



2015 ITTS Freight in Southeast Conference Summary

Biloxi, Mississippi

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

The ITTS member states include:

Arkansas Department of Transportation

Florida Department of Transportation

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Missouri Department of Transportation

Virginia Department of Transportation

West Virginia Department of Transportation

Executive Summary

The 2015 ITTS Freight in the Southeast Conference was hosted by the Mississippi Department of Transportation and was held from March 16-19 in Biloxi. As always, the conference was open to anyone with an interest in regional/ multimodal freight, such as transportation companies, consultants, academia, logistics personnel, economic development organizations, government officials (federal, state, local, and elected), and metropolitan/regional planning organizations. A tour of the Ingalls Shipyard was also provided to allow participants to gain additional insights into the transportation system.

Regarding the report itself, the Monday sessions were largely working panels, so there were no notes recorded, but the presentations are available on the ITTS website. For the rest of the panel, there were audio transcriptions for some sessions, but not for all sessions. For those sessions where audio was recorded, a conference summary was developed. For the other sessions, please consult the ITTS website to review the presentations.

The audio notes from other sessions were not available, so summaries were only developed for the following sessions:

Inland Waterways and Container on Barge Operations,

Where is the Economy Heading?

Performance Measures for Transportation Agencies

Prioritizing Freight Investment

Disclaimer: The contents of this report reflect the views of the participants, and are included to provide broad information about the materials presented. These opinions do not necessarily reflect those of the various sponsors and groups affiliated with conference. The author remains responsible for the facts and accuracy of this report.

Presentation materials and additional photographs are available on the ITTS website.

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Inland Waterways and Container on Barge Operations

CONTAINER ON BARGE

Bruce Lambert

Container on Barge represents another way of looking at the possibility of conveying freight on our marine system, thereby reducing the congestion on our highways. If this is achievable, it could reduce the burden on our highways and also help solve some challenges that have to do with freight movement and business at large.

One may ask: How do we incentivize Container on Barge/waterways to move various forms of cargo? What are the possibilities in terms of the type of cargo to move? How would it benefit the business owners and also generate revenue for government and agencies in charge of the ports? What are the challenges to face in terms of the cargo to move, the logistics involve, speed and the infrastructures involved?

Freight does not only entail the movement of cargo, but sometimes even equipment in order to facilitate the movement. There may also be a need to consider the economic development aspect of it both for the states, country and the business owners. The movement of freight, especially on our inland waterways, must be in a framework that will consider improving the nation's freight system; be reliable for the shippers and give them the flexibility and option to plan their production around the movement of their cargo and or equipment via water. It should do this while helping users save costs and facilitate trade.

When considering moving freight on water, we must also look at it holistically regarding good, reliable and efficient service. We also have to factor in speed; the speed on waterways is not comparable to railroads or trucks on our highways even though trucks do encounter congestion or other operational restrictions. Even after developing a great plan or system for moving container on barge, it has to be deliberately pushed forward with stern commitment gradually over a sustained period of time before it can become accepted by the business community. The aspect of infrastructural development also has to be looked into by the government and its relevant agencies.

In essence, Container on Barge has to be a multidimensional approach, with the aim of incorporating it as an integral part of the entire multimodal transport system that can help in achieving economic development and, if possible, at a minimal cost. This cannot be advocated for or achieved by any single sector, but by all (public and private) having their hands on deck.

SEACOR AMH, American Marine Highway

Brian Hunt

SEACOR offers diverse services in the transportation sector; especially the marine sector. Some of these services include, but are not limited to: petroleum services, Island services and the Container on Barge project. The Container on Barge project is funded by United State Department of Transport and also supported by Mississippi State Department of Transportation.

SEACOR won the bid to handle the marine transportation and terminal operations service provider for the container on barge project when it was advertised. The grant was changed from funding of marine assets to terminal and surface transportation equipment. The result from the Alabama Freight Boat Mobility Study <http://www.earpdc.org/uploadedFiles/File/Freightstudy.pdf> was used to build cargo markets, identifying potential shipments.

This service has some advantages which include a close proximity to the ports and the markets, hence bringing about a reduction in trucking rates. It has also enabled the shippers to maximize the weight of import/ export containers, provide storage and barge slot agreement. All this culminates to a cost reduction that makes this comparable to roadways. It also makes survey, inspection and repairs of containers easier and SEACOR also partners with businesses to create tailor made agreements that will work out well for both parties. It also allows for on-site chassis pool and ability to mold and adapt to cargo market quickly. Also all Mississippi companies using Mississippi ports enjoy tax exemption.

