



LATTS II – Documenting Successes Briefing Paper

LATIN AMERICA TRADE AND TRANSPORTATION STUDY (LATTS) II

Introduction

The LATTS study identified numerous strategies for positioning the region to be prepared to take full advantage of the increase not only in Latin American trade but in all international trade. As part of the LATTS II, the consultant team worked with each of the Alliance members to identify projects or initiatives that demonstrate the region's success in implementing these strategies and recommendations. The purpose of this briefing paper is to provide a summary of these successes. The successes are organized in the following categories:

- Increasing stakeholder/public awareness
- Expanding use of ITS and other technological advances
- Integrating freight into planning process
- Focusing on projects to increase throughput
- Identifying economic development benefits
- Expanding use of public-private partnerships

Increasing Stakeholder Awareness

Alliance States have initiated programs to increase stakeholder and public awareness of the important relationship between intermodal transportation and their state's economy. These public involvement programs are essential to getting public buy-in; facilitating mutual understanding of public and private sector interests; and promoting more freight tolerant communities; all of which are necessary for transportation improvements, especially during times of increasing needs coupled with declining resources. Examples of Alliance State's successes include:

➤ **Kentucky Internal Freight Working Group**

Kentucky's Statewide Transportation Plan specifically provides for public involvement and participation activities that are used to develop their list of short and long-range planned improvements, including those to enhance mobility of trade. Examples of this renewed interest in freight and goods movement include:

- Freight projects are now being brought to the forefront of the State Transportation Improvement Plan;
- The Cabinet has hired someone that now has the responsibility for freight and has successfully developed an internal freight working group; and
- There are now plans underway to reactivate a statewide freight advisory panel to report directly to the Cabinet.

➤ **North Carolina Freight Forums**

In May 2003, NCDOT conducted a Forum on "Freight Mobility and Economic Prosperity." The forum was very successful in that it attracted a lot of interest and number of participants from local and state leadership and freight stakeholders and it provided a great opportunity for the state to leverage the support of the industry in meeting short-term investment needs. Two additional freight forums are scheduled for the Spring and Summer of 2004 in Greensboro and Charlotte, North Carolina, respectively, to restart the initiative that was begun in 2003.

➤ **Louisiana Promoting LATTS Findings**

The Louisiana Department of Transportation and Development (LDOTD) have used their



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participation in LATTS as a means to educate the general public on the importance of freight and the linkage between transportation and economic development. The LATTS results have been used in the state's annual presentations to their State Legislature and statewide public hearings on the status of the highway program and have presented LATTS findings to each of the nine state regions over the past two-year cycle.

LATTS has positively impacted the image of the department from one of just building and maintaining highways, to an increased focus on the whole transportation system encompassing waterways, airports, seaports and railroads.

ITS and Technological Advances

The increasing demand for travel on U.S. highways is causing the transportation system to reach the limits of its existing capacity. Intelligent transportation Systems (ITS) help to ease congestion through the application of modern information technology and communications. ITS includes a wide array of applications from telephone traveler information systems to electronic signage and electronic fare payment systems. ITS applications can:

- Increase capacity via operational efficiencies
- Increase reliability
- Decrease delays
- Increase environmental benefits
- Increase safety and security benefits

The following examples demonstrate how ITS applications are being utilized by the Alliance States to improve intermodal efficiencies.

➤ ***Alabama***

- Truck stop electrification PILOT

➤ ***Kentucky***

Influenced by LATTS findings and as part of the Statewide Transportation Plan's goals and objectives, increased emphasis has been placed on the use of ITS to increase efficiency of freight movements including:

- Use of virtual weight stations
- Rural ITS in Bowling Green
- ITS in the northern Kentucky/Ohio region.

