Agriculture Implications for Transportation and Highways

International Summit on Agricultural and Food Transportation
Washington, D.C.

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To inform policy and investment, we need to understand

- How does the movement of freight affect the transportation system?
  - Contributions to congestion, infrastructure wear, safety, the environment, revenues

- How does the transportation system affect freight movement?
  - Expected and unexpected delay, costs

- How does the economy adjust?
  - Economic productivity, shifting economic activity among regions, global competitiveness
To answer these questions, we need to understand

- **How much freight moves from place to place?**
  - Type of commodity
  - Weight
  - Value

- **How is the freight carried?**
  - Mode of transportation
  - Route used

- **When is the freight carried?**
  - Season
  - Time of day
Land Border Crossings: Laredo, TX; Blain, WA; International Falls, MN; Champlain/Rouses Point, NY; Alexandria Bay, NY; El Paso, TX; Brownsville/Hidalgo, TX; Ports: Beaumont, TX; Charleston, SC; Portland, ME; Savannah, GA; Morgan City, LA; Corpus Christi, TX; Lake Charles, LA; Baton Rouge, LA; Mobile, AL; Airport: Anchorage, AK
Share of Annual Tonnage of Domestic Agricultural Commodity by Haul Distance: 2002

Note: The freight flow is based on the FAF-2 digit commodity code of 1 thru 7, and 25.
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.
### Agricultural Commodity Classification

<table>
<thead>
<tr>
<th>SCTG</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Live animals and fish</td>
</tr>
<tr>
<td>02</td>
<td>Cereal grains (incl. seed)</td>
</tr>
<tr>
<td>03</td>
<td>Fruits, nuts, vegetables, beans, seeds, &amp; other agricultural products except animal feed</td>
</tr>
<tr>
<td>04</td>
<td>Animal feed and products of animal origin</td>
</tr>
<tr>
<td>05</td>
<td>Meat, fish, and seafood, and their preparations</td>
</tr>
<tr>
<td>06</td>
<td>Milled grain and bakery products and preparations</td>
</tr>
<tr>
<td>07</td>
<td>Other prepared food stuffs, and fats and oils (incl. dairy, processed foods, sugar, &amp; other preparations)</td>
</tr>
<tr>
<td>25</td>
<td>Logs and other wood in the rough</td>
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</table>
Agricultural Product Tonnage as a Share of All Commodities Transported

- Non-Agricultural Commodities, 83%
- Agricultural Commodities, 17%

- Cereal grains, 7%
- Other prepared foodstuffs, 3%
- Animal feed, 1%
- Fruits, nuts, & vegetables, 3%
- Meat & seafood, <1%
- Milled grain & bakery products, <1%
- Logs, 2%
- Live animals & fish, <1%
Modal Share of Agricultural Commodity Tonnage

- Truck: 84.9%
- Rail: 8.7%
- Water: 4.7%
- Truck & Rail: 0.4%
- All Other: 1.3%

Note: The AG freight flow is based on the FAF-2 2 digit commodity code of 1 thru 7, and 25.
Annual Domestic Tonnage of Agricultural Commodity Flows on the FAF Highway Network: 2002

Note: The freight flow is based on the FAF-2 2 digit commodity code of 1 thru 7, and 25.
Annual Tonnage of Cereal Grain Flows on the FAF Highway Network: 2002

Note: The freight flow is based on the FAF-2 2 digit commodity code of 2. The flow scale is magnified two times of total Agricultural Tonnage.

Annual Tonnage of Fruit, Nut, and Vegetable Flows on the FAF Highway Network: 2002

Note: The freight flow is based on the FAF-2 2 digit commodity code of 3. The flow scale is magnified four times of total Agricultural Tonnage.

Agricultural Transportation Issues

• Impacts of Renewable and Bio-Fuels
  – Changes in Agricultural/food production patterns and product movements
  – Investment in equipment/facilities to ship/move alternative fuels

• Multimodal Freight System Efficiency
  – Modal shifts, rail access and traffic pattern changes
  – Environmental and air quality issues

• Impacts on the Rural Road Highway Infrastructure
  – Investment/maintenance of rural road planning/finance
  – capacity
  – management
Themes GAO Identified in Reauthorization Proposals

- Define a federal role in freight goods movement
- Incorporate performance & accountability
- Promote better management / utilization of existing assets
- Use multiple funding sources
- Link transportation policy & funding to environment and energy sectors
Moving Forward

- Engage with the public sector (State and Local)
- Expand to regional thinking
- Make sure the public sector understands your needs and you understand their processes
### How Would You Rate Your Level of Capacity to Understand & Address Freight Transportation Needs?

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<th>2005</th>
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<th>2006/07</th>
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<tr>
<td></td>
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<tr>
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<td>19</td>
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U.S. Department of Transportation
## How High a Priority is Freight Transportation in Your Organization?

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<tr>
<th>Priority</th>
<th>2005</th>
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</table>
THANK YOU

Tony Furst
Federal Highway Administration
Director, Office of Freight Management and Operations
202-366-9210
Tony.Furst@dot.gov
www.fhwa.dot.gov