Plan

## Plan recommendations, part 1

### Highway safety

- ➔ Improve standards for infrastructure
- ➔ Improve emergency response
- ➔ Identify freight-specific safety concerns and develop strategies for solutions

### State trunk highway system preservation

- ➔ Continue using a performance-based approach to identify state trunk highway system preservation needs, including development of a bridge asset management system
- ➔ Refine and expand a state-of-the-art process for prioritizing needs and identifying cost-effective state trunk highway construction alternatives
- ➔ Seek sufficient federal and state funding to address state trunk highway system preservation needs
- ➔ Revise the Facilities Development Manual to more clearly include freight considerations in project development guidance
- ➔ Identify and preserve a sub-system of state highways that accommodate over-height loads (up to 20 feet), over-weight and over-size loads
- ➔ Maintain a formal, ongoing preventive maintenance process
- ➔ Implement proven maintenance management practices

# Draft Wisconsin State Freight Plan

## Plan recommendations, part 2

### Major highway development program

- ➔ Complete the currently enumerated Major Highway Development projects (including Southeast Wisconsin Freeway Megaprojects Program) and study approved corridors

### Highway technology and operations

- ➔ Continually monitor the state trunk highway network and respond to operational needs
- ➔ Improve motor carrier efficiency and enforcement
- ➔ Support communications along state highway corridors of freight significance, to ensure drivers can remain informed of changing conditions
- ➔ Support greater use of technologies to improve the safety and efficiency of operations on high freight movement corridors
- ➔ Support an increase in the availability of truck parking at state-owned facilities and the awareness of its availability

### State trunk highway system maintenance

- ➔ Monitor existing state trunk highway conditions, identify deficiencies and set priorities
- ➔ Improve existing maintenance management tools
- ➔ Implement work zone and lane-closure management strategies and tools to maintain safety and minimize impacts on travelers

# Draft Wisconsin State Freight Plan

## Plan recommendations, part 3

### Waterway maintenance and improvement

- ➔ Continue state assistance programs for harbor improvements
- ➔ Advocate for federal funding of navigation and environmental improvements for the Upper Mississippi River-Illinois River Waterway and improvements to the Soo Lock System
- ➔ Encourage comprehensive harbor and waterfront land use planning
- ➔ Examine roadway issues at ports

### Freight rail preservation and vitality

- ➔ Preserve rail corridors, including rights-of-way, for freight service
- ➔ Maintain state-owned rail lines to allow service levels to continue uninterrupted, and without additional restrictions.
- ➔ Acquire rail lines into public ownership, when appropriate, to preserve essential railroad service
- ➔ Fund track upgrades for publicly-supported rail lines to meet changing industry standards

### Local roads preservation and safety

- ➔ Assist in providing asset management strategies and tools for local governments to ensure selected system preservation improvements provide cost-effective service life extension
- ➔ Work with local entities to identify and address key safety issues on the local system
- ➔ Partner with local governments to manage and invest in the local road and bridge network

# Draft Wisconsin State Freight Plan

## Plan recommendations, part 4

### Pipelines

- ➔ Continue to apply the Utility Accommodation Policy to all types of pipelines in Wisconsin
- ➔ Limit the negative impacts of crude oil movements via pipelines on other transportation users
- ➔ Support natural gas pipeline construction and participate in emergency response
- ➔ Enable modal connections, diversity and to provide system resiliency for petroleum product pipelines

### Air cargo

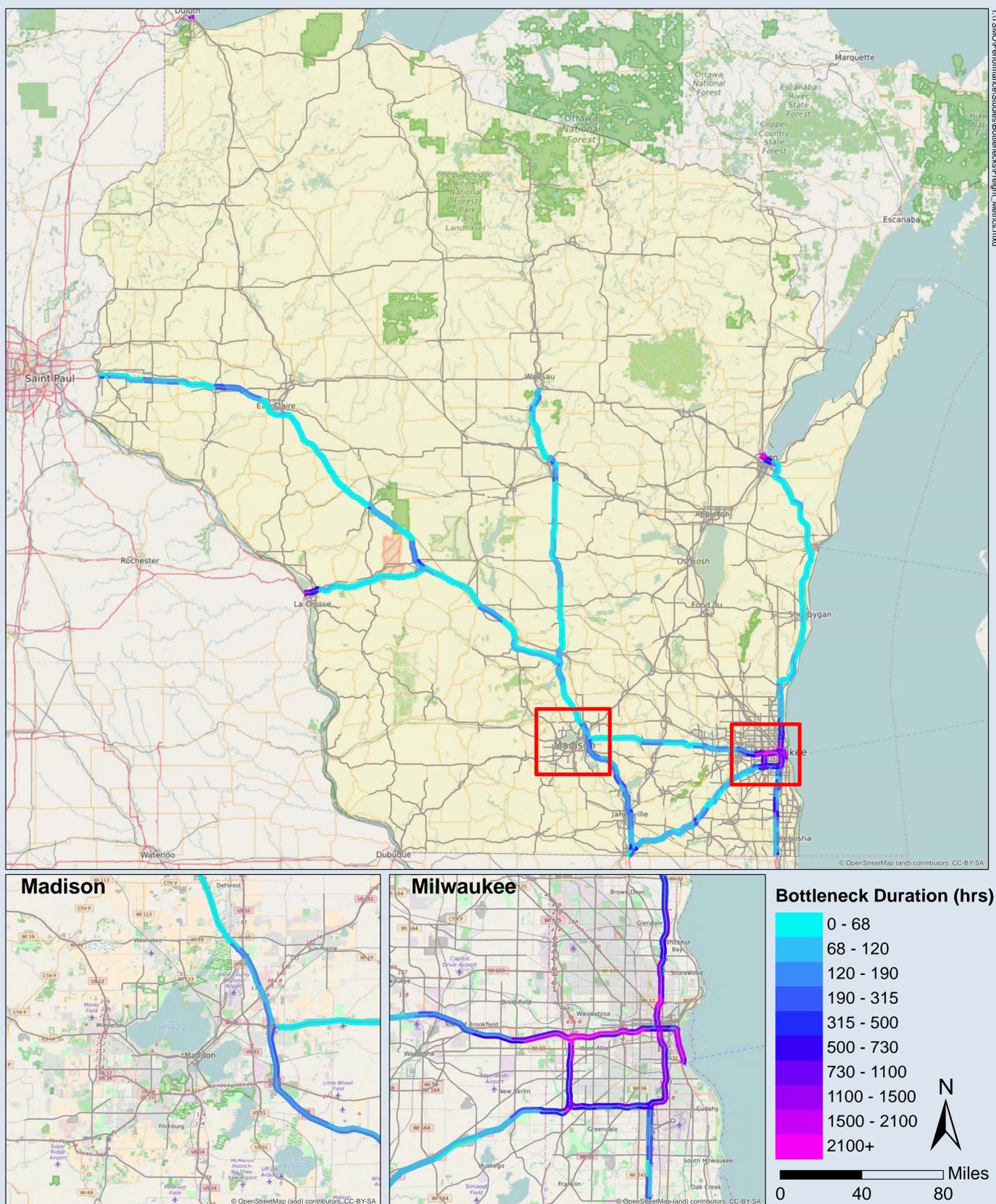
- ➔ Use the Airport Improvement Program to help airports accommodate business planes
- ➔ Support the needed airport system infrastructure, including inclement weather capability, for jet aircraft and related activity
  - » Instrument approach systems
  - » Runway lighting
  - » Visual landing aids
  - » Expansion of taxiways and aprons
  - » Fuel storage
  - » Hanger space
  - » On-site weather information
  - » Terminal buildings
  - » Waiting areas
  - » Ground transportation
  - » Security

# Draft Wisconsin State Freight Plan

## Measuring freight bottlenecks

### Bottleneck duration

Total number of hours (annually)  
truck speed is below 50 mph



The bottleneck duration is the total of all hours over the year where the truck speed is below 50 mph. This is limited to interstates and is related to the MAP-21 proposed rule for reporting average truck speed.

