Regional Freight Corridors in the Southeast

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Southeast Moves Freight
Comparison of Freight Dependency between the US, Southeast, 2010

US Average
- Consuming: 17.5%
- Producing: 18.3%

Southeast Average
- Consuming: 19.6%
- Producing: 18.8%
Where is it Going? By Destination, 2010

- Regional: 35%
- Intra-State Trade, 25%
- Non Regional Trade: 14%
- Nafta: 7%
- Other Intl: 10%
- Other: 17%
International Maritime Trade as Share of State GDP, 2012 (all ports)
KY – top 200 firms - Intermodal facilities

Yellow – Top 200 Firm
Green – Intermodal Facility
Freight matters

Daily - 48.3 million tons of goods worth $46 billion

Annually - 57 tons per person

Annually - 9% of economy is spent on logistics
Freight Needs Infrastructure
Example – Choices between Baton Rouge and Lafayette

- Automobile
- Bus
- Rail - Amtrak
- Airplane
- Boat
- Walk
- Horse
- Bicycle
- Hot Air Balloon
- Pipeline
- Motorcycle
- Stay Home!
Public Sector Planning for Freight - Today

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

To-From State

Within State

Through Freight

All Modes
All cargos
Discretionary routing

Mostly Trucks
Tend to be heavier products
Rural-urban flows
Urban-urban flows
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
Mississippi’s Main multimodal Corridors
A different perspective on freight corridors
Corridors And Federal Programs

1834: Completion of National Road
1834: Creation of Office of Road Inquiry
1852
1870
1888
1906
1924
1942
1960
1978
1996

1916: Federal Aid Road Act
1923: First map of Federal Aid Highway System
1956: Interstate System
1965: Creation of Appalachian Regional Commission
1992: Completion of Original IHS
2012: MAP-21 Freight Corridors
Freight Planning Is Becoming a Federal Issue

- MAP-21
- PIIRA
- National Export Initiative
- Economic competitiveness push
- Trade policy
Some Key Freight Provisions from MAP-21

Provisions
1. National freight policy
2. National freight network
3. National freight strategic plan
4. Freight data, planning, and reporting
5. Freight conditions and performance report
6. Requires DOT to prepare a biennial report describing the condition and performance of the national freight network. [§1115; 23 USC 167]
7. Prioritization of projects to improve freight movement
8. State freight advisory committees and freight plans
9. Changes in freight eligibility under grant and loan programs
10. Jason's Law
11. Compilation and Study of Truck Size and Weight Limits
12. Idle Reduction Technology
13. Metropolitan and Statewide Planning

Performance
1. DOT to establish measures for States to use to assess freight movement on the Interstate System.
2. Requires each State to set performance targets in relation to these measures and integrate the targets within its planning processes.
3. Requires each MPO to set performance targets in relation to the freight measures, integrate these targets within their planning processes, and report periodically on their progress in relation to these targets.
Where is the Federal/State priority?

- 10 days (4000 miles)
- 2 days (No miles)
- 2 days (1500 miles)
- 4 hours (+/- 2 hours)

![Diagram of vessel to marine terminal to container yard to gate with logistics steps and time durations]
And What?

- What will the rural economy be in 10 years?
- What is the future of natural resources?
- Can we develop/expand advanced manufacturing? 3D Printing?
- What about attracting Foreign Direct Investment?
- Where will people live in 20 years?
- How infrastructure needs are required to make OUR region competitive?
- What must I do today for be competitive tomorrow?
If Your State got one dollar for freight corridors...

What would you purchase?
Summary

• The Southeast depends upon Freight
• Regional collaboration demonstrates value to Federal, State and Locals
• Show how freight corridors create or support regional jobs and economic well-being
• Freight corridors remain integrated in state networks
• Freight policy/planning will always be an dynamic topic
Thank you

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