DOES UNDERSTANDING THE BIG PICTURE MATTER?

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

• What will this change and where?
Case Study: Retail

- The Home Depot's "4 corners" import strategy
  - Port of Savannah is one of the corners... 15-20% of imports

- Rapid Deployment and Stocking Centers supply retail stores
  - Alabama: 28
  - Florida: 153
  - Georgia: 90
  - North Carolina: 40
  - South Carolina: 25
  - Tennessee: 39

- Bulk Distribution Center
  - Lumber & building materials for retail stores
METRO ATLANTA’S U.S. “TRADING PARTNERS”

Truck: Almost 2/3 of all truck tonnage goes to/from SASHTO states

Rail: Most freight rail to/from AL, KY, VA, LA, IL & throughout the U.S.

Source: 2007 TRANSEARCH data.
MISSISSIPPI’S MAIN MULTIMODAL CORRIDORS
SHARE OF TRUCKS THROUGH LOUISVILLE
CHANGE IN FAF TRUCK FLOWS (REGIONAL)

18% Increase

28% Increase

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
PLANNING FOR FREIGHT - TODAY

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

To-From State

Through Freight

Within State

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
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
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.
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