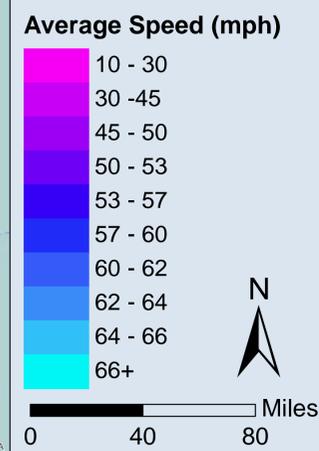
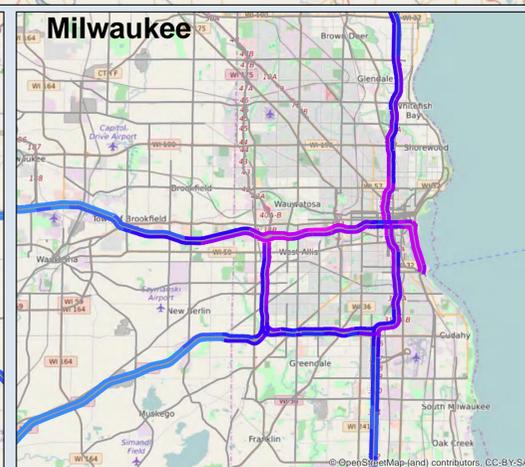
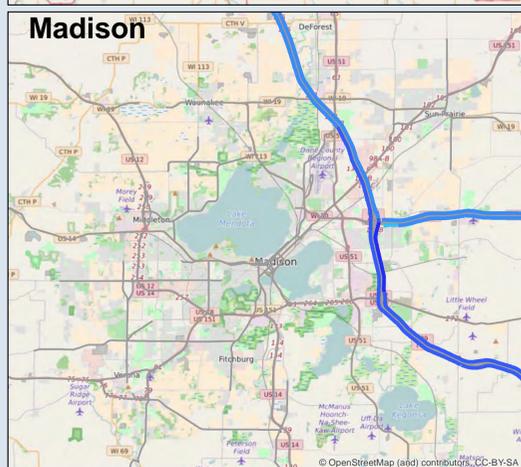
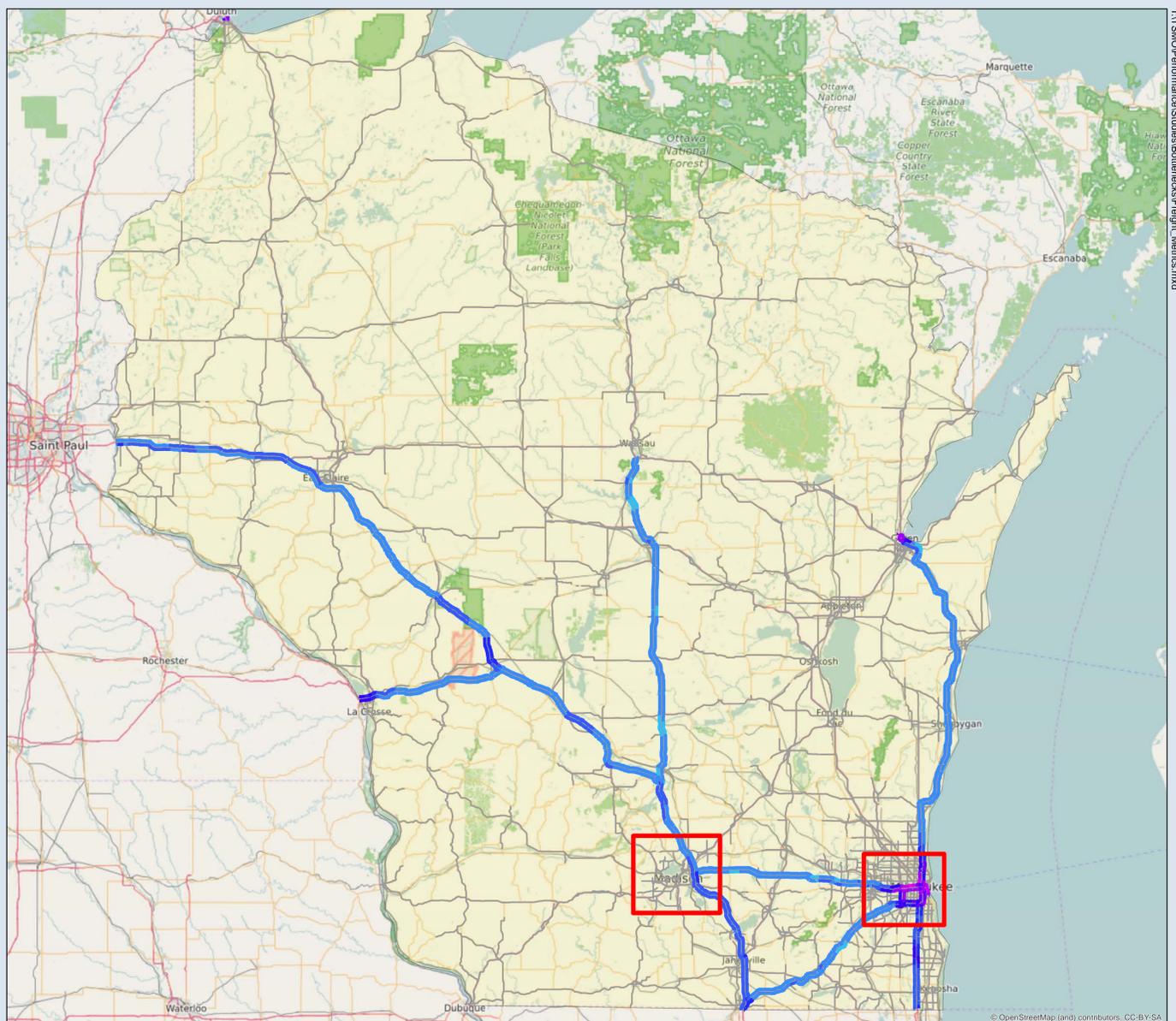
NPMRDS 2015 Data  
Printed: 9/12/2016

# Draft Wisconsin State Freight Plan

## Measuring freight bottlenecks

### Average truck speed

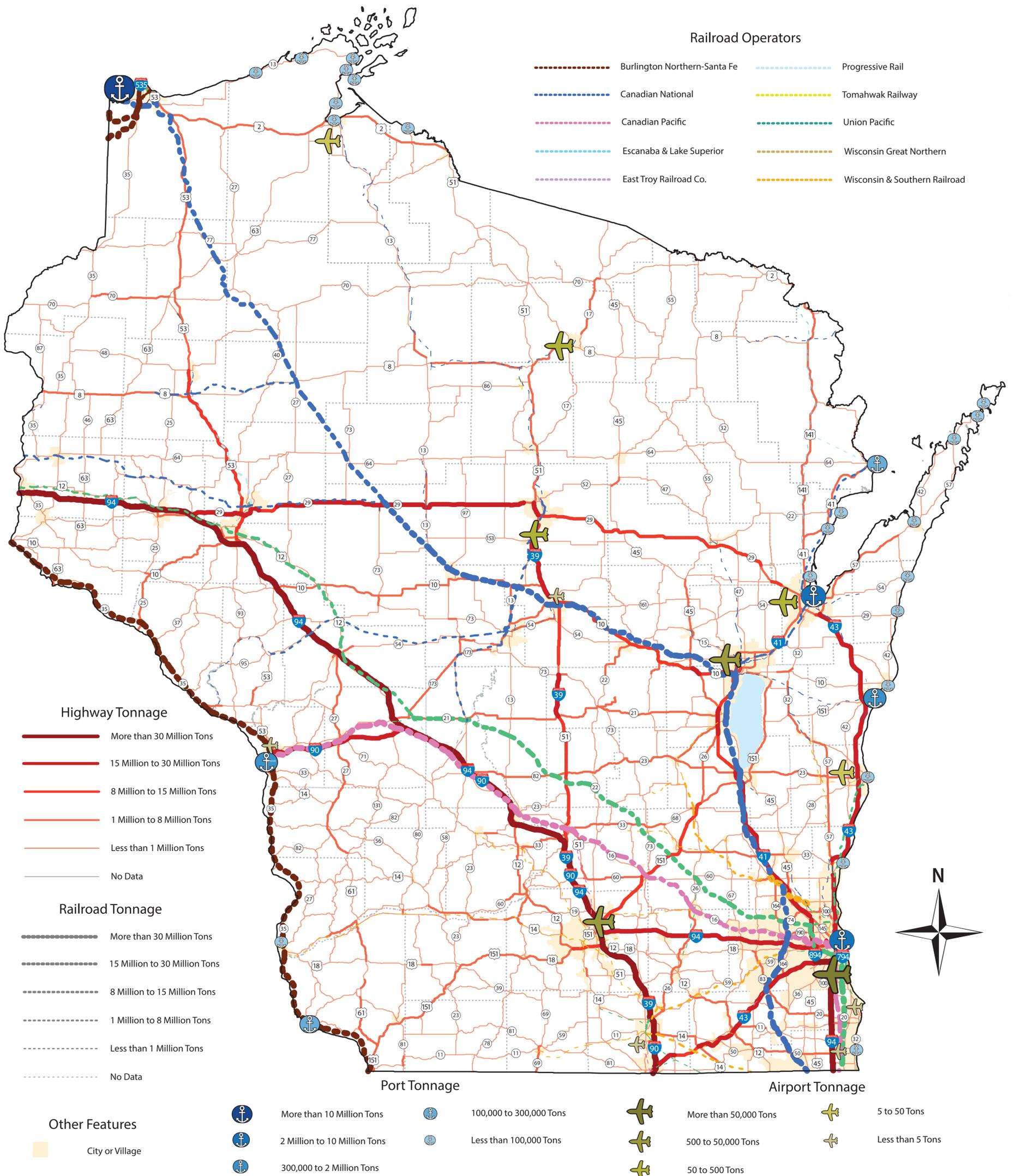
Average speed observed over the entire year