➤ ***Missouri***

In Fiscal Year 1999, Missouri along with seven other states and the Province of Manitoba supported an application for federal funding to examine technology applications that could make the Interstate 35 corridor more efficient and productive. Missouri became the lead state for the study effort. The 18 month study effort identified the existing services and technologies in the I-35 corridor. A major effort was also made to better define the future needs of commercial transport users through a series of interactive public meetings along the corridor. The study identified 17 service needs that were of interest to private sector shippers and carriers, and also helped define the appropriate role of the public sector in providing those services.

Integrating Freight in the Planning Process

The LATTS study findings served as a leading mechanism in highlighting the significant role of multimodal freight on local, state and regional economies and in institutionalizing freight as a critical piece in transportation planning. By institutionalizing



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freight, it promotes a greater understanding of its significance, establishes a champion for freight needs, and provides a mechanism for getting freight projects included in the STIPs. Examples of success stories where freight has been integrated into the planning process include the following.

➤ **Florida's Strategic Intermodal System**

Recognizing that resources were scarce and would be limited for years to come, Florida's Department of Transportation undertook a comprehensive transportation planning approach to prioritization that would realize the benefits and efficiencies of each mode of transport when making choices between alternatives. Connections were also made part of the equation to assure efficient passenger and product transfer between modes.

The main purpose of the plan according to statute was:

- To provide the "linking" component for Florida's transportation system, in support of the *2020 Florida Transportation Plan*;
- To address relevant aspects of intermodal freight/goods movement and intermodal personal travel; and
- To serve as the foundation for future intermodal planning activities and subsequent updates of the *Year 2020 Florida Statewide Intermodal System Plan*.

Presently, the facilities recommended for initial designation as elements of Florida's Strategic Intermodal System include:

- Seven commercial service airports that account for 93 percent of Florida's

- commercial enplanements and 98 percent of Florida's air freight and air mail tonnage;
- One spaceport accounting for all commercial and military space launch activity in the United States;
- Seven deep water seaports serving 78 percent of the recreational cruise market worldwide and over 90 percent of all waterborne freight entering or exiting the state;
- The Atlantic and Gulf Intracoastal Waterways and shipping lanes traversing the perimeter of Florida;
- More than 1,600 miles of railroads carrying 62 percent of all railroad freight, along with 16 passenger rail stations serving all railroad passengers in Florida and 4 freight railroad terminals serving 85 percent of rail freight passing through state intermodal terminals;
- Initial phases of the planned high-speed railroad system;
- Five intercity bus stations, and five existing or planned intermodal passenger terminals; and
- More than 3,700 miles of highways accounting for 70 percent of all truck traffic on the Florida State Highway System and 32 percent of all traffic in Florida.

➤ **Georgia**

High Priority Corridor 6 Study

The USDOT awarded the GDOT a National Corridor Planning and Development (NCPD) Program grant in May 1999. The purpose of



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the grant was to evaluate the Georgia portion of the strategic east-west freight corridor, designated as High Priority Corridor Six (HPC 6), and make recommendations to more expediently connect Georgia's Atlantic ports to the west. HPC 6 is one of 44 high priority corridors identified by Congress and one of two located in Georgia. HPC 6 follows I-16, SR 96, and US 80 in central Georgia and continues along US 80 through Alabama to Meridian, Mississippi.

GDOT broadened the study to include a thorough evaluation of transportation, commodity movement, and economic development in a 45-county study area in central Georgia. Anchored by Columbus on the west, Savannah/Brunswick on the east, and Macon/Warner Robins in the center, central Georgia's study area encompasses both rural and urban counties strategically located to grow into a stronger and more influential "engine" driving the state's economy south of Atlanta.



Interstate System Plan (ISP)

The GDOT initiated a strategic Interstate System Plan (ISP) the latter part of 2002 to evaluate Georgia's Interstate System, identify necessary improvements, and produce a comprehensive and prioritized program of projects to meet increasing traffic demands

and ensure future statewide mobility. The study, to be completed in the summer of 2004, is organized into three phases and focuses primarily on the interstates outside the Atlanta metro area. Phase 1 includes data gathering, Phase 2 is evaluation and Phase 3 is project recommendations. Georgia's Interstate System facilitates access to ports on the eastern seaboard, Gulf Coast, and inland ports. Manufactured goods and agricultural products from Midwestern states are regularly shipped through Georgia on their way to ports and ultimately to Latin American and European markets. Tourists and business travelers traverse Georgia's Interstates to access the natural and manmade attractions in Georgia and surrounding states. Equally important is the critical support role of Georgia's Interstate System plays for military mobilization and transport, emergency evacuation, and the mobilization of emergency services throughout the southeastern United States. All of these activities serve to support and expand Georgia's economy.

