



Regionalization- Why Should Anyone Care?

Bruce Lambert

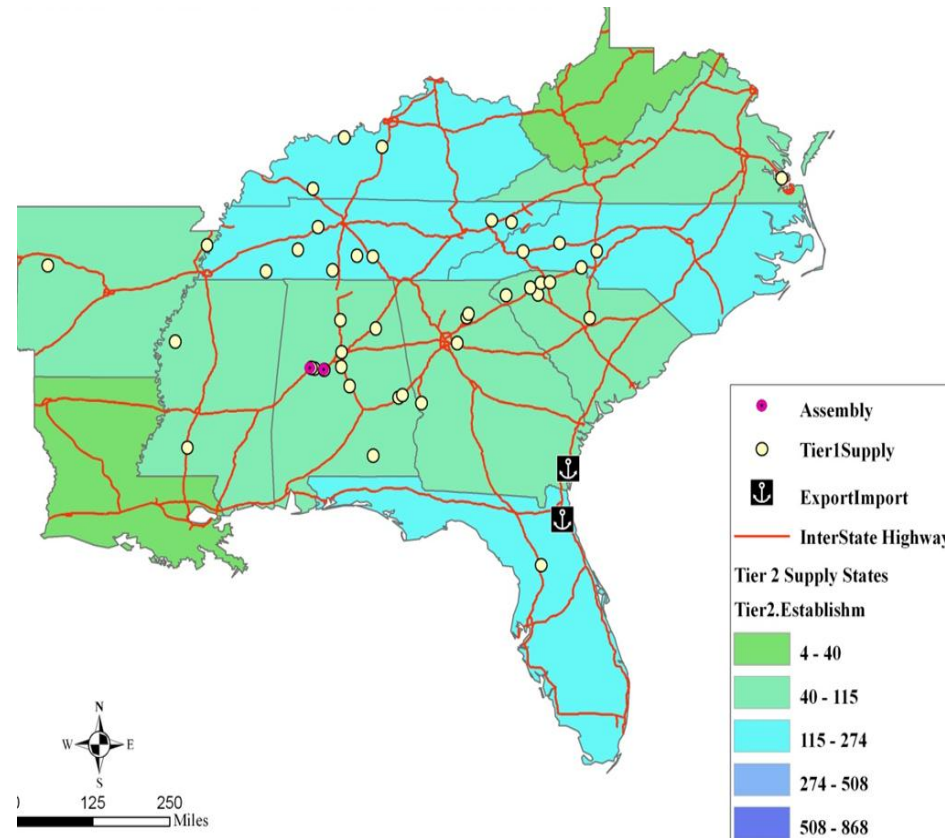
Executive Director

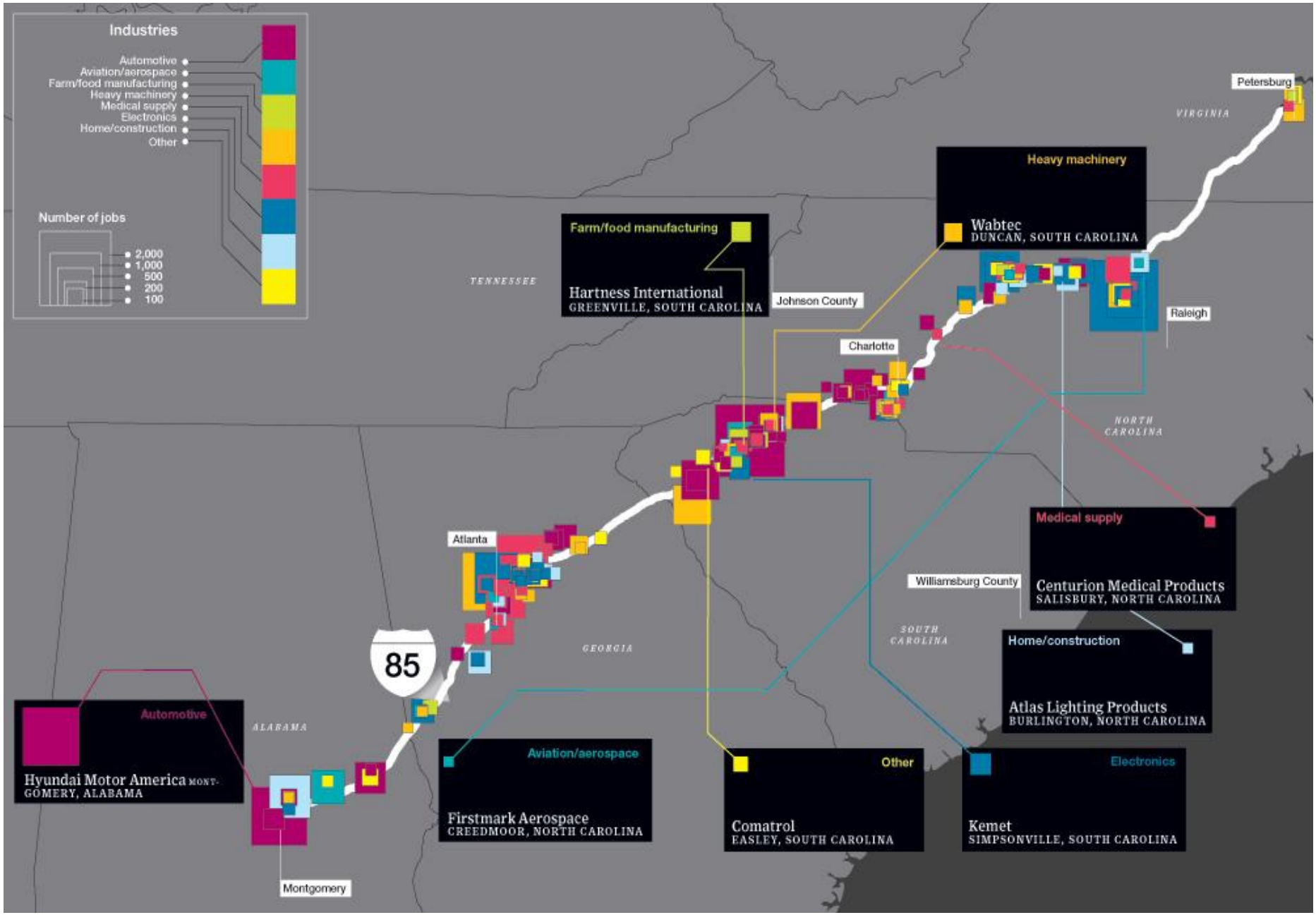
Institute for Trade and Transportation Studies

MAASTO and SASHTO

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- Commodities on River
 - Access to Water critical
 - Rural, Urban economic drivers

“The Job Creation and Logistics Message”