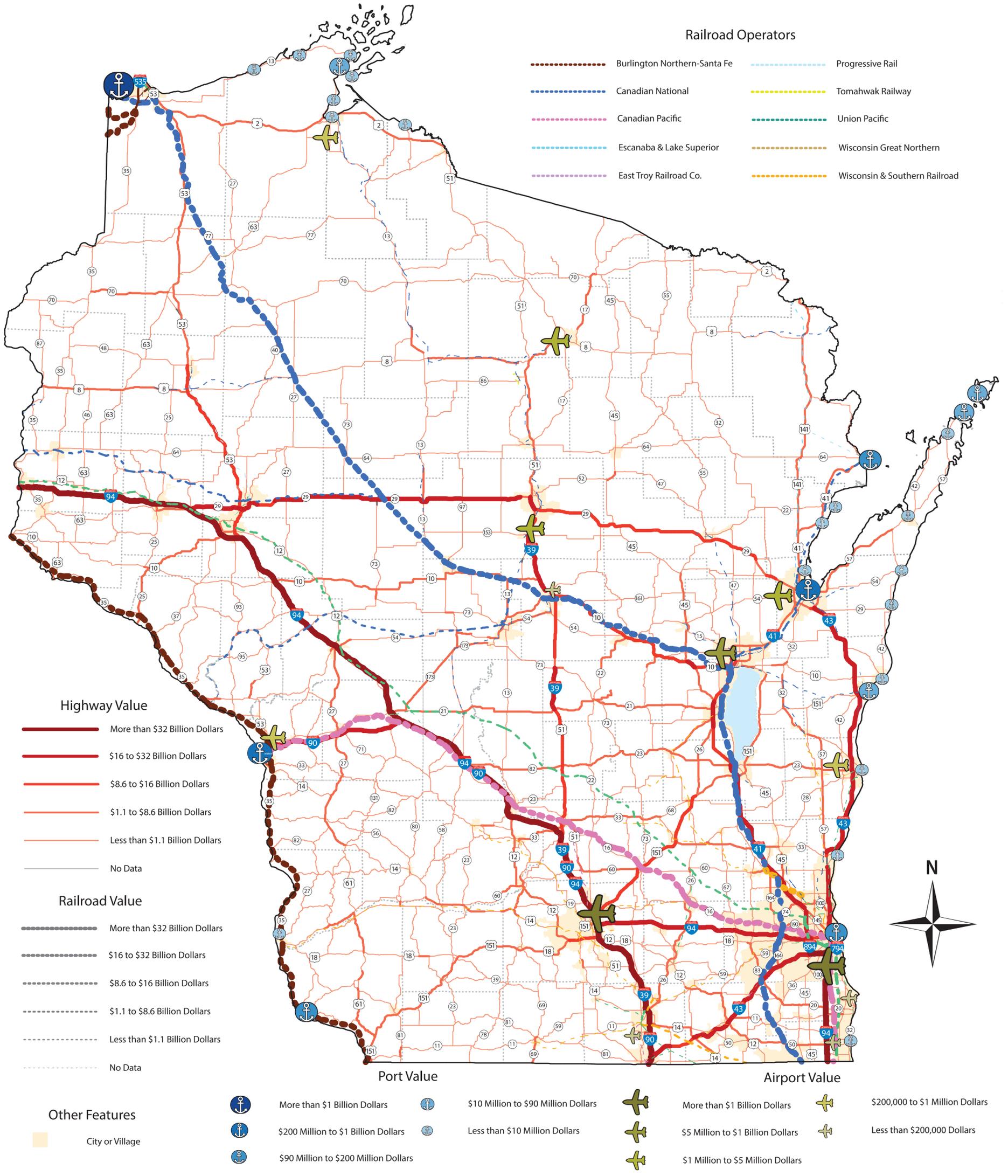
Average truck speed is calculated per the MAP-21 System performance proposed rule. This applies only to interstates and is the average speed observed over the entire year. The proposed rule uses 50 mph as the threshold for reporting mileage as congested or not.

NPMRDS 2015 Data  
Printed: 9/12/2016

# Wisconsin Freight Flow- Statewide Tonnage

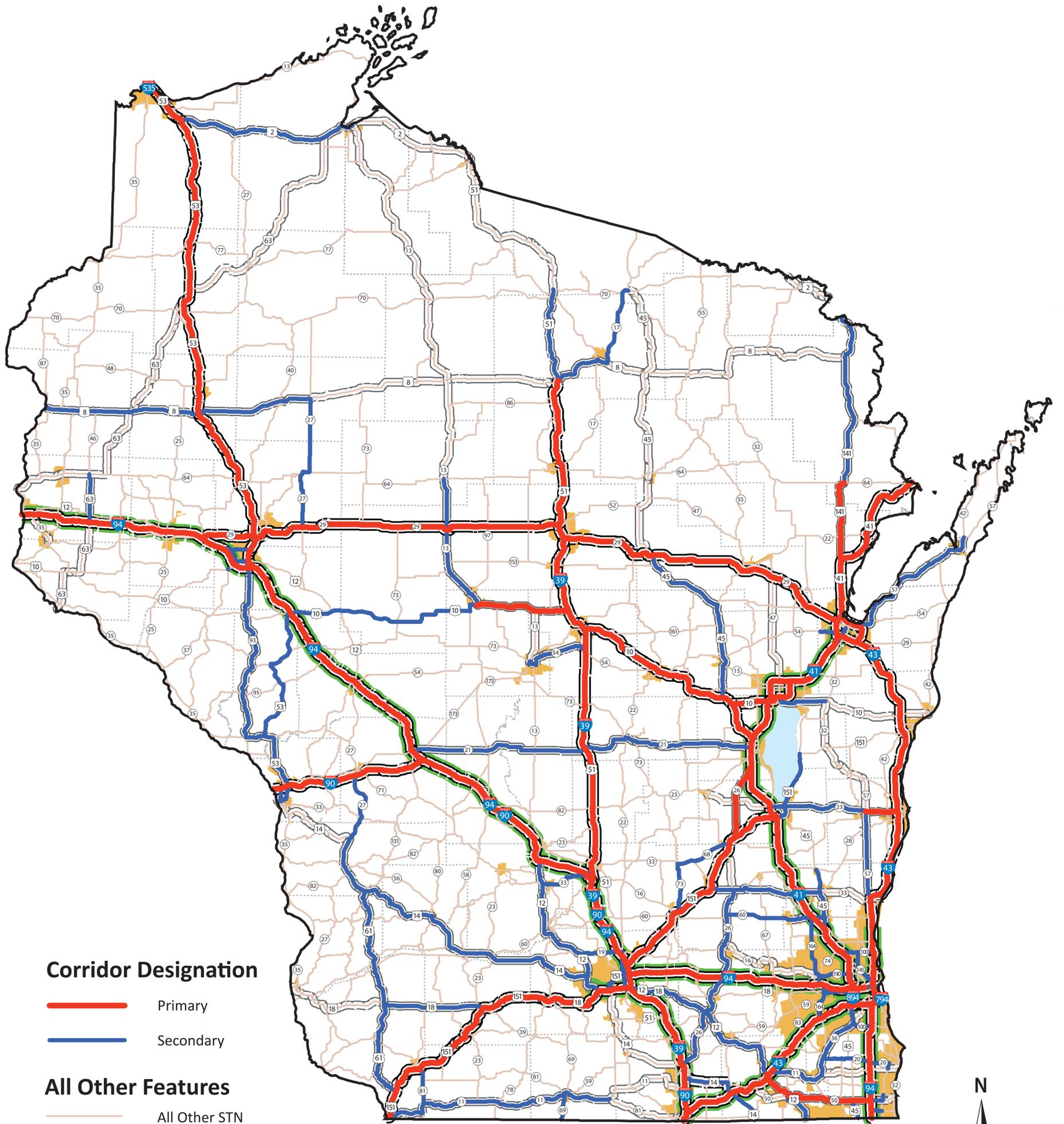


# Wisconsin Freight Flow- Statewide Value



# STN Primary/Secondary Freight Corridors

Draft September 2016



## Corridor Designation

- Primary
- Secondary

## All Other Features

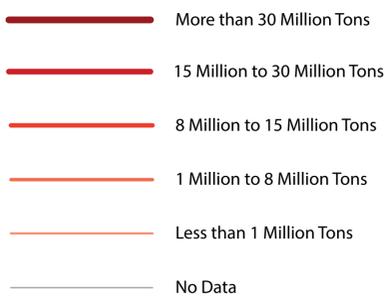
- All Other STN
- Corridors 2030 Backbone
- Corridors 2030 Connector
- National Primary Highway Freight System

# Wisconsin Freight Flow- North Central Region Tonnage

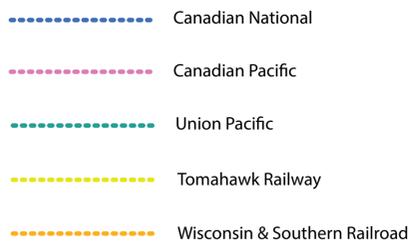
State Freight Plan  
Draft September  
2016

