

Thoughts on Freight Corridors in the U.S.



**INSTITUTE FOR TRADE AND
TRANSPORTATION STUDIES**

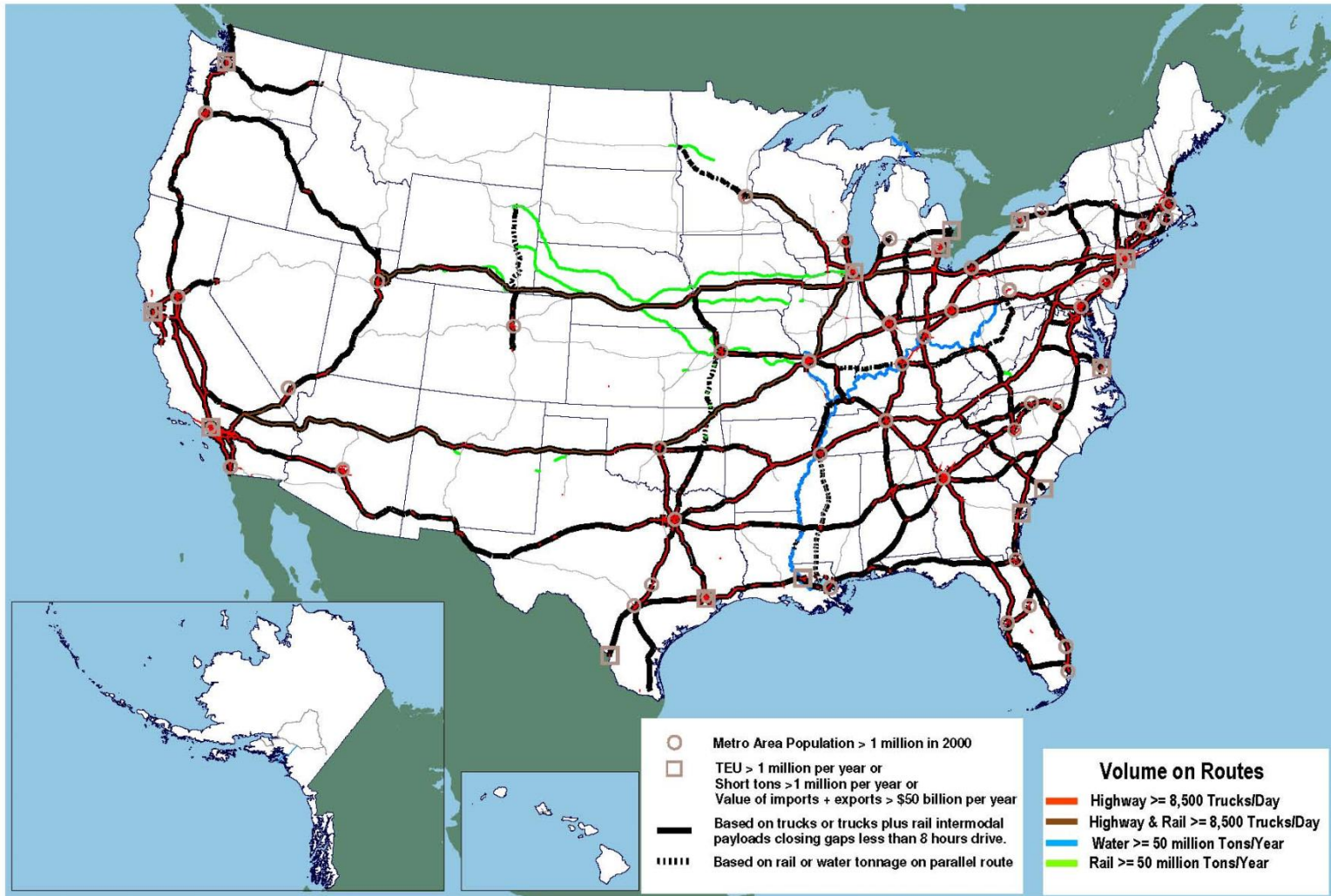
What Is ITTS?