➤ Kentucky

"We aspire to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system which promotes economic growth and enhances the quality of life in Kentucky." This mission statement frames the responsibility of the Kentucky Department of Transportation and provides the guidance necessary for development of the Commonwealth's Statewide Transportation Plan. This Plan provides for among others:

- A demographic overview of Kentucky's geography, population, industry, and sources of income. Transportation system considerations presented in this Plan reflect the impact of Kentucky's changing demographics, special land use and geographic



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needs, industrial transportation needs, and the economic development goals of the state;

- An overview of the multimodal aspects of Kentucky's total transportation system and the extent of each mode and some of their service and performance characteristics;
- Public involvement and participation activities used to develop the list of short and long-range planned improvements;
- Basic transportation improvement financing information; and
- The short and long-range planned improvements to transportation infrastructure over a 20 year planning horizon.

As part of these goals and objectives, and particularly with respect to the future capture of Latin American trade, the Kentucky Transportation Cabinet has moved towards increased visibility and elevation of freight and freight related issues in general planning activities. Examples of this renewed interest in freight and goods movement include:

- Freight projects are now being brought to the forefront of the State's Transportation Improvement Plan;
- The Cabinet has hired someone that now has the responsibility for freight and has successfully developed an internal freight working group;
- Exclusive truck corridors are now being investigated seriously as a method to alleviate congestion and enhance highway safety on a statewide basis;
- There are now plans underway to reactivate a statewide freight advisory panel to report directly to the Cabinet;
- For the first time, the State is incorporating truck traffic in its update to the statewide transportation plan

and modeling activities;

- An effort is currently being undertaken to focus planning and resources on the Kentucky National Highway System, highway system connectors, and the national truck network system to prioritize truck freight routes; and
- Increased emphasis and use of Intelligent Transportation Systems (ITS) to increase efficiency of freight movements including the use of virtual weight stations, rural ITS in Bowling Green and ITS in the northern Kentucky/Ohio region.

➤ **Missouri**

The Missouri Statewide Freight Analysis

In 2003, a Statewide Freight Analysis was initiated by MODOT to assist them in prioritizing resources, from a freight point of view, to where they are needed most to foster an environment where Missouri businesses can achieve the necessary agility in their supply chains to capitalize on trade opportunities. To accomplish study objectives, the work plan was divided into five discrete tasks:

- Inventory Existing Freight Facilities and Assets;
- Analyze Current and Projected Commodity Flows;
- Collect Industry/Stakeholder Input
- Report Economic Impact/Benefits of Intermodal Freight Activity; and
- Analyze Regional Advantages, Liabilities, and Opportunities.

➤ **Virginia V Trans 2025**

A major paradigm shift in Virginia's transportation planning occurred with *V Trans 2025*. *V Trans 2025* is a long-range planning effort to create a more integrated and efficient transportation system for the state. At the



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direction of the Governor, the Secretary of Transportation is spearheading a statewide multi-modal planning initiative including all state agencies (Highways, Rail, Ports, and Aviation) involved with transportation that is coupled with a strong public involvement effort. For the first time, Virginia's top-level transportation policy leaders are engaged in a formal planning effort that analyzes the future trends and needs of highway motorists, rail and transit passengers, freight shippers, airline travelers, cyclists and pedestrians. The *V Trans 2025* planning process, which completed its first phase in 2002, will continue until the final plan is published in the summer of 2005.

