

Vision: The Inland Northwest is a hub for commerce, vital to the global economy.

Mission: Expand and integrate the regional transportation system to maximize efficiency, affordability and safety.

Inland Pacific Hub (IPH) Region



Two Primary Objectives

- Assess the IPH's capacity as a globally-connected, multimodal transportation gateway.



- Identify the critical infrastructure requirements and strategies needed to drive the IPH's future economic growth.

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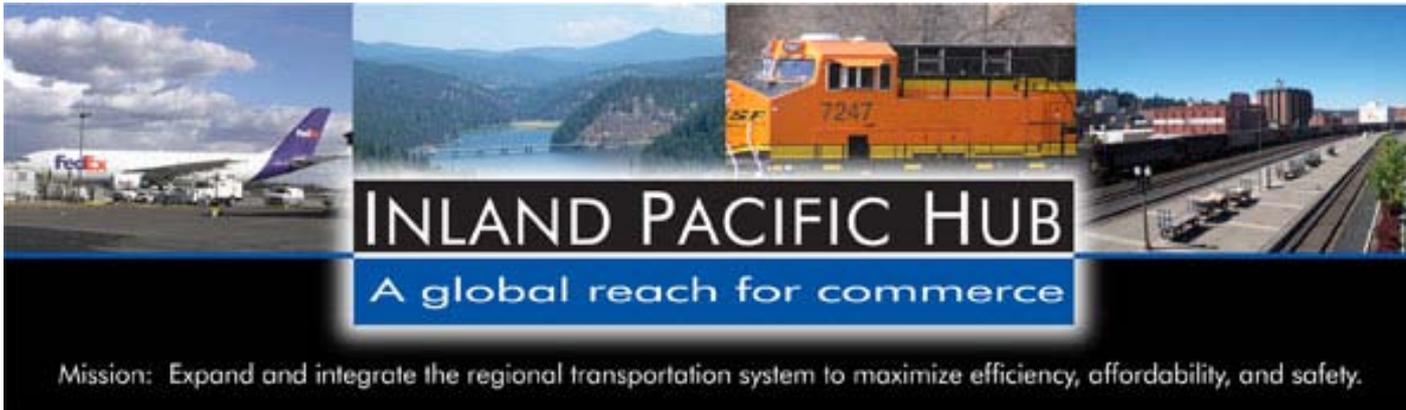
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Transportation and Economic Development

*There is a strong relationship between freight
transportation and the economy*

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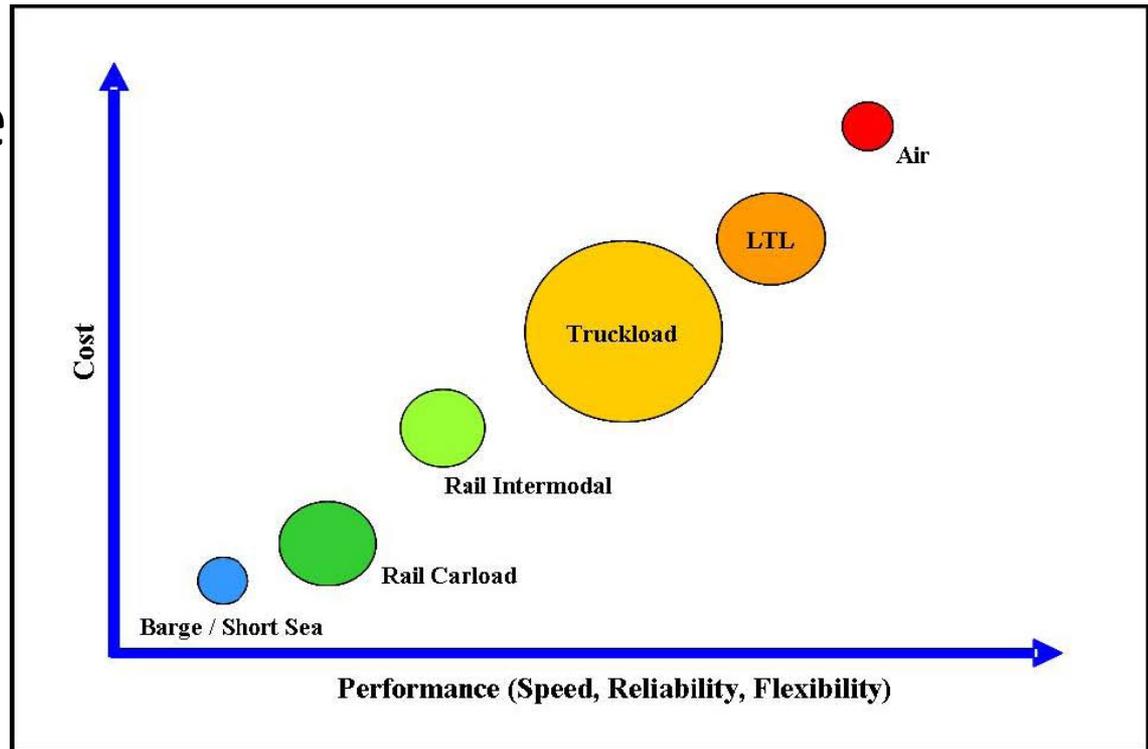