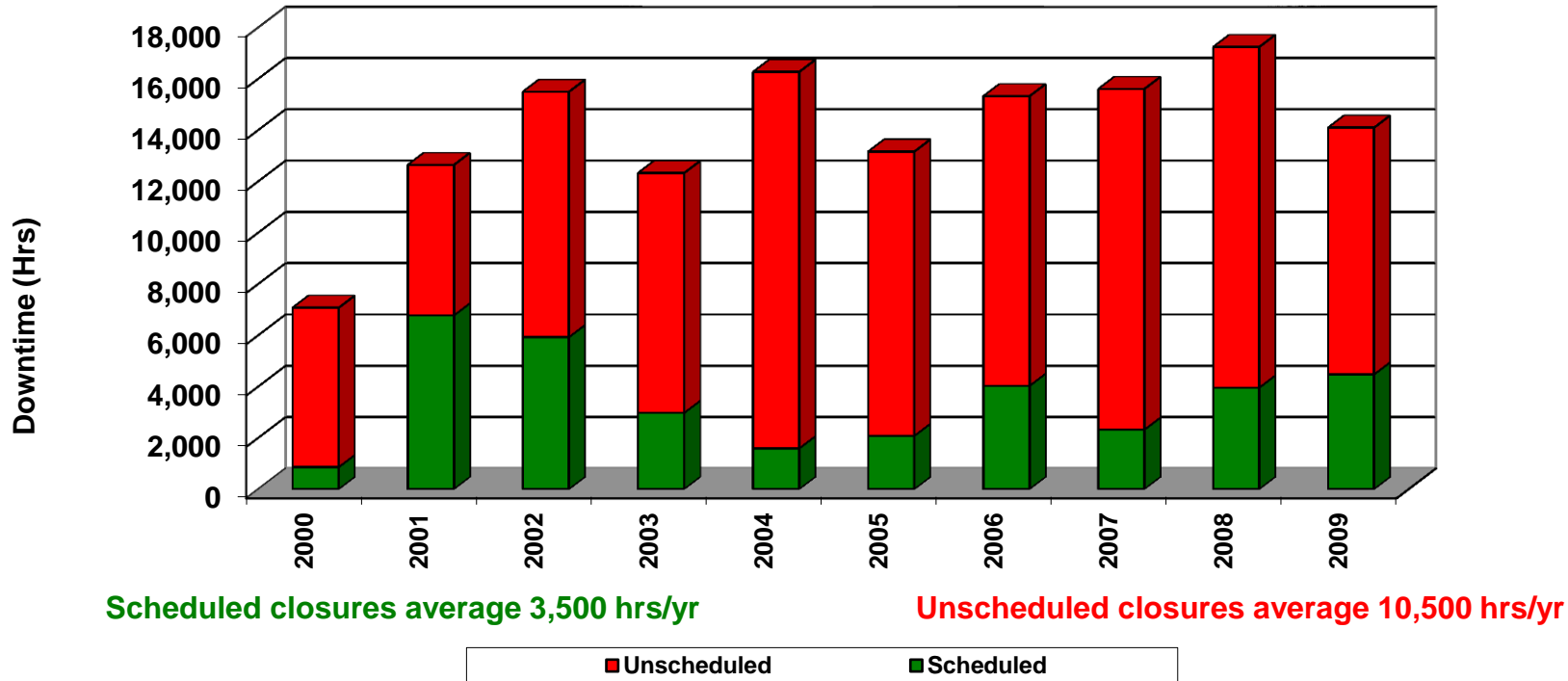




http://www.wired.com/magazine/2011/05/ff_jobsi85/

Ohio River Corridor Performance Measures

Ohio River
Annual Project Closures by Type
