

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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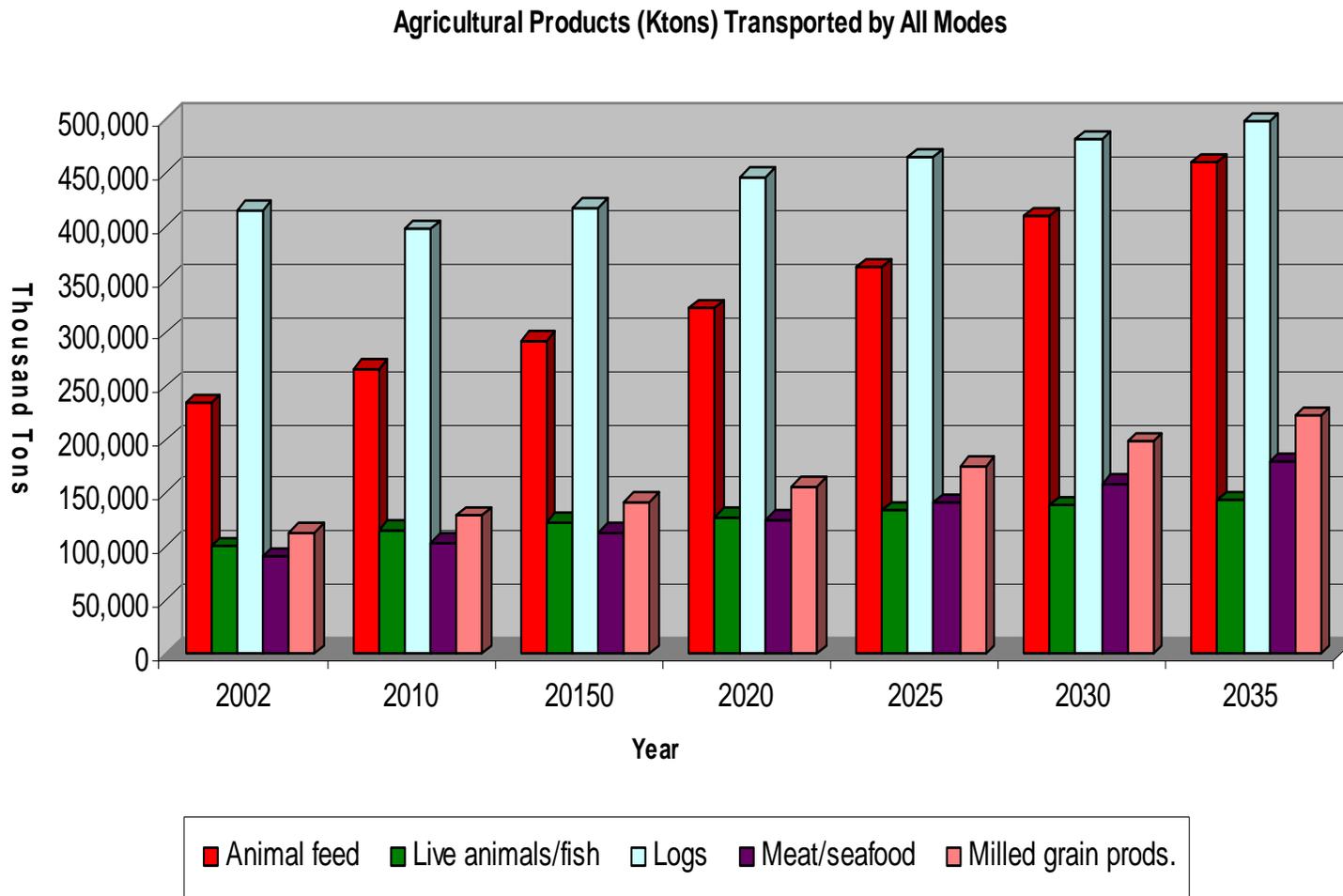
National Freight Transportation

