

## Truck Carriers

Due to the variety of businesses in the area, several types of carriers operate in the planning area:

- **Truckload carriers** who dedicate a trailer to a single shipper;
- **Less-than-truckload carriers** who consolidate smaller loads from more than one shipper into one trailer (e.g. Con-Way);
- **Private fleets** (e.g. GM; Target, Menards, Home Depot); and
- **Local delivery trucks** (e.g. UPS, FedEx)

## AIR CARGO FACILITIES

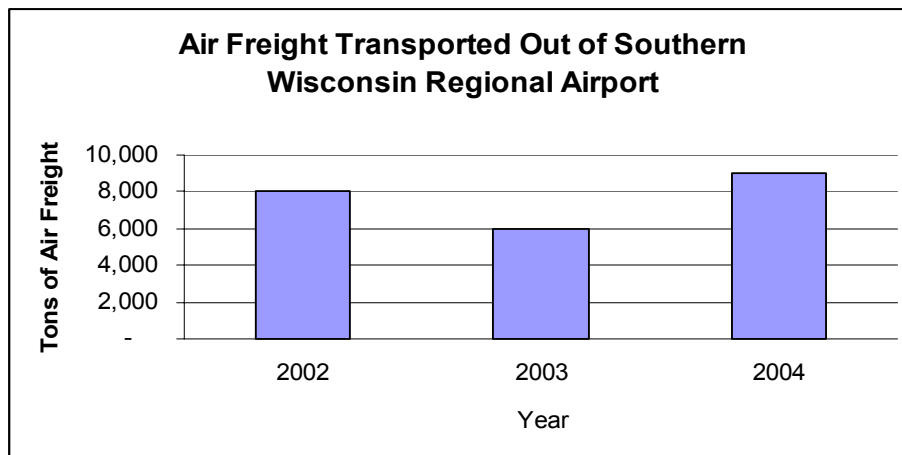
The Southern Wisconsin Regional Airport (SWRA), is located south of Janesville off USH 51 and serves all of Rock County. The airport's service area is defined by several factors including geographical and access considerations, along with the proximity of other airports that provide similar services.

The SWRA is served by a number of charter on-demand air cargo carriers. These carriers come from a variety of places including Michigan, Texas, Canada and Indiana. Multiple local businesses utilize the airport to receive shipments. Many of the companies that use the airport to receive shipments manufacture products for the GM plant located in Janesville. Furthermore, most shipments are time sensitive, indicating their high shipping cost and value to the recipient.

The air freight or air cargo industry is experiencing steady growth. The air cargo market consists of scheduled freight, charter freight, and mail. The demand for air cargo has grown rapidly in Rock County, and the area is still seen as a growing market. The air cargo industry is supported by various businesses whose products are time sensitive and depend on the delivery of parts and supplies on short notice.

The SWRA is equipped with three fixed base operators that provide services such as fueling, hanger space, and loading. Due to their recent runway expansion, the airport is capable of accommodating most large jets and freight transport aircraft; such as the DC-9, Convair, DC-8 and others. Freight forwarding is provided by independent contracts, organized by individual businesses. Automotive freight is the main commodity transported through the SWRA. The figure below illustrates the tons of freight that traveled through the SWRA during the past 3 years.

**FIGURE V - 3. FREIGHT TRANSPORTED BY AIR**



Source: Southern Wisconsin Regional Airport, Office of the Director, 2005

## IV. CRASH DATA

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The Motor Carrier Management Information System (MCMIS) Crash file information was used to calculate the number of truck accidents between January 2000 and September 2004. The Federal Motor Carrier Safety Administration collects MCMIS data to evaluate the safety of commercial motor carriers and hazardous material shippers.

The data notes the state, county, city and township where the crash occurred. The MCMIS data also notes the number of people injured or killed in each incident. The location is given as a roadway, not an intersection or specific location. The following analysis looks at the total number of MCMIS reported crashes in the Townships of Rock, Harmony, Milton, Janesville, and La Prairie.

Between 2000 and September of 2004 there were 302 crashes involving trucks, resulting in 9 fatalities. There was a steady decline in the number of accidents each year, from a total of 88 in 2000 to only 59 in 2003, as shown in Table V – 2.

The majority of crashes were along I-39/90; 46 percent. Highway 14 was responsible for 6 percent of the total accidents. Beloit Avenue was credited with 5 percent, followed by Highways 51 and 26 with 4 percent each.

