



INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

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NEWS UPDATE

As with most people, I am preparing for Transportation Research Board meeting in January. As TRB is in a new venue, it will feel strange not catching up with everyone at the Shoreham, meeting people on the shuttle buses, or crowding the local dining establishments. By the way, I will be speaking at session 577: Role of Containers on Barges: Institutional Changes Necessary for Public-Sector Leadership. I hope to see you there!

At the same time, I hope you are planning on attending the ITTS Conference in March. We will have more details posted after the first of the year!!



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<http://www.ittsresearch.org/blog/>

The 2012 Commodity Flow is Available

Final estimates from the 2012 Commodity Flow Survey (CFS) were recently released by the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) and the U.S. Department of Commerce's Census Bureau.

The CFS is a shipper-based survey conducted every five years as part of the Economic Census and serves as the primary source of national and state-level data on domestic freight shipments in the United States. Data are provided on the types, origins and destinations, values, weights, modes of transport, distance shipped, and ton-miles of commodities shipped.

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Originating Shipments of Freight From the Following States (includes both internal and external shipments), 2012

	TON (thousands)	Ton-Miles (millions)	Value (millions of \$US)	Average mile per shipment
Arkansas	121,430	30,478	114,095	334
Florida	414,015	61,698	440,516	700
Georgia	272,760	62,439	395,725	472
Kentucky	285,812	88,294	268,530	733
Louisiana	438,166	138,352	349,658	215
Mississippi	119,048	24,662	140,334	424
Missouri	197,077	47,770	242,404	529
Virginia	173,461	30,082	238,576	395
West Virginia	174,741	56,674	54,759	448
ITTS Region	2,196,510	540,449	2,244,597	
United States	11,299,409	2,969,506	13,852,143	630
Share of U.S. originating shipments	19.4%	18.2%	16.2%	

>>> SAVE THE DATE <<<

ITTS is working with the Mississippi Department of Transportation to hold the **Annual ITTS Freight in the Southeast Conference** in Biloxi Mississippi, **March 16-19, 2015**. More information will be posted soon, but I hope you will begin making plans to join us in Biloxi.

FREIGHT IN THE SOUTHEAST

Moving Our Region's Business





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The Institute for Trade and Transportation Studies provides research data and expert opinions to its members concerning the effects of commercial freight movements on domestic and international activities, with reference to infrastructure and transportation needs, and safety implications.

The ITTS members include the:

Arkansas State Highway and Transportation Department

Florida Department of Transportation

Georgia Department of Transportation

Kentucky Transportation Cabinet

Louisiana Department of Transportation and Development

Mississippi Department of Transportation

Missouri Department of Transportation

Virginia Department of Transportation

West Virginia Department of Transportation

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▶ LAMBERT'S LAGNIAPPE

la-gniappe |lan'yap|:
something given as a bonus or extra gift.

After the Holiday Shopping season has been blasted at us for the past four months, I enjoy the quiet week between Christmas and New Year's, where the world seems to slow just a little. I do enjoy listening to shows encapsulating the major events of the year, as looking back seems to help me understand the upcoming year as well.

A friend of mine, Philip Napier, who is also an artist, used a Portable Variable Message Sign to highlight that "The road to the future is always under construction" in commenting on the political and social relations within Ireland. I agree that the sign does encourage an immediate consideration of the future. I find that the use of a traffic sign highlights the caution ahead not only exists for the road-builder but also for the driver and other users, as we may anticipate that the road to the future may not necessarily be a smooth one.

To answer Philip, I return to one of my favorite quotes from Auguste Comte, "the Dead Govern the Living", namely a culture's previous decisions influence its present condition, even as our present actions will influence future generations. Regarding transportation, there are cultural shifts at work, such as declining per capita Vehicle Miles Traveled and aging baby boomers, but at the same time technological advances through the "Internet of Things" and advanced Manufacturing. The question about securing funding may eventually be overshadowed by the questions of what transportation do we need and how do we balance connectivity with mobility.

