

# Regional Freight Corridors in the Southeast

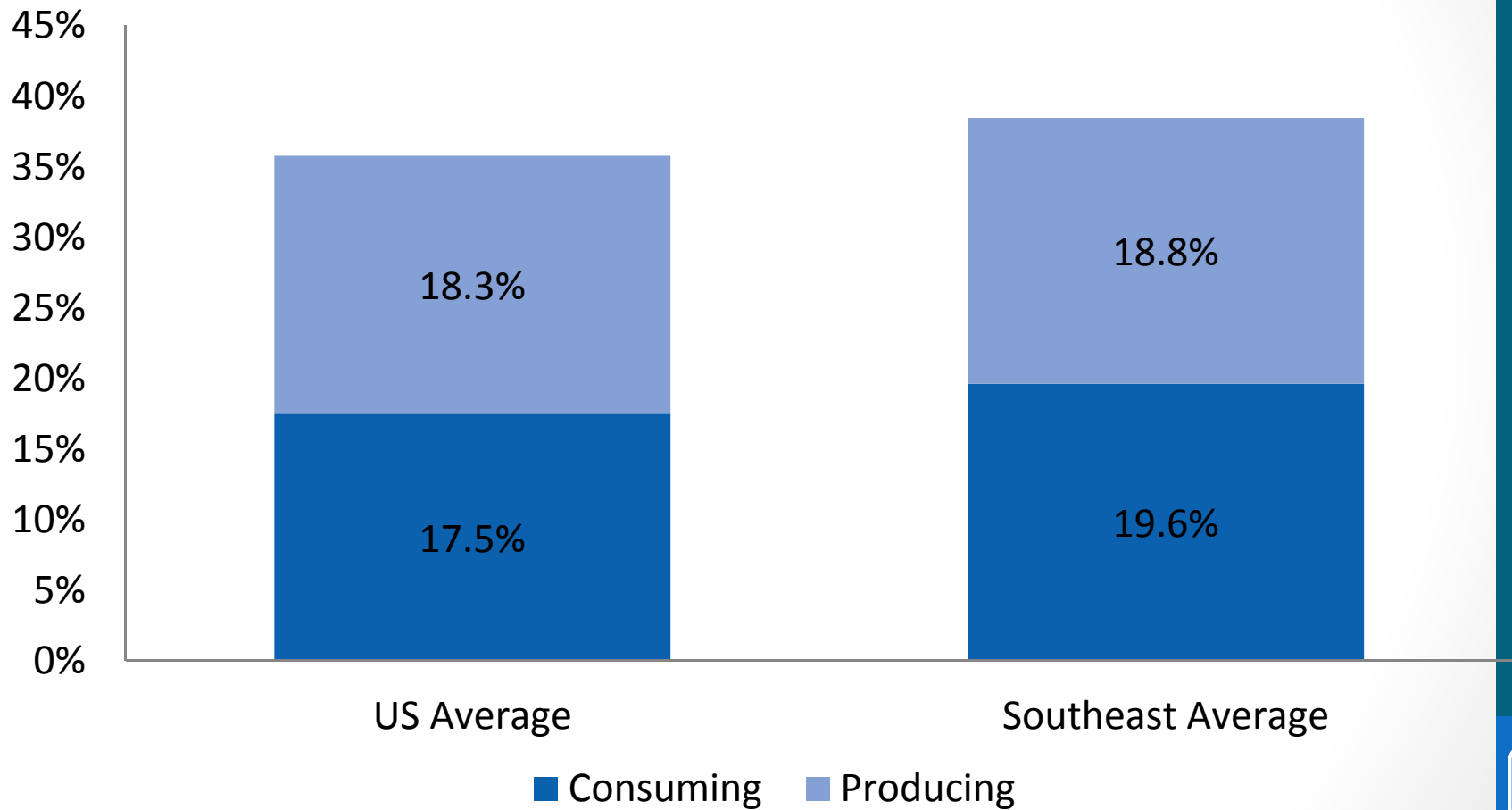
Bruce Lambert

Executive Director, ITTS

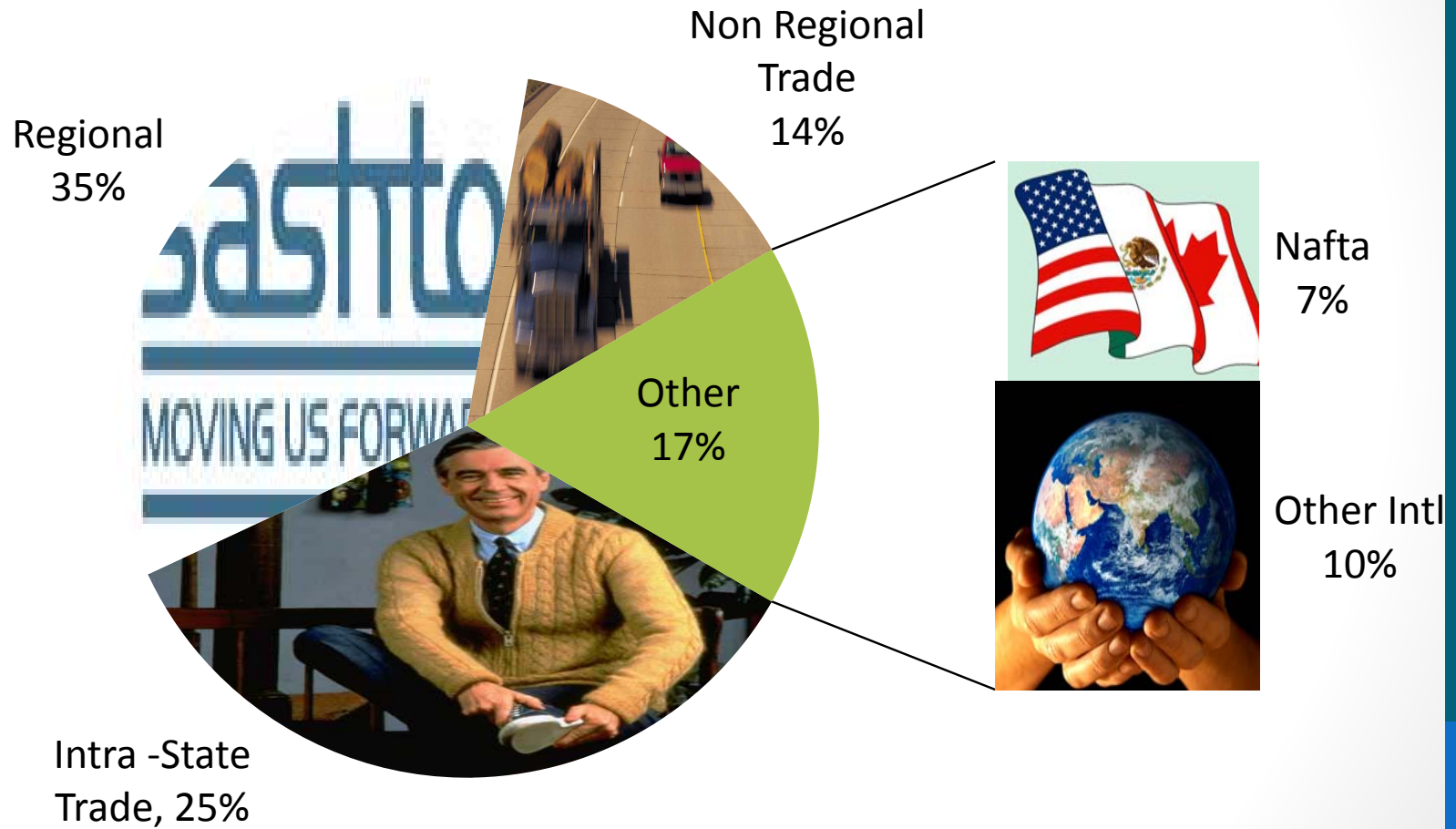


## **Southeast Moves Freight**