- Population and Economic growth create growth in transportation demand
- 2002 to 2035
 - Shipments by Weight almost doubles
 - Shipments by Value more than doubles
 - % by truck stays the same ...But
 - **Number of trucks nearly doubles**

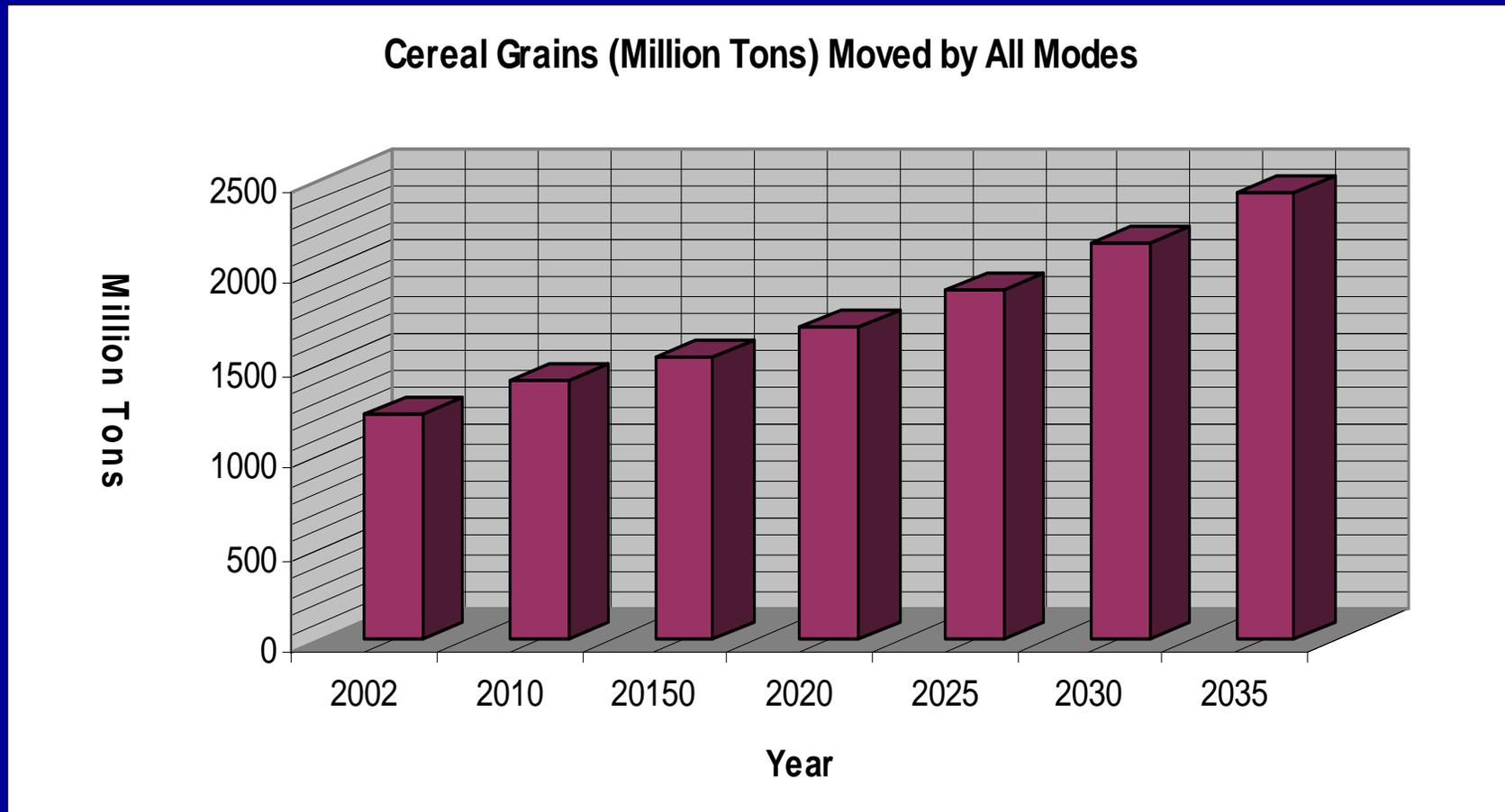
Ag & Food Products

- Domestic Shipments 2002 to 2035
 - Product volumes increase at different rates:
 - Grain Shipments Increase
 - All Modes - More than 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