**TABLE V - 2. ACCIDENTS PER YEAR**

Year	2000	2001	2002	2003	2004	Total
Crashes	88	65	61	59	29	302
Percent of Total	29%	22%	20%	20%	10%	100%

**TABLE V - 3. ROADWAYS WITH THE MOST TRUCK CRASHES**

Location	Crashes	% of Total
Total Crashes	302	100%
I 90 / 39	139	46.0%
Highway 14	19	6.3%
Beloit Ave	15	5.0%
Highway 51	11	3.6%
Highway 26	11	3.6%
Highway 11	9	3.0%
Humes Rd	8	2.6%
Milton Ave	5	1.7%
Highway G	4	1.3%

## V. EXISTING CONDITIONS

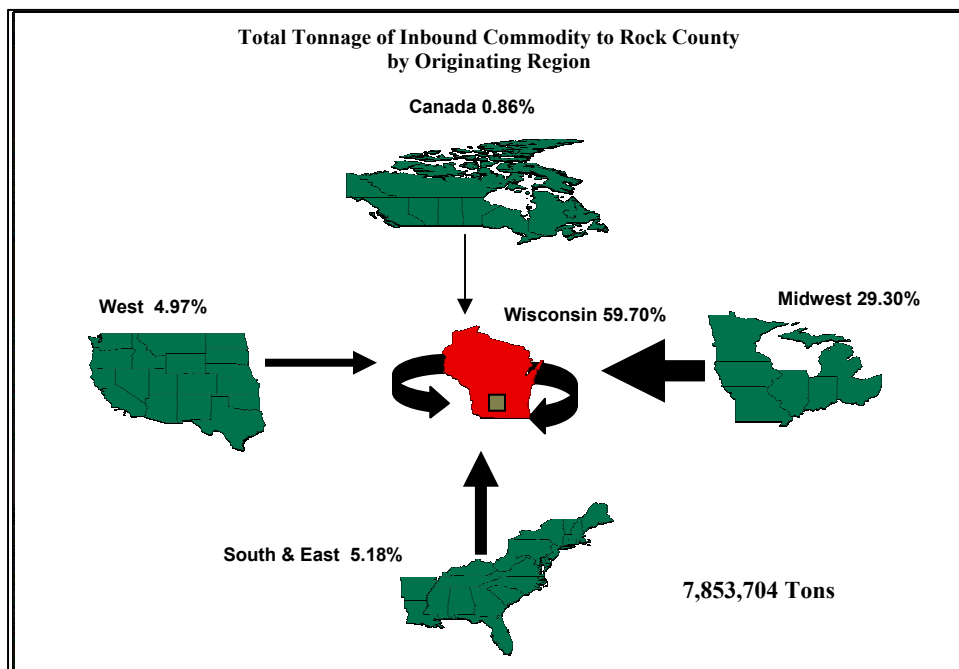
Analyzing freight movement within the JATS area is difficult, as much of the data is only available at the County level. Currently, the most reliable source of information on freight movement is the Commodity Flow Survey (CFS), conducted as part of the Economic Census by the U.S. Census Bureau in partnership with the Bureau of Transportation Statistics of the U.S. Department of Transportation. This information provides insights on how freight moves throughout the country, state and county. The CFS looks at the commodity carried, its origination point, destination, weight in tons and value. A limitation of using CFS data is that it does not include information on the movement of air freight in regards to Rock County. Since air freight makes up such a small portion of the total tonnage shipped the information available through the CFS has been deemed sufficient to do an analysis of the planning area, at this time. The majority of the discussion will focus on the tons shipped into and out of Rock County by rail and truck.

Approximately 15.5 million tons of goods are shipped to and from Rock County each year. Truck is the dominate mode of transport; 77 percent of all goods are hauled by truck and 23 percent travel by rail. Transportation equipment is the main commodity moved, and makes up 22 percent of the total tonnage.

### INBOUND GOODS

Of goods shipped into Rock County, about 60 percent come from Wisconsin. Of the 3.2 million tons that came from outside Wisconsin, the majority originated in the Midwest. Rock County's main imports were transportation equipment, coal, and clay, concrete, glass or stone products. Rail was responsible for transporting just 28 percent of the inbound goods, while truck moved 72 percent.