# Comparison of Freight Dependency between the US, Southeast, 2010



# Where is it Going? By Destination, 2010

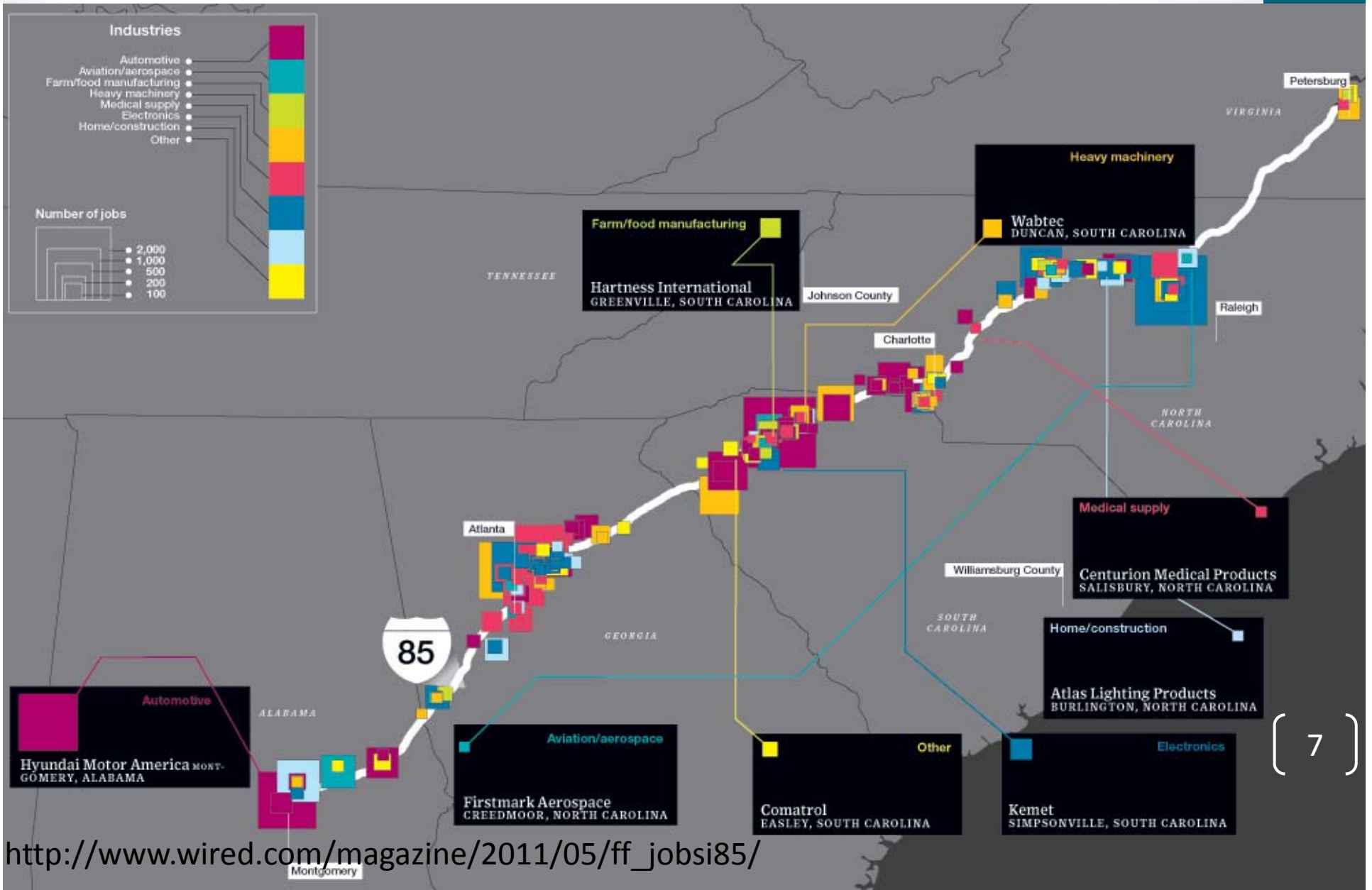








# No One Industry Along A Corridor



# 