(2000-2009)



Heartland Intermodal Corridor Scan, Sept 2010



System Reliability Must be Improved

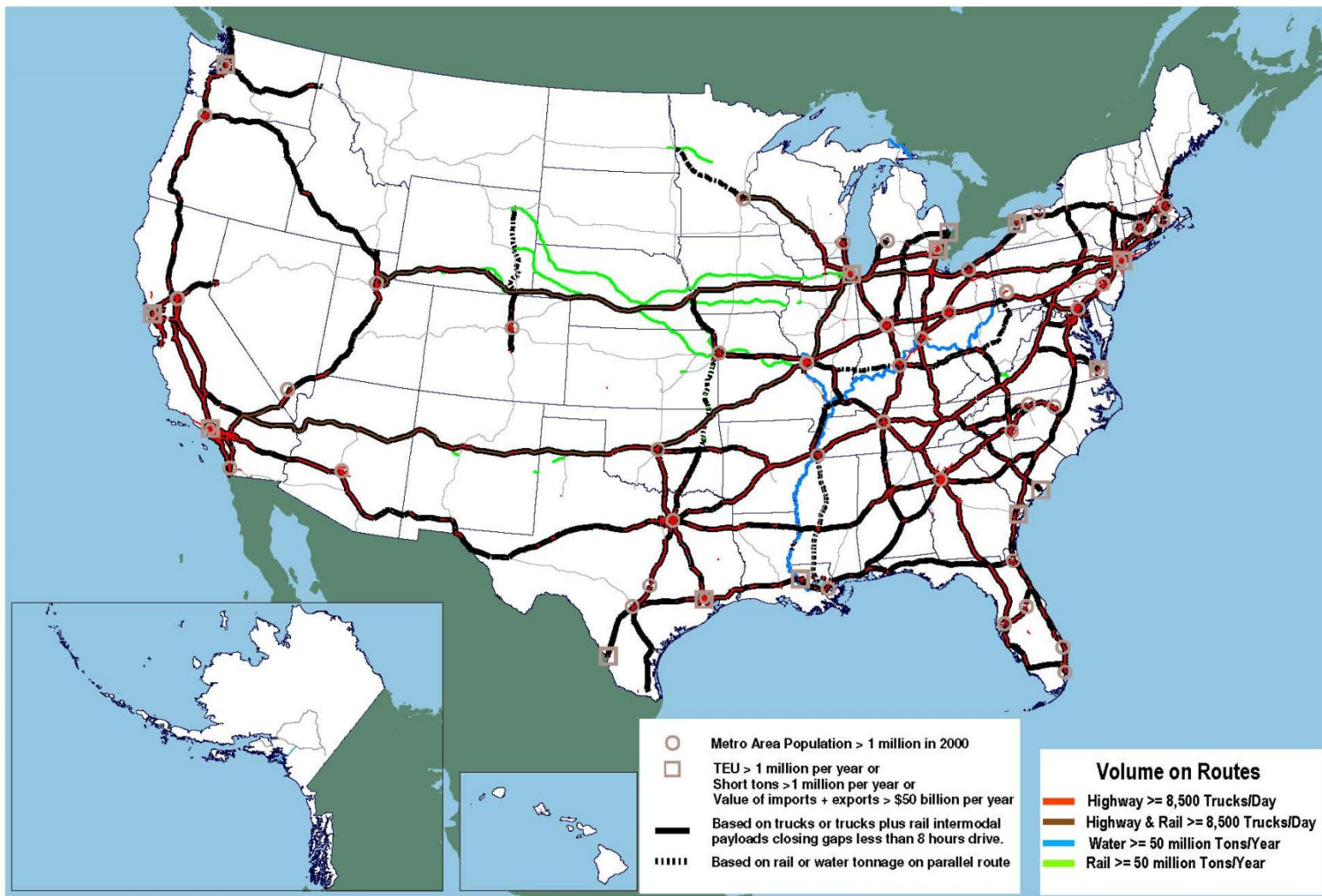
➤ NETS (IWR-USACE)