- Evolved from LATTs Studies
- 12 State Departments of Transportation
 - Alabama, Arkansas, Florida, Georgia
 - Kentucky, Louisiana, Mississippi
 - North Carolina, South Carolina
 - Tennessee, West Virginia, Virginia
- “Forward Thinking” on freight planning and policy needs

Key Points Driving Corridors

- Logistics and economic development
- Connecting ports and hinterlands
- Intermodal Corridors
- Challenges exist

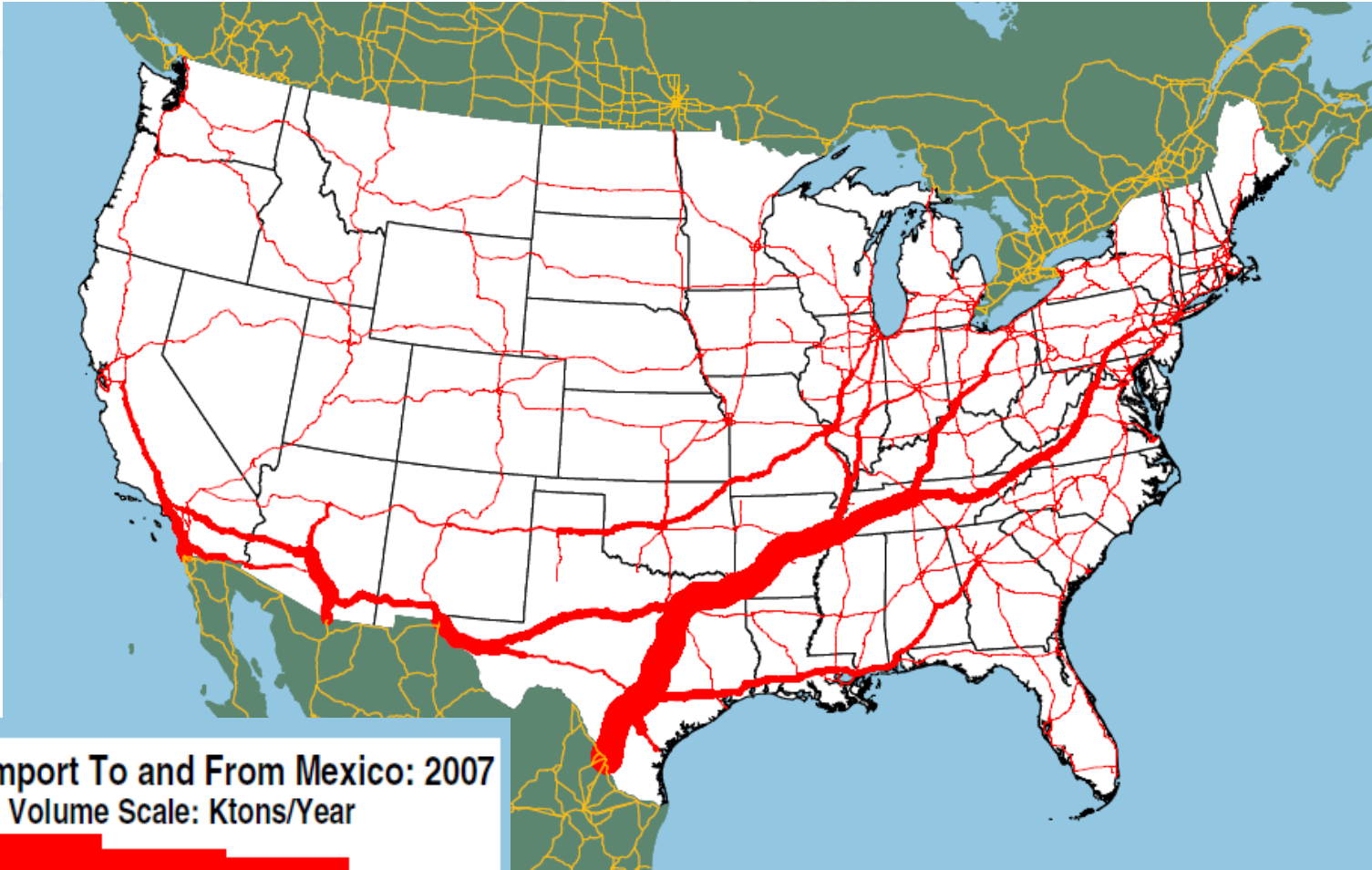
Major Freight Corridors



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.