At the moment SEACOR has an operational schedule conceptualized. The weekly round trip schedule from Fulton West Point to the APM terminals in Mobile, Alabama is also the modular service that has the ability to add three additional barges per tow without losing speed. Having considered the importance of speed, it has been decided that the barges will set sail at their scheduled time irrespective of the number of containers on board, whether that is 1 or 108. And we are looking at adding more sailing schedules. One of the ports we use and operate is the Raymond De Lucas Memorial Port in Mississippi near West Point at mile marker 338.5 on the Tennessee-Tombigbee Waterway.

The Cargo Market around the region has huge potential. There is the automotive industry, which has companies like Toyota, Mercedes, Honda and Hyundai. The building materials industry, companies like Southern Yellow Pine, Riverside Hardwoods and Georgia Pacific, also generate significant freight activity. There are also about 100 furniture plants located within the 60 miles radius of the port. Some of these includes; Corinthian Furniture, American Furniture, United Furniture and Heritage furniture.

The rates for container on barge are not fixed, as they will fluctuate but they will provide a comprehensive rate inclusive of lift and gate fees.

MARINE HIGHWAY 55, Bringing the Midwest to the World

Cheryl Ball

Marine Highway 55 (M55) study is about Container on Vessel. Container on Barge or Container on Vessel are the same; however, for the sake of M55 study, Missouri Department of Transportation prefers to refer to it as

“Container on Vessel.” This is especially in respect to reliability in terms of speed of delivery needed to move the containers so as to efficiently service our markets.

The M55 study was commissioned in 2011 with a goal to both identify a market and develop a service. M55 starts from the Gulf to St. Louis all the way up to Chicago. The choice of Peoria as a location is deliberate because of its location outside the competitive dray from Chicago, and yet its close proximity (30-50 miles radius) to some yellow equipment manufacturers, such as Komatsu and Caterpillar that may give waterways the edge and possibility of establishing a roll-on/roll-off port (RO/RO). This region is also home to many agricultural producer and agro-manufacturers.

One critical finding which is particular to “Container on Vessel” includes operating a regular service schedule. The schedule must fit into the existing schedule of the supply chain of the marketers and product owners, else they will not use the service. For the containerized grain market, there is a huge opportunity of foreign export of well-preserved grains, especially for non-GMO products, and sealing them in containers could reduce the cost of labor and eliminate the cargo transfer and container changing for export loads. Container availability was also identified as a key factor; we have to find a way of returning the empties in record time especially as they are rented per day. This will encourage the use of our service or alternatively, we would look at the possibility of using collapsible containers. The issue of backhaul cargo was also identified. Moving south is cost-effective, but the journey northwards would be more viable and beneficial for all involved if we can carry products (freight) back on our way. Intermodal integration was also critical, as we do not seek to replace the other forms of transport, but to offer better and/or complimentary services.

As a result of the M55 study, three routes were identified at the time. The Peoria – Galveston route was identified for the purpose of roll-on/roll-off, while the Peoria – Houston route was identified as most suitable for large container on vessel around that Gulf region. The Peoria – New Orleans/Mobile route was marked suitable for smaller container on vessels. However, the potential clients no longer find the proposed service relevant as they have supply chains in place along those areas which we cannot compete with favorably. As a result we are seeking other options by looking out for what we can offer that either the rails or trucks or both cannot offer competitively.

There are strategic partnerships forming in the region, such as the 65 communities around the Mississippi River (Mississippi Rivers Cities and Towns Initiative-MRCTI) that have come together, seeing how they can collectively work together to secure jobs with the future with the river. The (IRPT) Inland Rivers Ports and Terminals is a fee paying membership group that focuses on advocacy and technical assistance. MARAD, state DOTs and America’s Gateway are all strategic partners for the development of the marine actives around the region. Every stakeholder is looking at what and how they are to play their part in this. The federal agencies, the state DOTs, the regional and county based organization and the private sector are all aligning to see that trade, economic activities and development is maximized on this waterways.

AMERICA’S MARINE HIGHWAYS

Jim Murphy

America’s Marine Highway (AMH) was created with the mandate of improving America’s maritime transportation system. However, the marine system cannot be improved in isolation, but by including all the surface connections, hence the AMH has a committee of about 19 different federal agencies that all have something to do with maritime transportation.