- Greenup 2003 Closure (52 days)- \$42 Million
- Hannibal Locks 2005 Closure (5 days)-\$5 Million
- Lock 27 Closures
 - (August 2007)-\$3.9 Million
 - (Oct 2005-Feb 2006)- \$2.7 Million
- McAlpine (August 2004)-\$6.3 million
- 2008 Flooding in Upper Miss?

➤ GLOBAL Insight – Upper Miss 90 Day Closure

- \$118.6 million for Waterway freight
- \$482.8 million by rail
- \$1.50 billion by truck

Major Freight Corridors

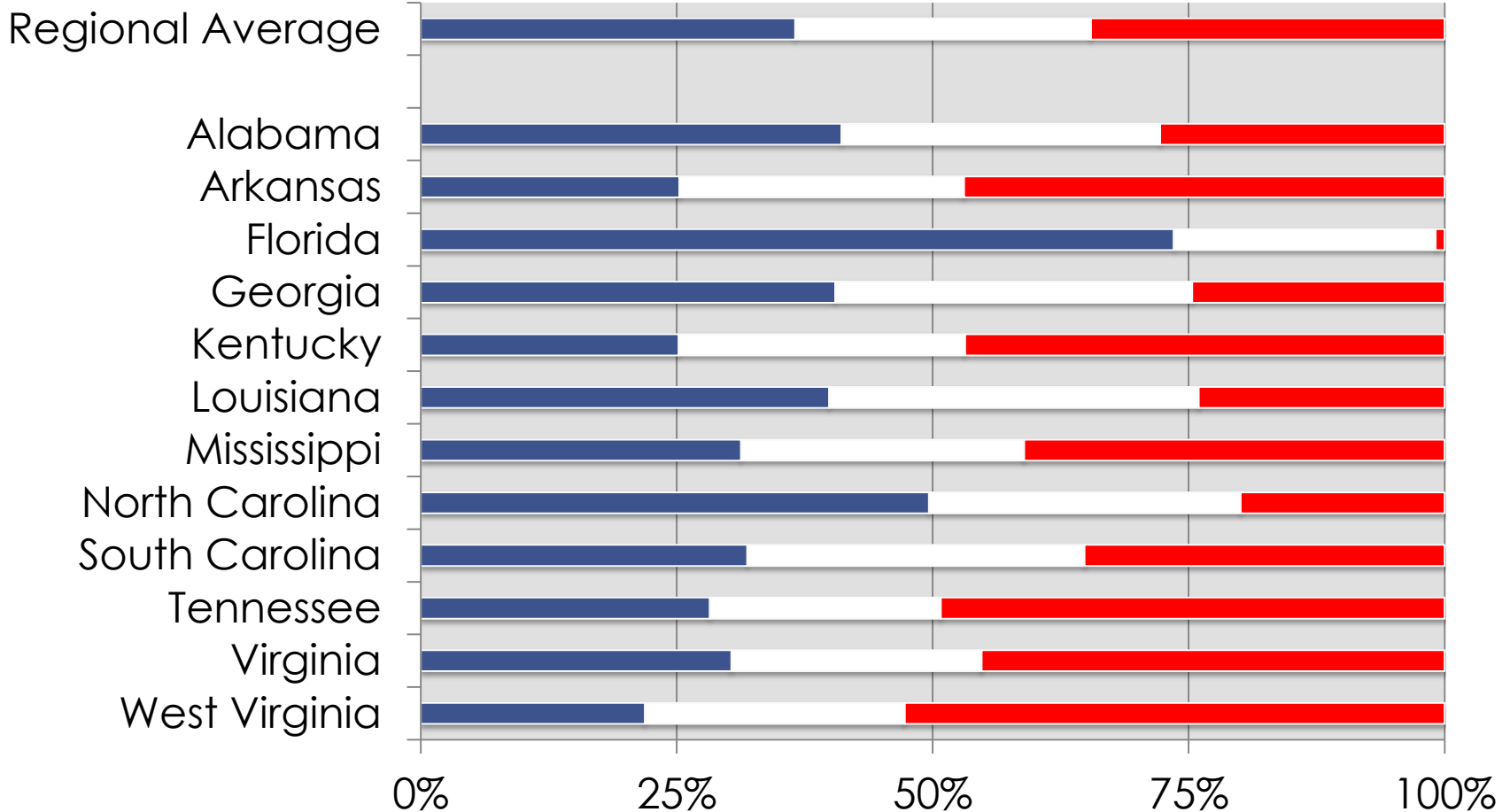


Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

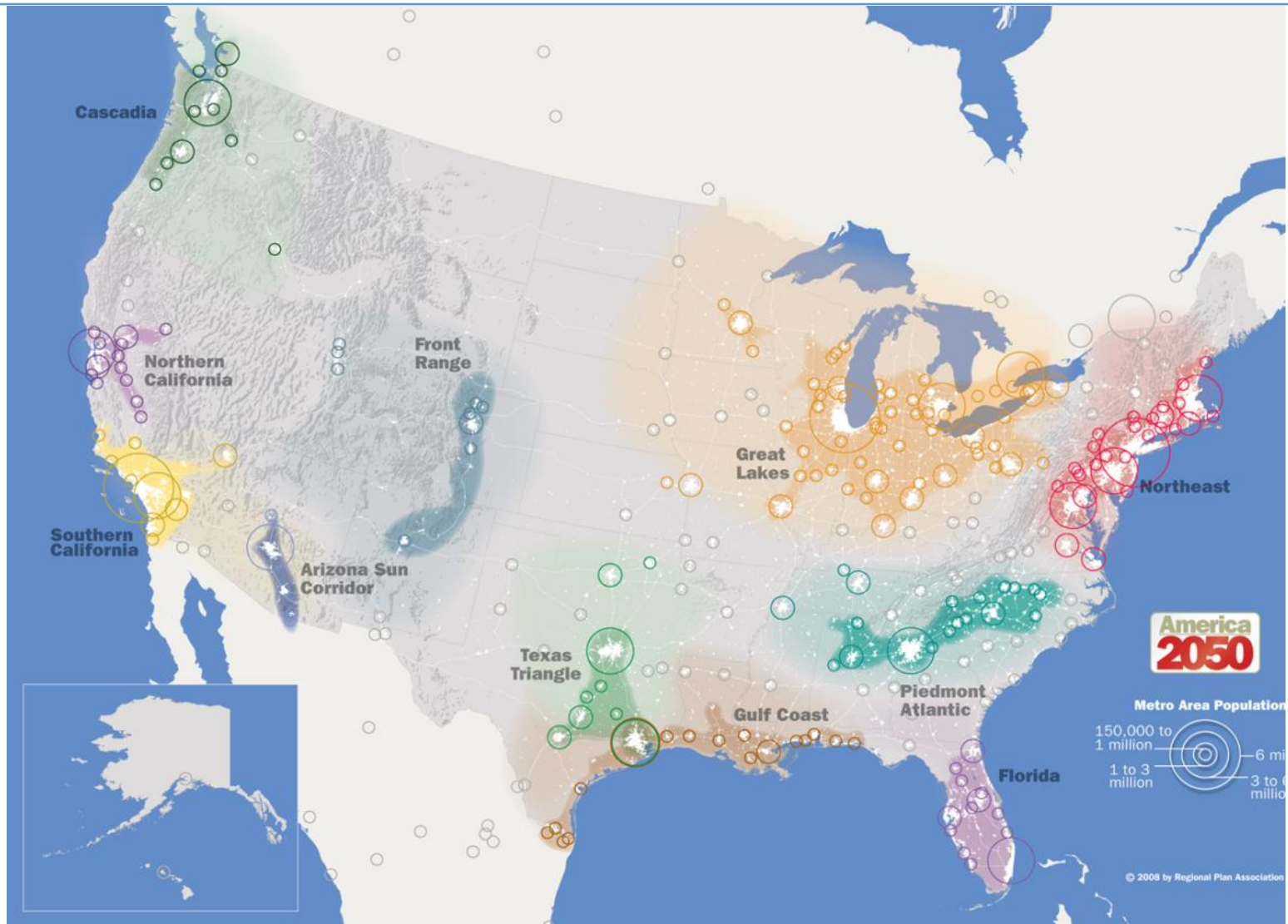
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.

