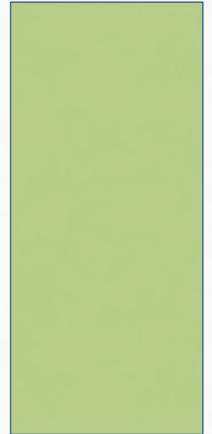


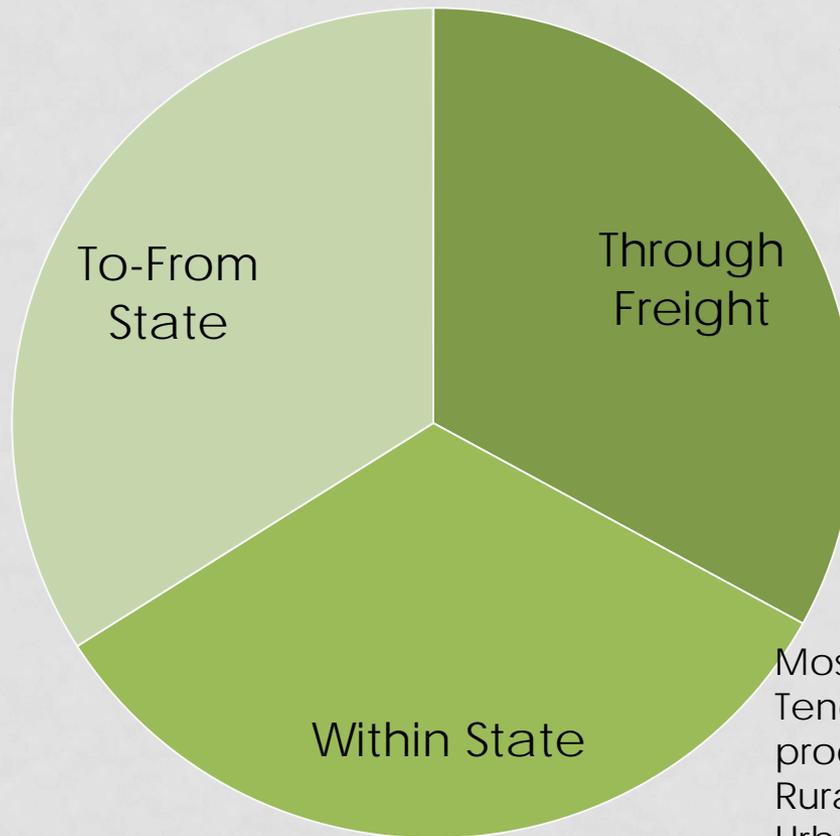
REGIONAL PRIORITIZATION OF FREIGHT NETWORKS

BRUCE LAMBERT



PLANNING FOR FREIGHT- TODAY

More modal
balance
Largest
trading
partners are
neighbors
Need to move
along corridors

