STATE GOVERNMENT VIEW OF TRUCKS

Police Officers: It's a dangerous weapon.

Bridge Engineers: It will cause the bridge to collapse.

Design Engineers: It will never make the turn.

Accountants: It's a source of revenue.

Permitting Officials: It's too big to make it under the bridge.

Weight Station Technicians: It weighs too much.
IS THE REAL QUESTION “THE WHY”?
“THE JOB CREATION / LOGISTICS MESSAGE”
COMPLEX INTESTATE CONNECTIONS

[Map showing complex connections between industries and locations around Highway 85 in the southeastern United States, including cities and states such as Greenville, South Carolina, Charlotte, Atlanta, Montgomery, and others.]

http://www.wired.com/magazine/2011/05/ff_jobsi85/
KY – TOP 200 FIRMS - INTERMODAL FACILITIES

Yellow – Top 200 Firm
Green – Intermodal Facility
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
Choice - Mode, Route, Operational Patterns, Risk, System Preservation, Pricing, Safety, Environment, Security, National Defense, ...
OR IS THE REAL QUESTION – HOW DOES THIS CHANGE WHAT I AM DOING TODAY?

**Internal View**
- Freight Mobility
- Land Use
- Multimodal terminals and Interchanges
- Traffic flows
- Geometrics, etc.
- Access

**External View**
- Enhances ability to move raw materials to finished goods
- Competitive intermodal MAY attract new, value-added businesses
- Position regional businesses to participate and react to global freight trends
- Improve competitiveness
FEDERAL PERSPECTIVE ON CORRIDORS
U.S. FREIGHT CORRIDORS
MAP-21 FREIGHT PROVISIONS

- National Freight Policy
- Establishment of a National Freight Network
- Critical Rural Freight Corridors
- National Freight Strategic Plan
- Cost Sharing Formulas
- Freight Transportation Conditions and Performance
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.
Major Freight Corridors

Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

MAP-21 AND FREIGHT PROVISIONS

- State freight plans
- Freight Advisory Groups
- Performance Measures
- Analytical Approach
WHERE ARE WE GOING?

- Project vs. System Driven
- Communicating Value
- Analytical Orientation
- Still not multimodal - silos exist
FREIGHT PLANNING WILL BE MORE IMPORTANT
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
WHERE IS IT GOING? BY DESTINATION

Regional: 35%
Intra-State Trade, 25%
Non Regional Trade: 14%
Nafta: 7%
Other Intl: 10%
Other: 17%
DOES UNDERSTANDING THE BIG PICTURE MATTER?

• Will imports/exports go up or down in 10 years?
• Where will people live in ten years?
• Where will the state see more truck traffic?
• What if we go to heavier/longer trucks?
• What if the State attracts more manufacturing?
• Truck parking issues?
• What is my neighbor doing?

• What will this change and where?
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
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
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
MISSISSIPPI’S MAIN MULTIMODAL CORRIDORS
COMPARISON OF FREIGHT DEPENDENCY:
US, SOUTHEAST, LOUISIANA (2011)

Share Based on Estimated Industry Clusters, NAICS Code

US Average  Southeast Average  Louisiana

Consuming  Producing
FINAL THOUGHTS?

- Louisiana benefits
  - From previous investment
  - Connections to markets
- The lack of systems approach
  - May result in congestion
  - Add costs to users
  - Will Refocusing on freight help the State Grow?
- Partnering can strengthen case
- Federal role is evolving
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