Phase 1 Transportation Study

Initial Findings

Regional Assessment

- Transportation Infrastructure
- Freight Modes
- Economic Profile
- Commodities
- Utilities
- Broadband
- Population
- Workforce
- Education & Training

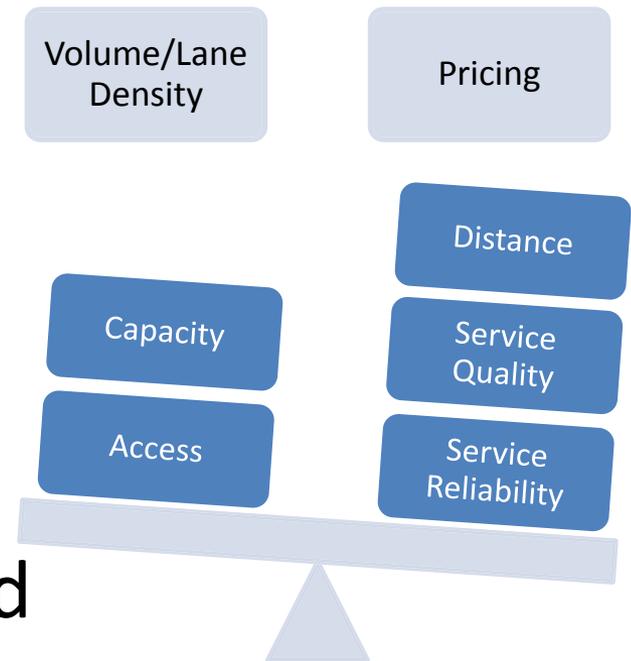


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Challenges/Deficiencies

- Highway and Truck Issues
- Railroad Issues
- Air Cargo Issues
- Port and Waterway Issues
- Protection & Readiness of Land
- Education
- Coordination



Competitiveness

- Logistics Quotient: Spokane ranks #153 nationally.
- Transportation Cost, Effect of Shipping Balance on Pricing, Length of Haul, Differences in Regulatory Issues
- Shift-Share Analysis
- *“There is work to be done to improve the image of the region in the area of supply chain services.”*

