State Freight Plan

Middleton Public Involvement Meeting
October 18, 2016

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Bureau of Planning and Economic Development

Overview of Today's Presentation

- Why the State Freight Plan is Important to You
- Vision, Goals, Purpose
- State Freight Plan Strategy
- Importance of Input
- Freight Modes
- Multimodal Freight Factor Scoring Overview and Map
- Plan Overview
- Overview Selected State Freight Plan Policies
- Questions and Comments

State Freight Plan

Why is this Important to you?

- Freight Transportation Assets are an Important Economic Driver
- Freight movement is forecasted to increase by 2040
- Public Involvement helps shape the State Freight Plan
- WisDOT strives stewards of the State Transportation System
- Trends?
- Multimodal

State Freight Plan Vision

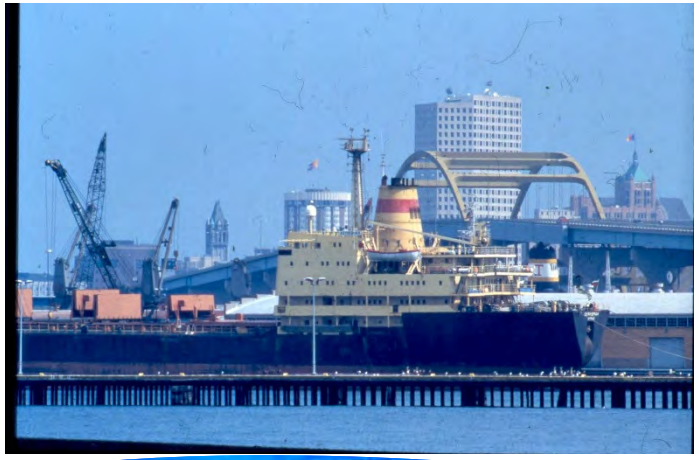
WisDOT envisions a multimodal freight transportation system that enhances the state' s economic productivity, competitiveness and quality of life through the movement of goods safely, reliably, and efficiently, while minimizing impacts to the natural environment

State Freight Plan Goals

Enhance Safety, Security, and Resiliency

Ensure System Preservation and Enhancement

Enhance System Mobility, Operations, Reliability, Efficiency, and Connectivity



Purpose

The State Freight Plan links freight specific transportation policy to planning and investment decisions.

The plan also provides a framework to guide freight-focused improvements aimed at supporting the condition and performance of the state's multimodal transportation system.

State Freight Plan Strategy

In support of the goals, WisDOT developed the following strategic approaches to guide policy development:

- Position WisDOT to Facilitate the Safe and Efficient Movement of Freight Integrate Freight Data and Information into WisDOT Investment Decisions – Integrate freight data and stakeholder input into WisDOT's planning, policies, programming and operational decisions

Importance of Input

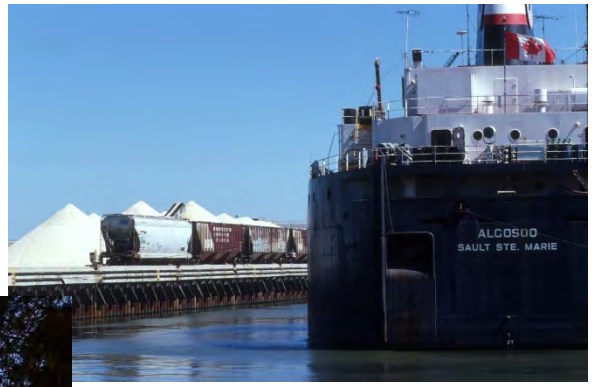
Establishing policies that advance statewide direction and meet WisDOT's mission

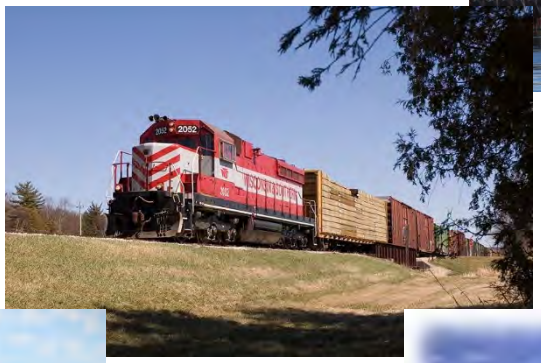
Fully understand the challenges faced throughout the state