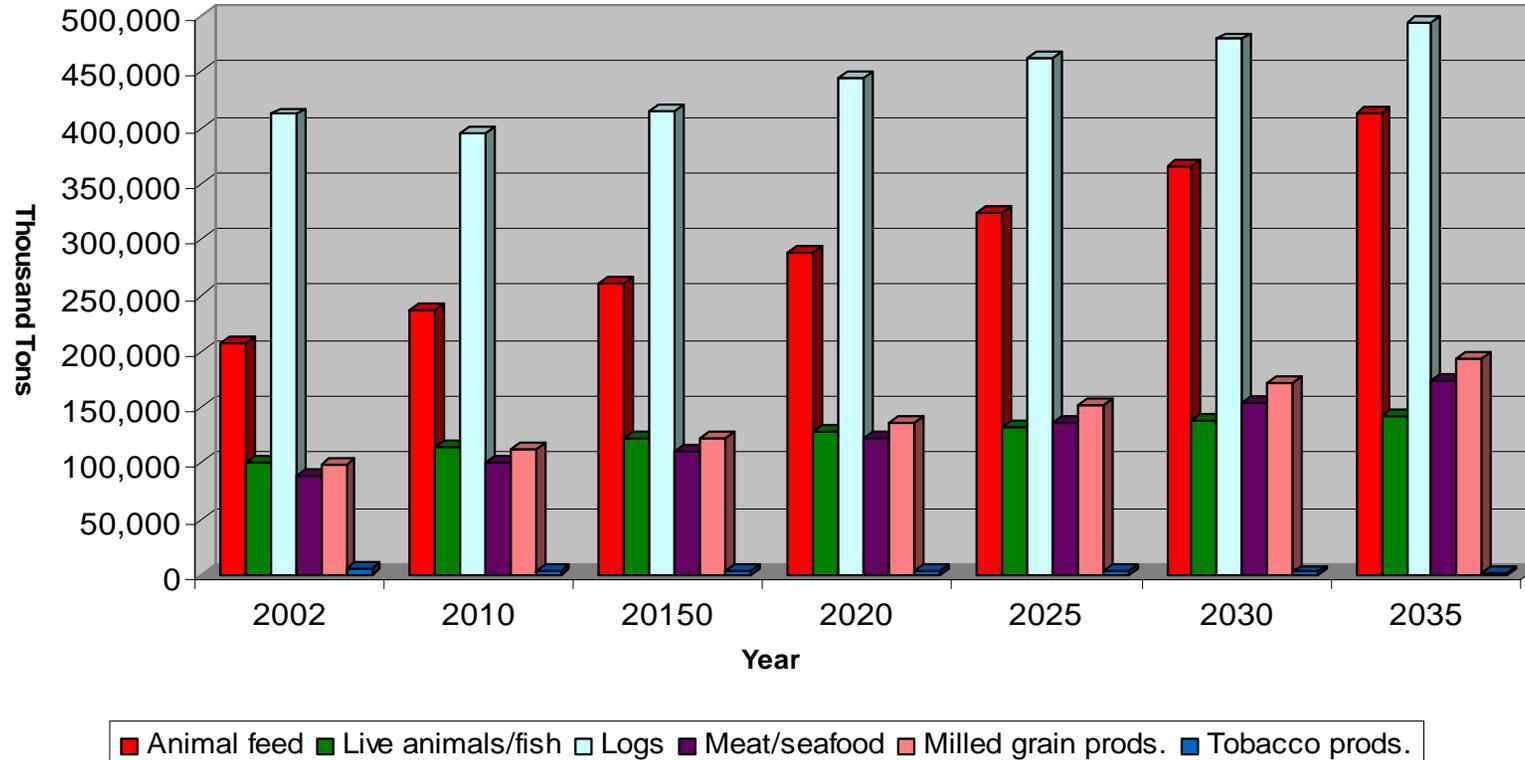


Grains Moved by All Modes Domestic



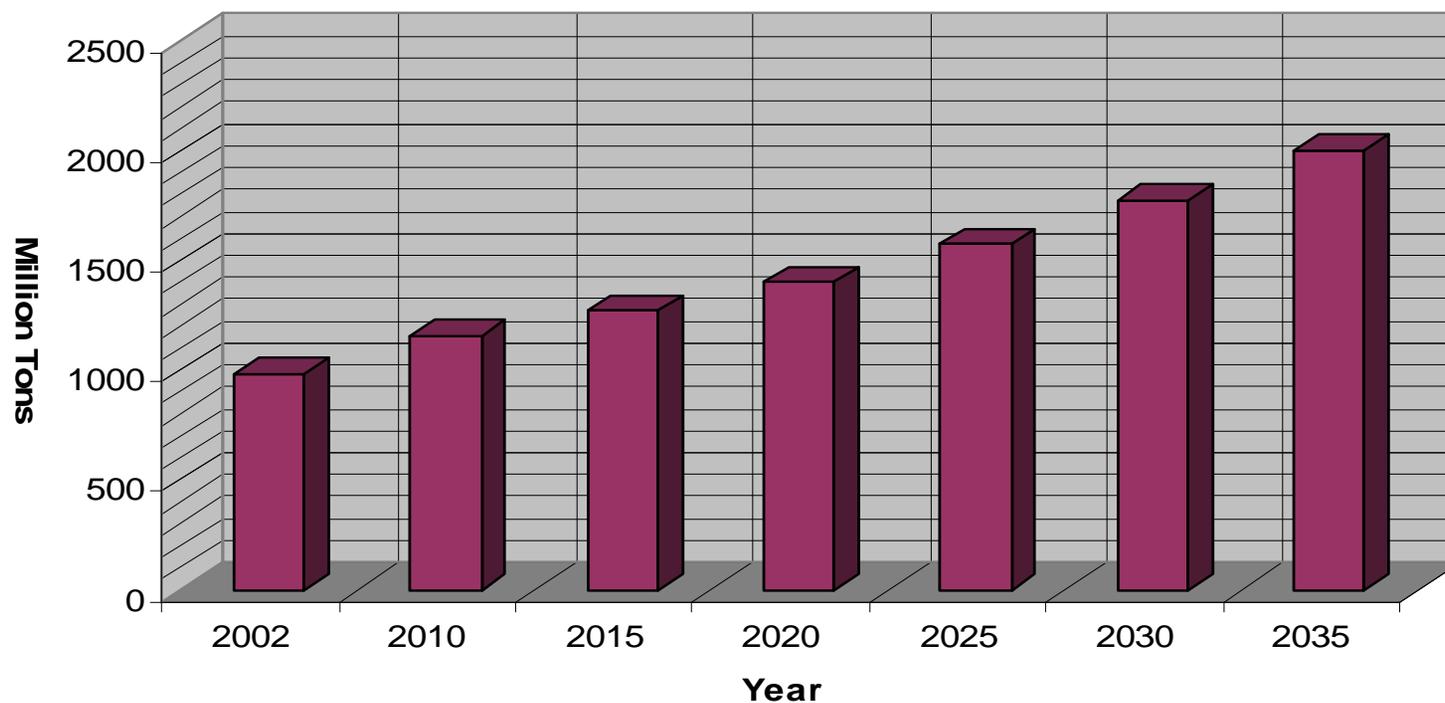
