Can We Plan Together?

LATTs
FAF
Performance Measures
MAP-21
What Is the Best Choice for Prioritizing Multimodal Investment?

Why should I give you any of my money? What are you doing for me? Who cares if you can’t get your projects built? I already have too many people demanding money!
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.
LATTS- Multistate Regional trade study

- Started in late 1990s
- Focus is on changing Latin American Trade on Region
- Identified regionally significant traffic corridors
- 15 States involved at various times
### Exhibit C4-8

**LATTS STRATEGIC HIGHWAY SYSTEM**

Mainline Miles by State

<table>
<thead>
<tr>
<th>State</th>
<th>Total Mainline LATTs Miles</th>
<th>Interstate</th>
<th>Non-Interstate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>1,485</td>
<td>905</td>
<td>580</td>
</tr>
<tr>
<td>Arkansas</td>
<td>1,481</td>
<td>631</td>
<td>850</td>
</tr>
<tr>
<td>Florida</td>
<td>2,302</td>
<td>1,472</td>
<td>830</td>
</tr>
<tr>
<td>Georgia</td>
<td>1,478</td>
<td>1,233</td>
<td>245</td>
</tr>
<tr>
<td>Kentucky</td>
<td>1,632</td>
<td>762</td>
<td>870</td>
</tr>
<tr>
<td>Louisiana</td>
<td>1,431</td>
<td>893</td>
<td>538</td>
</tr>
<tr>
<td>Mississippi</td>
<td>1,396</td>
<td>685</td>
<td>711</td>
</tr>
<tr>
<td>North Carolina</td>
<td>1,647</td>
<td>987</td>
<td>660</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>419</td>
<td>250</td>
<td>169</td>
</tr>
<tr>
<td>South Carolina</td>
<td>1,029</td>
<td>829</td>
<td>200</td>
</tr>
<tr>
<td>Tennessee</td>
<td>1,269</td>
<td>1,073</td>
<td>196</td>
</tr>
<tr>
<td>Texas</td>
<td>4,917</td>
<td>3,231</td>
<td>1,686</td>
</tr>
<tr>
<td>Virginia</td>
<td>1,663</td>
<td>1,106</td>
<td>557</td>
</tr>
<tr>
<td>West Virginia</td>
<td>710</td>
<td>545</td>
<td>165</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>22,859</strong></td>
<td><strong>14,602</strong></td>
<td><strong>8,257</strong></td>
</tr>
</tbody>
</table>
Exhibit E-13
GEORGIA STRATEGIC HIGHWAY NETWORK
Average Daily Truck Operating Speeds

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Miles Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>60</td>
</tr>
<tr>
<td>2</td>
<td>50</td>
</tr>
<tr>
<td>3</td>
<td>60</td>
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<tr>
<td>5</td>
<td>50</td>
</tr>
<tr>
<td>13</td>
<td>70</td>
</tr>
<tr>
<td>16</td>
<td>60</td>
</tr>
<tr>
<td>20</td>
<td>50</td>
</tr>
</tbody>
</table>

- **1997**
- **2020 Base**
- **2020 With "Add." LATT S**
Exhibit A-6
20 YEAR NEEDS ESTIMATES

TOTAL 20-YR NEEDS ESTIMATE
$92 Billion

20-YR HIGHWAY NEEDS ESTIMATE
$67 Billion

20-YR PORT NEEDS ESTIMATE
$22 Billion

20-YR AIR CARGO NEEDS ESTIMATE
$3.3 Billion
Strategies Recommended By LATTS

- Utilization of Existing Infrastructure
- Add Physical Infrastructure
- Increase Operating Throughput
- Corridor Approach for Investing
- Develop Agile Freight Operations
- Improve Clearance at Gateways
- Attention to Connectors
- Encourage Technology
- Integration of Information
- ITS Applications
- Increase Public Awareness
- Improve Institutional Relationships
- Improve Freight Profile
- Partnerships
Regional Truck Traffic Density - ATRI

Legend
County_Intensity_Analysis
Intensity
1-Least Intense
2
3-Moderately Intense
4
5-Most Intense
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
- Need to agree on parameters going forward
- Some reward (recognition, credit, program) would be appreciated…
There are risks...

- Communication
- Shared Vision
- “The Story” Matters
PLANNING

No matter how detailed you make it, you are still trusting that others can understand it.