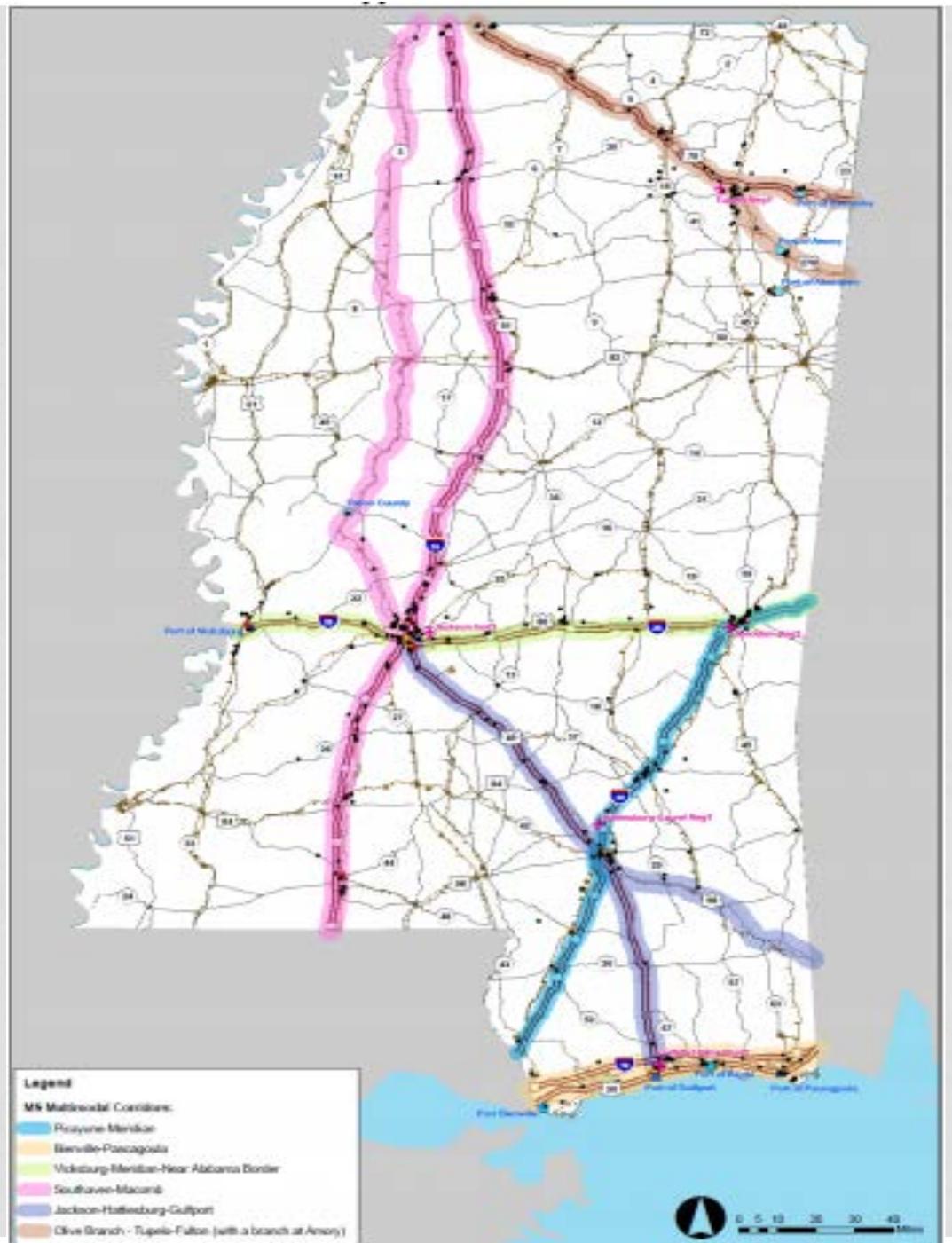


All Modes
All cargos
Discretionary
routing

Mostly Trucks
Tend to be heavier
products
Rural-urban flows
Urban-urban flows

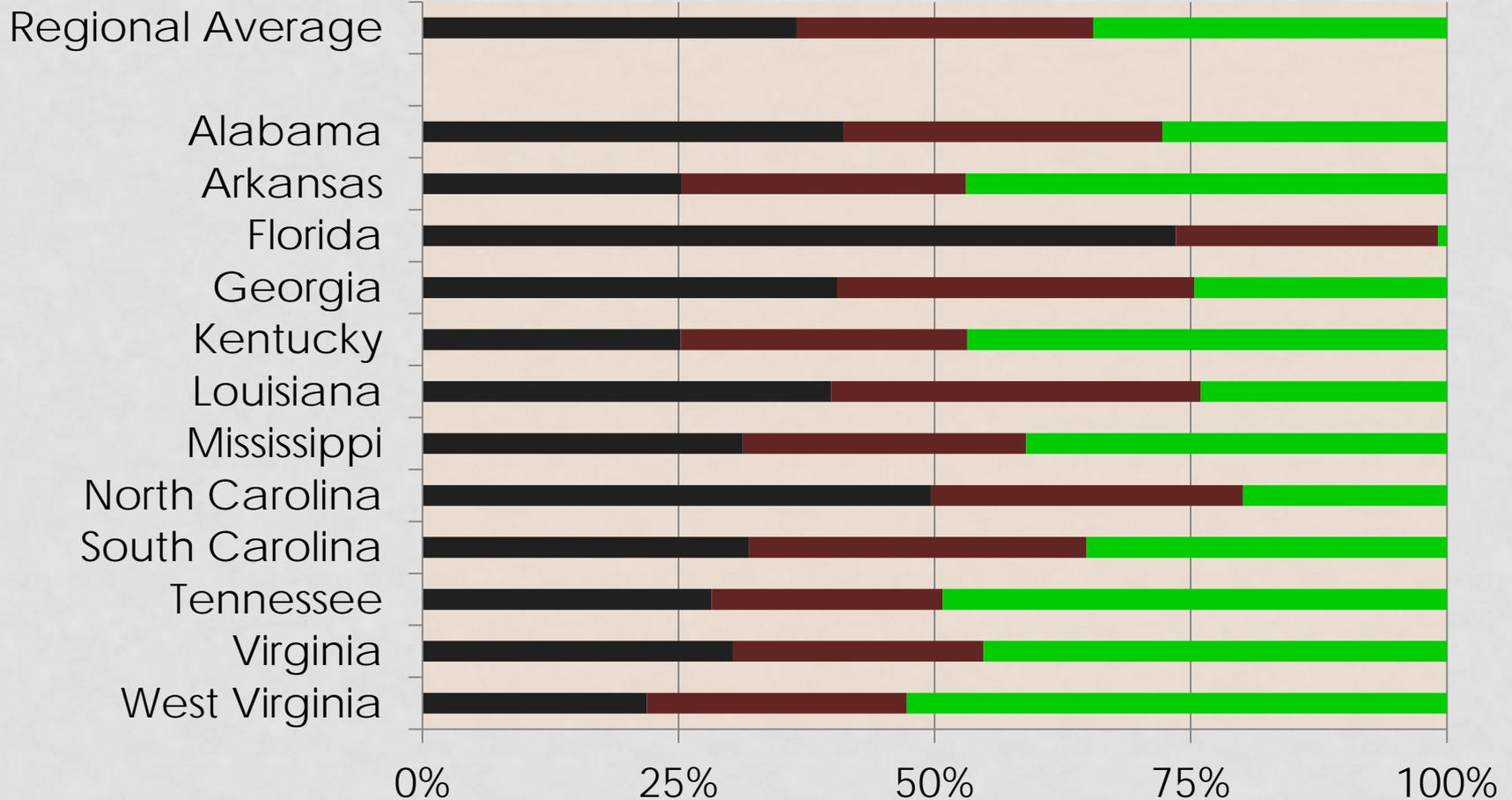


MISSISSIPPI'S MAIN MULTIMODAL CORRIDORS

