

Unleashing Rural Assets for Growth – Requirements for Relevant Transportation Investments

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Research Objective

- **Goal** — address economic disparity between nation's rural areas and metro-areas along with their ex-urban fringe.
- **Focus** drawn from 2 studies focused on Appalachia
 - Sources of Growth for Non-Metro Appalachia (underway)
 - Export Potential of Regional MFG Industries and Transportation Infrastructure Needs
- **Access** has a role in explaining much of the spatial pattern of economic progress (or lack thereof)



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What does Non-metro mean?

According to OMB

Metro county = belongs to a Metropolitan Statistical Area (central county with city/urbanized area of 50k + people), inclusion based on 25% commuting linkage

Non-metro = all other counties further delineated into micropolitan (tied via commuting to an urban cluster of 10k -49.9k people) vs non-core counties

Conclusion: non-metro encompasses diverse degrees of rural-ity, economic conditions and growth opportunities



Regional Growth Processes

Decision Criteria on Most Appropriate Growth Path(s) to Pursue

Given Local Conditions – Resources, Constraints and Opportunities

Trade
Center
Strategy

Agglomeration
Strategy

Learning-
based
Strategy

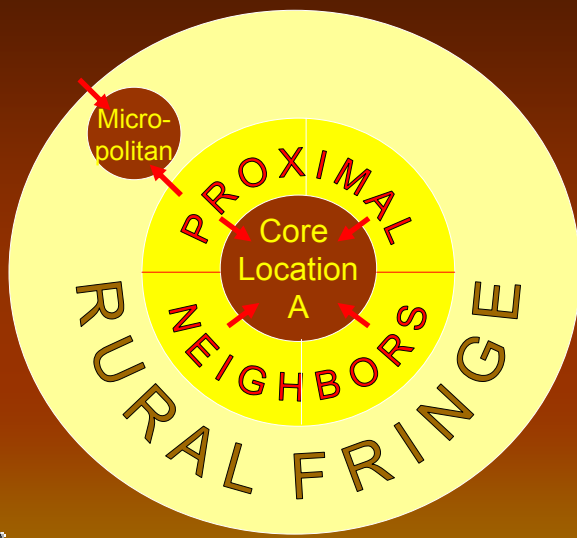
Asset-
based
Strategy

Supply
Chain
Strategy

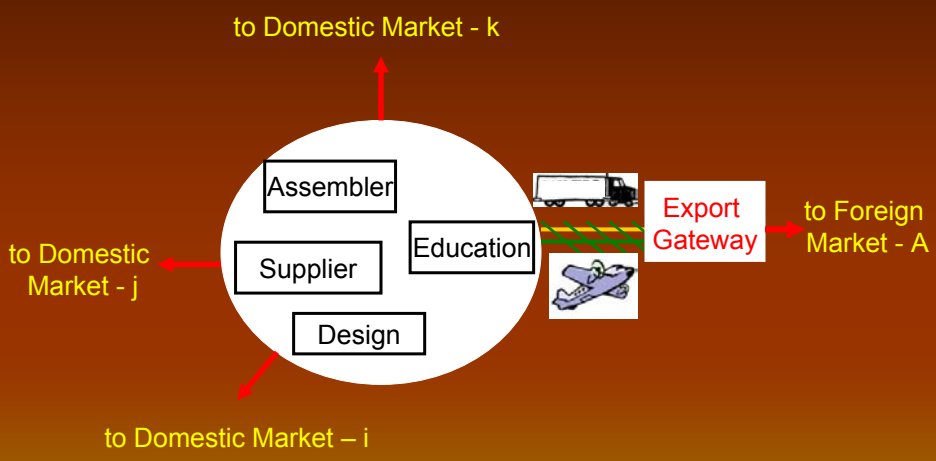
Performance Evaluation – gauging progress on a growth path