Emerging Growth Industries

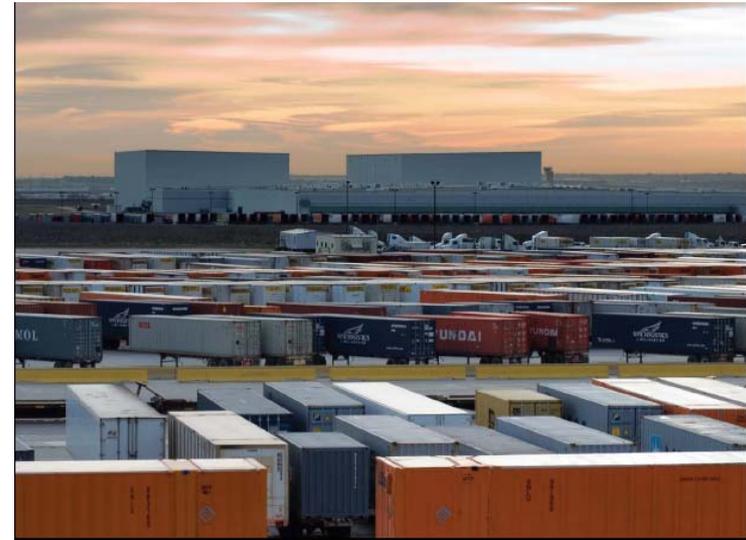
- Aerospace
- Communication Equipment
- Computer Equipment
- Electrical Signal Testing
- Electrical Equipment
- Health Care and Health Sciences
- Education Services
- Construction
- IT and Digital Services
- Clean Technology
- Logistics and Distribution
- Industrial Machinery and Supplier

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Inland Port Models

- Satellite Marine Terminal
- Crossroads
- Trade Processing Center
- Logistics Airport
- Logistics Park
- Economic Development Zone



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Case Comparisons

- Duluth/Superior

- The Gross Regional Product for the IPH region is expected to see a five fold increase from the base year of 1970 to 2030 compared to only a three fold increase in the Duluth region over the same period of time.

- Tucson

- Educational cooperation effort to benefit the development of freight and logistics businesses with the formation of the Southern Arizona Logistics and Education Organization (SALEO).

Opportunities

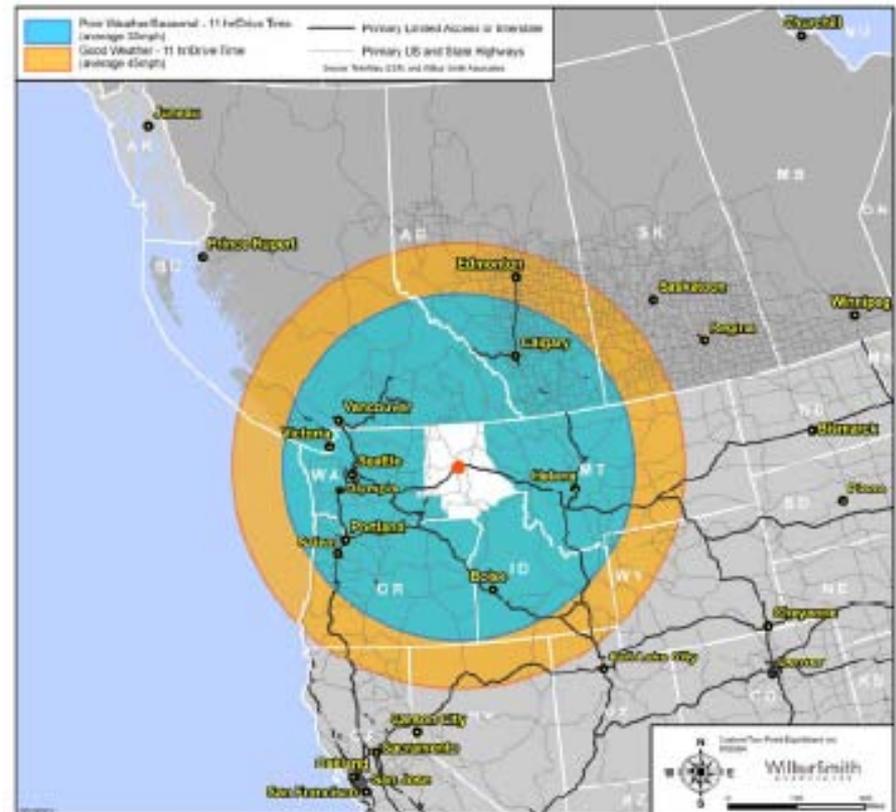
- Highway Safety Improvements
 - WSDOT Preferred Alternative for improvements
- Border Crossing Enhancements
 - Free and Secure Trade (FAST) service
- Infrastructure Improvements
- Increase Regional Freight Mobility
- Develop a North-South corridor to equalize trade/lane balance with Canada