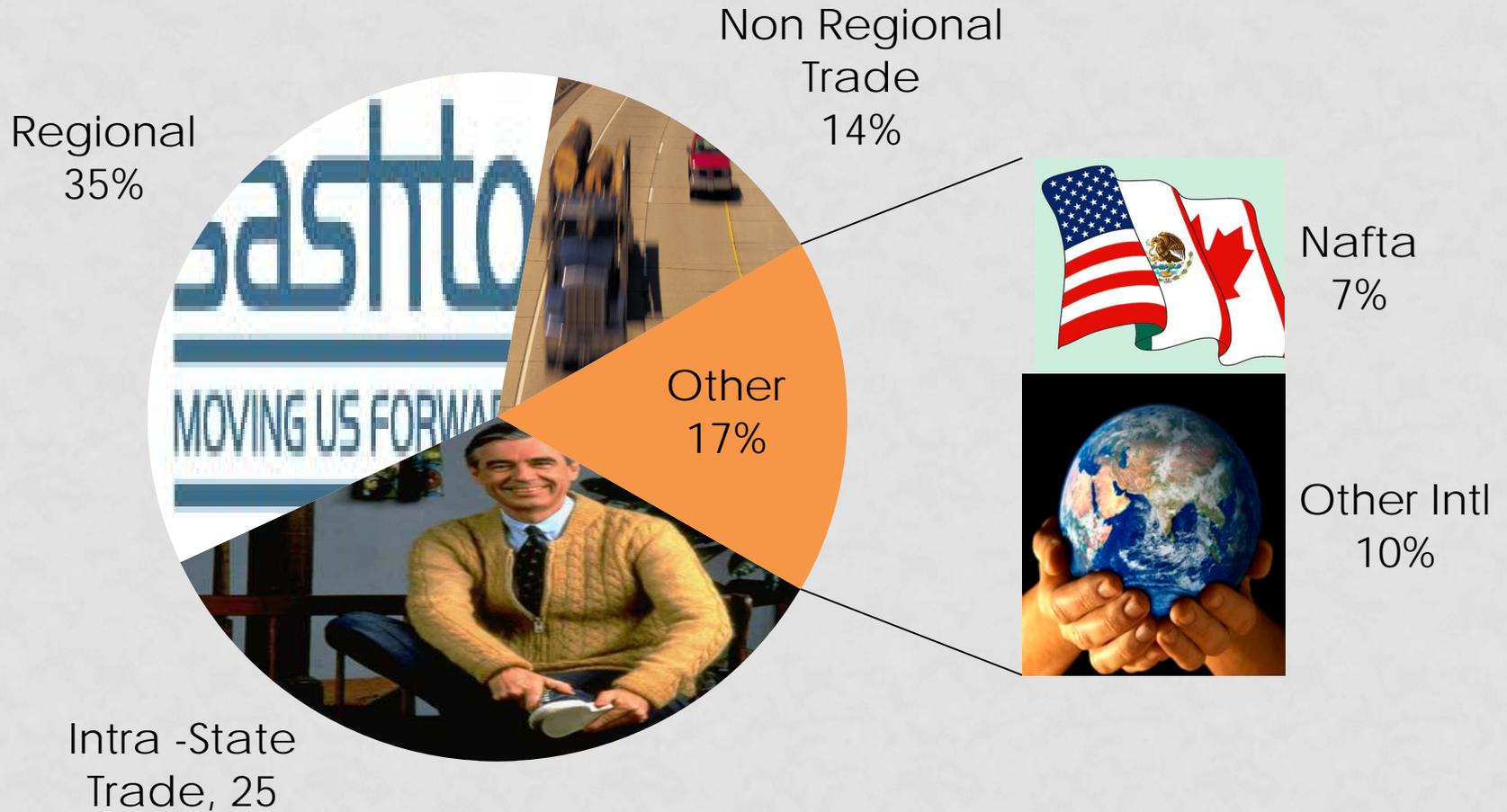


TON MILES OF TRUCK SHIPMENTS BY STATE FOR 2002

Within/Local
 To/From
 Through



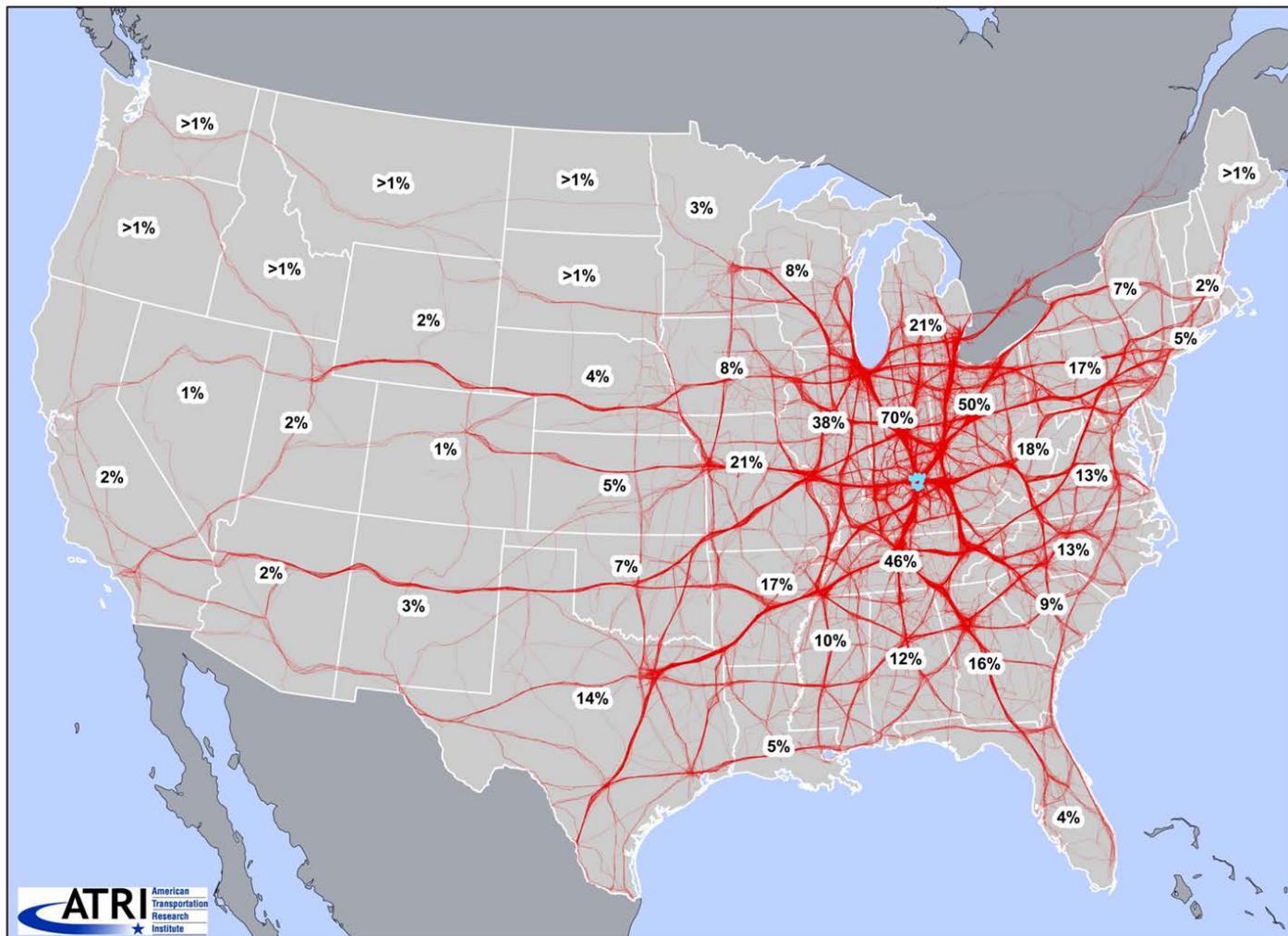
WHERE IS IT GOING? BY DESTINATION



WHAT IS A FREIGHT CORRIDOR

- Multijurisdictional network
- Multimodal options may exist
- Significant traffic generators or traffic volume
- Must consider both nodes and networks
- Integration of supply chain considerations (operations)
- Economic integration into a regional framework