➤ **North Carolina**

The development of strategic corridors is an initiative related to long-term highway mobility that grew out of North Carolina's Statewide Plan Update and supported by the findings of LATTS. Concept began to take shape early in 2002, and in the fall of 2003, NCDOT conducted a series of Public Forums across NC to solicit feedback from stakeholders. The concept is centered on benefits gained from improving and protecting existing highway infrastructure. Improving operational and safety features of these highway corridors, along with stronger access management and collaborative land use planning will result in overall increases in highway capacity. This in turn allows for more vehicles and trucks to move through much of the same amount of pavement. As stated earlier, NCDOT expects to do more high-profile corridor studies, linking arms with the State Departments of Commerce and Environment and Natural Resources, and community leaders to establish broad, comprehensive strategies for these highway corridors.

The US 64 - NC 49 Corridor Study will

provide a clear vision through a master plan of the physical and operational elements needed along the US 64 and NC 49 corridors to meet defined project objectives. This study process will involve:

- Identifying potential physical, environmental, social, and economic opportunities and constraints;
- Examining the relationship between land use and transportation;
- Providing guidance for multi-modal and inter-modal solutions;
- Assessing project financial feasibility; and
- Actively involving citizens throughout the study process.

Corridor Study Region and Alignment



➤ **Oklahoma**

Oklahoma is focusing more on freight through the development of a freight movement model which will be used to predict impacts of increased freight, movements and identify chokepoints. The model is being developed by the Oklahoma Transportation Center and has been under development for the last 2 years. In addition, the state is preparing to undertake a comprehensive analysis of the intermodal operations. This effort will result in the development of the



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intermodal element to be incorporated into the long range transportation plan.

➤ **Tennessee**

Tennessee, recognizing the need to accommodate substantial growth in freight traffic, undertook an in-depth study of chokepoints on the state's system. Following identification of major freight chokepoints, the projects were prioritized and several are now underway including reconstruction of interchanges.

Increasing Operating Throughput

There are many advantages to concentrating efforts on increasing operating throughput. By increasing operating throughput, transportation costs can be reduced due to economies of scale and direct and indirect benefits can be obtained. Increased throughput brings additional jobs and services, facility expansion and growth, and increased spending. Examples of increasing operating throughput are provided.

Following are some examples of how states are undertaking projects aimed at increasing operational throughput.

➤ **Arkansas**

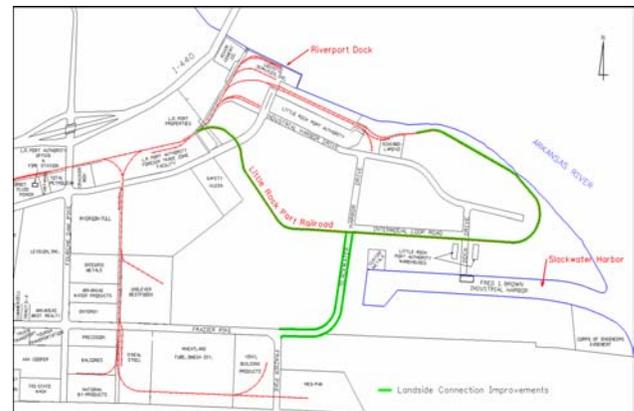
Little Rock Port Authority Slackwater Harbor

The Little Rock Port Authority Complex is the freight transportation center for Central Arkansas, providing dedicated facilities and support services for domestic and international shipments. The Complex consists of an industrial park, the State's only Foreign Trade Zone, a Class III railroad, a riverport terminal and a slackwater harbor. Adjacent to the Complex is the Little Rock National Airport and Interstate 440. Interstate

440 links the Complex with Interstates 30 and 40 for truck freight deliveries to regional marketplaces and coastal gateway cities. In addition to the Interstate Highway System, the Complex has a National Highway System (NHS) freight intermodal connector. The Class III railroad has a direct intermodal connection with the riverport terminal via a rail line on the riverport dock and a marshalling yard where railcars are interchanged with two Class I railroads. The Riverport has special facilities for chemical and grain packaging from rail, truck or barge and COFC lift capabilities. The port complex is on the Latin American Trade and Transportation Study (LATTS) Strategic Transportation System.

