

How Good Does Spokane Have It ? and How Good Can Spokane Do It ?

Presented to
International Trade Alliance

by

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Assigned Tasks

1. What do we know ?
 - Data and Flow Sources....
 - EWITS
 - SFTA
2. What do we think ?
 - Thoughts about distribution centers and/or inter-modal parks
3. Where does it lead us ?
 - Characteristics of economic feasibility
4. How well does Spokane do ?
 - The Report Card

EWITS

Eastern Washington Intermodal Transportation Study (EWITS)

- A six year study (1992-1998) that was funded jointly by the Federal government and the Washington State DOT as part of ISTEA.
- First statewide Origin-Destination Freight Truck Survey, 27 locations, collected over 28,000 questionnaires regarding specific freight movement attributes.
- Generated 39 analytical reports and working papers, over 40 presentations and invited talks and directly contributed to several infrastructure improvements and analyses, including:
 - US 395 North Safety Improvement Project, Deer Park to Kettle Falls.
 - North-South Corridor Justification - travel savings, freight value, truck percentages. North-South Corridor is now under construction.

What is SFTA?

SFTA is a six year, comprehensive research and implementation analysis that will provide information (data and direction) for local, state and national investments and decisions designed to achieve the goal of seamless transportation.

“SFTA’s desired outcome is improved freight mobility for economic vitality”

To achieve this, the SFTA research and implementation project, with its collaborative partnerships and integrated dynamic freight data warehouse will aid in strategic infrastructure investment choices, including transportation support for economic development, responding to freight congestion and chokepoint locations, and other emergent issues.

SFTA

- I. **Statewide Freight Origin-Destination Study**
- II. **Strategic Resource Road Network**
- III. **Short-line Railroad Issues and Analysis**
- IV. **Adaptive Research Management**



For a full description of SFTA Deliverables and Reports:
<http://www.sfta.wsu.edu/>

O-D Study Results

Total Daily Truck Trips

	<i>I-90</i>	<i>US 395</i>
<i>1993</i>	1,613	1,186
<i>2002</i>	2,743	2,647
<i>% Change</i>	70%	123%



Average Payload Weight

Tons

	<u>I-90</u>	<u>US-395</u>
1993	16.9	19.2
2002	19.0	19.4
% Change	13%	1%



Freight Value by Highway

	1993		2003	
	<u>Total Daily Payload (tons)</u>	<u>Total Value of Payload</u>	<u>Total Daily Payload (tons)</u>	<u>Total Value of Payload</u>
I-90	15,525	\$39,427,875	26,929	\$76,944,960
US 395	12,502	\$25,012,305	19,708	\$36,995,578



Can we think of a distribution center as our baby ?

- **Love**
 - *Initial economic rewards for all.*
- **Physical Stress and Effort**
 - *Fund and build and they will come....*



Distribution Center or ???

- **WAL-MART Model**
- **Inter-modal Facility**
- **Agile Port**
- **Inter-modal gateways**
- **Inland Port**



Distribution Center AND Inter-modal Facility AND Inland Port

- Efficiencies of sub-systems yield system efficiency
- Focus on only one and the baby isn't healthy



Some of Seattle's Major Imports

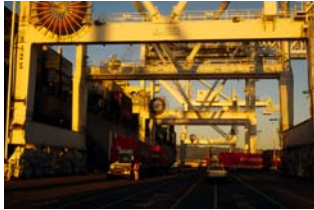
<u>Commodity</u>
• Wearing and Apparel
• Office and DP Machines, Parts
• Motor Vehicles
• Games, Video
• Footwear
• Electrical / Electronic Equipment
• Audio Equipment
• Aircraft parts, Sub-Assemblies
• Telecom., Sound and Recording Equipment
• Internal Combustion Engines, Parts

Feasibility Needs to Answer the Question

Why do certain characteristics generate value for
firms ?

NOT

“Look at our nice characteristics”!



The Report Card

Not prioritized by us; you can, as you desire
(On a Scale From 1 to 10 where 1 is poor and 10 is good)

<u>Characteristic</u>	<u>Value</u>
1. Adequate Land (space)	10
2. Two Class One Railroads	8
3. Major Interstate	10

**The Report Card
(continued)**

<u><i>Characteristic</i></u>	<u><i>Value</i></u>
4. Proximity to Population Center	7
5. On Nodes or Direct Line of Railroad Service	10
6. Air and Water Transport Availability	8
7. Partnerships (Public and Private)	5

**The Report Card
(continued)**

<u><i>Characteristic</i></u>	<u><i>Value</i></u>
8. Positive and Active Relationship with WSDOT and Affiliates	9
9. Need for Changing, Dividing or Directing Cargo	9
10. Clear Basis for Need	10
11. Clearly Established Demand Opportunities	10

The Report Card (continued)

<u>Characteristic</u>	<u>Value</u>
12. Combination of Port and Distribution Center Efficiencies	10
13. Labor Force	9
14. Quality of Life	10
15. You Name It !	

Spokane's Report Card



Total Score for Spokane 89.3

Final Thoughts

The Baby is Moving!

Efficiencies and Problems of Ports

+ Efficiencies of Inter-Modal

+ Efficiencies of Spokane Area

= A Baby Ready to be Born

**Our sense is that a proud mother, father and
doctor are here today!**

Congratulations !