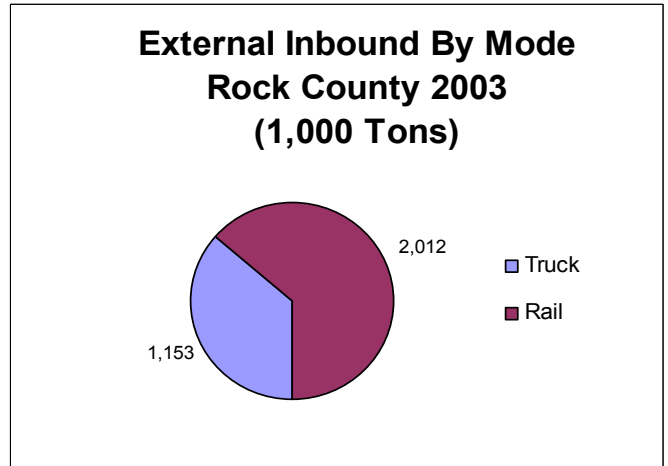
**FIGURE V - 4. INBOUND COMMODITY TONNAGE**



**FIGURE V - 5 EXTERNAL INBOUND MODAL SPLIT**

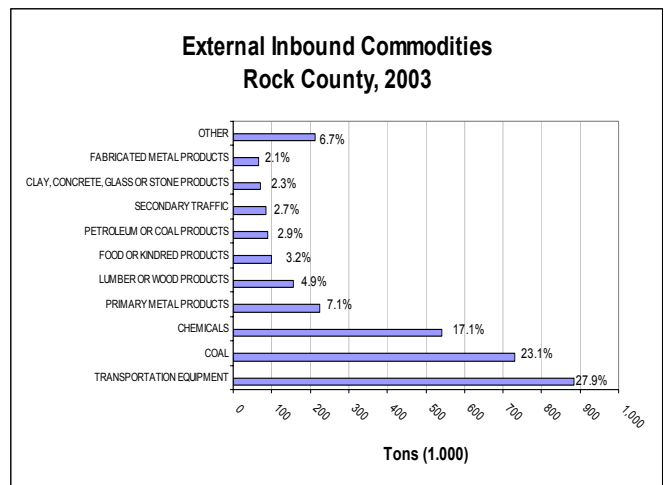
**External Inbound**

Approximately 3.2 million tons were shipped into Rock County from outside Wisconsin. 28 percent of the external inbound goods were classified as transportation equipment, making it Rock County’s main import in this category. Of all the commodities, the volumes of coal and chemicals imported from outside Wisconsin were the second and third largest, see Figure V - 6. The goods traveling into Rock County from out of state were transported primarily by rail; only 36 percent of the external inbound good were hauled by truck, as illustrated in Figure V - 5.



**FIGURE V - 6. GOODS IMPORTED FROM OUTSIDE WI**

Iowa, Illinois, Kansas, Oklahoma, Colorado, and Indiana were the main sources for imports from outside the state. The majority of external inbound goods, 24 percent, came from portions of Iowa not specified by the CFS data. Of the 760,907 tons shipped to Rock County from Iowa, 90 percent was coal. Rock County received 21 percent of their total external inbound volume, 650,907 tons, from Cook County, Illinois. The goods imported from Cook County consisted mainly of transportation equipment and chemicals. From portions of Kansas, Oklahoma, and Colorado, Rock County imported 201,293 tons, which primarily consisted of coal and chemicals. From portions of Indiana, Rock County imported 184,993 tons; of which 37 percent was transportation equipment, as shown in Table V - 4.



**TABLE V - 4 ORIGINATING REGION OF SELECT EXTERNAL INBOUND GOODS**

Originating County	Commodity	Tons	% of Origin's Total Tons Moved to Rock County
PORTION OF IA (NOT SHOWN BY COUNTY)	Coal	686,932	90%
	Food or Kindred Products	32,591	4%
	% of external inbound	24%	
	Chemicals	17,933	2%
	Clay, concrete, glass or stone products	16,904	2%
COOK COUNTY, IL	Secondary Traffic	5,911	1%
	Transportation Equipment	388,514	60%
	Tons Shipped to RC	650,907	
	Chemicals	120,110	19%
	% of external inbound	21%	
KS-OK-CO	Lumber or Wood Products	55,739	9%
	Primary Metal Products	27,278	4%
	Hazardous Materials	15,526	2%
	Coal	40,997	20%
	Tons Shipped to RC	201,293	
PORTION IN (NOT SHOWN BY COUNTY)	% of external inbound	6.4%	
	Chemicals	49,393	25%
	Lumber or Wood Products	18,988	9%
	Petroleum or Coal Products	17,141	9%
	Food or Kindred Products	15,047	7%
PORTION IN (NOT SHOWN BY COUNTY)	Transportation Equipment	67,848	37%
	Tons Shipped to RC	184,993	
	Primary Metal Products	55,529	30%
	% of external inbound	5.8%	
	Pulp, paper, or allied products	23,190	13%
	Secondary Traffic	14,886	8%
	Fabricated Metal Products	8,140	4%