## Legend

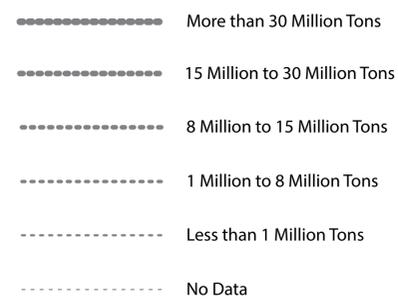
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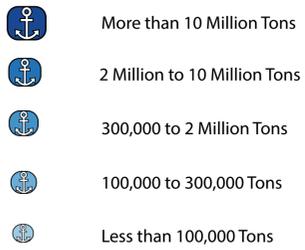
### Railroad Operators



### Railroad Tonnage



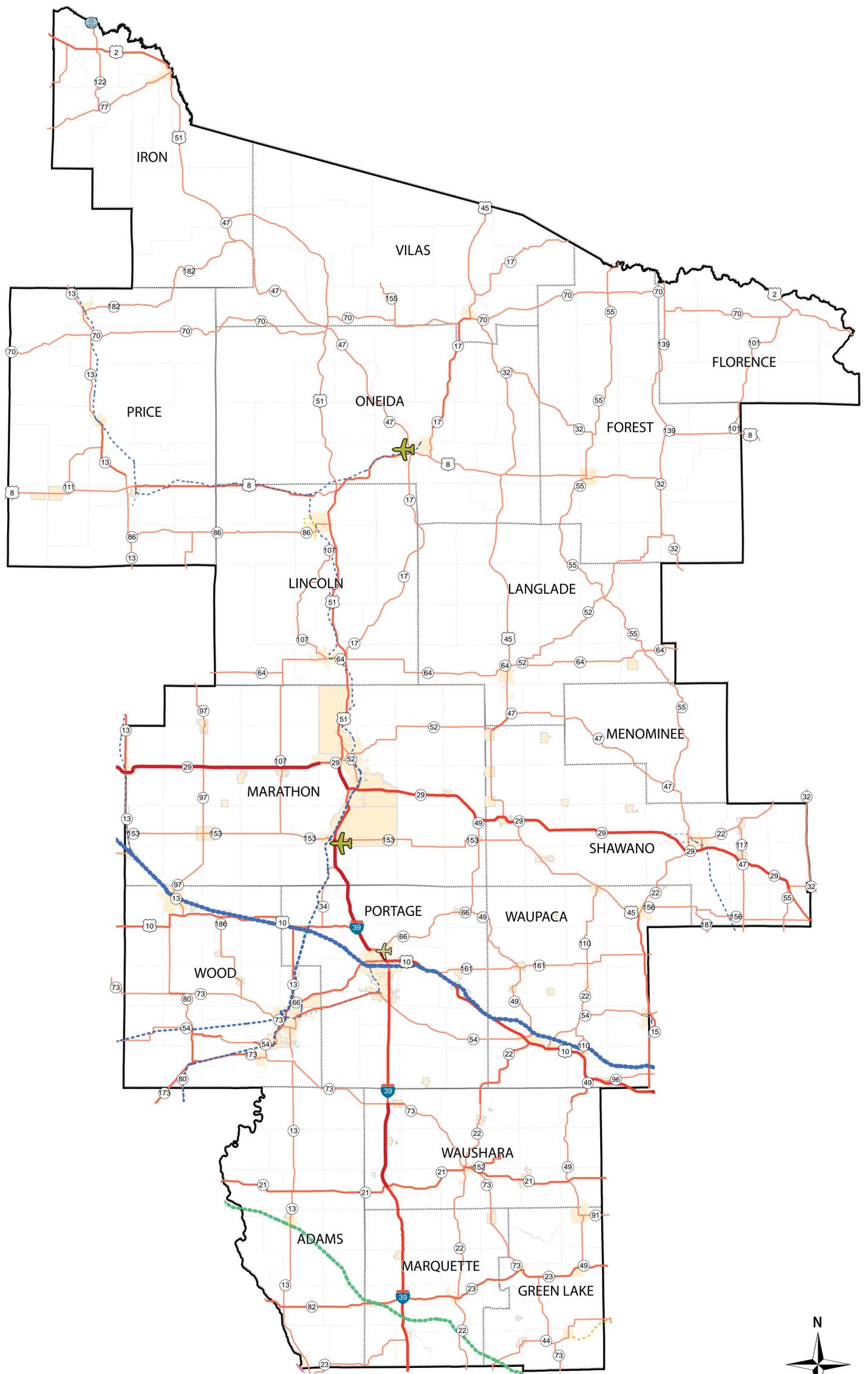
### Port Tonnage



### Airport Tonnage



### Other Features

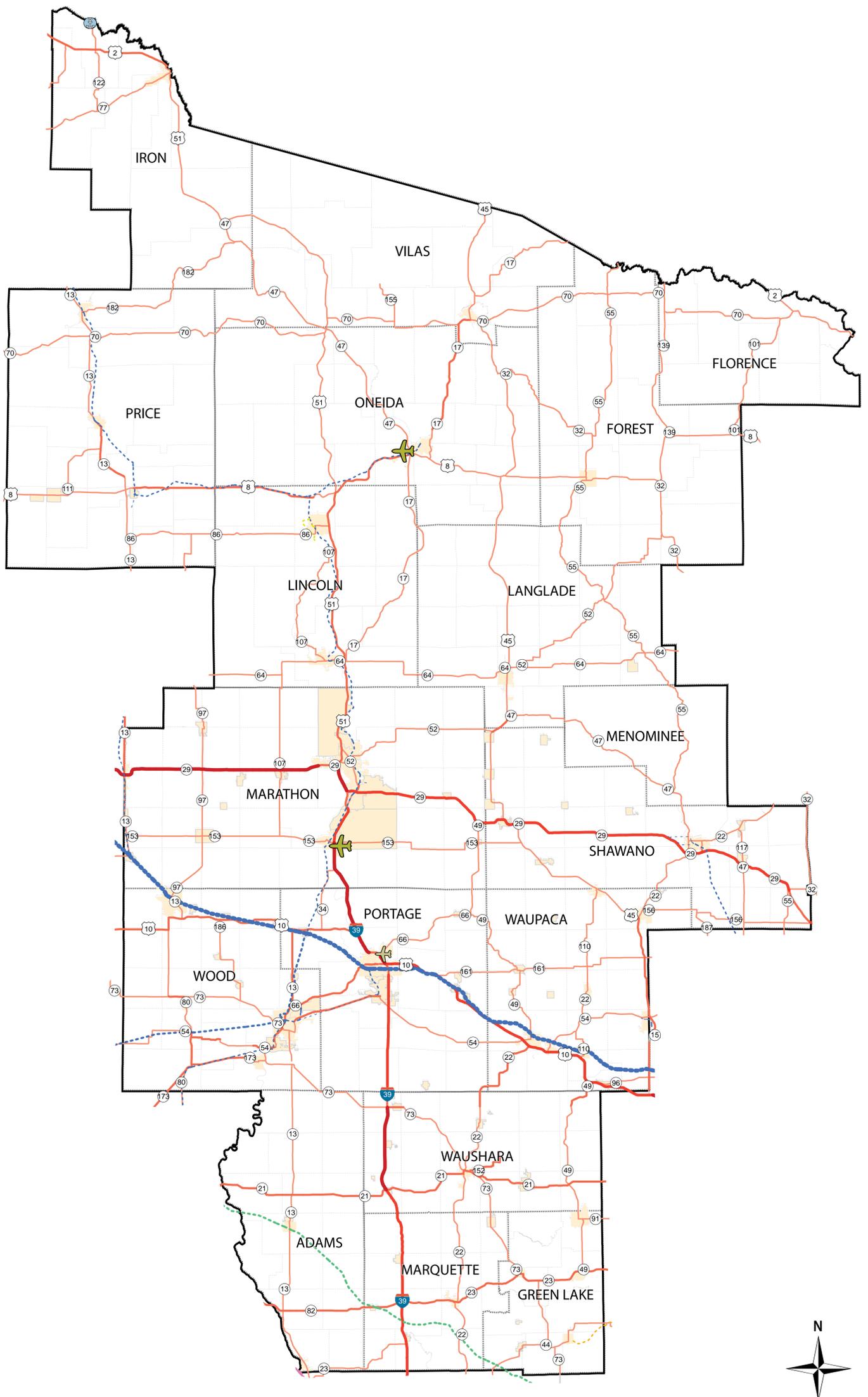


# Wisconsin Freight Flow- North Central Region Value

State Freight Plan  
Draft September  
2016

## Legend

- Highway Value**
- █ More than \$32 Billion Dollars
  - █ \$16 to \$32 Billion Dollars
  - █ \$8.6 to \$16 Billion Dollars
  - █ \$1.1 to \$8.6 Billion Dollars
  - █ Less than \$1.1 Billion Dollars
  - █ No Data
- Railroad Operators**
- - - Canadian National
  - - - Canadian Pacific
  - - - Union Pacific
  - - - Tomahawk Railway
  - - - Wisconsin & Southern Railroad
- Railroad Value**
- - - More than \$32 Billion Dollars
  - - - \$16 to \$32 Billion Dollars
  - - - \$8.6 to \$16 Billion Dollars
  - - - \$1.1 to \$8.6 Billion Dollars
  - - - Less than \$1.1 Billion Dollars
  - - - No Data
- Port Value**
- ⚓ More than \$1 Billion Dollars
  - ⚓ \$200 Million to \$1 Billion Dollars
  - ⚓ \$90 Million to \$200 Million Dollars
  - ⚓ \$10 Million to \$90 Million Dollars
  - ⚓ Less than \$10 Million Dollars
- Airport Value**
- ✈ More than \$1 Billion Dollars
  - ✈ \$5 Million to \$1 Billion Dollars
  - ✈ \$1 Million to \$5 Million Dollars
  - ✈ \$200,000 to \$1 Million Dollars
  - ✈ Less than \$200,000 Dollars
- Other Features**
- City or Village