Goal – Improved Economic Development

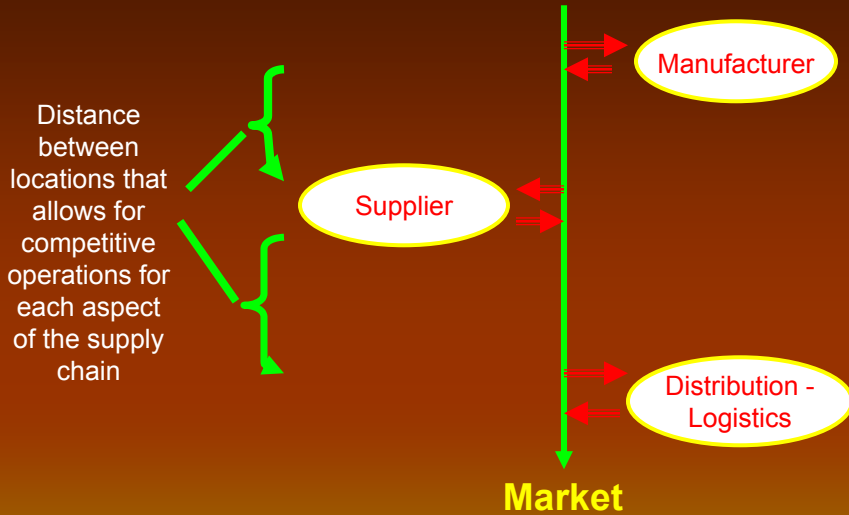
Trade Center



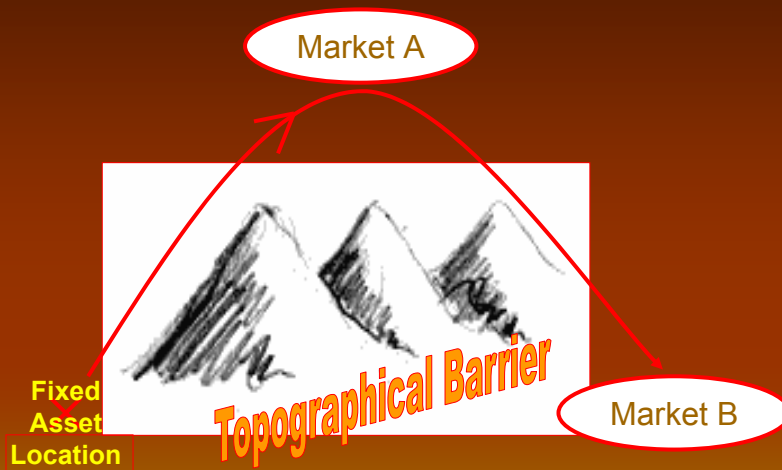
Agglomerated Activity



Dispersed Activity



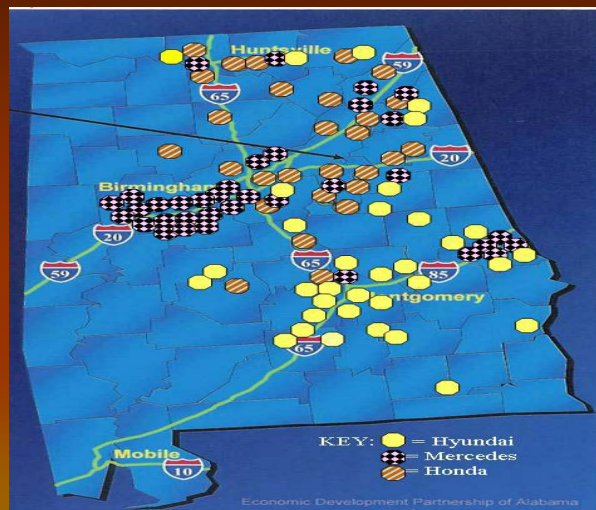
Asset-based Activity (natural resource, tourism)



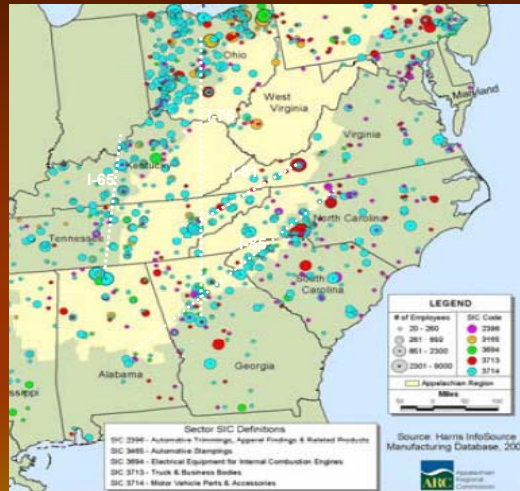
Access Improvements alter Market Opportunities

- Commuting opportunities
- Separating trips - - through-trips from local itineraries (important for tourism)
- New connections to overcome bypass effects
- Potential new markets are defined (regional, extra-regional, international)