Ag and Food by Truck Domestic

Agricultural Productst (Thousand Tons) Transported by Truck

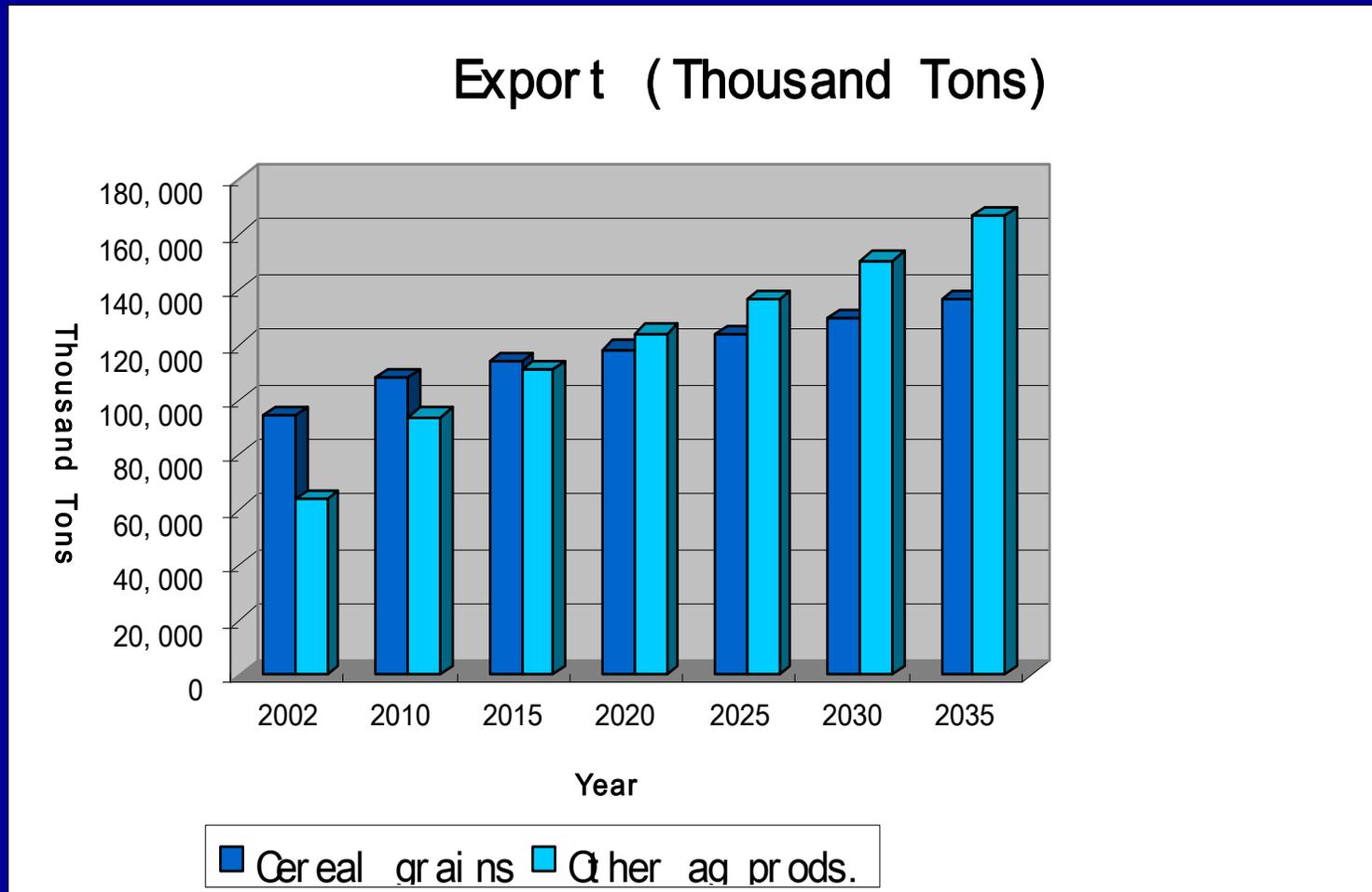


