REGIONAL PRIORITIZATION OF FREIGHT NETWORKS

BRUCE LAMBERT
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
MISSISSIPPI’S MAIN MULTIMODAL CORRIDORS
WHERE IS IT GOING? BY DESTINATION

Regional 35%

Intra-State Trade, 25

Non Regional Trade 14%

Nafta 7%

Other 17%

Other Intl 10%
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
SHARE OF TRUCKS THROUGH LOUISVILLE
2013 Impacts of Congestion on Trucking

$9.209 billion in added operational costs
141 million hours of lost productivity
51,293 truck drivers sitting idle for a working year

Average per-truck costs by 2013 miles traveled:
$408 for 12,000 miles
$3,396 for 100,000 miles
$5,094 for 150,000 miles

On average, congestion added $864 in costs per truck if spread across the 10.7 million registered trucks nationally.

California and Texas each totaled over $1B in costs

<table>
<thead>
<tr>
<th>Rank</th>
<th>State</th>
<th>2013 Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>California</td>
<td>$1,706,026,586</td>
</tr>
<tr>
<td>2</td>
<td>Texas</td>
<td>$1,053,129,673</td>
</tr>
<tr>
<td>3</td>
<td>New York</td>
<td>$845,521,677</td>
</tr>
<tr>
<td>4</td>
<td>Illinois</td>
<td>$498,022,538</td>
</tr>
<tr>
<td>5</td>
<td>Pennsylvania</td>
<td>$421,508,565</td>
</tr>
<tr>
<td>6</td>
<td>Virginia</td>
<td>$530,400,920</td>
</tr>
<tr>
<td>7</td>
<td>Maryland</td>
<td>$315,461,693</td>
</tr>
<tr>
<td>8</td>
<td>Georgia</td>
<td>$304,113,197</td>
</tr>
<tr>
<td>9</td>
<td>Massachusetts</td>
<td>$303,355,238</td>
</tr>
<tr>
<td>10</td>
<td>Florida</td>
<td>$256,075,805</td>
</tr>
</tbody>
</table>
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
COMPLEX INTERSTATE CONNECTIONS
WHERE IS THE NATIONAL PRIORITY?

10 days  
4000 miles

2 days  
No miles

2 days  
1500 miles

4 hours  
+/- 2 hours
20 miles
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.
TENN-TOM WATERWAYS ECONOMIC BENEFIT

### Economic Impact 1996-2008 (in Millions)

<table>
<thead>
<tr>
<th>State</th>
<th>Direct</th>
<th>Indirect</th>
<th>Induced</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>$15,217.1</td>
<td>$550.3</td>
<td>$718.8</td>
<td>$16,486.2</td>
</tr>
<tr>
<td>Kentucky</td>
<td>$867.2</td>
<td>$163.1</td>
<td>$559.1</td>
<td>$1,609.4</td>
</tr>
<tr>
<td>Mississippi</td>
<td>$6,854.7</td>
<td>$1,333.0</td>
<td>$1,276.6</td>
<td>$9,464.3</td>
</tr>
<tr>
<td>Tennessee</td>
<td>$2,361.6</td>
<td>$381.1</td>
<td>$471.1</td>
<td>$2,446.8</td>
</tr>
<tr>
<td>Regional</td>
<td>$25,320.5</td>
<td>$2,093.3</td>
<td>$2,641.1</td>
<td>$30,054.9</td>
</tr>
<tr>
<td>United States</td>
<td>$25,320.5</td>
<td>$5,822.6</td>
<td>$11,380.6</td>
<td>$42,523.7</td>
</tr>
</tbody>
</table>

This table shows the impact from private investment and ports operating in the Tenn-Tom Waterway region.

### Employment Impact 1996-2008

<table>
<thead>
<tr>
<th>State</th>
<th>Direct</th>
<th>Indirect</th>
<th>Induced</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>8,384</td>
<td>3,879</td>
<td>7,567</td>
<td>19,830</td>
</tr>
<tr>
<td>Kentucky</td>
<td>8,046</td>
<td>1,201</td>
<td>5,850</td>
<td>15,097</td>
</tr>
<tr>
<td>Mississippi</td>
<td>12,145</td>
<td>7,858</td>
<td>13,440</td>
<td>33,443</td>
</tr>
<tr>
<td>Tennessee</td>
<td>507</td>
<td>271</td>
<td>493</td>
<td>1,271</td>
</tr>
<tr>
<td>Regional</td>
<td>29,191</td>
<td>13,292</td>
<td>27,806</td>
<td>70,289</td>
</tr>
<tr>
<td>United States</td>
<td>29,191</td>
<td>29,001</td>
<td>79,471</td>
<td>137,663</td>
</tr>
</tbody>
</table>

This table indicates the number of jobs that were directly and indirectly created based on industry-to-industry transactions, as well as the number of jobs that were created based on employee spending in the local economy.
SO, ANALYTICAL TOOLS EXIST?

• Do we have the data?
  • Federal datasets
  • Private datasets
  • Local transportation data

• Do we have the models?
  • Economic models
  • Investment models
  • Network models
CHALLENGES FOR FREIGHT CORRIDORS

• Local politics, national movements
• Concentration of freight movement – West Coast Ports
• Incremental vs. stepwide growth
• Land use- freight gentrification
• Truck parking - HOS
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
IN SUM

- Identify the network to system
- Determine how project selection will occur
- Tools and analytical frameworks already exist
- Communicate the value to stakeholders
- Manage Expectations
A FINAL WORD

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Freight in the Southeast Conference
Biloxi, MS
March 16-19, 2015