The Slackwater Harbor is a success story in highway and railroad connectivity improvement, project partnerships, and in increasing cargo throughput capacity. The harbor was built in 1991 but has remained undeveloped until recently due to the lack of funds. The full development of the harbor area was deemed a critical component to establish the Port Complex as an international export center and manufacturing site.

Little Rock Port Site Plan





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➤ ***Mississippi***

Mississippi has undertaken numerous projects that will have direct impacts on its ability to promote and accommodate increases in Latin American trade including the following:

- Capacity improvements on I-10, US 90, US 49 and on-going efforts on Eastern Harrison Connector and Canal Road
- Intermodal Connector Improvement Program
 - Invested in connectors at inland and gulf coast ports
- I-55 widening and new interchanges in conjunction with Memphis, TN

➤ ***South Carolina***

Port of Charleston Investment Program

The Port of Charleston handles \$33 billion in goods per year, equaling 1.6 million containers coming from or heading to more than 150 nations. This makes the Port of Charleston the 4th busiest container seaport in the US, number one in the Southeast and three times as productive in terms of land utilization as the average U.S. port. The success however, has put the Port of Charleston in a position of running out of room. Even with only 5.8 percent growth, the Ports Authority says shipping traffic will saturate port facilities by 2007, making expansion a necessity. The projected 5.8 percent growth includes only current customers and does not take into account the possibility of new ones.

The South Carolina Ports Authority approved a two-year (2004 to 2005) \$128 million capital investment program to boost capacity at existing facilities, while making progress toward new port capacity. In the \$128 million

capital plan, approximately \$92 million is scheduled for major capital projects, such as terminal improvements projects and container cranes. Another \$36 million is slated for cargo handling equipment purchases and other projects. For port expansion, \$3.4 million is planned for environmental, geotechnical and access studies to prepare for new port development on the former Charleston Navy Base.

➤ ***Virginia and West Virginia***

Heartland Corridor Doublestack Tunnel Clearance Project

The expanding use of containerized cargo is placing new demands on Virginia's infrastructure. Container throughput will exceed existing Virginia Port Authority terminal capacity by 2016 so that additional terminal capacity will be needed. Craney Island Marine Terminal (estimated Port total cost approximately \$2 billion) will be built in phases to provide needed capacity to handle projected container volume. In addition, container vessels are growing in size to meet market demand. These vessels require larger cranes and deeper water, resulting in the need for dredging and for rehabilitating or renovation of existing wharf structures. Future container ships will need a 55-foot channel, estimated to cost \$200 million. This will enable the largest container ships to be serviced by the Port of Virginia to be competitive with other east coast ports. The deeper channel also allows larger coal ships to be fully loaded making coal prices more competitive with world markets. These larger vessels will also require loading and discharging a higher number of containers per vessel call without an increase in port time. Thus, state-of-the-art landside facilities and handling equipment are required.

The purpose of the Norfolk Southern "Heartland Corridor Doublestack" project is to



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improve and clear the intermodal rail route from Norfolk to Columbus, Ohio, to allow the passage of double-stack intermodal trains. This route is the most direct route from the Port to Chicago. Chicago rail cargo accounts for 50 percent of the Port's total intermodal volume and is under tremendous competitive pressure from the Montreal, Halifax, and New York/New Jersey port facilities. The total cost of the clearance project is currently estimated at \$120 million. The majority of the capital expenditures will occur in West Virginia, and by comparison, the cost of improvements in Virginia is estimated at \$20 to \$25 million. Successful clearance of this route will save Virginia Port customers nearly 200 rail miles compared to Virginia's best alternative double-stack route. Such a mileage reduction would reduce transit time and rail cost to the owners of the cargo. The port is currently at a mileage/pricing disadvantage in the Chicago corridor when compared to the aforementioned competitor ports. This initiative would level the playing field. Further, the establishment of an intermodal transfer facility in West Virginia, with an exclusive rail connection to the Port of Virginia, would improve the Port's ability to capture truck cargoes currently moving to competing ports.