America's Marine Highway is also encouraging the private sector to participate while the public gains benefits from increased waterway traffic. Though the arrangement looks awkward, this has helped Marad issue out grants of up to seven million dollars in trying to get people to work America's Maritime Highways.

America's Marine Highway tries to look at where and when marine transportation makes sense especially as it relates to container on barge. And one of such places is the Tennessee Tombigbee Waterways, between the Port of Mobile and Northeast Mississippi.

Traffic gridlocks and congestions on our highways are not just a nightmare to commuters, but also have serious economic impact on businesses. Hence America's Marine Highways seeks and plans for ways that the waterways in the country can offer alternative options of transportation, especially for freight, as this will improve business, save cost and ultimately impact the economy positively. You can imagine the amount of chunk of traffic that would be off the road if a vessel can lift 450 trucks or 225 rail cars, on to waterways.

This will also have a positive impact on our environment, considering the fact that most of the cargo (including the cargo moved on water that does not pass directly to people's neighborhoods, unlike truck and sometimes rail, bearing in mind that sometimes it includes hazardous materials). This means that safety concerns are also to be considered in choosing marine as an alternative option especially as it concerns hazardous materials. The fatality rate of marine transport is far less than rail and truck. Inland marine transportation involves only 1 fatality for every 155 by truck and 22 by rail for each billion ton-miles. Moving cargo on water is also the most energy efficient mode of transportation at the moment, which should be seriously considered by all if we are to develop our economy. Inland vessels move one ton of freight 370% further than trucks (576 miles compared to trucking's 155 miles) and 139% further than rail's 413 miles. On the aspect of environmental pollution, inland vessels generate 28% less greenhouse gasses than rail cars and 38% less than trucks.

Although America's Marine Highways offers an alternative option for moving freight, it does not seek to replace trucks or take the place of rails, but the marine highways seeks to cooperate and partner with the trucks and rails for the progress of business and economy of the country.

Where is the Economy Heading?

DOMESTIC ENERGY BOOM AND WHAT DOES THAT MEAN FOR YOU?

Energy Trends and Economic Outlook

(The Upstream and Downstream Supply Chain of Domestic Energy)

Paula Dowell

The upstream and downstream supply chain of domestic energy is not only impacted by the fracking oil boom, but also by the by the near-shoring activities. Looking at the US oil sector from 1965 to 2013, a very sharp and significant drop occurs around 2008/2009 followed by a sudden and significant steady incline. The activities of the states represented here have greatly contributed to the upward spike and boom in the oil industry. The supply chain from the oil wells to the various communities engages different modes of transport and different activities across the Nation.

The upstream has to do with all the inputs that go into developing the oil well and moving the products. However, because of the lack of adequate pipeline infrastructure, most of the products are moved on rail lines, which creates a ripple effect as other items, like agricultural products, when displaced from rail lines to other modes of transport where there are viable alternatives. Water transport is also considered as a suitable or better alternative for moving oil products due to safety concerns because of the volatility of some of the products being moved on rail lines.

The supply chain in the domestic energy sector affects the upstream, midstream and downstream movement of petroleum products. This does not just affect the oil alone, but other by-products coming out of the wells, as well. This has a great impact on our economy as it touches the trucking industry, the rail, well warehousing and the port facilities for upstream and downstream. The materials supply chain too impacts the economy. Likewise the professional services; a lot of engineering and architectural designs are needed as such more employment opportunities open up. These opportunities do not only affect the oil producing states, but others as well and this not just in the employment segment alone, but also in the transportation sector.

There is a current global shift in the manufacturing sector towards near-shoring, as factories decide to locate their production facilities closer to the US market. This is also driving competition in the marketing cost all fueled by the domestic energy boom. Prior to now, labor cost has been a great deciding factor of product sourcing, hence the consideration of China and other emerging markets. As total landed cost per unit item is usually considered, transportation is especially a key factor in deciding what the total landing cost ends up to be. However, despite the influx of goods sourced from China and other developing nations, there is a recent surge in consumer demand for qualitative and safer goods; hence the factors driving costs are diversifying, making near sourcing an alternative.

Reshoring technically occurs when companies close down manufacturing and bring it back to the U.S., while near-shoring occurs when new production is added, not necessarily sourcing the goods from China or Asia, but somewhere closer to their home market. The perceived trend by reshoring was outlined by the research carried out by interacting with sourcing directors and supply managers. There are some variations in their perceptions, which often depend on the industry or the size of the firm. However, reshoring does not cut across all industries.