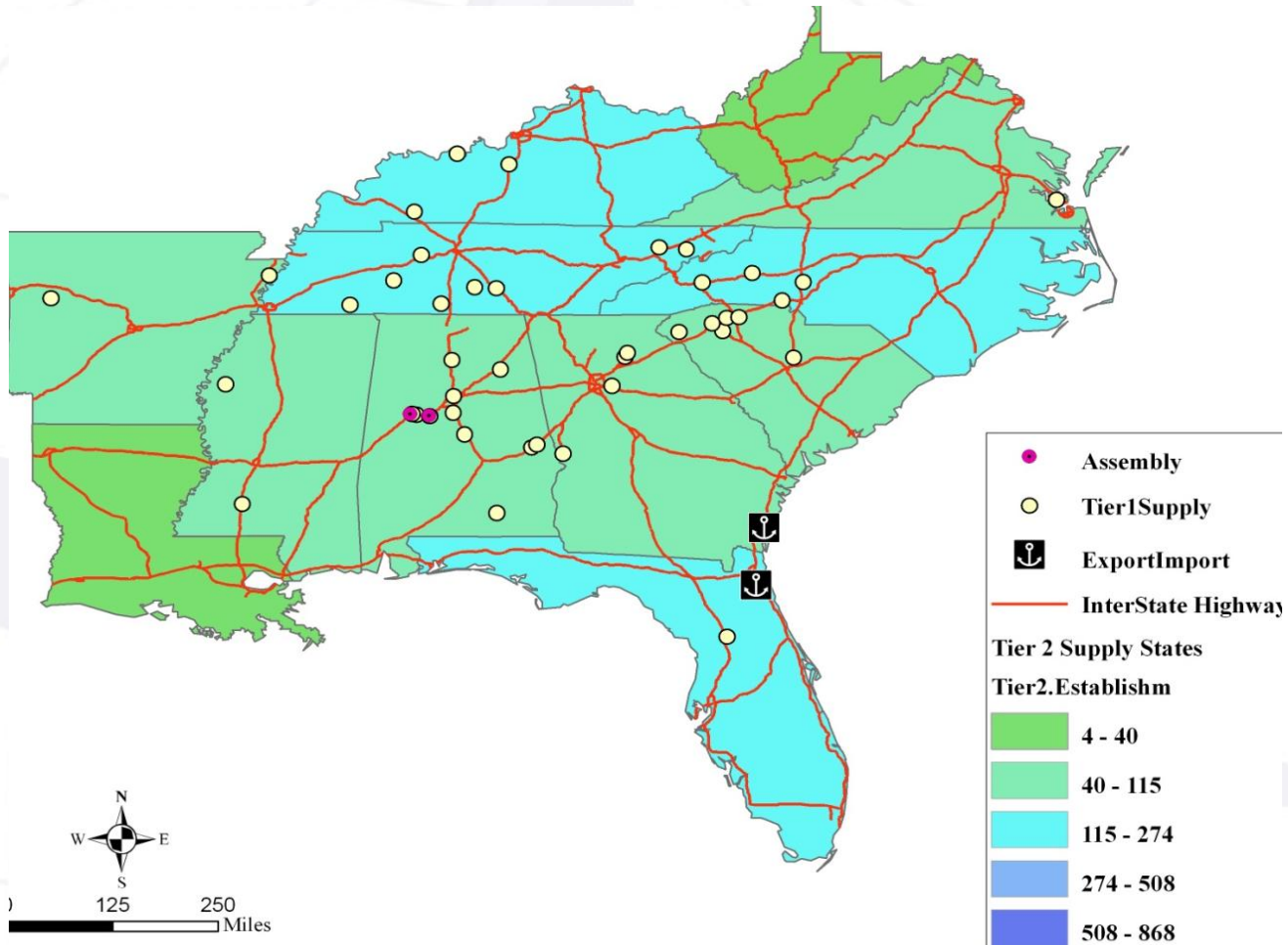
US Mexican Truck Traffic Flows, 2007



Export/Import To and From Mexico: 2007
Volume Scale: Ktons/Year



Mercedes Benz Supply Chains for Alabama



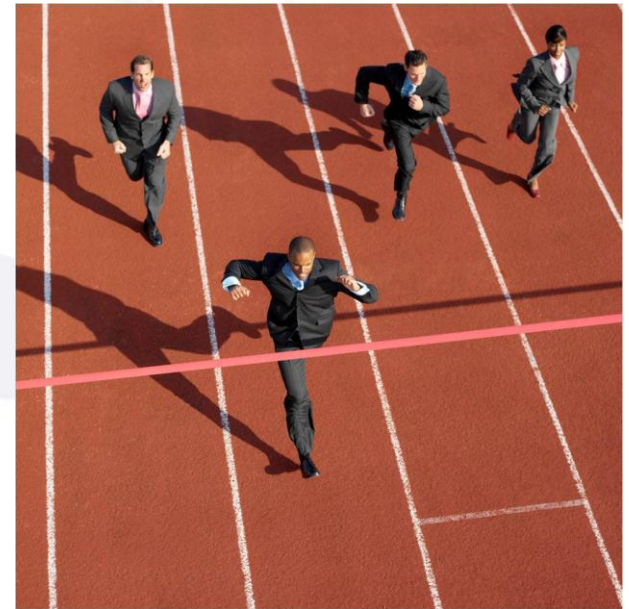
Heartland Intermodal Corridor

Scan, Sept 2010



Benefits Regarding the Debate on Corridors

- Access to Markets
- Creating Economic Value
- Discussion of regional transportation needs
- Finding partners



Who benefits from transportation improvements?

- Carriers
- Ports