# Wisconsin Freight Flow- Southeast Region Tonnage

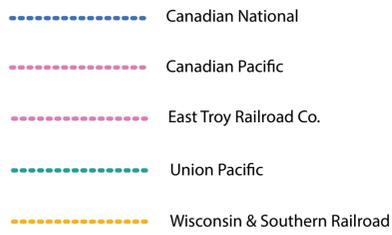
State Freight Plan  
Draft September  
2016

## Legend

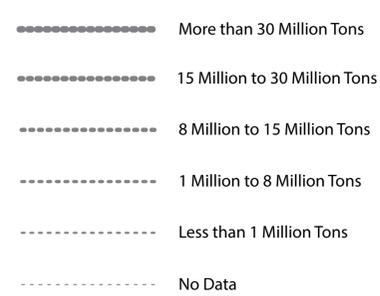
### Highway Tonnage



### Railroad Operators



### Railroad Tonnage



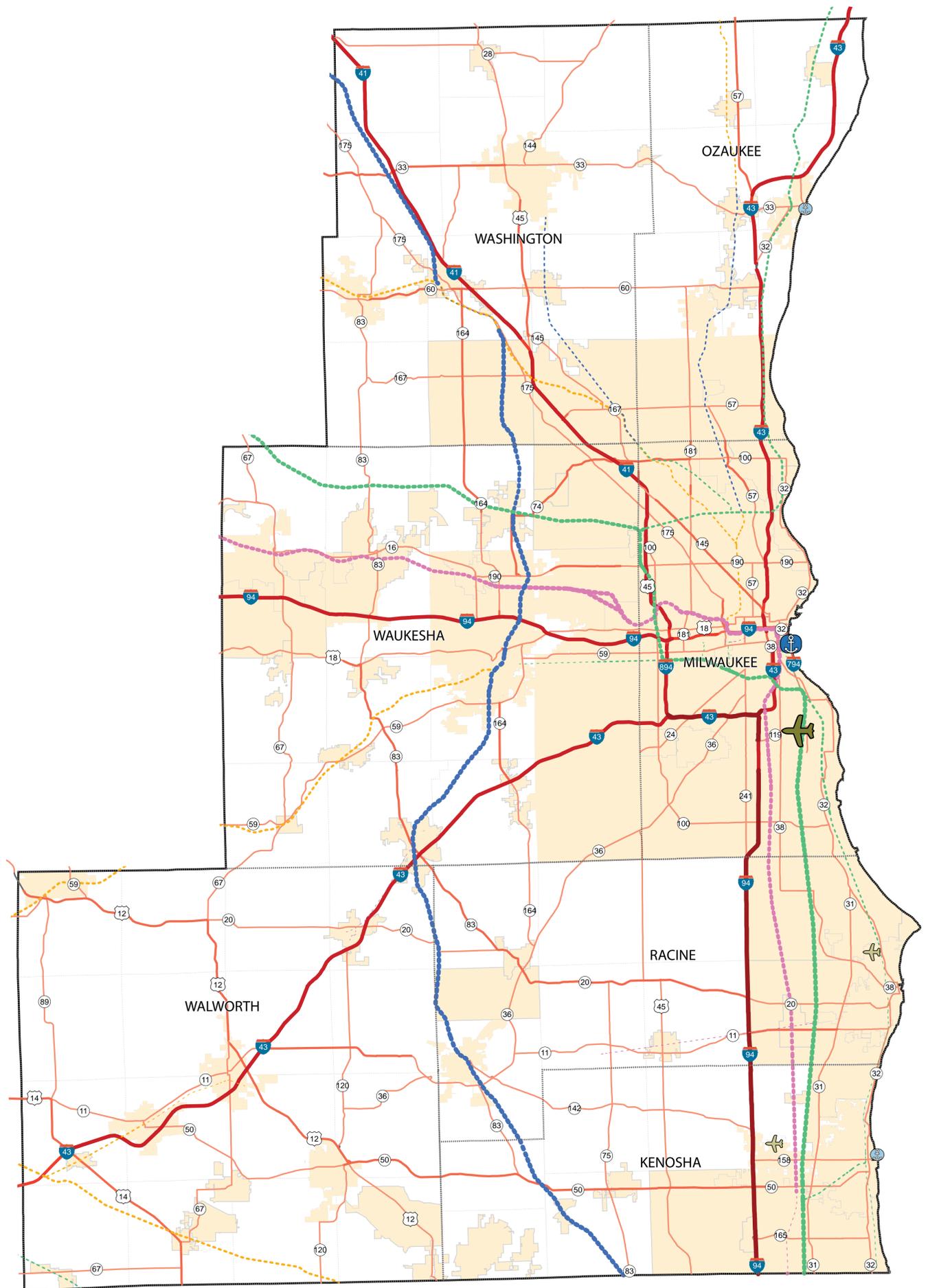
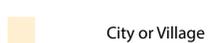
### Port Tonnage