Make recommendations resulting in positive benefits and alignment with WisDOT priorities

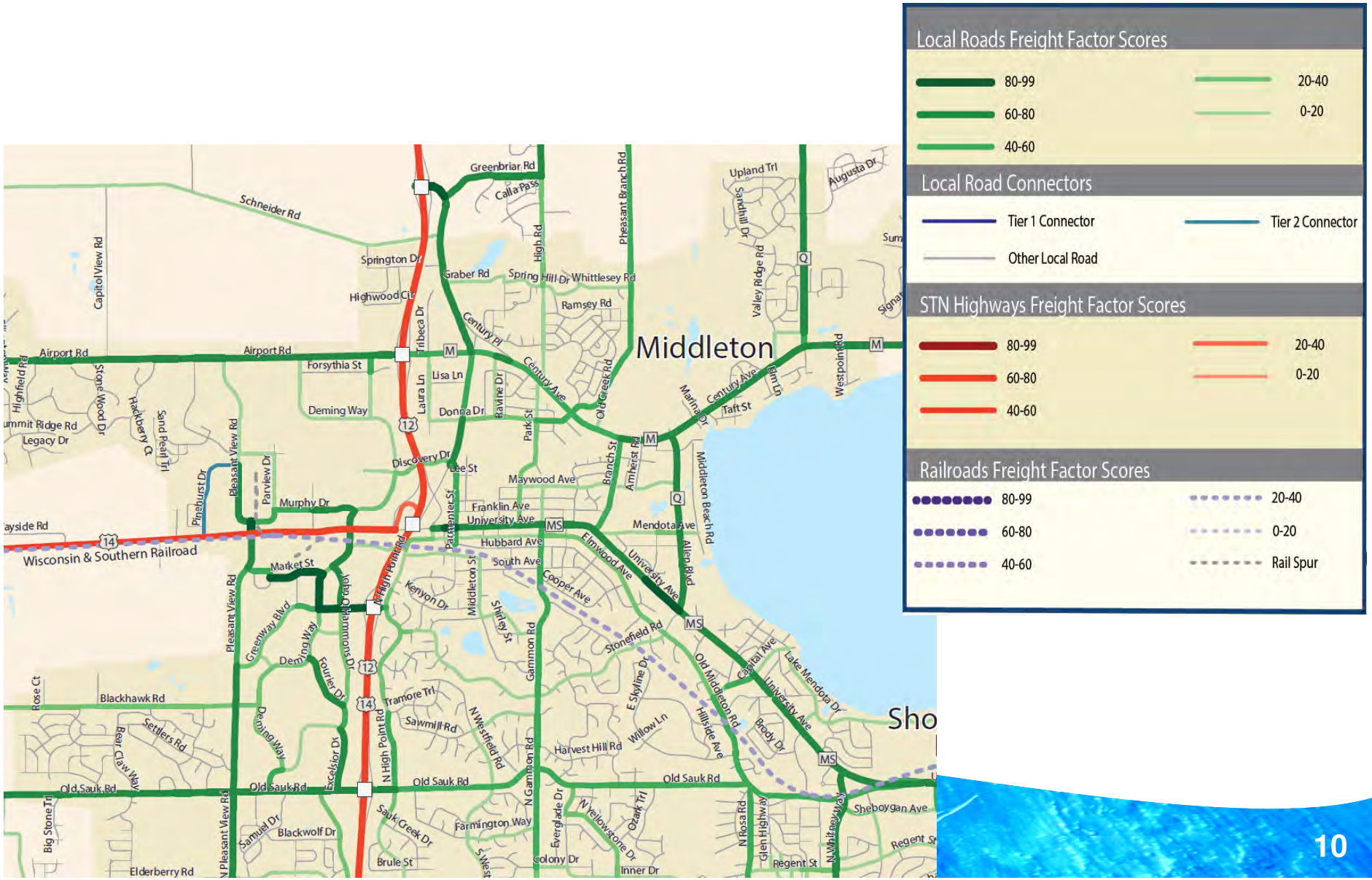
Freight Modes

Road
Rail
Airport
Water
Pipeline





Local Area Freight Factor Map



Multimodal Freight Factor Scoring

Multimodal Freight Factor Scoring Overview

The Multimodal Freight Factors were developed to prioritize freight assets

Considered value, tonnage and connection between modes for Local Roads, State Highway, Railroads, Ports and Airports

Local Road Connectors

Many businesses have freight access and are located on roads with no freight model data

Tier 1 Connectors

- Any road that connects a port, airport, intermodal facility, warehouse or major freight generator to a Freight Model road
- Any road that connects 5 or more businesses to Freight Model Road per Network analyst

Tier 2 Connectors

- Any road that connects 3 or more businesses to Freight Model Road per Network Analyst

Local Roads Weighting Methodology

Criteria	Source	Weighting
Daily Trucks	WisDOT Statewide Freight Model - 2016	30%
Truck Percentage	WisDOT Statewide Freight Model - 2016	20%
Truck Commodity Tons	WisDOT Statewide Freight Model - 2016	10%
Truck Commodity Value	WisDOT Statewide Freight Model - 2016	10%
Connection to a Major Freight Generator	WisDOT analysis of 2015 IHS Freight Finder data and WisDOT business inventories	15%