So, if I had a top ten list for both reviewing 2014 and shaping 2015 it would include:

1. Solving the question of why long term funding for all infrastructure projects continues to elude us,
2. Network capacity is approaching critical levels in many locations,
3. World trade is creating more economic activities at the state and local level, but is not accounted for adequately

in prioritizing national or regional projects,

4. Aging infrastructure continues to cry out for maintenance funding,
5. Reshoring and advanced manufacturing may not generate the same blue-collar jobs from 20 years ago,
6. Demographic changes are shifting the question of what transportation is needed, especially balancing investment in urban/suburban areas,
7. People want to hear the transportation story, but transportation improvements must be shown to address local concerns,
8. Technology is changing how goods are delivered to customers, and with it, the nature of retailing itself,
9. Global energy market volatility effects many internal and external decisions (budgets, energy investment, etc.),
10. Work force issues continue to challenge the transportation industry, as hours of service, retention, and regulations continue to shape operations,

And in keeping with the 12 Days of Christmas, I added two more...

11. Evolving technologies leading to changing institutional relationships in transportation as the shared economy connects us even further and our regulatory frameworks attempt to "catchup",
12. Automated vehicles which will require a new way of managing traffic.

One thing about the future: it will arrive. And as Philip noted, it will always be "under construction". But there are certainties: first, I want to thank you for your friendship and support, and secondly, I want to wish you and yours a prosperous New Year. ■

The I-95 Corridor Coalition Freight Academy V Now Accepting Applications

The Freight Academy is an immersion program for public agency personnel, focused on goods movement. The goal of the program is to ensure current and future public-sector decisions and investments are made with an understanding of the comprehensive supply chain. The I-95 Corridor Coalition is now accepting applications **until January 24, 2015**.

Freight Academy students are exposed to the innermost workings of the goods movement system, including marine terminals, distribution centers of major corporations, air cargo, trucking, and rail operations. The week includes extensive field visits, meeting with senior private sector executives who serve as instructors in an interactive setting, and a facilitated group project work. Prior to attending the Academy, participants complete background readings and a freight profile assignment for a required capstone project. Capstone group projects require



intense cooperative work, which furthers professional capacity building and promotes peer exchange. Each Capstone group completes a final report with the results presented to a Mentor Review Panel composed of transportation agency and freight stakeholder senior staff and executives.

The next session of the Freight Academy will be held April 26 through May 1, 2015 at Rutgers University in New Brunswick, New Jersey. The exciting curriculum builds on the most acclaimed elements of the past Academies, addressing emerging freight trends and considerations and a focus on multimodal industrial development, emerging freight services, urban freight movement and facilities, use of green



practices in the supply chain, and the “art of the deal” where freight investment translates into economic development results.

More information on the Freight Academy program can be found on the website www.freightacademy.org. A limited number of Freight Academy Scholarships are available to I-95 Corridor members; for more information on the Freight Academy or the Scholarship Program, contact Marygrace Parker, I-95 Corridor Coalition, by e-mail at i95mgp@ttlc.net or by telephone at 518-852-4083. ■

The 2012 Commodity Flow is Available

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As a shipper based survey, the most important element of the CFS is the origin of the cargo. (Ton-miles are used to estimate system use, estimating how far the tons actually moved on the nation’s infrastructure based on origin and destination locations!) For example, in 2012, Louisiana is the largest generator of freight traffic based on tonnage within the ITTS region, followed by Florida, Georgia and Kentucky. Ranked by value, Florida, Georgia, and Louisiana rank as the top three sources for originating shipments. Together, the nine ITTS member states generate almost a fifth of the nation’s originating freight shipments, and this figure excludes overhead or pass through traffic.

In addition, the Transportation Research Board is planning a one day CFS workshop on October 29, 2015 in Washington, DC. So, as more of the current CFS data becomes available, the user community can identify ways to improve the upcoming 2017 survey. As a member of the planning committee, I am sure everyone involved would love to hear your comments! ■

Trade Profile – Cuba

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ranking exports based on the value shipped in 2013, the major ports were all located within the South. Lead by New Orleans (\$151 million), other regional port districts that enjoyed export traffic with Cuba included Mobile (\$71 million), Miami (\$64 million), Norfolk (\$43 million), Tampa (\$15 million) and Savannah (\$12 million).