Cereal Grains by Truck Domestic

Cereal Grains (Million Tons) Transported by Truck

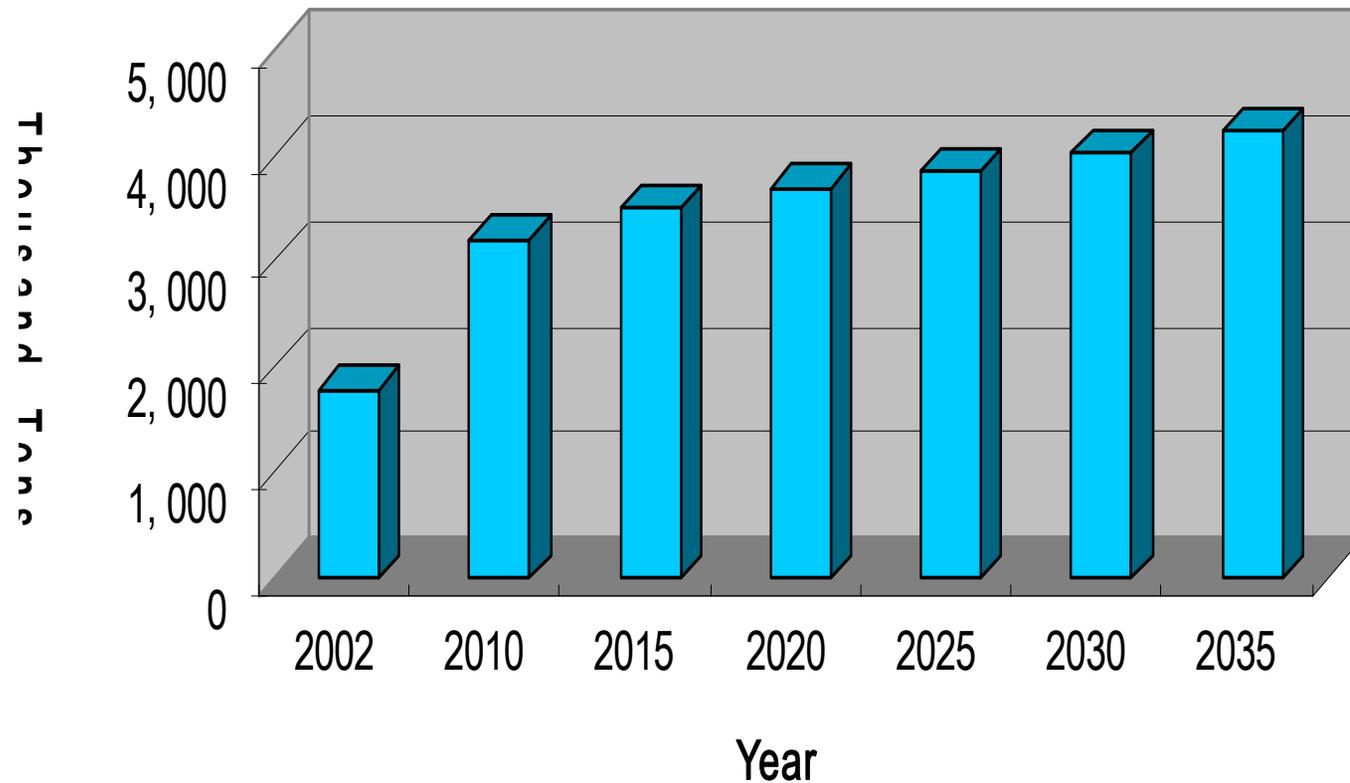