Connection to an intermodal or transload facility	WisDOT GIS data	5%
Connection to Port	WisDOT GIS data	5%
Connection to Airport	WisDOT GIS data	5%

Highway Scoring Methodology

Criteria	Source	Weighting
Truck ADT per Lane (HPMS)	WisDOT HPMS Submission – 2015	35%
Truck Percentage	WisDOT HPMS Submission - 2015	25%
Truck Commodity Tons	WisDOT Statewide Freight Model - 2016	10%
Truck Commodity Value	WisDOT Statewide Freight Model - 2016	10%
OSOW Permits	WisDOT Motor Carrier Data- (2011-2015 Single Use)	10%
OSOW Route	WisDOT Motor Carrier Data	5%
NHS Intermodal Connectors (Freight Airports and Ports)	FHWA	5%

Railroad Scoring Methodology

Criteria	Source	Weighting
Outbound Commodity Tons	2014 STB Waybill Sample	10%
Outbound Commodity Value	2014 STB Waybill Sample	10%
Inbound Commodity Tons	2014 STB Waybill Sample	10%
Inbound Commodity Value	2014 STB Waybill Sample	10%
Internal Commodity Tons	2014 STB Waybill Sample	10%
Internal Commodity Value	2014 STB Waybill Sample	10%
Total Commodity Tons	2014 STB Waybill Sample	10%
Total Commodity Value	2014 STB Waybill Sample	10%
Connection to a port or intermodal container facility	WisDOT GIS data	10%
Connection or proximity to a rail yard	WisDOT GIS data	7%
Connection or proximity to a transload facility	WisDOT GIS data	3%

