MAP-21 Freight Provisions and Data Needs
Does understanding the big picture matter?

- Will imports/exports go up or down in 10 years?
- Where will people live in ten/twenty/thirty years?
- Where will the state see more truck traffic?
- Will modal shares change?
- What if the State attracts more manufacturing?
- Truck parking issues?
- What is my neighbor doing?
- What will this change and where?
MAP-21 Freight Responsibilities

State Actions
- Sec 1118
  - Trends, needs and issues
  - Policies, strategies, performance measures
- Cost Sharing Formulas

Federal Actions
- Establishment of a National Freight Network
- Critical Rural Freight Corridors
- National Freight Strategic Plan
- Data programs
- Develop 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.
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.

Major Tonnage Flows by Truck To, From, and Within Arkansas: 2002

Note: Major flows include highway segments with truck tonnage of more than 140,000 tons per year, between places more than 50 miles apart. 140,000 tons is equivalent to approximately twenty four trucks per day.

Planning for Freight

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

To-From State

Through Freight

- Mostly Trucks
- Tend to be heavier products
- Rural-urban flows
- Urban-urban flows

Within State

All Modes
All cargos
Discretionary routing
The Ideal Database?
(Based on TRB Reports)

- Time (date) associated with the shipment movement itself;
- Mode (truck, rail, water) and submode;
- Product origin and destination, including international shipments;
- Facility or equipment interchanges, including intermodalism;
- Type of equipment used to move the product;
- Product weight, density (measured in pounds per cubic foot) and value;
- Shipment size;
- Route used for domestic shipments.
- Shipper and receiver relationship (contractual);
- Transportation rates, fees, and costs;
- Time sensitivity (just in time, JIT) or perishability of the product;
- Equipment movements, including repositioning empties and backhauls;
- Other products moving on the same piece of equipment (multiple products from either the same or different shippers);
- The economic multipliers associated with the shipment (tied to other modeling efforts);
- Cargo ownership, including the names and addresses of the shipper, receiver, and carriage provider;
- Tax and fuel payments tied to shipment;
- The relationship between goods movement to the economy and jobs;
- Timely data collection and reporting of the shipment event to others (the information is reported fairly quickly after the shipment occurred);
- Identifying the actual product that was shipped?
How much do you need regarding freight data and analysis?

- Enough to get buy in
- Enough to tell the story
- Enough to demonstrate consideration
Are you ready to go fishing for funds?
States can partner to identify/meet strategic needs

• A way to share information on system use and traffic
  ➢ Network data, 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
One Conclusion...

• Our economy depends upon freight – tell the story...
• Freight does not recognize political boundaries but markets and infrastructure
• Is federal policy moving to support efficiency, not equity, to fund competitive grants?
• Collaboration may demonstrate value to decision makers
• What you do matters...

Me + You = More
Transportation Planner

What my friends think I do

What my parents think I do

What society thinks I do

What engineers think I do

What I think I do

What I actually end up dealing with
Thank you

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