The boom in the domestic energy has an impact on the economy and infrastructure of our nation, even spilling to neighboring Mexico. Transportation cost and availability and reliability continue to drive the location choices for production because it is not just about the inputs into production, but the output (markets) also that matters.

FREIGHT IN THE SOUTHEAST CONFERENCE

Pete Walley

Economic forecast and or prediction by experts is good and helpful, but no expert or organization can accurately predict the future and what it holds, so in this view we make do with the forecasts rather than having nothing. Taking a quick look at the US economy at present and base on forecast, the following positives and negatives can be observed. Positives; as results of the domestic energy boom, employment opportunities are growing. The reduction in gas prices is affording the consumer more money, hence generally a higher consumer spending and income growth. There is a surge in direct investments, hence the growth of businesses. On the negative aspect, the global economy is sluggish and exports are generally moderating. The domestic housing sector lacks the requisite drive and momentum.

Looking at some statistics, the following observation can be made. Average jobs added per month gradually improved in the last four years with 2014 being the highest since 1999. From the Supply Management index, the manufacturing sector does not show positives in terms of expansion. The US retail sales reflect the impact of inflation and recession in the past few years. But the coincident index for some selected states shows that there is a come-back from the recession. There are a lot of factors that affect the economy of a nation, but if your population is growing, your economy grows along.

However, there is more to the growth of the economy other than simply production activities. One of such critical factors is the educational attainment of the population that is 25 years and above. Considering this factor and looking at these five states; Florida, Alabama, Mississippi, Louisiana and Texas, Mississippi has the highest dropout rate. However, studies have shown that not everyone truly needs college education, but it is important that people develop the skill sets that are needed for all jobs.

Performance Measures for Transportation Agencies

FREIGHT PERFORMANCE DATA

Using Truck GPS Data

Jeff Short

Performance Measurement using truck GPS Data has been and remains an evolving process. In the early 1980s the trucking industry was deregulated, resulting in the number of trucking companies growing from about 20,000 to about 50,000. This fierce competition forced bigger trucking companies to invest in devices that would help them track their trucks, hence making their services more efficient. They could not tell how long it would take a truck to move from point A to point B. Schneider was the first to install such devices on their 6000 trucks in 1986. By the end of the 1990s to the early 2000s, research found such data had promising applications. ATRI, Federal Highways Administration and others began to use data to develop performance measure of truck travel on the interstate system with the aim of providing data and analytical tools to support operations research of speed/congestion measures and delay along the interstate system.

The freight performance measurement, sponsored by Office of Freight Management and Operations of the Federal Highway Administration, provides a customized processing system of Travel Times, Average Speeds, Reliability Measures, Travel and Patterns. The dataset is multi-year and obtained from various sources with several hundred thousand individual trucks and billions of truck position collected daily and processed monthly.

These data helps measure the result of all efforts to improve freight mobility, because the congestion on our highways is costing so much in both monetary terms and productivity hours. For example, congestion on our highways leads to loss of operational efficiency, driver life quality/driver shortage and regulatory/compliance issues.

To have a better understanding of Supply Chains, we study the data obtained from truck movement on those routes. Data received from certain average number of trucks to monitor over a period of time like 24-48 hours, provides the average travel time and idle time. All this information is very relevant to the trucking companies and would be very useful to trucking customers when deciding where to site manufacturing facilities.

FREIGHT PERFORMANCE MEASURES

Freight in the Southeast

Ed Straper

In the last decade a couple of things have changed in the way we look at transportation and measure performance including government transparency, increase in performance based transportation, discretionary programs and the emergence of high level corridor thinking.

Performance measures is used for a number of reasons ranging from being a good guide for making decision when allocating resources to the different sectors and modes of transportation. For planning, it helps in providing a link between the goals set and the actions to be taken to achieve them. It also serves as a mechanism for

understanding the performance of the system. Performance measure can track system performance over a period time and evaluate the impact of policies, programs and projects of government and its agencies. Performance measure helps to communicate the results and show accountability with regards to monies expended and to justify why they were spent.