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

FIGURE 3-2 Freight Flows by Highway, Railroad, Air, and Waterway: 2010



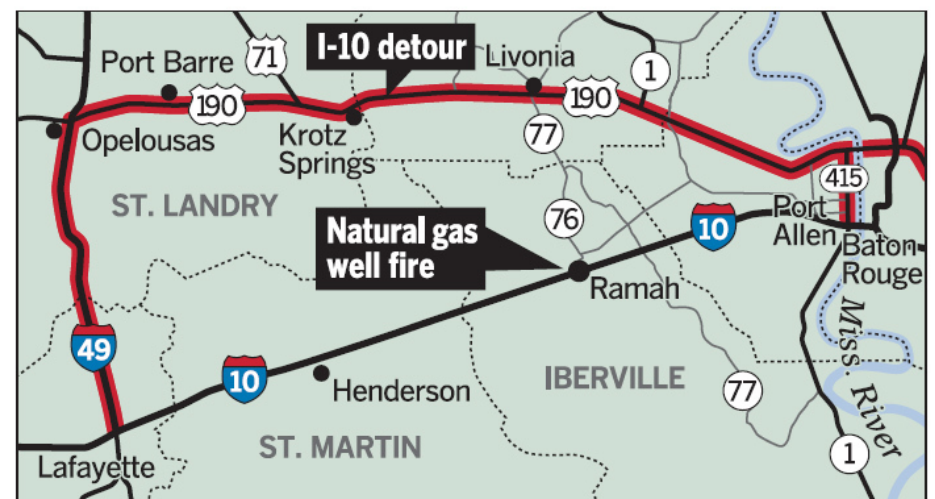




## Freight Needs Infrastructure

# Example – Choices