- Governments and other local industries
- Shippers
- Economic Development Agencies
- Who does not benefit?

Logistics Parks and Economic Development

- What type of facility?
- Trackage and Terminals
- Develop densities
- Don't cannibalize other facilities

Transport, Talent and Taxation Top Factor List

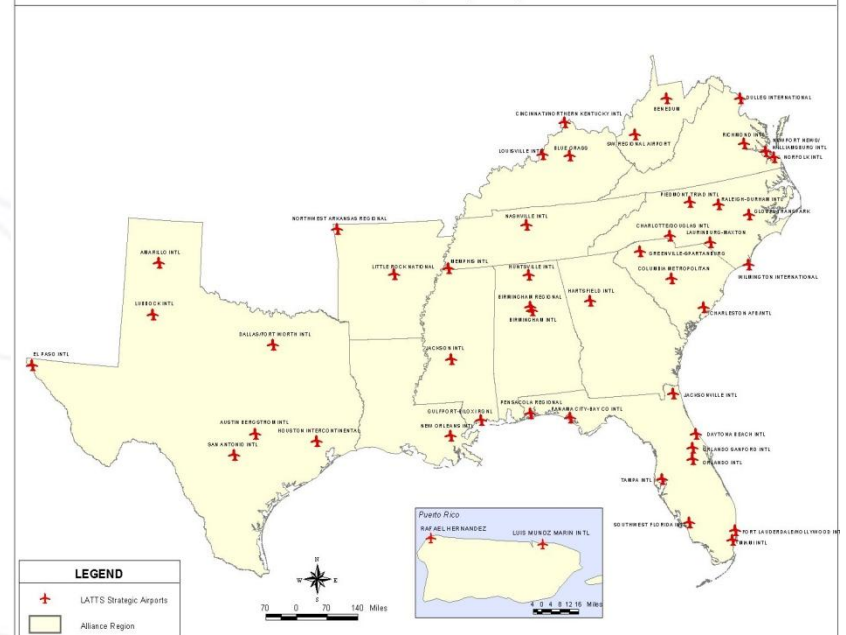
Site Selection's October survey of corporate real estate executives reveals which factors on average are most important to them when they are involved in location decision making.