Supplier Dispersion for Alabama's Auto Assembly / MFG

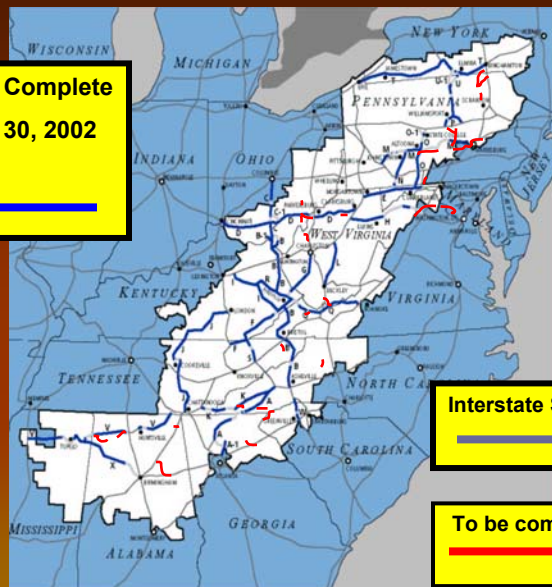


Broader Automotive Supply Chain Corridors



Improving Access - ADHS

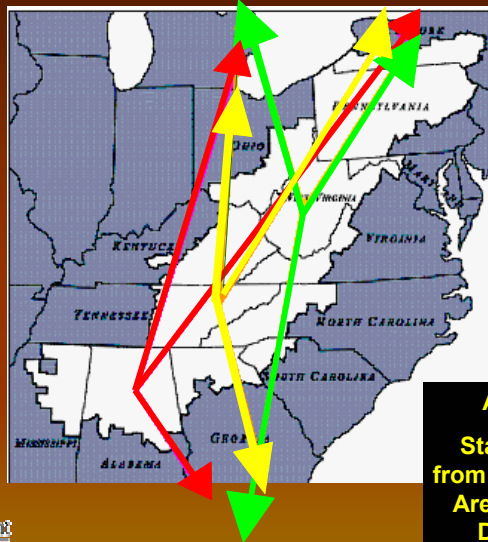
Adequate or Complete
September 30, 2002



Interstate System

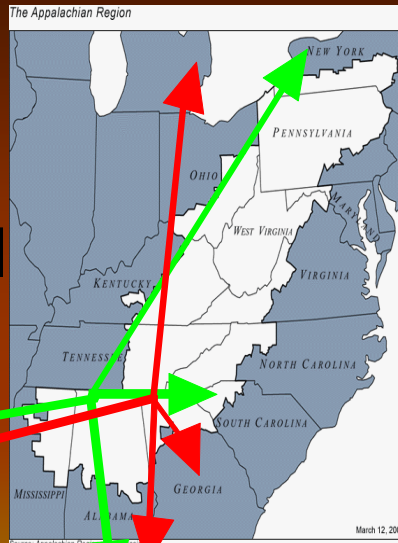
To be completed

Auto Parts Exported from Appalachia



Auto Parts
State of Origin
from ARC Regional
Areas to Port of
Destination

Select Export Flow Patterns in Appalachia

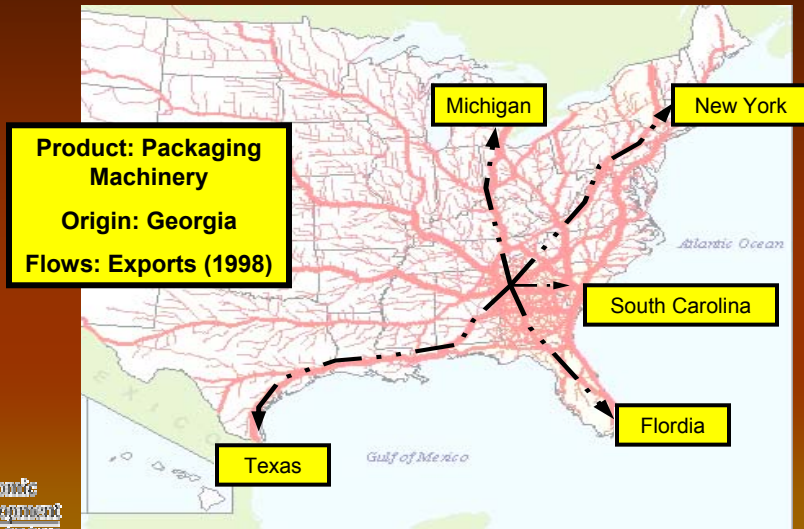


Texas

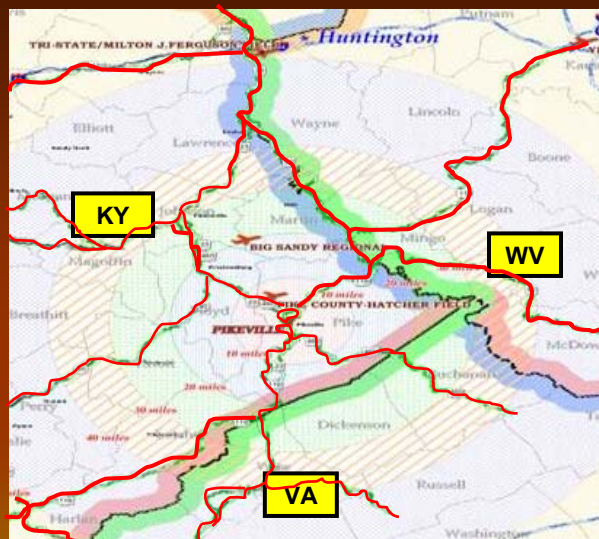
Packaging Machinery
State of Origin from ARC
Regional Area to Port of
Destination

FLORIDA

Packaging Machinery Export Flows - Georgia



Pikeville, KY – Regional Trade Center



Addressing Tourism Access Needs



Conclusion

- Rural distressed communities need to understand what's ailing them
- If *isolation* is a factor then assessing the benefit from investments in specific types of transportation infrastructure should be a priority
- The type of transportation investment & its focus will depend on the spatial-economic arrangements a community finds itself with (*who –where*)
- Given *terrain*, rural access –new *or* improved- **facilitates** economic opportunities built upon competitive key local market factors



For Further Information

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www.edrgroup.com/edr1/library

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