

State Freight Plan

Wisconsin Tribal Transportation Conference
November 1-2, 2016

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Overview of Today's Presentation

- ▶ Why the State Freight Plan is Important to You
- ▶ Vision, Goals, Purpose and Strategy
- ▶ State Freight Plan Strategy
- ▶ Tribal Lands Freight Flow Maps
- ▶ Multimodal Freight Factor Scoring Overview and Map
- ▶ Plan Overview
- ▶ System-plan Environmental Evaluation and Environmental Justice
- ▶ Overview of 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 to be stewards of the State Transportation System
 - ▶ Freight flows through and near tribal lands



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



Freight Flow Maps

- ▶ Maps made for 11 federally recognized tribal governments
 - Bad River Band of Lake Superior Chippewa Indians
 - Forest County Potawatomi Community
 - Ho-Chunk Nation
 - Lac Courte Oreilles Band of Lake Superior Chippewa Indians
 - Lac Du Flambeau Band of Lake Superior Indians
 - Menominee Indian Tribe of Wisconsin
 - Oneida Tribe of Indians of Wisconsin
 - Red Cliff Band of Lake Superior Chippewa Indians
 - Sokaogon Chippewa Community
 - St. Croix Band of Lake Superior Chippewa Indians
 - Stockbridge-Munsee Band of Mohican Indians



Freight Flow Maps - example

Oneida Tribal Land Freight Movement



Legend

Highway Tonnage

- More than 5 Million Tons
- 2 Million to 5 Million Tons
- Less than 2 Million Tons

Railroad Tonnage

- More than 4 Million Tons
- 500,000 to 4 Million Tons
- Less than 500,000 Tons
- No Data