Performance measures have existed in the private sector for much longer than in the public sector and it has undergone various evolutionary processes, from the measurements of basic financials to productivity or internal performance, to quality and competence and then to resource allocation and to continuous improvement. Government can observe what works and what doesn't and how to do it better, if it learns from the public sector. It also affords the opportunity to weigh between qualitative and quantitative measures, customer satisfaction and process measurement.

Looking at performance measure specifically from a freight perspective, the private sector mostly narrows down on efficiency in productivity of labor and trucks, reliability and delivery on time and then cost. Whereas some the typical categories covered in public sector freight performance measurement are, freight demand, system efficiency, system condition, safety of the freight, environmental conditions and system investment.

However, when applying performance measures in freight, there are considerations, such as what is the data source, its level of application, state or system-wide, on an individual corridor or route. The correct level of use will be dependent on the purpose for which policymakers want.

To make progress in the implementation of transportation management principles, consistency and flexibility are essential to ensure that a national focus is provided during different phases. Also, the number of measures should be kept at a minimal level as accountability and transparency increases, as we need to consider if we are really ready for using data to support the desired measure.

The implications of freight performance measurement and MAP-21 focused on two areas; the national and the state. At the national level, USDOT is working on a few measures on safety at a multimodal level, but it is not perfect, but it is being worked on and will be updated every two years. At the state level; the states and MPOs are narrowing down on freight and its movement on the interstate. At the federal level the National Freight Strategic Plan framework is scheduled for release in mid-2015 for public comment and the final plan in October. It will address all the requirements of MAP-21 and identify the bottlenecks, forecast freight activities, identify freight barriers and solution for improving the freight system and best practices. This will be a multimodal approach not limited to highway infrastructure alone, but air cargo, pipeline, waterways and rail infrastructures. Freight performance measures is developed with an approach on bottlenecks, Arterials, accessibility, linking truck volumes to congestions, multi-jurisdictional approach, truck probe data use for investment, fluidity measures and economic competitiveness and cost.

Future initiatives for freight performance measurement include expanding and developing new data sources. This could include combining probe data with other modal data for fluidity analysis and examining the use of big data or transactional data, which would identify research approaches for new data sources like Radio Frequency Identification Device (RFID) and supporting national performance measurement requirements.

NATIONAL TRANSPORTATION PERFORMANCE MEASURES

Freight and Supply Chain Context

Chris Smith

Taking a look at National Transportation Performance Measures and the American Association of State Highway and Transportation Officials (AASHTO) from a state perspective inclusive of freight supply chain context is broad, but well revealing.

Core performance measurement should be driven by policies that have well-defined goals and objectives and should be assessed in a manner that the objectives can be translated into quantitative measures. The data obtained from performance measure should be available for evaluation that will help in choosing alternative options and making tradeoffs.

The Performance Measure goal areas for MAP-21 look at: safety, pavement condition, bridge condition, system performance on interstate and non-interstate, freight, Congestion Management Air Quality (CMAQ), traffic congestion and on-road mobile source emissions. Map-21 policy areas include: performance measure plans, setting the targets to be achieved, making and tracking the progress, formulating sanctions and applying them where and when needed and recording/reporting the progress. One should also note that national level performance measures are not necessarily the same with the performance measures that state DOTs will use for planning, programming and funding their transportation projects. It is also essential that national level performance should be SMART (Specific, Measurable, Attainable, Realistic, Timely) and KISS (Keep It Short & Simple). They should also focus on areas state DOTs have control over from a project perspective. The National level performance measures should leverage management practices, data sets and reporting processes to avoid re-inventing the wheel. These National level measures should encourage continuous growth through forward thinking and constantly communicating their meaning to the public and other audiences.

There are key implementations issues that will help define appropriate and credible performance measures within the scope of what Congress's intent "is". These should include:

- Is the measure focused?
- Was it developed in partnership, is it maintainable in a manner that it would accommodate changes?
- Can users support investment decisions, policy making?
- Can it be used to analyze trends?
- Has feasibility and practical collection of data been considered?

This is like a litmus test for what the states should consider as an actionable performance measure or appropriate as they work with the federal government on rulemaking.

With regards to freight performance measures, FHWA found that travel time and travel time reliability are critical. The recommended measures are: Annual Hours of Truck Delay (AHTD) - travel time above the congestion threshold in units of vehicle-hours for trucks on the Interstate Highway System.

Like freight, Supply Chain should be treated as such; hence, it should have its own Performance Measures. But, what are the performance measures for a public view of Supply Chains? Can they be calculated? How does the industry use them? How can public agencies use them to measure performance? Will they aid better investment decision making? Should they be used at national and international level?