1. **Transportation infrastructure**
2. **Existing work force skills**
3. **State and local tax scheme**
4. **Utility infrastructure**
5. **Land/building prices and supply**
6. **Ease of permitting and regulatory procedures**
7. **Flexibility of incentives programs**
8. **Access to higher education resources**
9. **Availability of incentives**
10. **State economic development strategy**

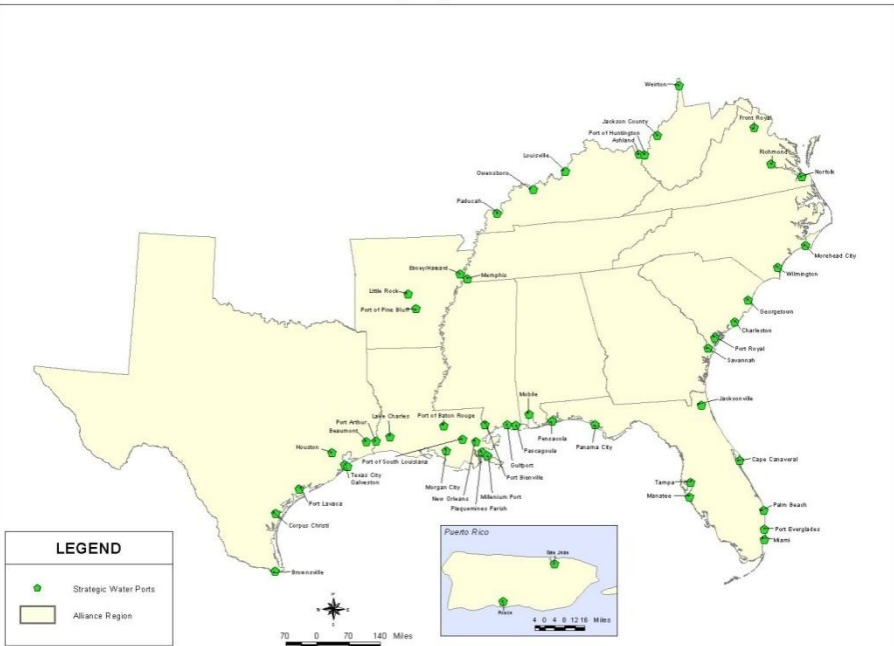
LATTS Strategic Highway System



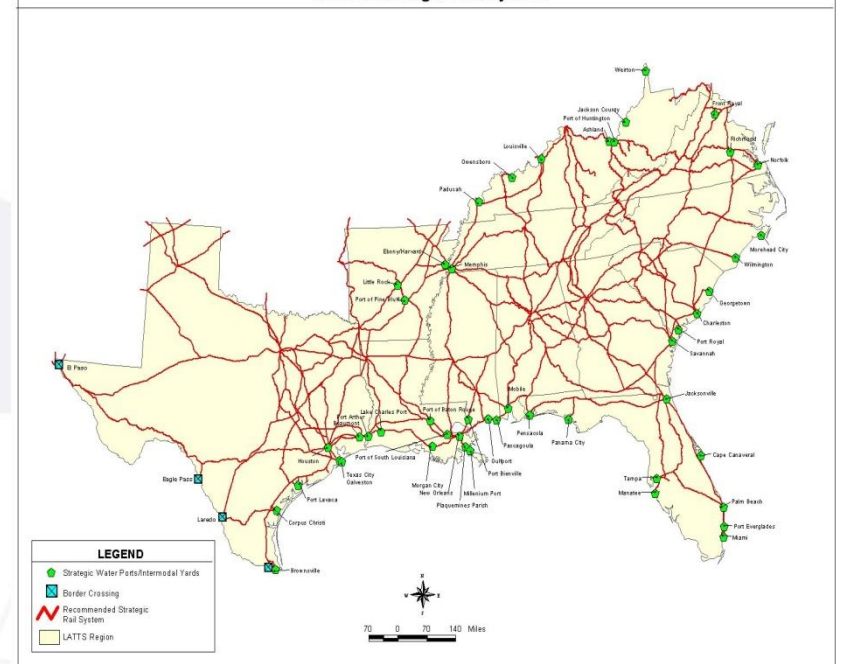
LATTS Strategic Airport System



LATTS Strategic System: Water Ports