SHARE OF TRUCKS THROUGH LOUISVILLE



2013 Impacts of Congestion on Trucking

\$9.209 billion in added operational costs

141 million hours of lost productivity

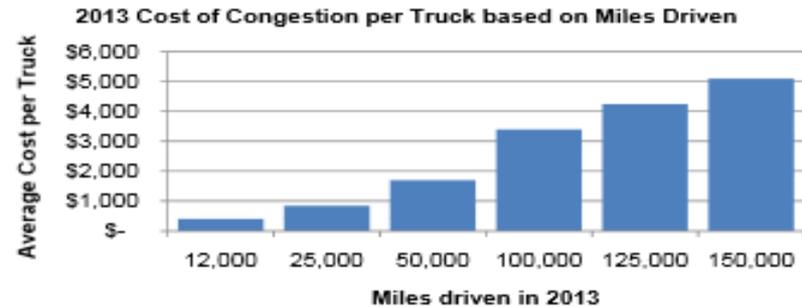
51,293 truck drivers sitting idle for a working year

Average per-truck costs by 2013 miles traveled:

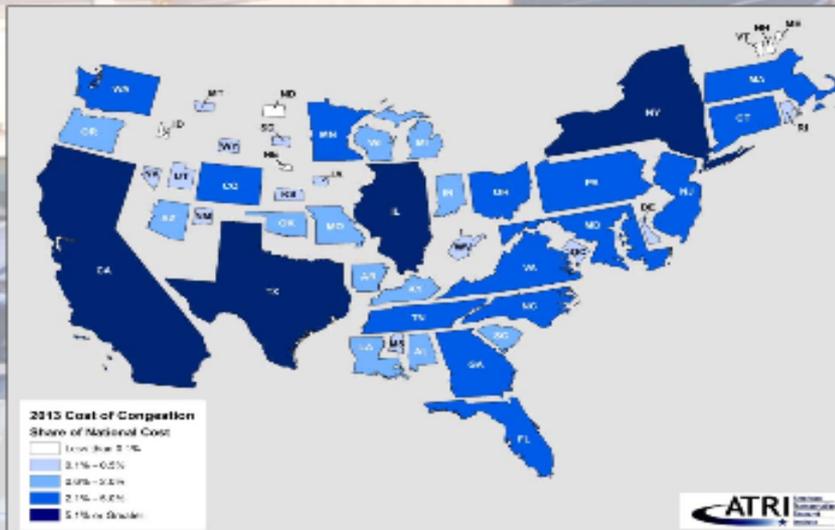
\$408 for 12,000 miles

\$3,396 for 100,000 miles

\$5,094 for 150,000 miles



On average, **congestion added \$864 in costs per truck** if spread across the 10.7 million registered trucks nationally.



California and Texas each totaled **over \$1B** in costs

Top Ten States with Highest Costs		
Rank	State	2013 Cost
1	California	\$1,706,026,586
2	Texas	\$1,053,129,673
3	New York	\$845,521,677
4	Illinois	\$498,022,538
5	Pennsylvania	\$421,508,565
6	Virginia	\$330,400,920
7	Maryland	\$315,461,693
8	Georgia	\$304,113,197
9	Massachusetts	\$303,355,238
10	Florida	\$256,075,805

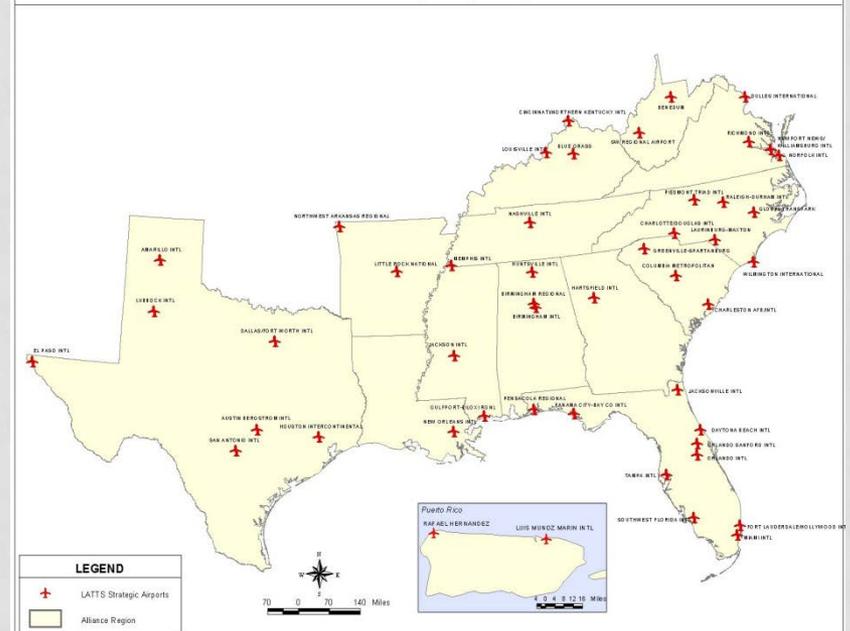
EXAMPLES OF REGIONAL THINKING

- I-10 Corridor
- LATTs I+II
- I-70
- I-5 Coalition
- Border Crossing Coalitions
- I-95
- I-81
- Heartland Intermodal Corridor
- Appalachian Regional Commission
- DRA, Related Regional Groups doing freight studies
- Marine Highway, Truck Division, modal studies