The US Department of Commerce has a 45 member advisory committee on Supply Chain Competitiveness that will provide the Secretary with advice on the elements of a comprehensive national freight infrastructure and policy program to support U.S supply chain and export competitiveness. It is also intended to further the Administration's export, economic and job growth goals.

Supply Chain performance measures information is expected to be disseminated periodically to supply chain stakeholders and applied at Industry level, Metropolitan Level, State and multijurisdictional level, National level, and North American level. Finally, AASHTO has some concerns with regards to Supply Chain performance measures. Does it link national performance measures to Federal funding? Do these specific measures conflict with other public agency priorities? Should new national-level performance measures be considered before MAP-21 has been fully implemented? What would failure to meet performance goal mean especially in a modal context?

Prioritizing Freight Investment

PRIORITIZING FREIGHT PROJECT INVESTMENT

Lynn Soporowski

The Kentucky Department of Transportation's freight plan is highly centered on the highways planned by the Kentucky Department of Highways. This is because it considers highway as the link to other modes, is about 75% of the freight that moves within the center of Kentucky is moved on the highways.

Kentucky freight project planning in the past has been based on the road network or certain corridors, but the planning parameters have changed, driven by data. There are considerations of where things are, such as the intermodal connectors are and where the roads are really needed. The database identified our major freight generators with at least 100 trucks, 100,000 sq. ft. under roof or 100 employees. Rail yards were also considered. However, because in Kentucky we believe "a mile on the roadway gets you a mile, but a mile on the runway gets you anywhere" we also considered some runway pavements.

There are many issues bedeviling freight transportation. From an infrastructure issue perspective these include insufficient system capacity, geometric impediments, poor system condition, maintenance, lack of connectivity between modes, lack of truck parking, rail car sidings, and barge storage and unloading zones. From an economic perspective, these include tax base, employment, energy cost (fuel), delivery time, global supply chain/world trade, outsourcing and catalyst for other business. Final safety issues to be considered include crashes/incidents, hazardous materials, inadequate parking facilities, At-grade rail crossings and emergency/disaster preparedness.

PRIORITIZING FREIGHT PROJECTS

Ed Lee

Florida is being transformed with regards to prioritizing freight projects through the Freight Mobility and Trade Plan (FMTP). The FMTP resulted from House Bill 599, passed a few years ago, which gave the Florida Department of Transportation the mandate to develop a freight mobility and trade plan. Some of the objectives were; to increase the flow of domestic and international trade through the state's seaports and airports and the development of intermodal logistic centers in the state. It was encouraged to increase the development of manufacturing industries and compressed natural gas (CNG) and liquefied natural gas (LNG) policies within the state.

The FMTP was developed in two stages. There is the policy element that laid out the framework that points to the direction that Florida wanted to go with freight. Then, there is an investment element, which satisfies MAP-21 requirements. The policy element helped us identify many of the responsibilities related to freight that were actually not managed by the Florida Department of Transport (FDOT), but that of other agencies. To summarize, the policy element helps drive the investment priorities while the investment priority itself focuses on decision making where there are limited available resources to be spent to facilitate the movement of freight.

There were about 78 policies, a third of which are geared towards how to pick and prioritize projects. Since not all projects and their criteria weighed equal, a scale of 1-5 was developed to categorize and prioritize projects into

high priority, medium priority and low/ insufficient information. We called the last category insufficient information because it is possible when we get more information about the project it might move up in ranking. So instead of just labeling it as low priority project, we seek more information about it. This process is dynamic and the plan is to update the database on an annual basis, which also allows people to provide more information about their projects.

So far this has yield results. About 167 very high priority projects costing up to \$9.7bn were identified and sent off to our partners at Florida Highway Authority. 183 high projects totaling \$9.7bn, 209 medium projects totaling \$7.8bn and 208 low/ insufficient information projects totaling \$4.6bn. Florida Department of Transportation is working in conjunction with FHWA to provide additional details to pursue the increased MAP-21 match on all FHWA eligible projects.