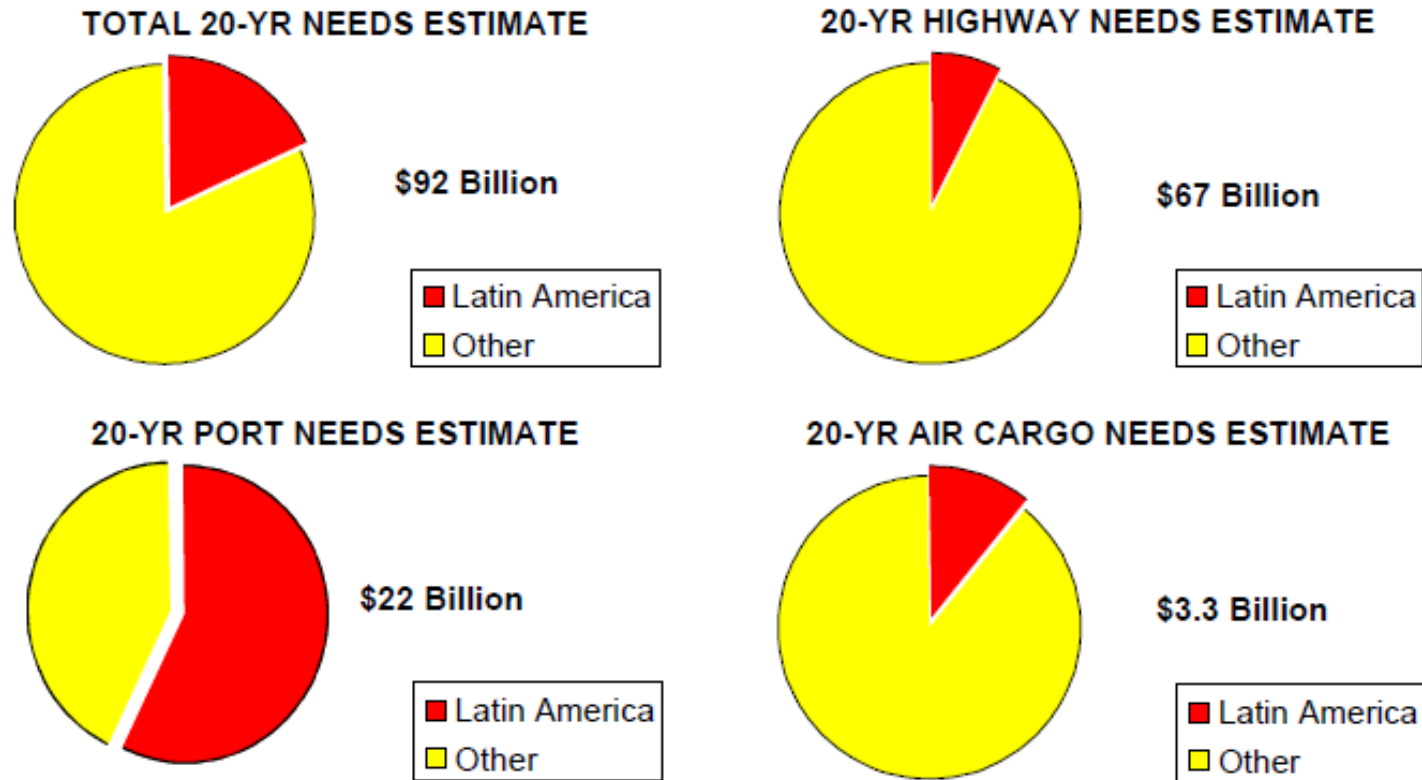


LATTS Strategic Rail System



Identified Needs Related to Changing Demand

Exhibit A-6
20 YEAR NEEDS ESTIMATES



In Sum...

- Are Corridors Important?
- Is the South in the Global Marketplace?
- Does it need to look at Regional Solutions?
- Is the time to act now?



Thank You!!

Contact Information

Bruce Lambert

Executive Director

Institute for Trade and
Transportation Studies

540-455-9882

bruce@ittsresearch.org

<http://www.ittsresearch.org>

Related events

***FREIGHT IN THE
SOUTHEAST*** 
Moving Our Region's Business



- Feb 9-11, 2011
- Charlotte, NC