Other Roads

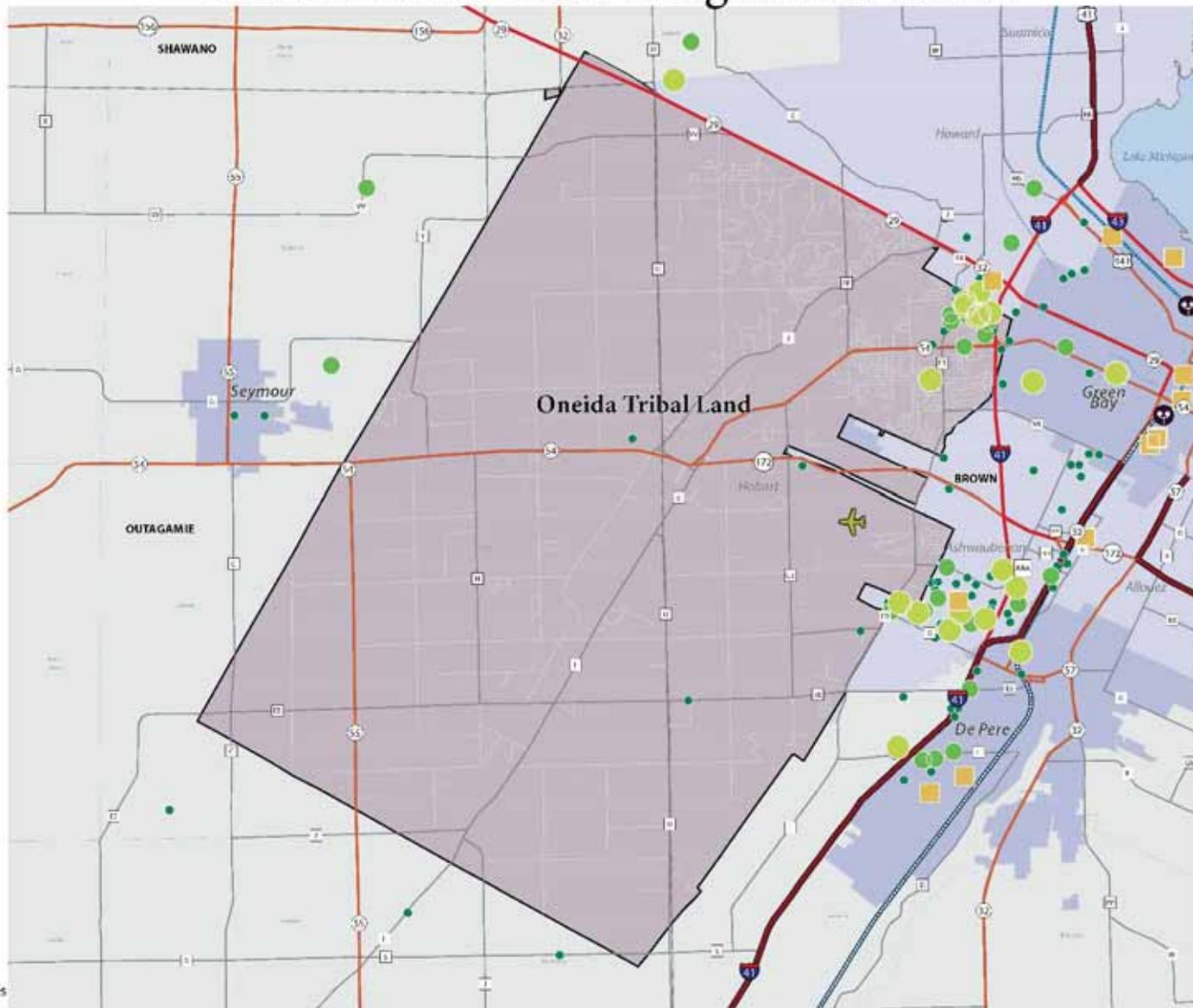
- County Highway
- Local or Tribal Road

Freight Business Tonnage

- More than 100,000 Tons
- 25,000 to 100,000 Tons
- 5,000 to 25,000 Tons

Other Freight Facilities

- Airport
- Rail Yard
- Transload Facility



0 1 2 4 Miles

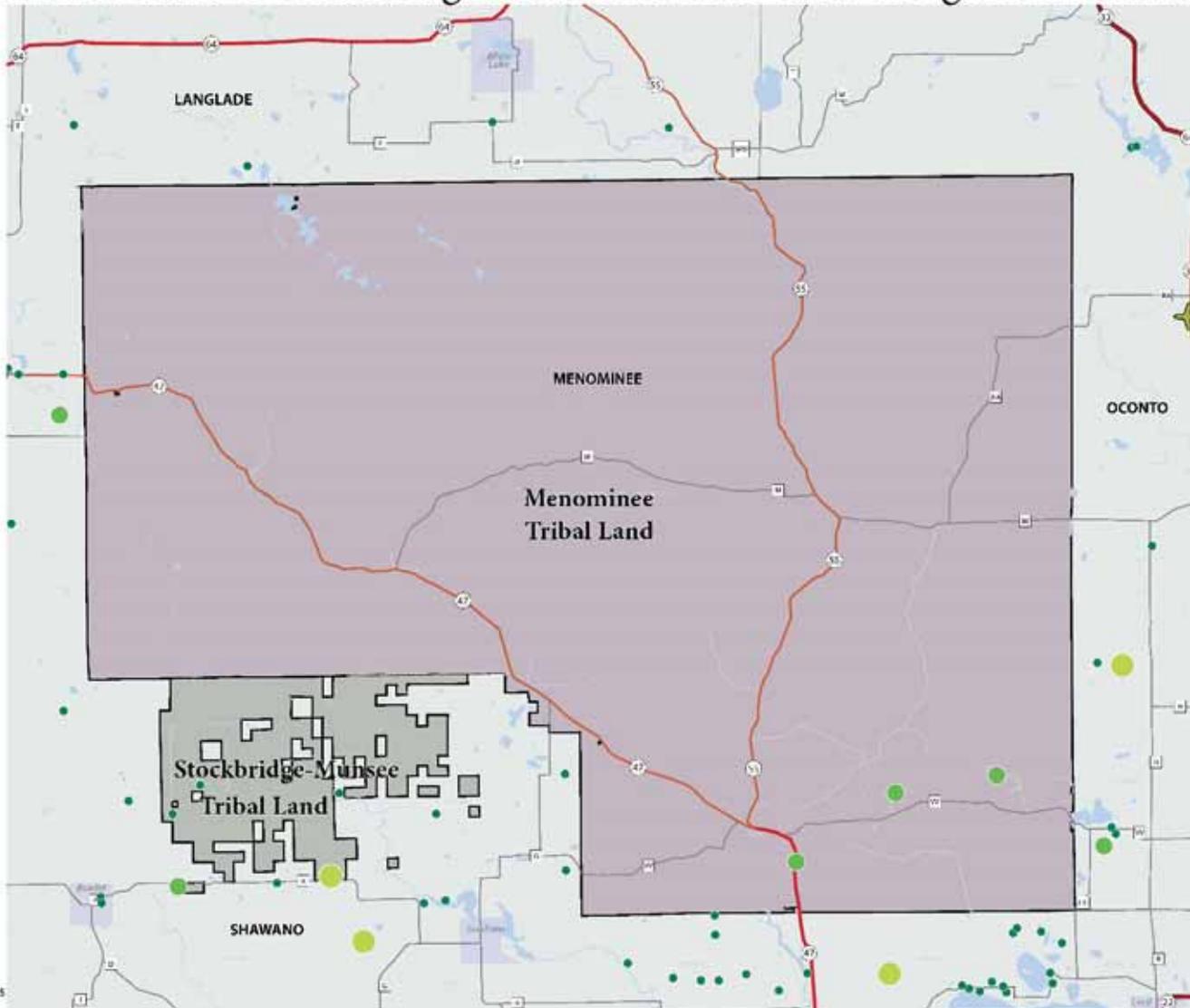
Freight Flow Maps - example



Legend

- Highway Tonnage**
 - More than 1 Million Tons
 - 350,000 to 1 Million Tons
 - Less than 350,000 Tons
- Other Roads**
 - County Highway
 - Local or Tribal Road
- Freight Business Tonnage**
 - More than 75,000 Tons
 - 500 to 75,000 Tons
 - 10 to 500 Tons
- Other Freight Facilities**
 - Airport