between Baton Rouge and Lafayette

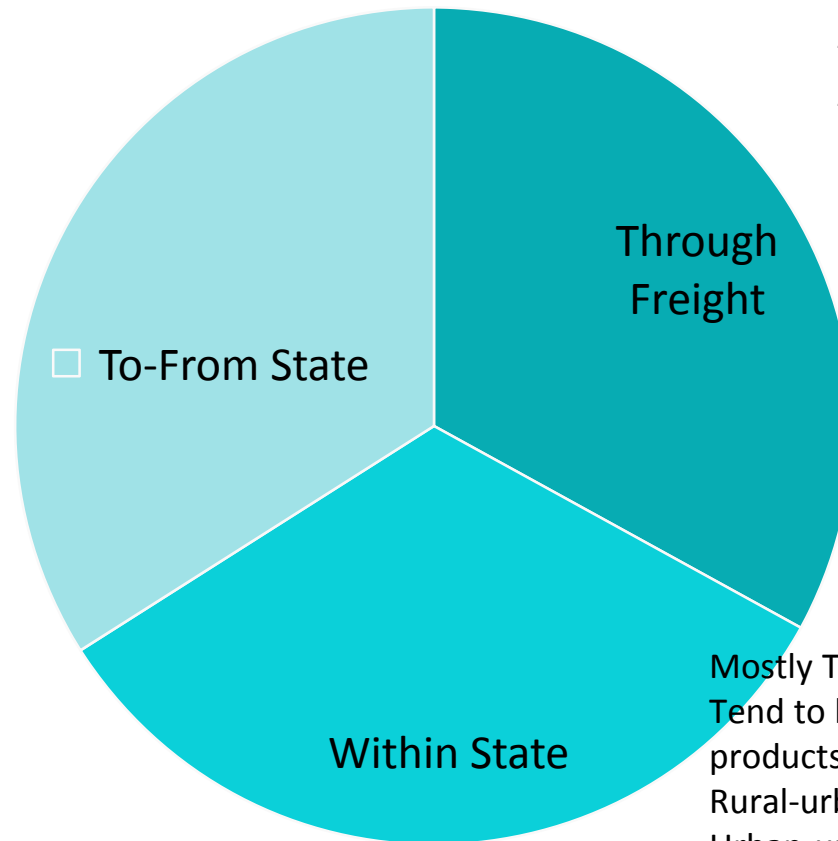
- Automobile
- Bus
- Rail - Amtrak
- Airplane
- Boat
- Walk
- Horse
- Bicycle
- Hot Air Balloon
- Pipeline
- Motorcycle
- Stay Home!