➤ **Tennessee**

Tennessee is focusing on some major projects that will have significant impact on the efficient movement of goods through key hub points in the state. One example is the I-55 Interchange project and the Superterminal project, both in Memphis, Tennessee which serves as a hub for both international and domestic trade.

➤ **Texas**

Texas has many initiatives underway aimed at increasing freight throughput. One that has been recently completed is Barbour's Cut at Port of Houston. It is the 9th largest container

terminal in U.S. Recently, the state funded a short line rail spur extending from terminal to transshipment point on outskirts of city to reduce congestion through the city.

Economic Development Benefits

Transportation improvements alone will not spur economic development, because economic development and transportation improvements are a function of an increased demand for goods and services. LATTS findings, however, have demonstrated the increased demand for goods and services based on expanding trade with Latin America, region and U.S. Alliance states have proven where investment in transportation infrastructure has served as a catalyst for tangible economic growth and benefits.

➤ **Alabama**

Port of Huntsville

The Port of Huntsville is an inland port comprised of Huntsville International Airport (HSV), the International Intermodal Center (IIC) and Jetplex Industrial Park.

According to the 1996 Port of Huntsville Economic Impact Study (the most recent available), airport tenants and nearby businesses employ nearly 15,000 workers with a combined payroll of \$600 million. These jobs and the spending associated with them create an estimated regional impact of 28,594 jobs and \$971 million in total payrolls. The Huntsville MSA (Madison and Limestone Counties) was the home of 10,732 workers counted in the survey. They collectively earned over \$440 million during the study year. The total impact (including direct, indirect and induced impacts) of this employment was 20,606 jobs, which represents more than 10 percent of the Huntsville MSA labor force.



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➤ **Kentucky**

River Ports

The Kentucky Department of Transportation has recently undertaken a number of freight and intermodal studies to enhance commercial freight transportation. The Kentucky Water Transportation Corridors Public River Port Development and Intermodal Access study was commissioned by the Kentucky Transportation Cabinet to determine the development and intermodal access needs of Kentucky's public river ports. River ports studied included the Henderson County River Port, the Hickman-Fulton County River Port, the Jefferson River Port, the Lyon County River Port, and the Paducah-McCracken County River Port. Since general cargo facilities and infrastructure exist at each of these port facilities, improvements and developments will have a direct effect on the efficiency of commodity flow shipments. The direct and indirect economic benefits (income and jobs) from the Kentucky River Ports were determined to be the following:

	Income	Jobs
Direct	\$7.4 million	231
Multiplier	\$10.9 million	369
Total	\$18.3 million	600

➤ **Texas**

Alliance Airport and Center

Fort Worth Alliance Airport and the surrounding Alliance Center located north of Fort Worth and west of Dallas is a unique inland port that has been developed beyond traditional freight and logistics only operations. The airport and surrounding facilities were designed to support a wide range of activity including manufacturing, distribution, air cargo and third-party logistics, combined with facilities required for back-office and administrative functions.

Fort Worth Alliance Airport and Alliance Center



The economic result of Alliance development in the past decade has been impressive. Since the airport's initial operations in 1989, more than 100 companies have located to the alliance complex.

Today, over 20,000 people work at Alliance, Texas, providing substantial economic benefits to surrounding Denton and Tarrant Counties. Findings from a 2002 economic impact study sponsored by Hillwood Properties (developer of Alliance, Texas) that examines historic and projected development of the complex detail economic, employment and tax impacts to the region are provided for 1990 to 2009.



