Highway Infrastructure & Intermodal Gateways: Meeting the Demand for U.S. Freight Transportation

National Summit on Ag and Food Truck Transport for the Future
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National Freight Transportation

• Population and Economic growth create growth in transportation demand
• 2002 to 2035
  – Shipments by Weight almost doubles
  – Shipments by Value more then doubles
  – % by truck stays the same …But
  – Number of trucks nearly doubles
Ag & Food Products

• Domestic Shipments 2002 to 2035
  – Product volumes increase at different rates:
  – Grain Shipments Increase
    • All Modes - More then doubles
    • By Truck - Doubles

• Exports 2002 to 2035 Compound Growth
  – 1.12%, Cereal Grains
  – 2.66%, Live Animal/Fish
  – 2.96%, Other Ag products

• GROWTH
Ag & Food products – All Modes
Domestic Produced and Consumed

Agricultural Products (Ktons) Transported by All Modes

Year

2002 2010 2015 2020 2025 2030 2035

Thousand Tons

Animal feed  Live animals/fish  Logs  Meat/seafood  Milled grain prods.

0 50,000 100,000 150,000 200,000 250,000 300,000 350,000 400,000 450,000 500,000
Grains Moved by All Modes
Domestic

Cereal Grains (Million Tons) Moved by All Modes

<table>
<thead>
<tr>
<th>Year</th>
<th>Million Tons</th>
</tr>
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<tbody>
<tr>
<td>2002</td>
<td>1300</td>
</tr>
<tr>
<td>2010</td>
<td>1500</td>
</tr>
<tr>
<td>2015</td>
<td>1700</td>
</tr>
<tr>
<td>2020</td>
<td>1900</td>
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<tr>
<td>2025</td>
<td>2100</td>
</tr>
<tr>
<td>2030</td>
<td>2300</td>
</tr>
<tr>
<td>2035</td>
<td>2500</td>
</tr>
</tbody>
</table>
Ag and Food by Truck Domestic

Agricultural Products (Thousand Tons) Transported by Truck

- Animal feed
- Live animals/fish
- Logs
- Meat/seafood
- Milled grain products
- Tobacco products
Cereal Grains by Truck
Domestic

Cereal Grains (Million Tons) Transported by Truck

Year

Million Tons

2002 2010 2015 2020 2025 2030 2035

0 500 1000 1500 2000 2500
Agricultural Exports

Export: Live Animals/fish

Thousands Tons

Year

2002 2010 2015 2020 2025 2030 2035
Highway Congestion

• Increase in congestion from 2002 to 2035
  – Impact on reliability & cost
• Growth of Ag/Food Product transport contributes to congestion
• Not your old Farm To Market Roads
  – A new World
  – Shifting modes may be tough
National Highway System Estimated Peak Period Congestion: 2035

Pacific Ocean

Atlantic Ocean

Gulf of Mexico

NHS Congestion Scale
- Below Capacity (VCR<0.75)
- Approaching Capacity (0.75<=VCR<=1)
- Exceeding Capacity (VCR>1)

Freight Analysis Framework-2: FHWA, U.S. DOJ
Solutions:
Public & Private Sector - State

- Washington – International Gateway
  - Agriculture a key economic generator –
    - Domestic and International
  - DOT Incorporated Freight in State Transportation Plan
    - Coordination with Ag growers, processors, & Carriers
  - Id improvements on all modes to support E-W and N-S movements
Solutions:
Public & Private Sector- Private

• Agricultural producers, Processors, Carriers & others
  – Engage with the public sector
    • State and Local
  – Expand to regional thinking
  – Make sure the public sector understands your needs and you understand their process
  – Mutual benefits – who does what best
Solutions
Public & Private Sector - FHWA

• FAF 2 - Origin-Destination Database
  – Need data to find solutions

• Freight Professional Development
  – Strengthen Decision Making Capacity

• Performance Measures:
  – Efficient movement throughout the supply chain

• Programs in SAFETEA-LU
Performance Measures - 25 Corridors
Solutions Public & Private Sector – US DOT

• Framework for a National Freight Policy
  – Bring Private and Public Stakeholders together
  – National not Federal Policy
  – Vision, Objectives, strategies, tactics, & activities
    • Public and private sector solutions
  – A real, tangible, and evolving thing
CONCLUSIONS

• The national economy is reliant on a functional transportation network.

• Today's intermodal freight system is not equipped to handle predicted growth.

• System deficiencies increase operating costs and congestion, and decrease safety, economic competitiveness, and environmental quality.

• Keeping freight moving requires coordination and collaboration among varied private and public stakeholders at the international - national – regional – state – local levels.
Additional Information at:

National Policy Framework
http://www.dot.gov/freight/

Congestion Initiative
http://www.fightgridlocknow.gov/

FHWA Freight Programs
http://www.ops.fhwa.dot.gov/freight