Advocate map by JOHN GIPSON

# Public Sector Planning for Freight - Today

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



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



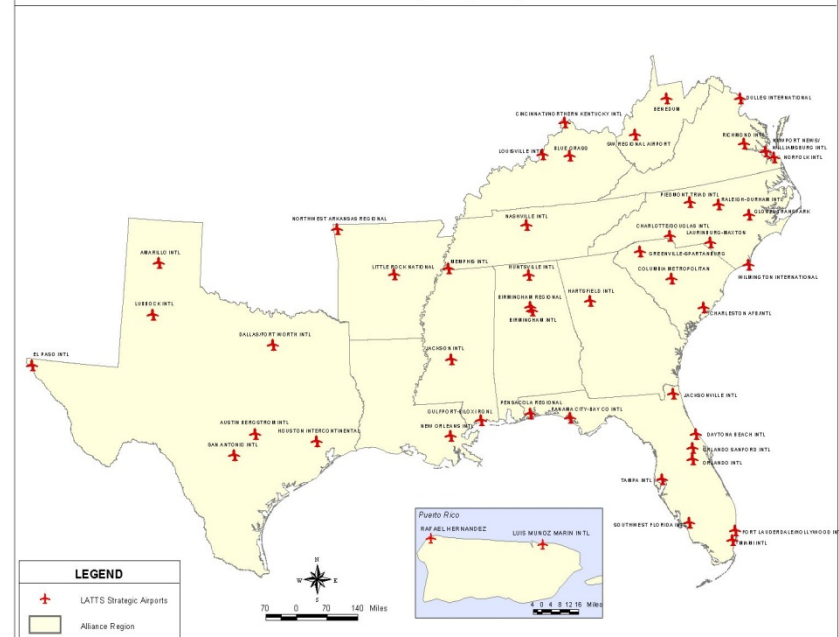
## Mississippi's Main multimodal Corridors