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Alliance Economic Impact

Historic 1990-1999	\$14.7 Billion
Projected 2000-2009	\$22.825 Billion
Cumulative 1990-2009	\$37.525 Billion

Alliance Employment

Employment 1999	15,938
Employment 2002	20,317
Employment 2009 (projected)	30,000

Alliance Property and Sales Tax Revenue (State and Local Jurisdictions)

Historic 1990-1999	\$68.1 Million
Projected 2000-2009	\$548.0 Million
Cumulative 1990-2009	\$616.1 Million

Public-Private Partnerships

From a freight transportation perspective, trends have shown that the more local and regional the freight transportation perspective, the greater the public sector focus and investment. Transversely, the greater the national and global perspective becomes, the greater the private sector focus and investment. With the demand for new traffic infrastructure and services still outpacing the limited amount of public funds, the need for public-private partnerships has gained momentum and public approval. The Little Rock Port Authority Slackwater Harbor previously mentioned in this report is a good example of a public-private partnership.

➤ *Mississippi*

Canal Road Connector and I-10

The Canal Road is a National Highway System (NHS) “Intermodal Connector” from I-10 to the Port of Gulfport, in Gulfport, Mississippi. The route was designated a State

Highway by the Mississippi Legislature in the Gaming Infrastructure Program, thus making the route eligible for state and federal funding. The 2002 Mississippi Legislature included the route in *Vision-21* (a \$3.5 billion 20 year highway construction program). The program includes extending Canal Road north to bypass the developed area along US-49 in Gulfport. The entire new route would be constructed to Interstate highway standards with full access control.

The project consists of two distinct elements:

- A project extending from south of US-90 to I-10, Harrison County, Mississippi.
- A longer project extending from south of US-90 to US-49 north of the community of Lyman, Harrison County, Mississippi.

The study will determine toll feasibility and estimated financial analysis of expected revenues from tolls for both project segments. The location/route for the second project, also in *Vision-21* has not been decided; therefore, only a corridor level analysis will be conducted for the portion north of I-10. A general alignment of the Canal Road Connector is shown in Exhibit 19 to highlight the geographical area being considered.

A preliminary toll feasibility analysis of several project alternatives and tolling strategies along I-10 in Mississippi will also be conducted. This Phase I study will establish the general conditions under which the Interstate would most successfully perform as a toll facility. The intent is to evaluate the eligibility of this route for one of the allowed TEA-21 existing Interstate toll pilot projects. If the analysis indicates that tolling may be a variable option, then an application to FHWA from MDOT will be prepared.



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Canal Road Connector

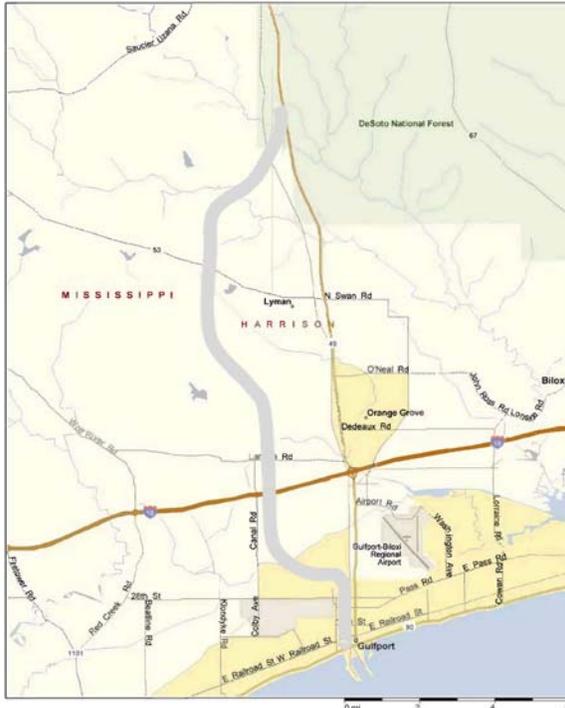
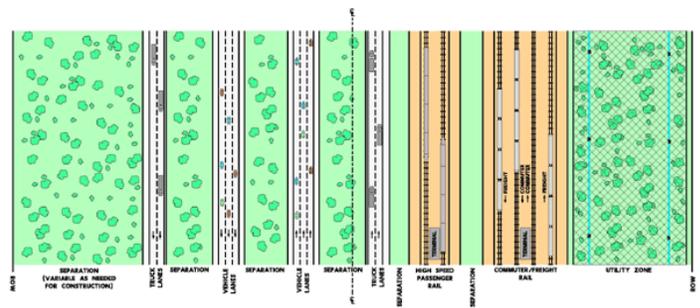