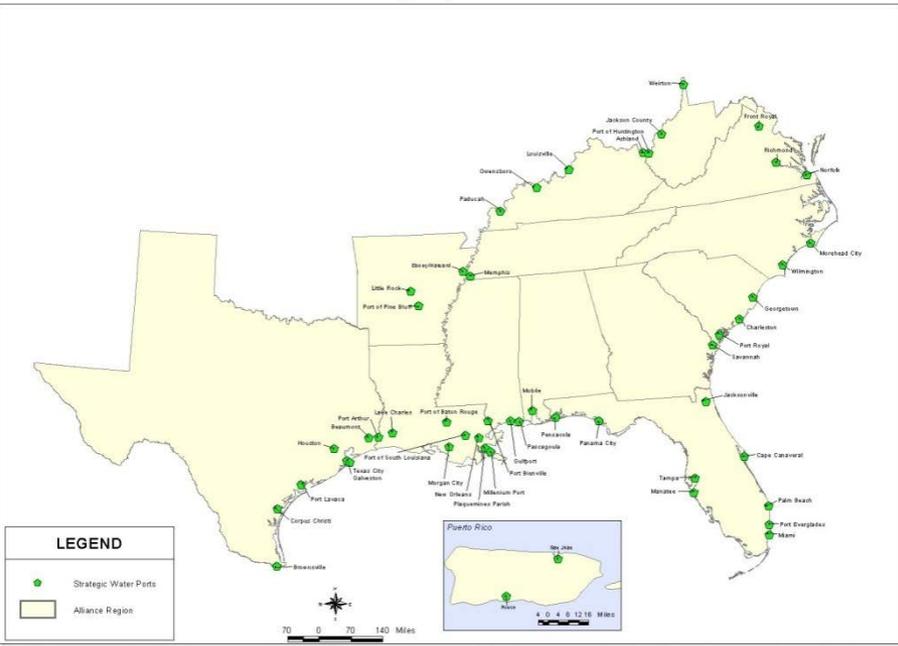
LATTS Strategic Highway System



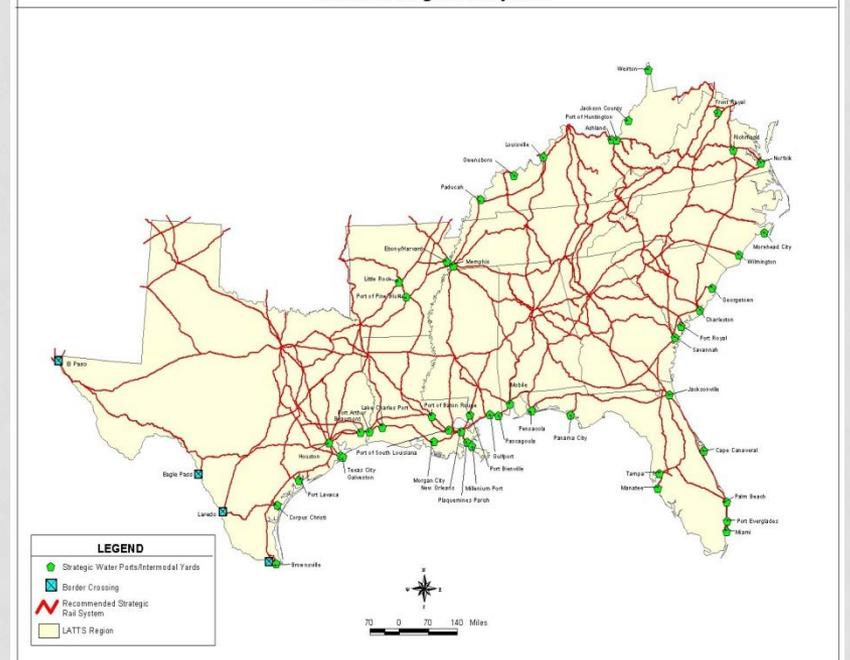
LATTS Strategic Airport System