PRIORITY FOR STRATEGIC INVESTMENTS DURING FUNDING UNCERTAINTIES

Tom McQueen

Georgia has the Georgia Freight and Logistics Action Plan. In 2012, the Governor's goals for freight and logistics were to improve the movement of people and goods across and within the state, expand Georgia's role as a major logistics hub for global commerce, leverage public-private partnerships, improve intergovernmental cooperation, and reduce injury and loss of life on Georgia's roads. A statewide strategic transportation plan, with a business focus backed by state law, was put in place. The business focus was to look at investment categories, strategies and priorities. The investment categories covered freight and logistics, people mobility in and outside the metro area and the investment strategies examined adding capacity where it will create the most benefit, get the most out of existing infrastructure, and implement plans for aviation, ports and state-owned rails. The Statewide Freight and Logistics investment priorities involved looking at improvement of interchange and last-mile connectivity, as well as the creation of new bypass facilities and the creation of new intermodal facilities.

All these involved identifying truck volumes, tonnage and major freight corridors. The statewide freight corridors were the approved by the state's legislature and adopted by state transportation board.

These strategic planning and investment plan are done with limited funds available. For example, state freight corridors involved projects on corridors exempt from state law mandating fund balancing by congressional district. For state freight and logistics plan, an update will make the plan MAP-21 compliant. We are also nearing US DOT approval for the enhanced match funding for freight projects. Finally, the Georgia House Bill 170 supports state transportation funding needs using the concept of converting the state's sales tax on gasoline to an exercise tax. This bill is also being considered by the state's Senate.

TEXAS FREIGHT MOBILITY PLAN:
PRIORITIZING FREIGHT TRANSPORTATION INVESTMENTS

Caroline Mays

Texas Department of Transportation (TDOT) has a systematic approach to its freight mobility plan, which begins with the needs analysis phase at current conditions, before identifying the needs and then making recommendations. Our approach to the recommendations is three pronged, focusing on policies, programs, and projects. As with all plans, we hope these recommendations evolve into an implementation phase.

The analysis phase involves not only gathering data from different sources and studies directly related to freight movement, but also looking at current existing plans. An extensive stakeholder outreach was a key component of our planning effort, as the stakeholder outreach involved ascertaining their goals, needs and challenges, such as their performance measures, project prioritization, priority freight network, project projection, key policies etc. We also had statewide listening sessions to capture the experiences and recommendations of our stakeholders.

Early in the planning stage saw the need for a Texas Freight Network, which was developed to help us outline freight-centric transportation facilities and freight corridors. It also helped us focus the freight plan on guiding future freight transportation investments that were safe, efficient and reliable movement. The Texas Freight Network is comprised of five elements: (1) Primary Freight Highway Network, (2) Secondary Freight Highway Network/Emerging Corridors, (3) The Texas Rail Network, (4) The Pipeline Network, and (5) Gulf Intracoastal Waterway.

After the framework was developed, the analysis led to building our recommendations along Policy Recommendations, Program Recommendations and Project Recommendations. Some of those recommendations are very specific, such as that we raise our bridge height from 16. 6 to 18 feet on our interstate systems.

We also recommended projects for Border/Ports-of-Entry since we share border with Mexico which covers about 1,200 miles with 29 border crossing points out of which 13 involve commercial traffic.

The Highway Freight Network needs were identified and segmented into three planned highway projects, unmet freight network needs and strategic freight projects. These categories were used to prioritize the freight projects. Safety Asset management (mainly bridge and mobility and interconnectivity were also considered.

The planning identified strategic projects which were targeted at:

- addressing passenger movement and congestion,
- addressing freight mobility needs in the long term,
- identifying key corridors that needs to be developed,
- identifying freight stakeholders throughout the state, local MPO & Texas DOT districts, and
- focusing on maintaining Texas' economic competitiveness.

The projects were not just identified, but prioritized and ranked into categories of short, medium and long term.

Conference Agenda

MONDAY, MARCH 16

ALL EVENTS ON MONDAY WILL BE HELD AT THE SHERATON FOUR POINTS

- | | |
|--------------------------|---|
| 1:00 pm - 3:00 pm | The economics of multimodal freight corridors
Bruce Lambert, ITTS |
| 3:00 pm - 5:00 pm | The Corps of Engineers approach to navigation planning
Patrick Donovan, US Army Corps of Engineers |
| 6:00 pm | Welcome Reception
Sponsored by the Mississippi World Trade Center and Waggoner Engineering with a beer tasting from Crooked Letter Brewery and a cigar tasting with the Cigar Shop. |