### Airport Tonnage



### Other Features

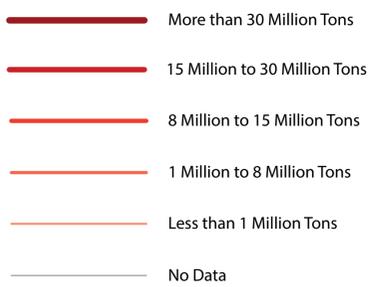


# Wisconsin Freight Flow- Northeast Region Tonnage

State Freight Plan  
Draft September  
2016

## Legend

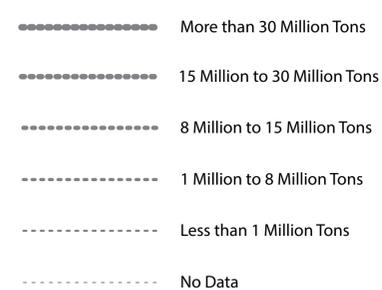
### Highway Tonnage



### Railroad Operators



### Railroad Tonnage



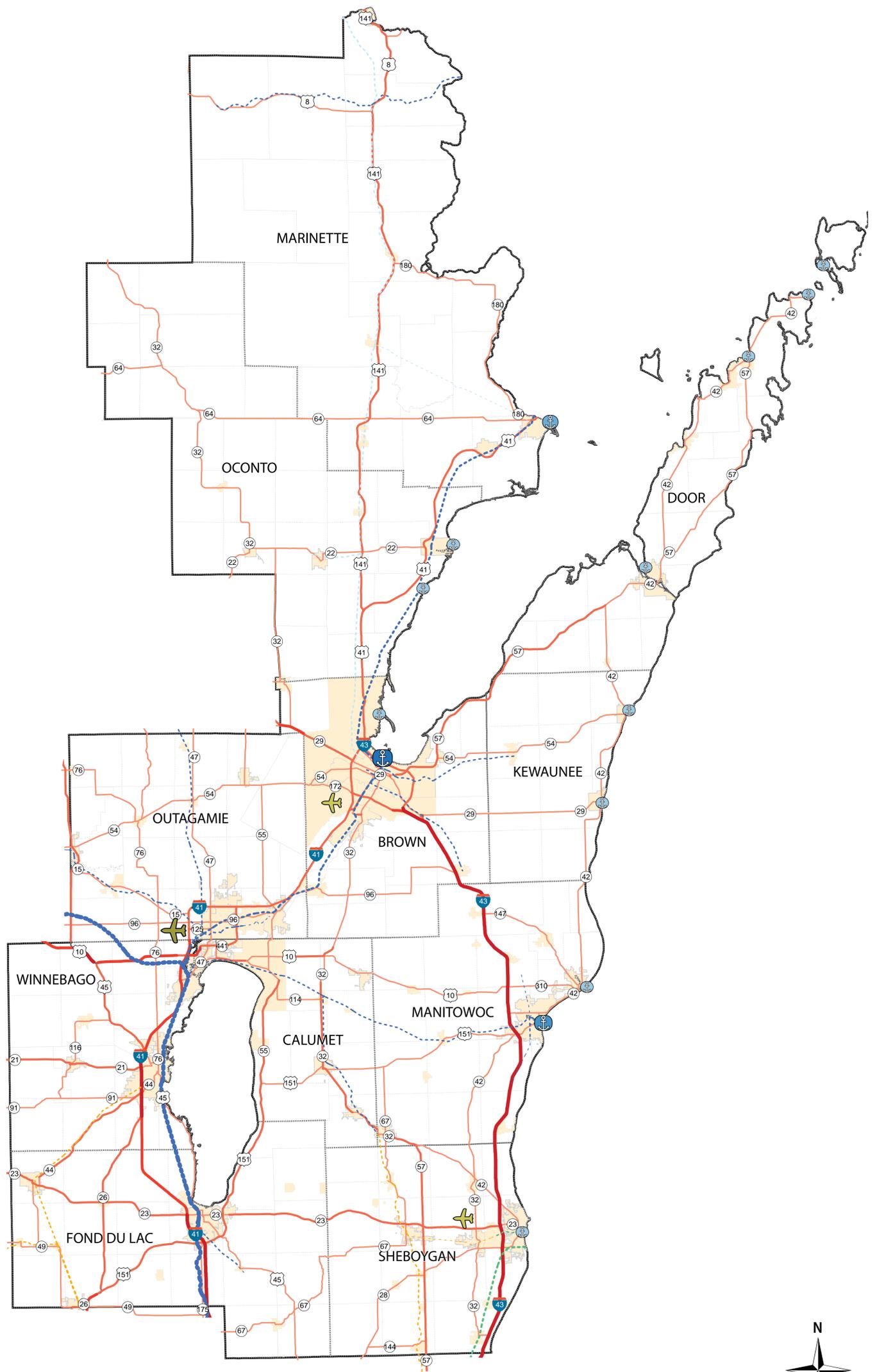
### Port Tonnage



### Airport Tonnage



### Other Features

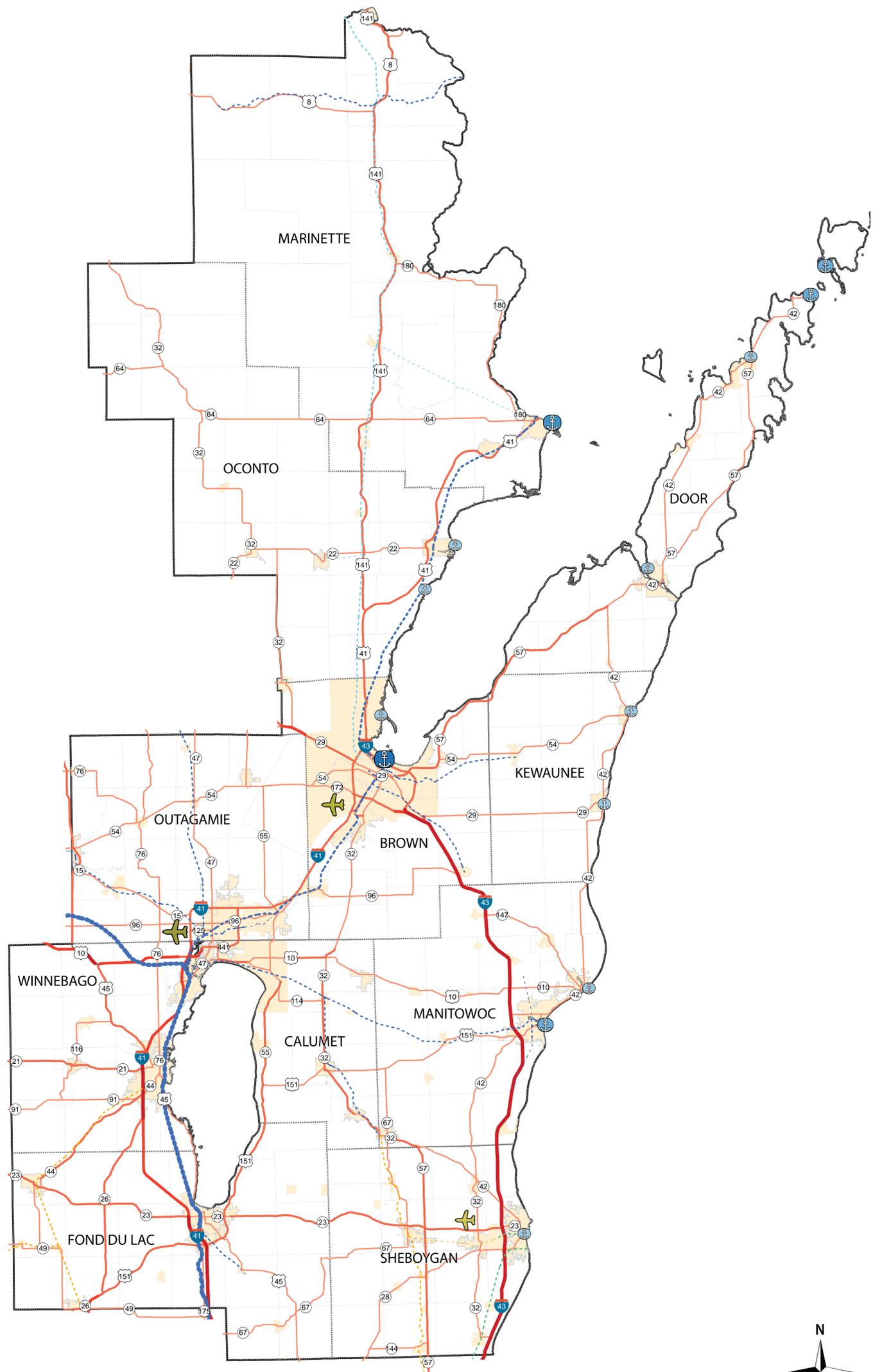


# Wisconsin Freight Flow- Northeast Region Value

State Freight Plan  
Draft September  
2016

## Legend

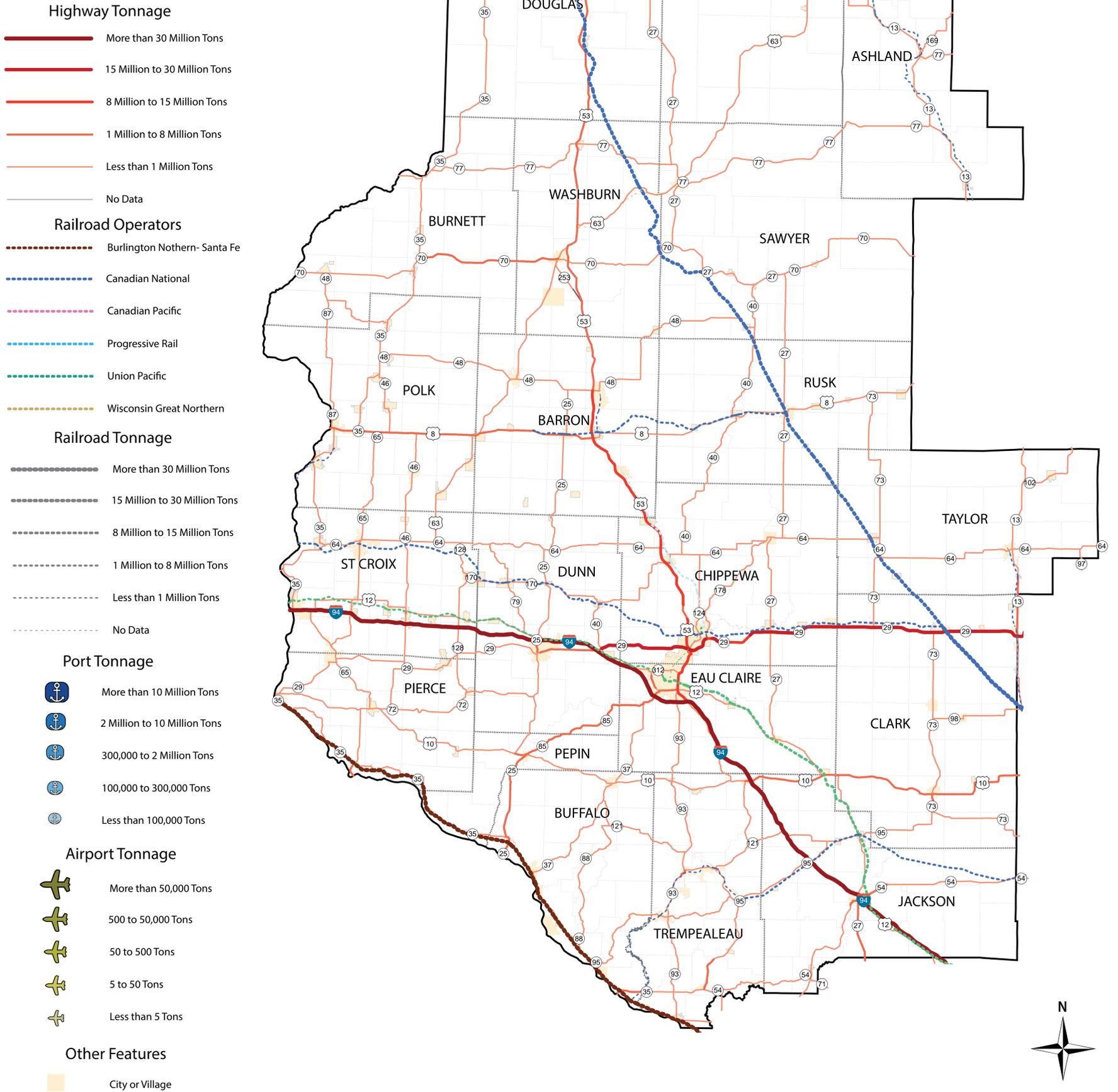
- Highway Value**
- █ More than \$32 Billion Dollars
  - █ \$16 to \$32 Billion Dollars
  - █ \$8.6 to \$16 Billion Dollars
  - █ \$1.1 to \$8.6 Billion Dollars
  - █ Less than \$1.1 Billion Dollars
  - █ No Data
- Railroad Operators**
- - - Canadian National
  - - - Escanaba & Lake Superior
  - - - Union Pacific
  - - - Wisconsin & Southern Railroad
- Railroad Value**
- - - More than \$32 Billion Dollars
  - - - \$16 to \$32 Billion Dollars
  - - - \$8.6 to \$16 Billion Dollars
  - - - \$1.1 to \$8.6 Billion Dollars
  - - - Less than \$1.1 Billion Dollars
  - - - No Data
- Port Value**
- ⚓ More than \$1 Billion Dollars
  - ⚓ \$200 Million to \$1 Billion Dollars
  - ⚓ \$90 Million to \$200 Million Dollars
  - ⚓ \$10 Million to \$90 Million Dollars
  - ⚓ Less than \$10 Million Dollars
- Airport Value**
- ✈ More than \$1 Billion Dollars
  - ✈ \$5 Million to \$1 Billion Dollars
  - ✈ \$1 Million to \$5 Million Dollars
  - ✈ \$200,000 to \$1 Million Dollars
  - ✈ Less than \$200,000 Dollars
- Other Features**
- City or Village