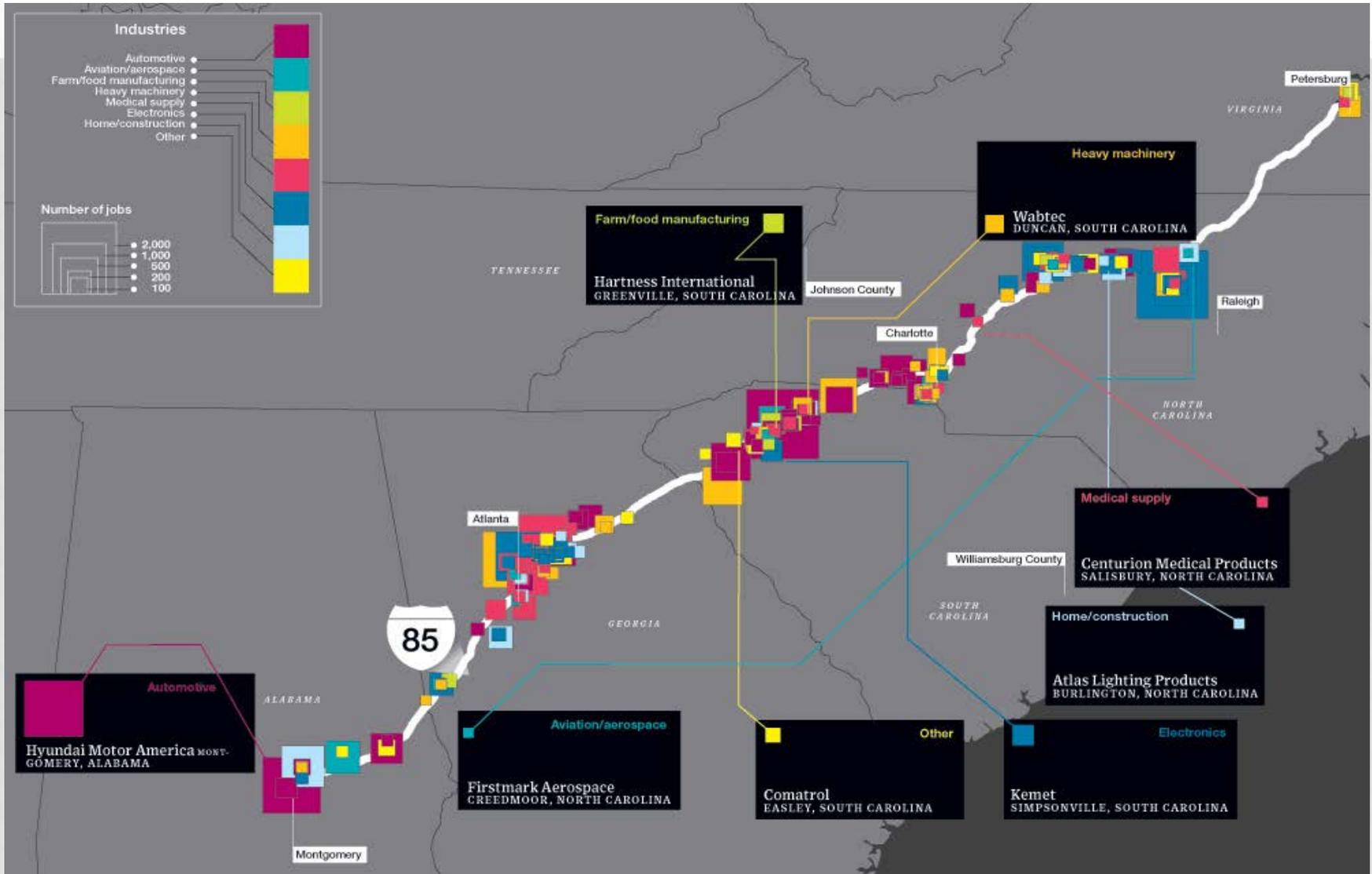
LATTS Strategic System: Water Ports



LATTS Strategic Rail System



COMPLEX INTERSTATE CONNECTIONS



WHERE IS THE NATIONAL PRIORITY?