Ton Miles of Truck Shipments by State for 2002

■ Within/Local □ To/From ■ Through



Where Will We Live?



Corridors will be more important in the future

- Intermodal/ inland ports developments
- Economic Growth Poles/Clusters
- Emergence of National Logistics Hubs
- Changing Urban and Rural demographics
- Carbon footprint and Sustainability
- Transparency and Security

Why Should We Care about Non-Highway Modes

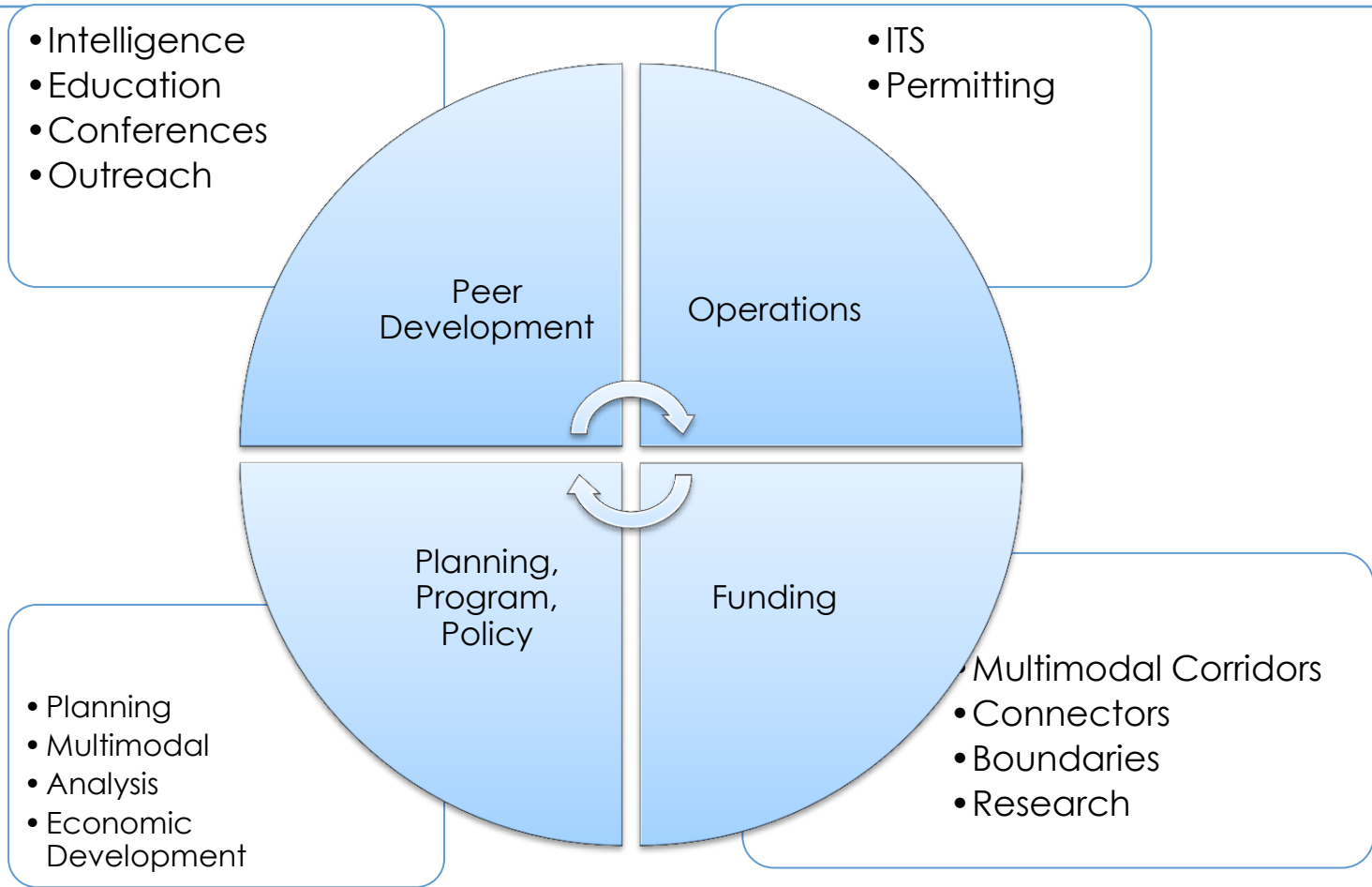
- Freight Generators
- Highway Congestion
- Resolve conflicts at multimodal intersections
- Recognition that multimodal corridor tradeoffs exist