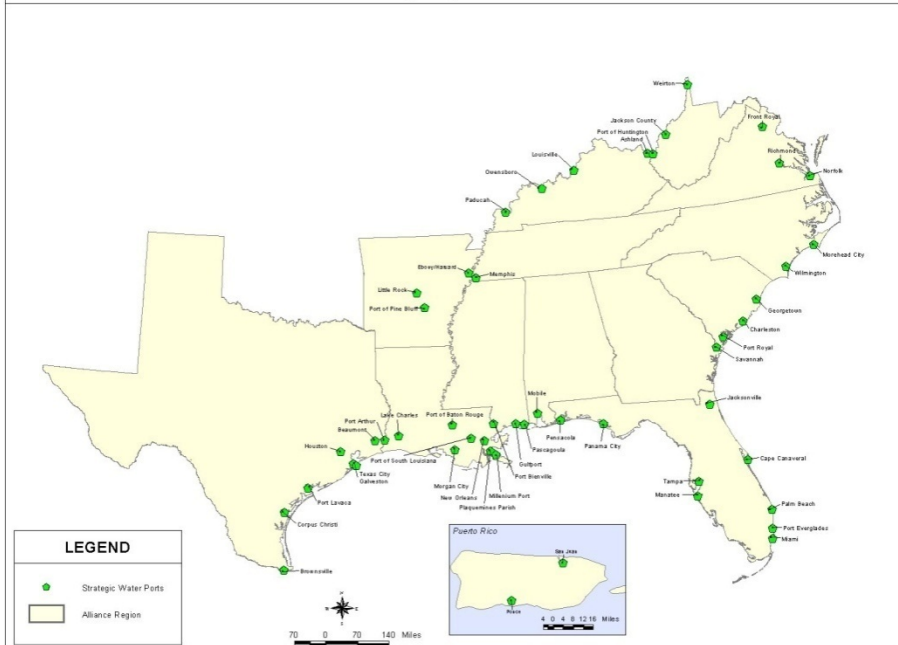
LATTS Strategic Highway System



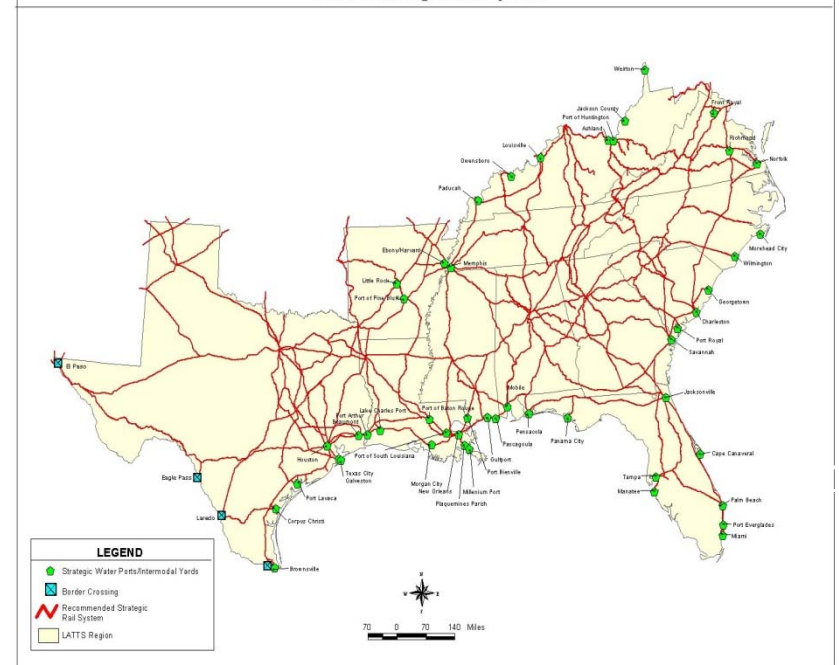
LATTS Strategic Airport System



LATTS Strategic System: Water Ports



LATTS Strategic Rail System

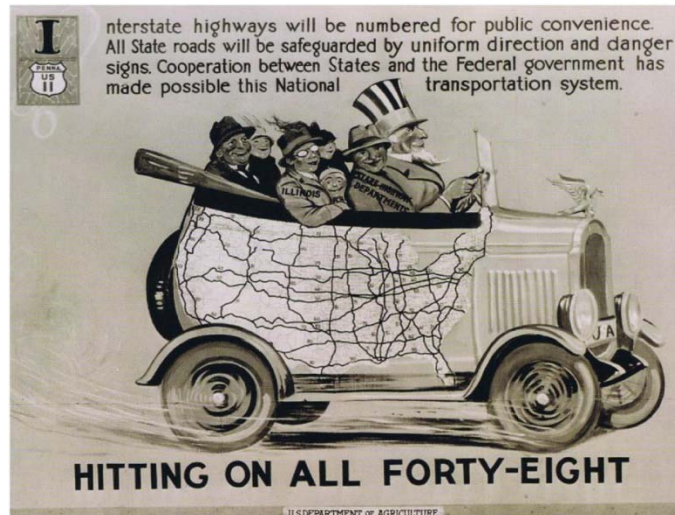
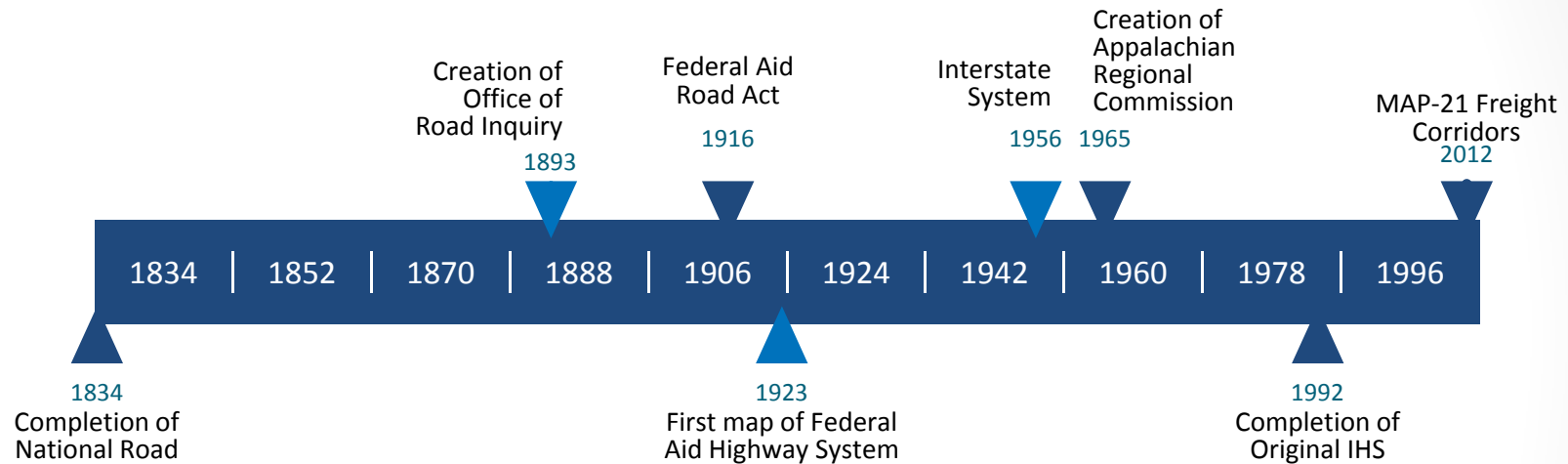






