

Does Freight Matter?

What do I have to do now to plan for tomorrow...

4 Questions ITTS Seeks to Answer

- How does *traffic* flows, from either domestic or international shipments, *influence my key corridors* regarding system needs and operational improvements?
- How do I make my transportation system *competitive* to retain, expand or attract businesses for my state?
- How can I demonstrate the *economic importance* of the system to either secure new funds or maintain current spending levels?
- How do I help others *understand* my state system?

The following key targets:

- Annual “Freight in the Southeast” Conference
- Conduct freight research on industries, economic growth activity, and logistics that is multimodal and regional
- Research international trade effects on transportation in the southeastern region
- Communicate the value of infrastructure investment, business trends, and freight activity in various forums and assist in planning and policy support to the southeastern region
- Support peer exchanges among member states on planning and research efforts
- *Develop regional freight databases that could be used for multistate planning and policy analysis*

And What about Freight?

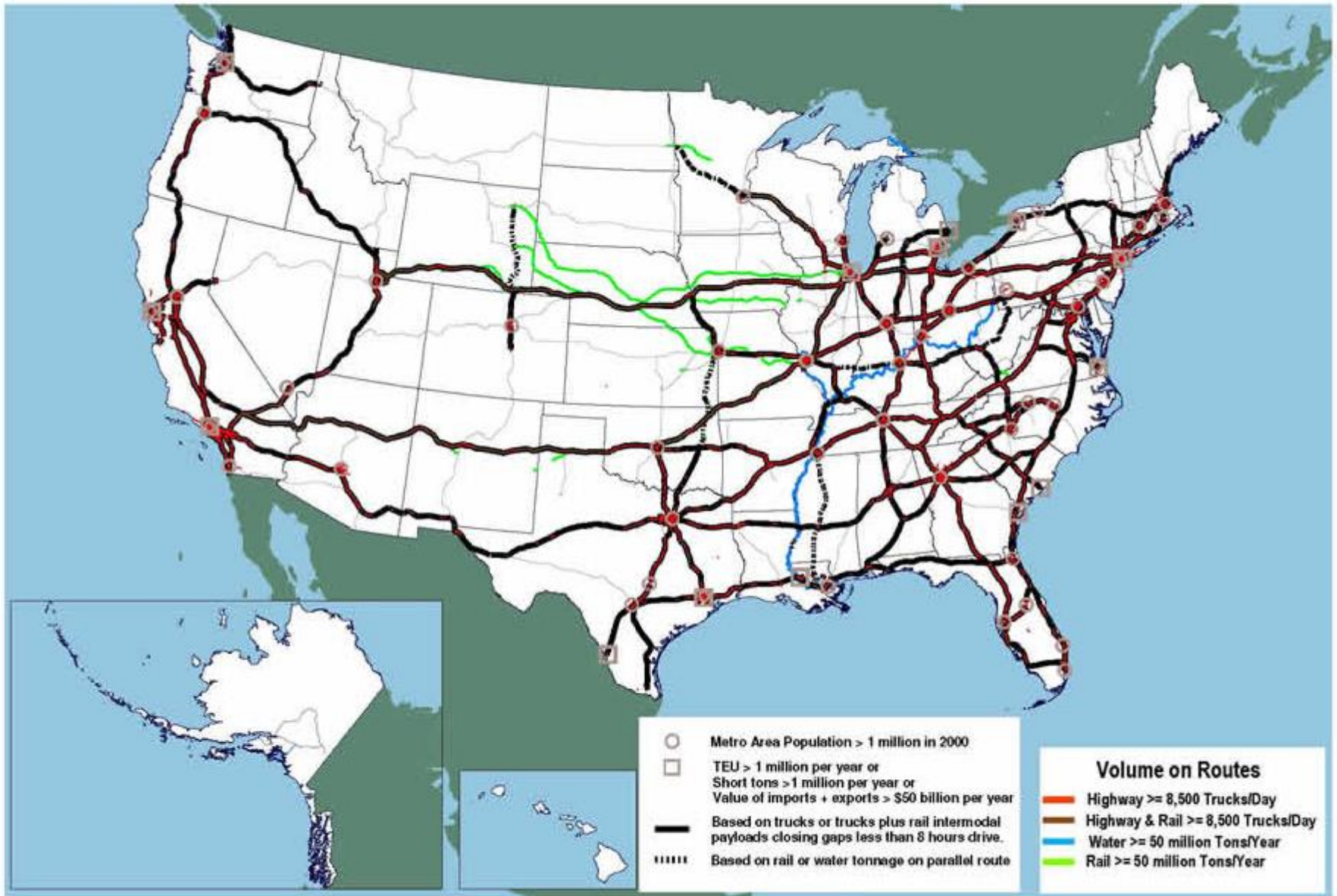


- Will exports go up or down in 10 years?
- Where will people live in ten years?
- Where will the state see more truck traffic?
- What if we go to heavier/longer trucks?
- What if the State attracts more manufacturing?
- Truck parking issues?
- Impose more safety measures in transportation?
- What does transportation cost my economy?

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

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.

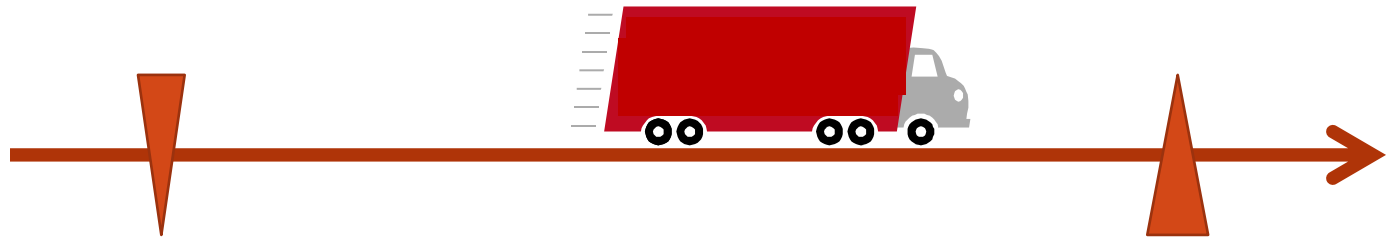
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.

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.

Data

- Freight Analysis Framework
- Commodity Flow
- Railway bill
- USACE Waterway
- Trade Data
- Satellite Information
- Traffic Count Information



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



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