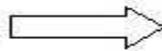


10 days

4000 miles

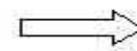


Marine
Terminal



2 days

1500 miles



4 hours

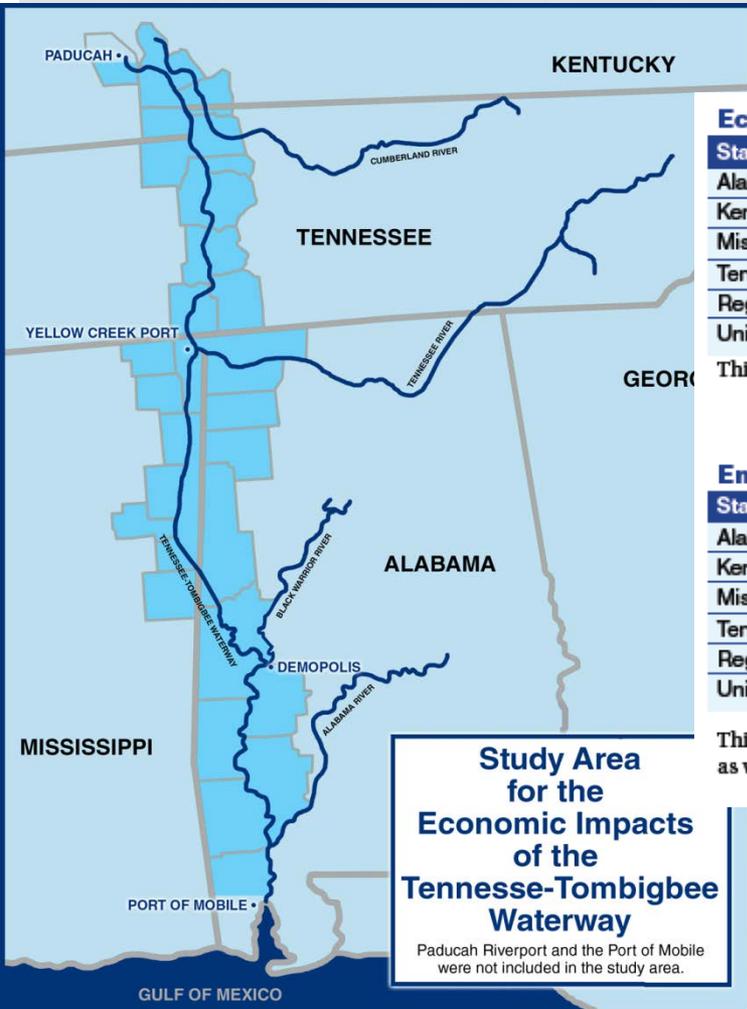
+/- 2 hours

20 miles

NATIONAL FREIGHT NETWORK

- Primary freight network
 - Designated within one year
 - Based on inventory of freight volume
 - 27,000 centerline miles, existing roadways
 - 3,000 additional miles possible
 - Redesignation every 10 years
- Other portions of the Interstate System
- Critical rural freight corridors.

TENN-TOM WATERWAYS ECONOMIC BENEFIT



Economic Impact 1996-2008 (in Millions)

State	Direct	Indirect	Induced	Total
Alabama	\$15,217.1	\$550.3	\$718.8	\$16,486.2
Kentucky	\$887.2	\$163.1	\$559.1	\$1,609.4
Mississippi	\$6,854.7	\$1,333.0	\$1,276.6	\$9,464.3
Tennessee	\$2,361.6	\$38.1	\$47.1	\$2,446.8
Regional	\$25,320.5	\$2,093.3	\$2,641.1	\$30,054.9
United States	\$25,320.5	\$5,822.6	\$11,380.6	\$42,523.7

This table shows the impact from private investment and ports operating in the Tenn-Tom Waterway region.

Employment Impact 1996-2008

State	Direct	Indirect	Induced	Total
Alabama	8,384	3,879	7,567	19,830
Kentucky	8,046	1,201	5,850	15,097
Mississippi	12,145	7,858	13,440	33,443
Tennessee	507	271	493	1,271
Regional	29,191	13,292	27,806	70,289
United States	29,191	29,001	79,471	137,663

This table indicates the number of jobs that were directly and indirectly created based on industry-to-industry transactions, as well as the number of jobs that were created based on employee spending in the local economy.

SO, ANALYTICAL TOOLS EXIST?

- Do we have the data?
 - Federal datasets
 - Private datasets
 - Local transportation data
- Do we have the models?
 - Economic models
 - Investment models
 - Network models

CHALLENGES FOR FREIGHT CORRIDORS

- Local politics, national movements
- Concentration of freight movement – West Coast Ports
- Incremental vs. stepwise growth
- Land use- freight gentrification
- Truck parking - HOS

STATES CAN PARTNER TO IDENTIFY STRATEGIC NEEDS

- A way to share information on system use and traffic
 - Supply chains, regional trends, performance measures
 - A mechanism to work with regional agencies
 - Common message – generates common actions
- An input into State planning
 - Data and economics
 - Freight Advisory Group agreement
 - Improved access to data and models
- A benchmark for collaborating federal requests

IN SUM

- Identify the network to system
- Determine how project selection will occur
- Tools and analytical frameworks already exist
- Communicate the value to stakeholders
- Manage Expectations

A FINAL WORD

Bruce Lambert

Executive Director

Institute for Trade and
Transportation Studies

540-455-9882

bruce@ittsresearch.org

Freight in the Southeast
Conference

Biloxi, MS

March 16-19, 2015

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