Agricultural Export



Agricultural Exports

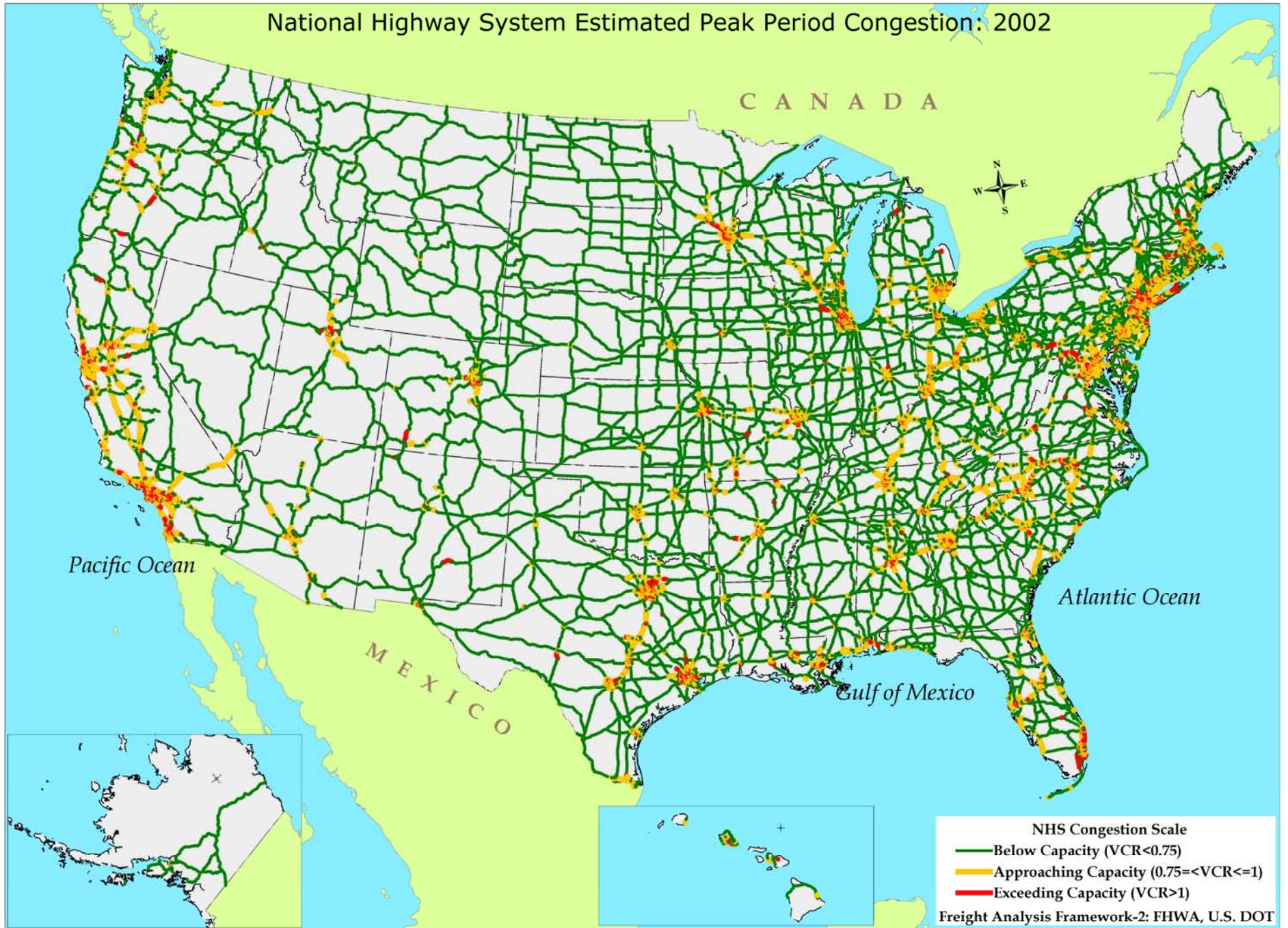
Export: Live Animals/fish