Regionalization Must Support These Questions

- What lies outside of my framework that may change my world?
- How can I plan, fund, operate, as these influences reshape my system?



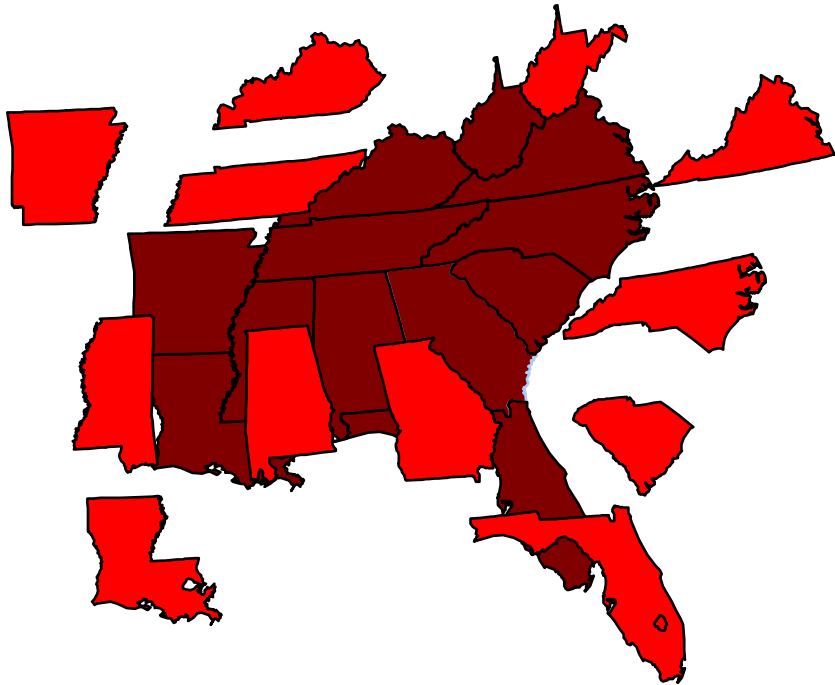
What Type of Regionalization Assistance?



Strategies Recommended By LATTS

- Utilization of Existing Infrastructure
- Add Physical Infrastructure
- Increase Operating Throughput
- Corridor Approach for Investing
- Develop Agile Freight Operations
- Improve Clearance at Gateways
- Attention to Connectors
- Encourage Technology
- Integration of Information
- ITS Applications
- Increase Public Awareness
- Improve Institutional Relationships
- Improve Freight Profile
- Partnerships

Which Regional Strategy?



“Pitfalls?”

- Maintaining Momentum
- Institutional Changes
- Funding
- Competition with other resources, Groups, etc.