Menominee & Stockbridge-Munsee Tribal Lands Freight Movement



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



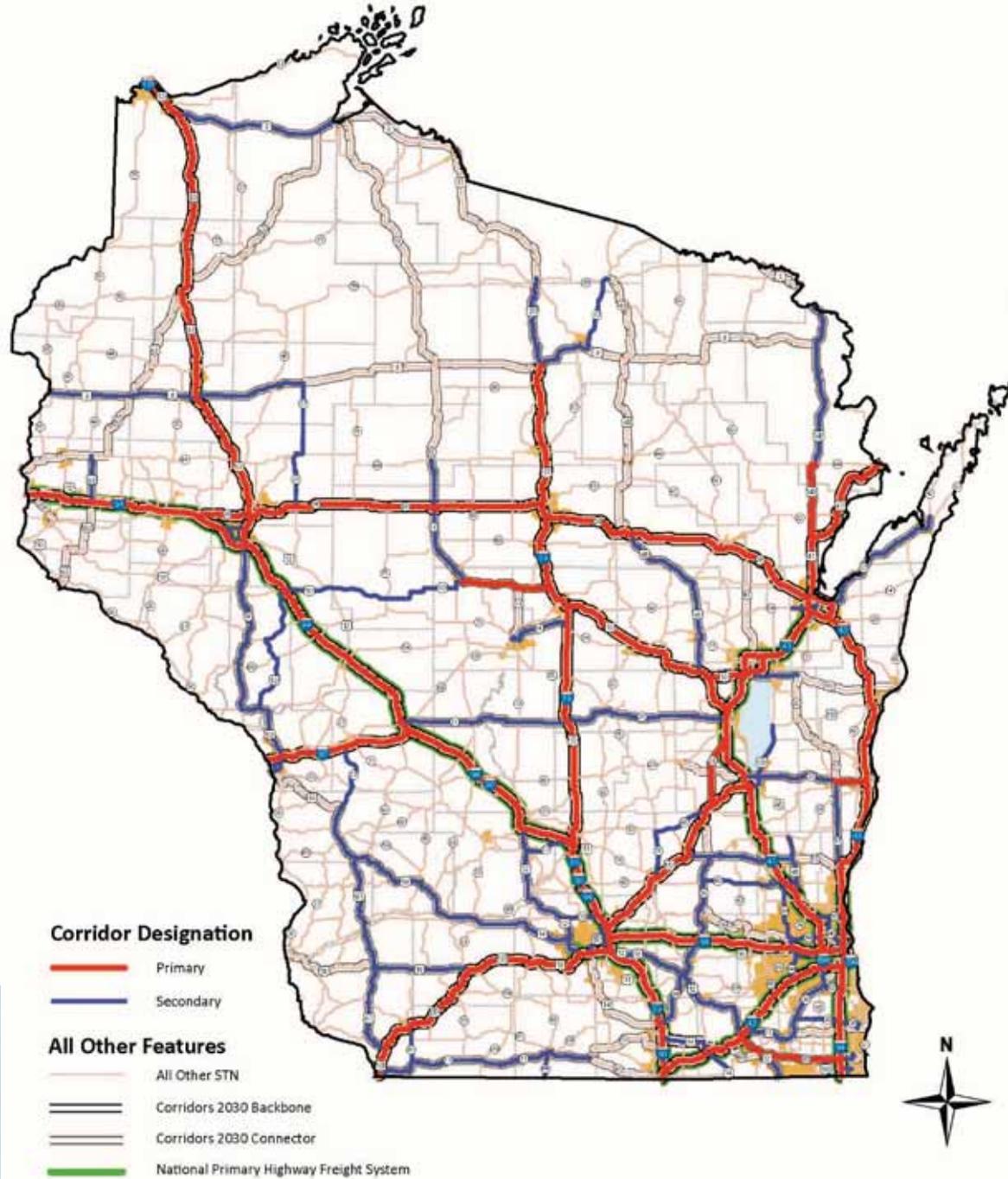
Local Road Connectors

- ▶ 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



STN Primary/Secondary Freight Corridors

Draft September 2016



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.



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



Environmental Justice Analysis

- ▶ The freight system included: active rail lines, 20 lake and river ports with freight service; the air cargo airports; backbone highway system
- ▶ A buffer analysis of populations within one-quarter mile of the freight system
 - Minority, Low income, Seniors, Youth, People without cars, People with disabilities
- ▶ WisDOT facilitates environmental justice evaluations and mitigation for freight projects



Environmental Justice Analysis Results

- ▶ **Some populations live closer to the freight system than everyone else**
 - American Indian or Alaskan natives are 25 times more likely to reside near ports
 - Zero vehicle households are 21% more likely to live near the freight rail system
 - 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



System-plan Environmental Evaluation (SEE)

- ▶ 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



Potential Impacts and Mitigation

- ▶ Traffic Congestion
 - Forecast freight growth for all modes may lead to congestion
- ▶ Plan Mitigation
 - improving freight efficiency and decreasing delays
 - permitting and communication improvements
 - reducing barriers in freight connections



Potential Impacts and Mitigation

- ▶ Community and Cultural Resources
 - Construction projects can have potential impacts to natural, cultural and built environments
- ▶ Plan Mitigation
 - policies to improve safety along freight corridors
 - project level mitigation such as wetland banking, habitat restoration



Potential Impacts and Mitigation

- ▶ Sensitive Land and Water Resources
 - The plan may have the potential to impact habitat and water resources
- ▶ Plan Mitigation
 - project level review to identify, minimize and mitigate negative impacts
 - improved preventative maintenance approaches may reduce impacts



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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