Abstract
The US Interstate Highway System had a significant impact on market accessibility and transportation costs between regions. Whether this should lead to increased clustering of economic activity due to increased ‘economic centripetal forces’ or a dispersal from ‘centrifugal forces’ depends on factors that differ by industry. This paper suggests the impact depends on truck transportation utilization and input-output linkages. Utilizing travel time data constructed using GIS techniques along with BEA data on the spatial distribution of economic activity, a simple panel estimation is conducted to test the theory.

Keywords: transportation, new economic geography, agglomeration

JEL Codes: would go here