Figure 1 Proposed Project Alignment

(two in each direction). The corridor will also include six rail lines (three in each direction), one for high-speed passenger rail between cities, one for high speed freight, and one for conventional commuter and freight. The third component of the corridor will be a 200-foot-wide dedicated utility zone for the transmission of electricity, natural gas, petroleum, data, and most importantly water.

(CONCEPTUAL)
1000' - 1200' CORRIDOR RIGHT OF WAY



The objectives of the Trans Texas Corridor Plan include the ability to move/transport people and freight faster and safer; relieve congested roadways; keep hazardous materials out of populated areas; improve air quality by reducing emissions; supporting a strong economy by creating new markets and jobs; and development of new cities while increasing the importance of existing cities.

➤ Texas

Trans Texas Corridor Plan

The Trans Texas Corridor Plan outlines a very aggressive "new vision" for transportation in Texas, which is to advance Texas on a new multi-use, statewide transportation corridor that moves people and goods safely, efficiently, and more reliably, while improving quality of life. The Trans Texas Corridor Plan provides a design concept, identifies four priority corridor segments, details the financial tools necessary to make it happen, and addresses the importance of public private partnerships. The concept will be connected by a 4,000 mile network of corridors up to 1,200 feet wide with separate lanes for passenger vehicles (three in each direction) and trucks

➤ Virginia

I-81 Development Plan

Interstate 81 is a major commercial truck route in the United States, linking the populous northeastern United States and Canada with South America and the Southern Gulf Ports. It is one of the top eight routes in the United States carrying commercial truck traffic.

The traffic volume on I-81 is extremely heavy and currently ranges from 32,000 ADT to



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64,000 ADT. Originally, the design anticipated only 15% truck traffic. However, since the completion, traffic has tripled and the commercial truck traffic is in the range of 20 to 37%. Overall traffic growth is expected to be 3.5% annually, with truck traffic increasing at 4.5% annually. The peak level of service throughout the corridor is a C or better except for two locations. By the year 2010, however, approximately one-third of I-81 will be at a level D, or worse, along with many ramps, ramp junctions and intersections having stop and go traffic conditions. This will effectively reduce the operating speeds, especially from the Roanoke area through the Harrisonburg area, and in the Winchester area.

A primary component of the plans is to separate the commercial truck traffic from the other traffic. The typical section will be a minimum of 4 lanes, with the two inside lanes dedicated to commercial trucks and the two outside lanes for the other vehicles. A four foot rumble strip will separate the lanes. There will be dual interchanges separating commercial trucks and other vehicles at the five interstate connections and at other interchanges that have a high volume of trucks.

Truck rest areas will be built in the median and weight-in-motion will be accomplished in the pavement area with violators addressed at nearby rest areas.

National Level Successes

In addition to regional successes, LATTS has served an important role at the national level as well. The visibility of the original study raised numerous questions regarding the ability of the nation's transportation network to remain competitive in the global economy. As a direct result of LATTS, several national or other regional initiatives were undertaken including:

- FHWA's Freight Analytical Framework (FAF)
- Promotional of multi-jurisdictional approaches including the National I-10 Freight Study and the Continental 1 North-South Trade Corridor Study
- Increased awareness of economic significance
 - National Freight Story (FHWA)
 - SAFETEA Reauthorization legislation

Finally, the LATTS effort has raised the awareness of the need for lasting and on-going research aimed at ensuring the efficient, seamless freight transportation in the Alliance region. To accommodate this need, the LATTS Institute will be created to serve as a vehicle to continue the progress of the LATTS effort.