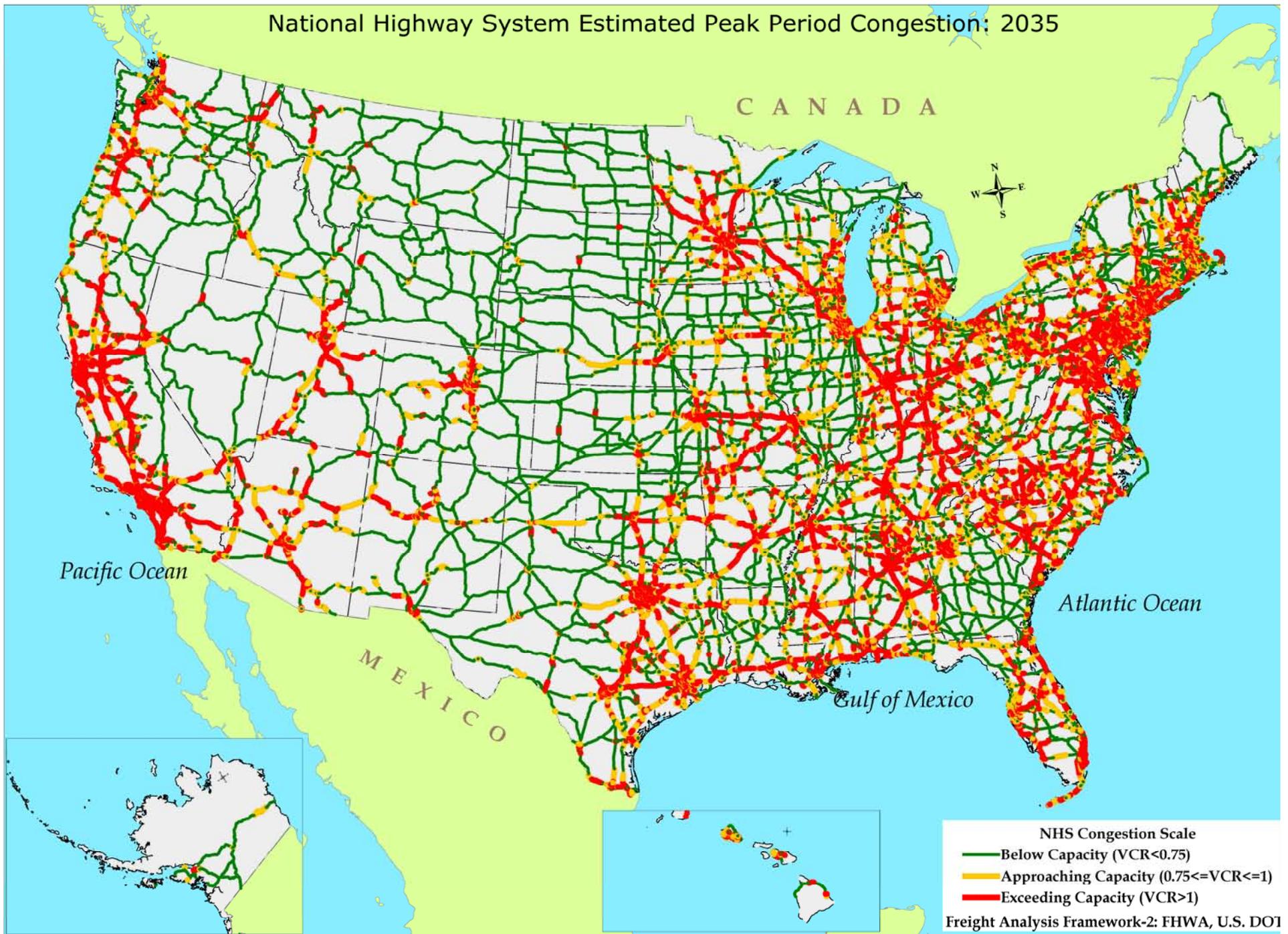
Highway Congestion

- 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: 2002



National Highway System Estimated Peak Period Congestion: 2035



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>