# Wisconsin Freight Flow- Northwest Region Tonnage

State Freight Plan  
Draft September  
2016

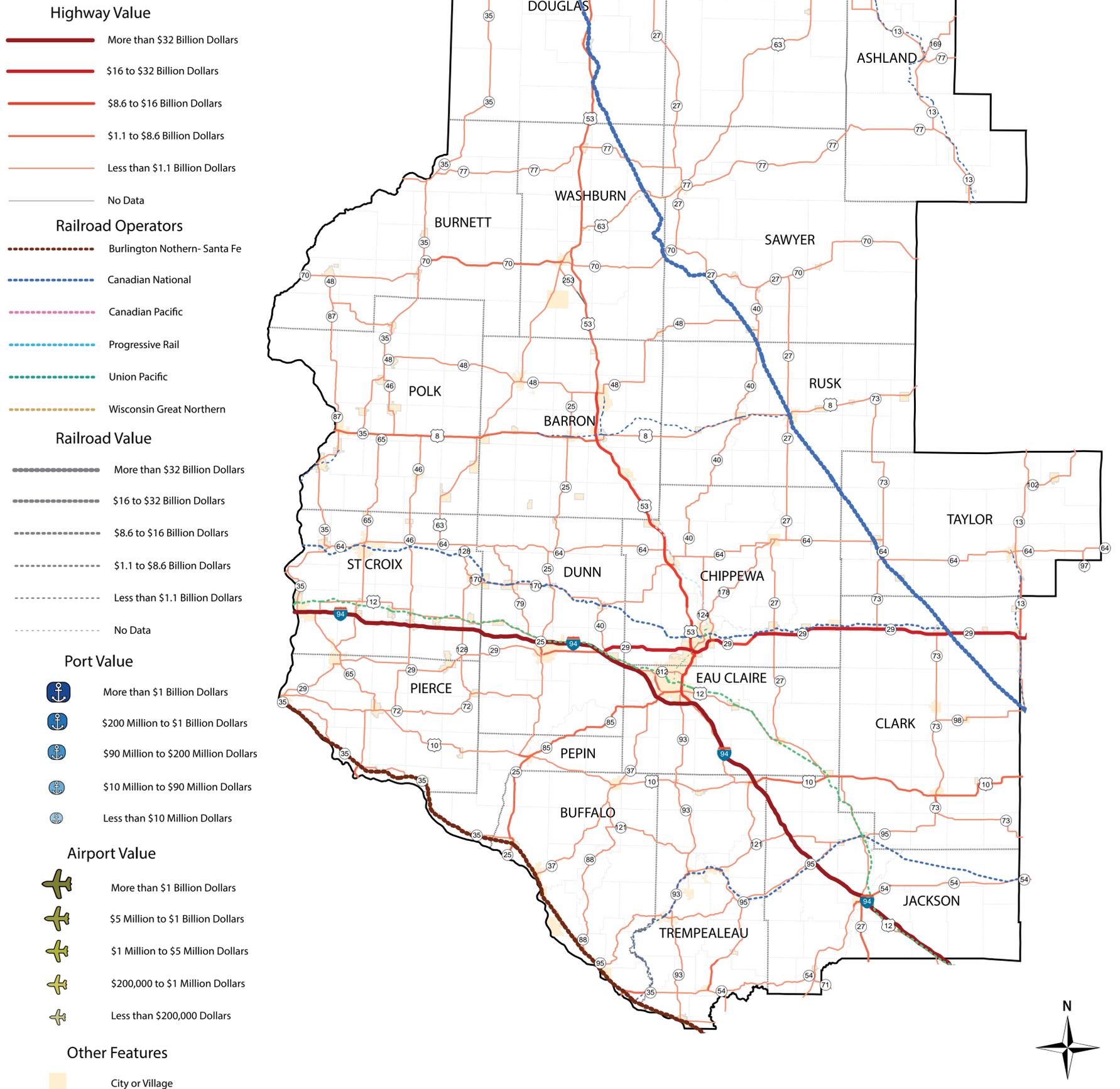
## Legend



# Wisconsin Freight Flow- Northwest Region Value

State Freight Plan  
Draft September  
2016

## Legend



# Wisconsin Freight Flow- Southeast Region Value

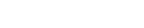
State Freight Plan  
Draft September  
2016

## Legend

### Highway Value

-  More than \$32 Billion Dollars
-  \$16 to \$32 Billion Dollars
-  \$8.6 to \$16 Billion Dollars
-  \$1.1 to \$8.6 Billion Dollars
-  Less than \$1.1 Billion Dollars
-  No Data

### Railroad Operators

-  Canadian National
-  Canadian Pacific
-  East Troy Railroad Co.
-  Union Pacific
-  Wisconsin & Southern Railroad

### Railroad Value

-  More than \$32 Billion Dollars
-  \$16 to \$32 Billion Dollars
-  \$8.6 to \$16 Billion Dollars
-  \$1.1 to \$8.6 Billion Dollars
-  Less than \$1.1 Billion Dollars
-  No Data

### Port Value

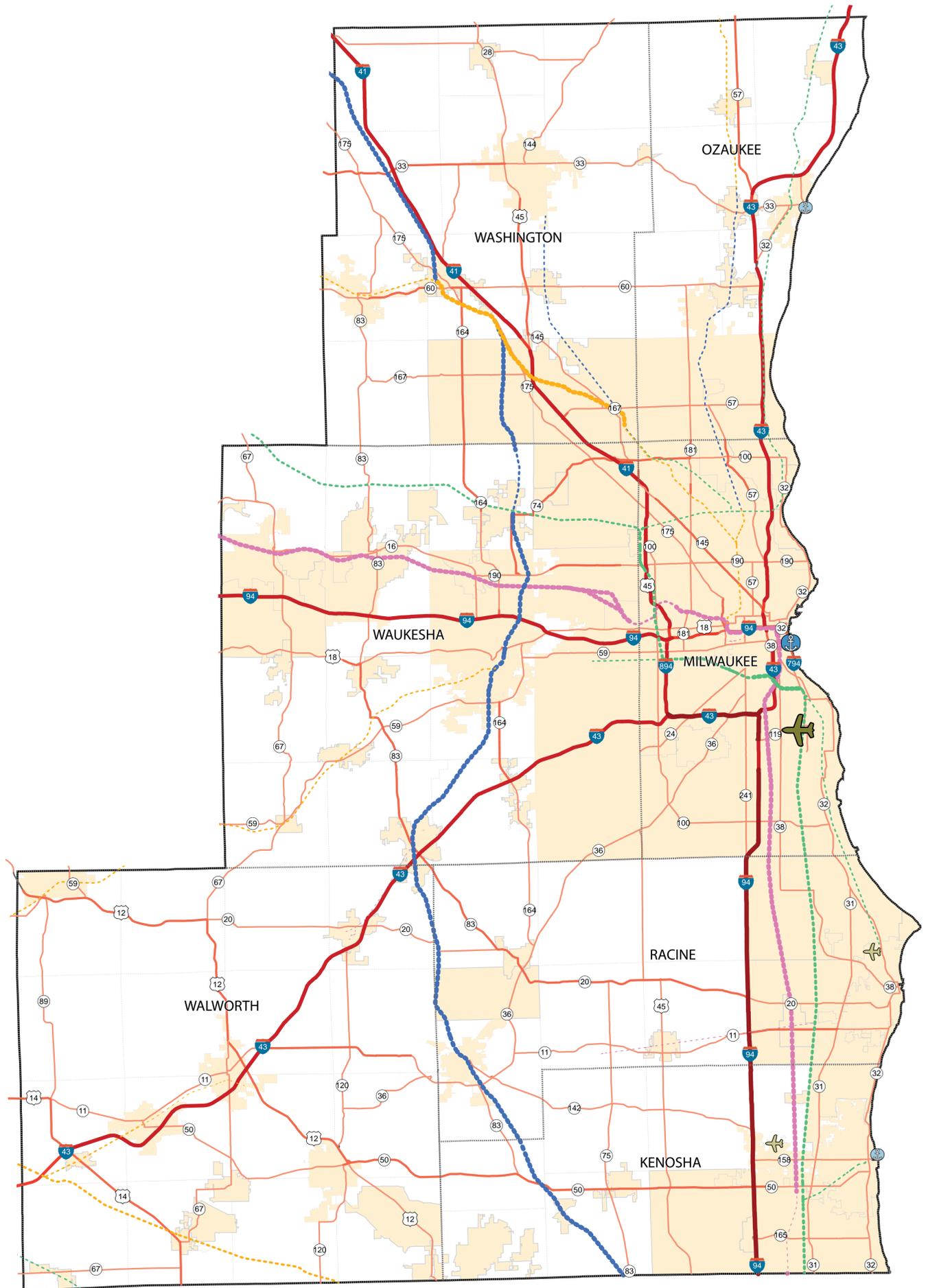
-  More than \$1 Billion Dollars
-  \$200 Million to \$1 Billion Dollars
-  \$90 Million to \$200 Million Dollars
-  \$10 Million to \$90 Million Dollars
-  Less than \$10 Million Dollars