Opportunities (cont')

- Regional Planning
- Land Availability
- Development Readiness
- Encouragement of Local Market Growth
- Enhance Manufacturing Sector
- Support Traded Sector Businesses

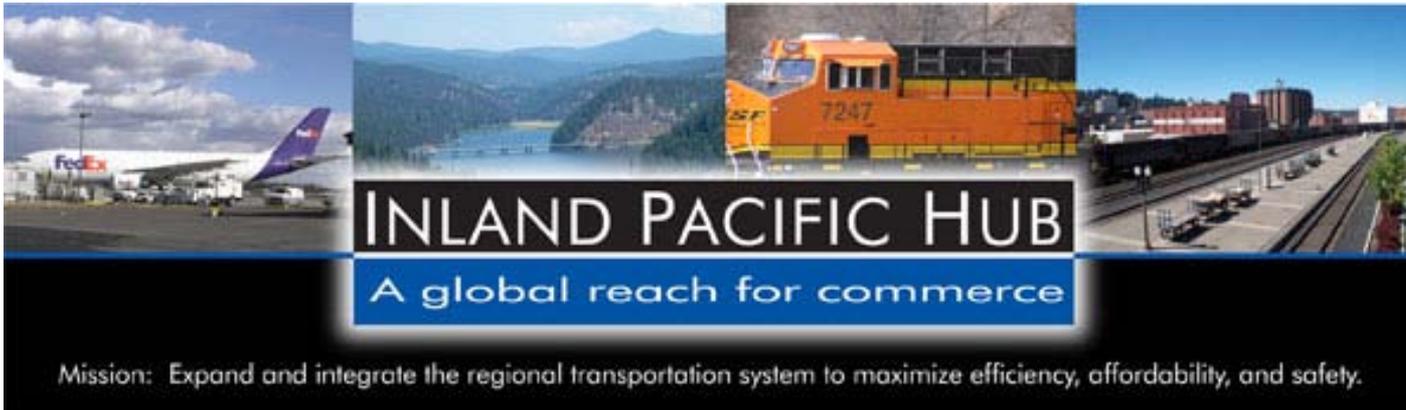
Phase 1 Study Results

- Phase 1 completed Summer 2010
- Comprehensive inventory of economic and transportation assets
- Opportunities identified to enhance domestic and global commerce



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Phase 2

Transportation Investment and Project Priority Blueprint

Strategies for Implementation

Phase 2 Objectives

- Identify investments necessary to drive economic growth
- Develop strategies to:
 - Enhance region's trade opportunities
 - Promote economic development of IPH region
- Define economic benefits that will result from the IPH development strategies

Directions

Transportation investments should:

- Support value-added development of existing industries, especially in rural areas.
- Support the development of new or emerging industries that will benefit from the ability to ship high value, low-weight goods.
- Support growth in established industries.

Directions (cont')

- Account for external influences as well as local opportunities



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Directions (cont')

Transportation solutions should:

- Build upon existing infrastructure and plans
- Support the planning of freight-friendly land uses
- Consider the region as a large, multi-modal port

The project priorities and investments will seek to:

- expand freight capacity
- increase freight system reliability
- improve intermodal connectivity
- develop congestion management strategies
- enhance local and regional distribution opportunities
- create new market opportunities especially in international commerce
- support regional economic development via the expansion and attraction of freight dependent companies

The overarching goal is to integrate freight mobility, global and domestic commerce, economic development, and transportation investments.

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Potential Investments

- Transportation network improvements to support Spokane International Airport
- Consolidate and coordinate shipments
- Enhance rural telecommunications infrastructure
- Complete the North Spokane Corridor
- Improve US-2 between NSC and Sandpoint

Potential Investments (cont')

- Bypass routes: Huetter, Bigelow Gulch
- Enhance North-South rail link to Canada
- Support double-stack intermodal facility
- Implement border crossing efficiencies (e.g., FAST)
- Road network improvements to Ports
- Consistent trucking regulations

Next Steps

- Economic Analysis
- Strategies for Implementation
- Advocacy



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