**A different perspective on freight corridors**

# Corridors And Federal Programs



# Freight Planning Is Becoming a Federal Issue

- MAP-21
- PIIRA
- National Export Initiative
- Economic competitiveness push
- Trade policy

# Some Key Freight Provisions from MAP-21

## Provisions

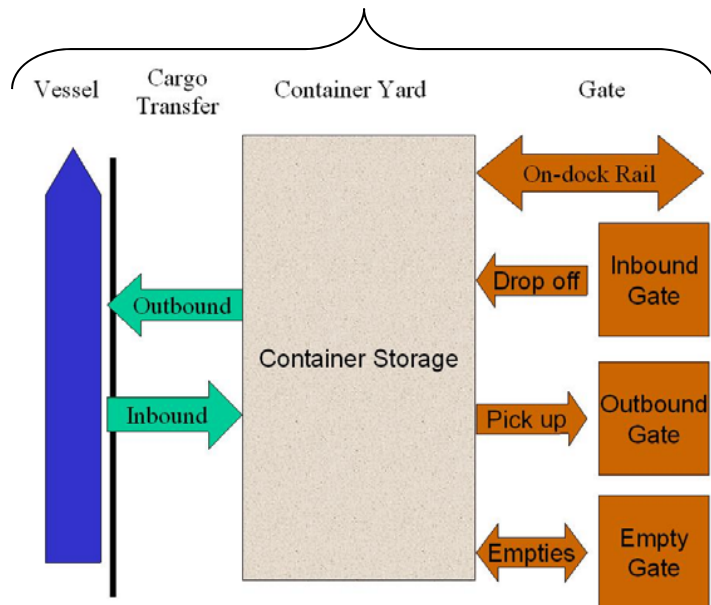
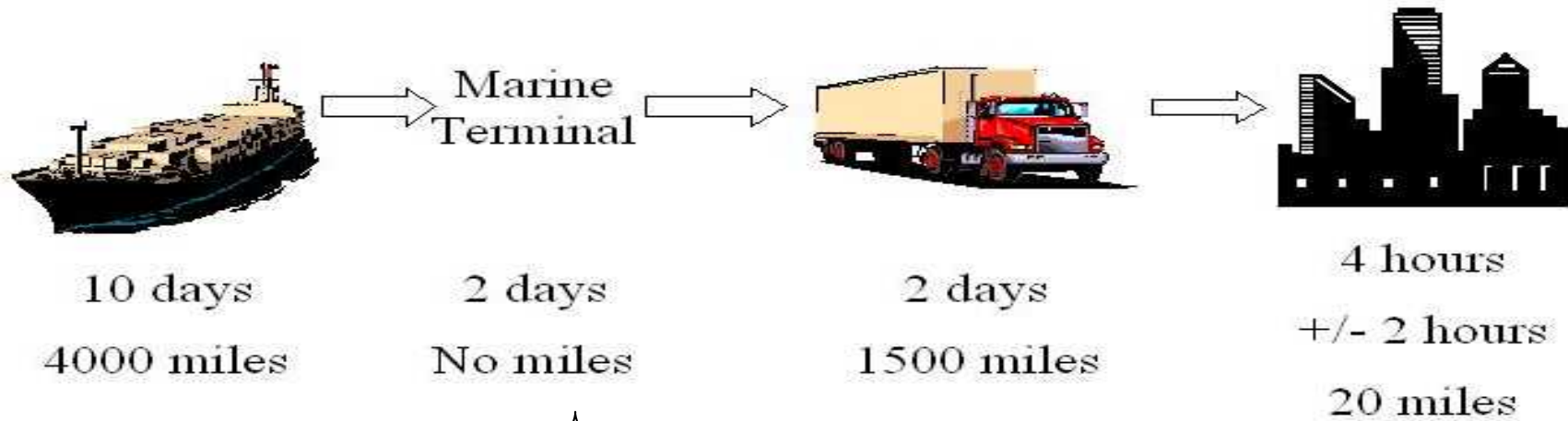
1. National freight policy
2. National freight network
3. National freight strategic plan
4. Freight data, planning, and reporting
5. Freight conditions and performance report
6. Requires DOT to prepare a biennial report describing the condition and performance of the national freight network. [§1115; 23 USC 167]
7. Prioritization of projects to improve freight movement
8. State freight advisory committees and freight plans
9. Changes in freight eligibility under grant and loan programs
10. Jason's Law
11. Compilation and Study of Truck Size and Weight Limits
12. Idle Reduction Technology
13. Metropolitan and Statewide Planning