### Airport Value

-  More than \$1 Billion Dollars
-  \$5 Million to \$1 Billion Dollars
-  \$1 Million to \$5 Million Dollars
-  \$200,000 to \$1 Million Dollars
-  Less than \$200,000 Dollars

### Other Features

-  City or Village

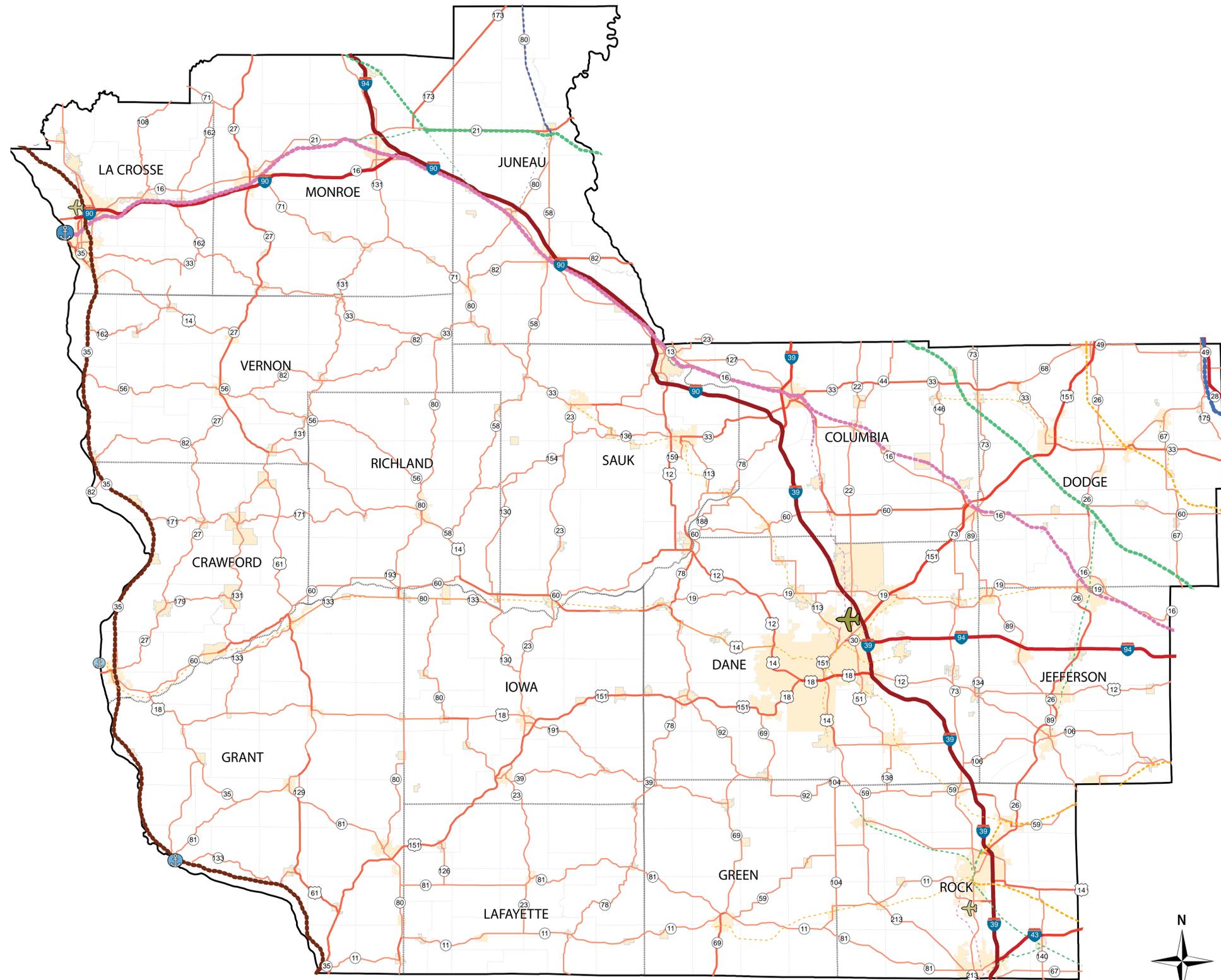


# Wisconsin Freight Flow- Southwest Region Tonnage

State Freight Plan  
Draft September  
2016

## Legend

- Highway Tonnage**
- More than 30 Million Tons
  - 15 Million to 30 Million Tons
  - 8 Million to 15 Million Tons
  - 1 Million to 8 Million Tons
  - Less than 1 Million Tons
  - No Data
- Railroad Operators**
- - - - - Burlington Northern-Santa Fe
  - - - - - Canadian National
  - - - - - Canadian Pacific
  - - - - - Union Pacific
  - - - - - Wisconsin & Southern Railroad
- Railroad Tonnage**
- - - - - More than 30 Million Tons
  - - - - - 15 Million to 30 Million Tons
  - - - - - 8 Million to 15 Million Tons
  - - - - - 1 Million to 8 Million Tons
  - - - - - Less than 1 Million Tons
  - - - - - No Data
- Port Tonnage**
- More than 10 Million Tons
  - 2 Million to 10 Million Tons
  - 300,000 to 2 Million Tons
  - 100,000 to 300,000 Tons
  - Less than 100,000 Tons
- Airport Tonnage**
- ✈ More than 50,000 Tons
  - ✈ 500 to 50,000 Tons
  - ✈ 50 to 500 Tons
  - ✈ 5 to 50 Tons
  - ✈ Less than 5 Tons
- Other Features**
- City or Village



# Wisconsin Freight Flow- Southwest Region Value

State Freight Plan  
Draft September  
2016

## Legend

- Highway Value**
- More than \$32 Billion Dollars
  - \$16 to \$32 Billion Dollars
  - \$8.6 to \$16 Billion Dollars
  - \$1.1 to \$8.6 Billion Dollars
  - Less than \$1.1 Billion Dollars
  - No Data
- Railroad Operators**
- - - Burlington Northern-Santa Fe
  - - - Canadian National
  - - - Canadian Pacific
  - - - Union Pacific
  - - - Wisconsin & Southern Railroad
- Railroad Value**
- - - More than \$32 Billion Dollars
  - - - \$16 to \$32 Billion Dollars
  - - - \$8.6 to \$16 Billion Dollars
  - - - \$1.1 to \$8.6 Billion Dollars
  - - - Less than \$1.1 Billion Dollars
  - - - No Data
- Port Value**
- ⊕ More than \$1 Billion Dollars
  - ⊕ \$200 Million to \$1 Billion Dollars
  - ⊕ \$90 Million to \$200 Million Dollars
  - ⊕ \$10 Million to \$90 Million Dollars
  - ⊕ Less than \$10 Million Dollars
- Airport Value**
- ✈ More than \$1 Billion Dollars
  - ✈ \$5 Million to \$1 Billion Dollars
  - ✈ \$1 Million to \$5 Million Dollars
  - ✈ \$200,000 to \$1 Million Dollars
  - ✈ Less than \$200,000 Dollars
- Other Features**
- City or Village