TUESDAY, MARCH 17

SHERATON

- | | |
|----------------|---|
| 7:00 am | Assemble for Tour of Ingalls Shipbuilding in Pascagoula (Sheraton)
All other events are at the Biloxi Visitors Center
Due to security concerns, the Tour is not open to any new registrations at this time. If you registered and did not get a confirmation concerning the tour, please contact Bruce Lambert at bruce@ittsresearch.org . |
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BILOXI VISITOR'S CENTER

- | | |
|----------------------------|--|
| 11:30 am - 12:45 pm | Mississippi Freight Advisory Council meeting/ luncheon
Trung Trinh, Mississippi DOT
Box Lunches will be provided for all attendees at the Biloxi Visitor's Center |
| 1:00 pm - 1:30 pm | Opening Remarks
Melinda McGrath, Executive Director, Mississippi DOT
Vincent Creel, City of Biloxi |
| 1:30 pm - 3:00 pm | Trends in Freight Movement
Mary Ann Moon, MS Engineering and Development, Moderator
Vann Cunningham, Burlington North Santa Fe Railroad
Stuart McAvoy, UPS Customer Solutions |
| 3:30 pm - 5:00 pm | Inland Waterways and Container on Barge operations
Robby Burt, Mississippi DOT, Moderator
Jim Murphey, Maritime Administration
Bruce Lambert, Institute for Trade and Transportation Studies
Bryan Hunt, SeaCor AMH |

****There is no formal event on March 17th. I have made reservations at the Half Shell Oyster House.**

WEDNESDAY, MARCH 18**BILOXI VISITOR'S CENTER****8:00 am - 9:30 am****Where is the Economy Heading?**

Ed Hutchinson, Florida DOT, Moderator

Michael Kearney, J.P. Morgan

Paula Dowell, PhD, Cambridge Systematics

Pete Walley, Bureau of Long-Range Economic Development Planning,
State of Mississippi**10:00 am - 11:30 pm CONCURRENT SESSIONS****Track 1- Advanced Manufacturing**

Tom McQueen, Georgia DOT, Moderator

Robert Thompson, Interim Director, Mississippi Polymer Institute

Ashley Edwards, Hancock County Port and Harbor Commission

Track 2- Performance Measures for Transportation Agencies

Cheryl Ball, Missouri DOT, Moderator

Jeff Short, American Transportation Research Institute

Chris Smith, American Association of State Highway and
Transportation Officials

Ed Strocko, Federal Highway Administration

12:00 pm Lunch**1:30 pm - 3:30 pm****CONCURRENT SESSIONS****Track 1- The Future of Trucking**

Daryl Fields, Mid-America Regional Council, Moderator

Lee Wagoner, Boyd Brother's Trucking

Chris Flanigan, Federal Motor Carrier Safety Administration

Ed Hutchinson, Florida DOT

Track 2- Prioritizing Freight Investment

Ed Lee, Florida DOT

Carolyn Mays, Texas DOT

Tom McQueen, Georgia DOT

Lynn Soporowski, Kentucky Transportation Cabinet

WEDNESDAY, MARCH 18 – continued**3:30 pm - 5:00 pm****CONCURRENT SESSIONS****Track 1- The Future of the Federal Aid Program**

Virginia Porta, Arkansas Highway and Transportation Department

Joeng Lee, American Association of State Highway and
Transportation Officials

Elaine Nettle, Coalition for America's Gateways and Trade Corridors

Hal Miller, Mississippi Trucking Association

Jeff Ely, Mississippi DOT

Track 2- Trends in International Business and Trade

Phil Jones, Louisiana Department of Transportation and Development,

John Hyatt, Irwin Brown

Jimmy Baldwin, Southern Sales of Louisiana

Bill Kraus, Page & Jones, Inc.

Glenn Ferreri, Mississippi U.S. Export Assistance Center

THURSDAY, MARCH 19**BILOXI VISITORS CENTER****8:00 am - 9:30 am****Discussion on Freight Data for local and state analysis**

Ed Strocko, Federal Highway Administration

Justin Carlson, Army Corp of Engineers

Ron Duych, Bureau of Transportation Statistics

Micheal Sprung, Bureau of Transportation Statistics

10:00 am - 12:00 am**Using Freight Data to communicate to stakeholders**

Elaine G. Wilkinson, Gulf Regional Planning Commission

Bruce Lambert, ITTS

12:00pm - 2:00 pm**ITTS Working luncheon (ITTS Member States - Mary Mahone's)**