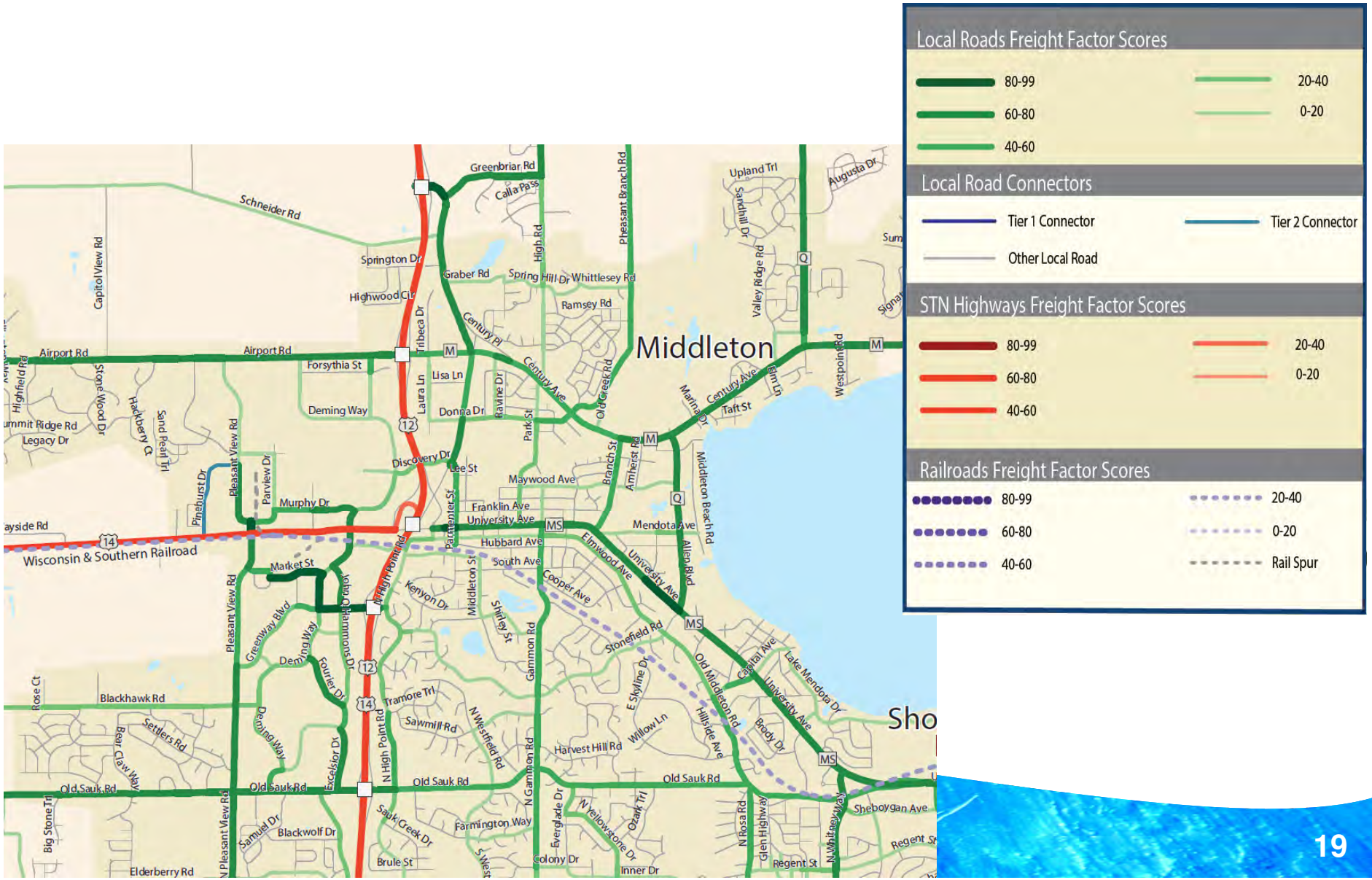
Port Scoring Methodology

Criteria	Source	Weighting
Total Commodity Tons	2014 Transearch	30%
Total Commodity Value	2014 Transearch	30%
Connection to a railroad, or potential connection to rail	WisDOT GIS data	20%
Ferry Service	WisDOT GIS data	10%
Distance to/from STN	WisDOT GIS data	10%

Airport Scoring Methodology

Criteria	Source	Weighting
Total Commodity Value	2014 Transearch	60%
Total Commodity Tons	2014 Transearch	40%

Local Area Freight Factor Map



Plan Overview

Chapter 1: Introduction

- Describes the vision, goals and strategies for the Wisconsin State Freight Plan.
- Articulates the links to the national freight strategic goals identified in federal legislation.

Chapter 2: Transportation Stakeholders and Institutions

- Overview of the roles and responsibilities for government and private sectors in the management and operation of the state's freight transportation system.