There exists some speculation that trade volumes with Cuba will “explode” if and when economic sanctions are lifted. However, while Cuba’s population is roughly that of Ohio, the country has a fairly low per capita annual income of \$10,200, so Cuba would be hard pressed to drive significant growth without outside financing. While there exists no crystal ball, one can assume that most of the early trade growth will be largely financed by speculators and expatriates to upgrade nationalized industries, tourism areas and/or family properties. ■

Top Truck Bottlenecks and Performance Measures

Another recent report is the American Transportation Research Institute's "Congestion Impact Analysis of Freight Significant Highway Locations – 2014". The study, based on Global Positioning System (GPS) data collected in partnership with the Federal Highway Administration, estimates the top 100 bottlenecks for truck movements on the Nation's interstate system.

The chart shows the average speed through the top congested interchanges during weekdays in 2013 in the ITTS Region. Seven of the top 100 bottlenecks were in the Atlanta area, but most states in the ITTS region had one or more locations that experienced significant truck delays. Only three states, West Virginia, Mississippi and Arkansas, did not have bottlenecks ranked within the top 100, but that does not necessarily mean that truck bottlenecks do not exist in those states!

ATRI has done similar studies in previous years if one is interested in reviewing historical patterns. As with any ranking based on surveys, some variations can exist with changing regional traffic patterns, truck volumes, and work zones, so direct comparisons across years is somewhat difficult beyond simply examining the relative magnitude of the ranking.

Regardless, these bottlenecks represent a cost to users (the Texas Transportation Institute Urban Mobility Report estimated that congestion resulted in a \$121 billion loss to the economy in 2011). Improving system performance benefits not only freight

Top Truck Bottlenecks in the ITTS Region, 2013

Congestion Ranking in 2013	City, State	Intersection	Average Speed	Peak Average Speed	Non-Peak Average Speed	Non-Peak/Peak Ratio
62	Tampa, FL	I-4 at I-275	41	32	46	1.44
91	Jacksonville, FL	I-10 at I-95	49	42	52	1.26
3	Atlanta, GA	I-285 at I-85 (North)	42	30	49	1.61
14	Atlanta, GA	I-75 at I-285 (North)	48	37	52	1.39
23	Atlanta, GA	I-20 at I-285 (East)	49	44	51	1.18
25	Atlanta, GA	I-20 at I-285 (West)	50	45	52	1.15
61	Atlanta, GA	I-20 at I-75/I-85	45	35	49	1.41
88	Atlanta, GA	I-75 at I-85	46	34	50	1.46
95	Atlanta, GA	I-75 at I-675	53	49	55	1.12
9	Louisville, KY	I-65 at I-64/I-71	47	41	49	1.21
18	Baton Rouge, LA	I-10 at I-110	44	36	48	1.33
7	St. Louis, MO	I-70 at I-64 (West)	43	39	45	1.14
56	Kansas City, MO	I-70 at I-670 at US 71	50	47	51	1.09
87	Richmond, VA	I-95 at I-64 (North)	49	48	49	1.02

shipments, but all highway users.

One question is how to use these performance measures when considering long term infrastructure priorities. As FHWA begins developing freight performance measures tied to MAP-21, it would be interesting to see how these measures can be incorporated into specific guidance. We are planning a session on performance measures for freight shipments for the ITTS Conference! ■

► Trade Profile – Cuba

Given the recent discussions on the state of U.S.-Cuban relations, most do not know that the United States already engages in trade with Cuba. In 2013, the U.S. exported over \$359 million dollars of cargo to Cuba, but beyond works of art sold to tourists, most Cuban products are not available for importation into the U.S. The leading export to Cuba is poultry products, followed by soybean products and corn.

If US-Cuba trade becomes normalized, it will probably connect through a southern port. For example,

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► ITTS CALENDAR

This list highlights upcoming conferences related to transportation that may be of interest to the ITTS member region. For any corrections or suggestions, please contact Bruce Lambert at bruce@ittsresearch.org.

[ITTS participation or speaking engagements](#)

January 11-15, 2015
Transportation Research Board
94th Annual Meeting
 Washington, DC

January 21-23, 2015
Kentuckians for Better
Transportation
 Lexington, KY

January 29-30, 2015
AAPA 2015 Shifting International
Trade Routes Workshop
 Tampa, Florida

February 18-19, 2015
2015 AASHTO Standing Committee
on Rail Transportation (SCORT)
 Washington, DC

February 23-24, 2015
2015 AASHTO SCOWT Briefing
 Washington, DC