## Performance

1. DOT to establish measures for States to use to assess freight movement on the Interstate System.
2. Requires each State to set performance targets in relation to these measures and integrate the targets within its planning processes.
3. Requires each MPO to set performance targets in relation to the freight measures, integrate these targets within their planning processes, and report periodically on their progress in relation to these targets.



# Where is the Federal/State priority?



# And What?

- What will the rural economy be in 10 years?
- What is the future of natural resources?
- Can we develop/expand advanced manufacturing? 3D Printing?
- What about attracting Foreign Direct Investment?
- Where will people live in 20 years?
- How infrastructure needs are required to make OUR region competitive?
- What must I do today for be competitive tomorrow?



If Your State got one dollar for freight corridors...

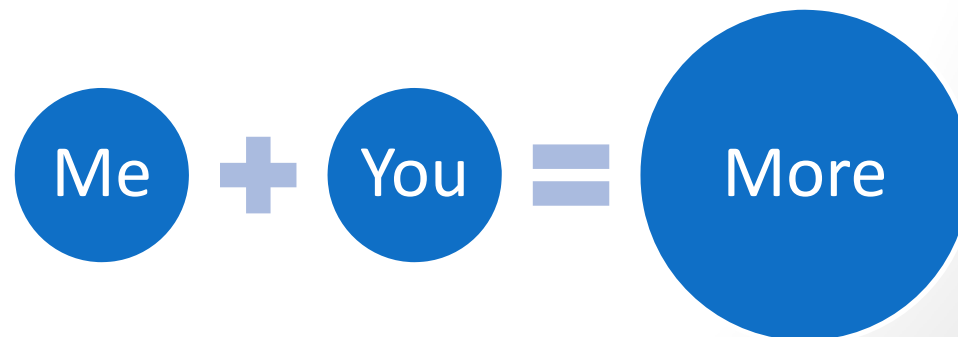


[ 21 ]

What would you purchase?

# Summary

- The Southeast depends upon Freight
- Regional collaboration demonstrates value to Federal, State and Locals
- Show how freight corridors create or support regional jobs and economic well-being
- Freight corridors remain integrated in state networks
- Freight policy/planning will always be an dynamic topic



# Thank you



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