Plan Overview

Chapter 3: Public Involvement

- This chapter summarizes the stakeholder and public outreach efforts conducted in support of the Wisconsin State Freight Plan.
- This chapter also describes several key inputs into the State's decision-making process for making freight investments.

Chapter 4: Economic Context of Freight on Wisconsin's Transportation System

- Explores how freight movement in Wisconsin creates jobs and supports economic development
- Identifies Wisconsin's relationship to the Midwest, connections to the global economy, and the required transportation assets needed to support regional and global trade.

Plan Overview

Chapter 5: Wisconsin's Transportation Assets

- This chapter provides an inventory of Wisconsin's freight-related transportation assets.

Chapter 6: Transportation System Condition and Performance

- Includes safety, condition, bottleneck inventory
- Performance - This chapter also considers significant congestion or delay caused by freight movements.

Chapter 7: Freight Trends, Issues and Forecasts

- Provides an overview of global, national and Wisconsin-specific freight trends and issues that helped to shape the Wisconsin State Freight Plan.

Plan Overview

Chapter 8: Freight Policies and Strategies

- Present multimodal policies and strategies to address freight transportation trends and issues
- Examine data tools used to identify the high-priority freight corridors and facilities within Wisconsin
- Summarize the factors influencing the development of freight policies and strategies

Chapter 9: Investment Plan

- Builds upon the policy direction (see Chapter 8, Freight Policies and Strategies) by guiding investments in Wisconsin's efficient, reliable and safe transportation system, which supports freight movement.
- Identifies current funding sources at both the federal and state level for freight transportation projects, as well as potential future funding sources.

Plan Overview

Chapter 10: Environmental Justice

- Analyzes potential benefits and burdens on minority and low-income populations, as well as youth, seniors (aged 65 and over), persons with disabilities and households without immediate access to vehicles.
- Includes a “buffer” analysis to analyze potential impacts within one-quarter mile of the freight system.

Chapter 11 : System-Plan Environmental Evaluation

- Qualitative assessment of environmental topics such as air quality, communities, sensitive land and water resources
- Describes avoidance, minimization and mitigation strategies

Selected State Freight Plan Policies

Highway

- Continue using a performance-based approach to identify state trunk highway system preservation needs, including development of a bridge asset management system
- Identify and preserve a sub-system of Wisconsin's State Highways that accommodate over-height loads (up to 20 feet), over-weight and over-size loads
- Support greater use of technologies to improve the safety and efficiency of operations along corridors with high freight movement frequencies

Local Roads

- Assist in providing asset management strategies and tools for local governments to ensure that selected system preservation improvements provide cost-effective service life extension

Selected State Freight Plan Policies

Rail

- Maintain state-owned rail lines to allow service levels to continue uninterrupted, and without additional restrictions.

Ports and Waterways

- Continue state assistance programs for harbor improvements

Airports

- Use the Airport Improvement Program to help Wisconsin airports accommodate business planes

Pipelines

- Strategic approach includes limiting the negative impacts of crude oil movements on other transportation users

Send us your input

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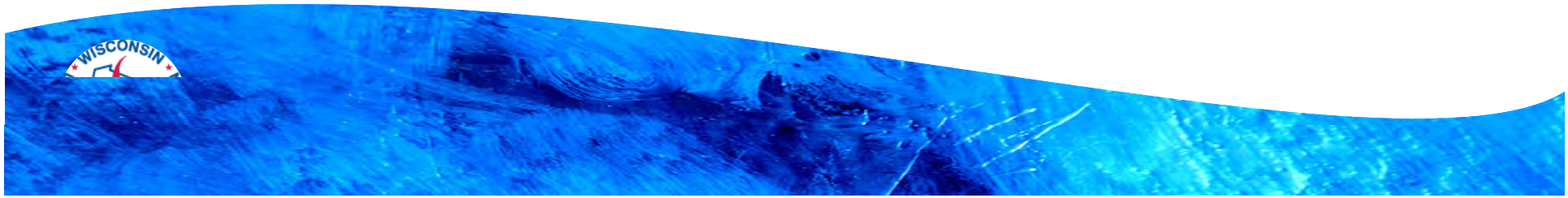
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