

# The Role of State DOTs in Managing Urban Goods Movement

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# U.S. Population Growth

U.S. Census

1960 - 2000

180 million to 280  
million

**Growth**

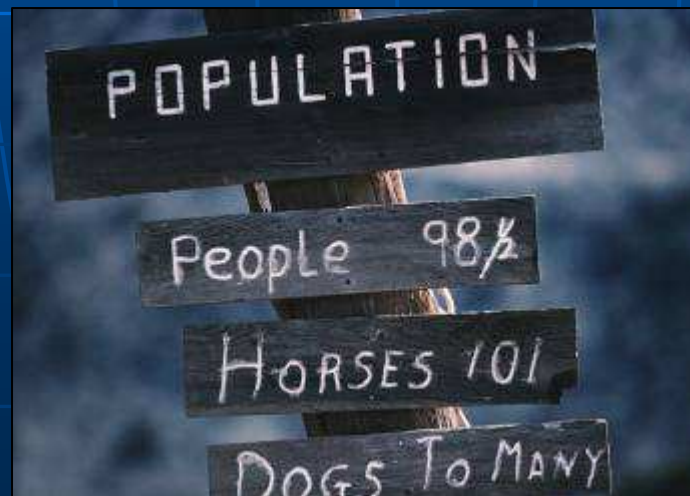
**100 million**

2000-2040

280 million to 390  
million

**Growth**

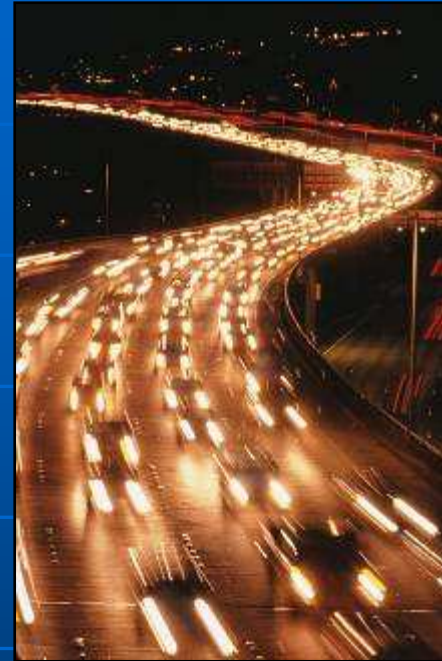
**110 million**



# Travel Demand

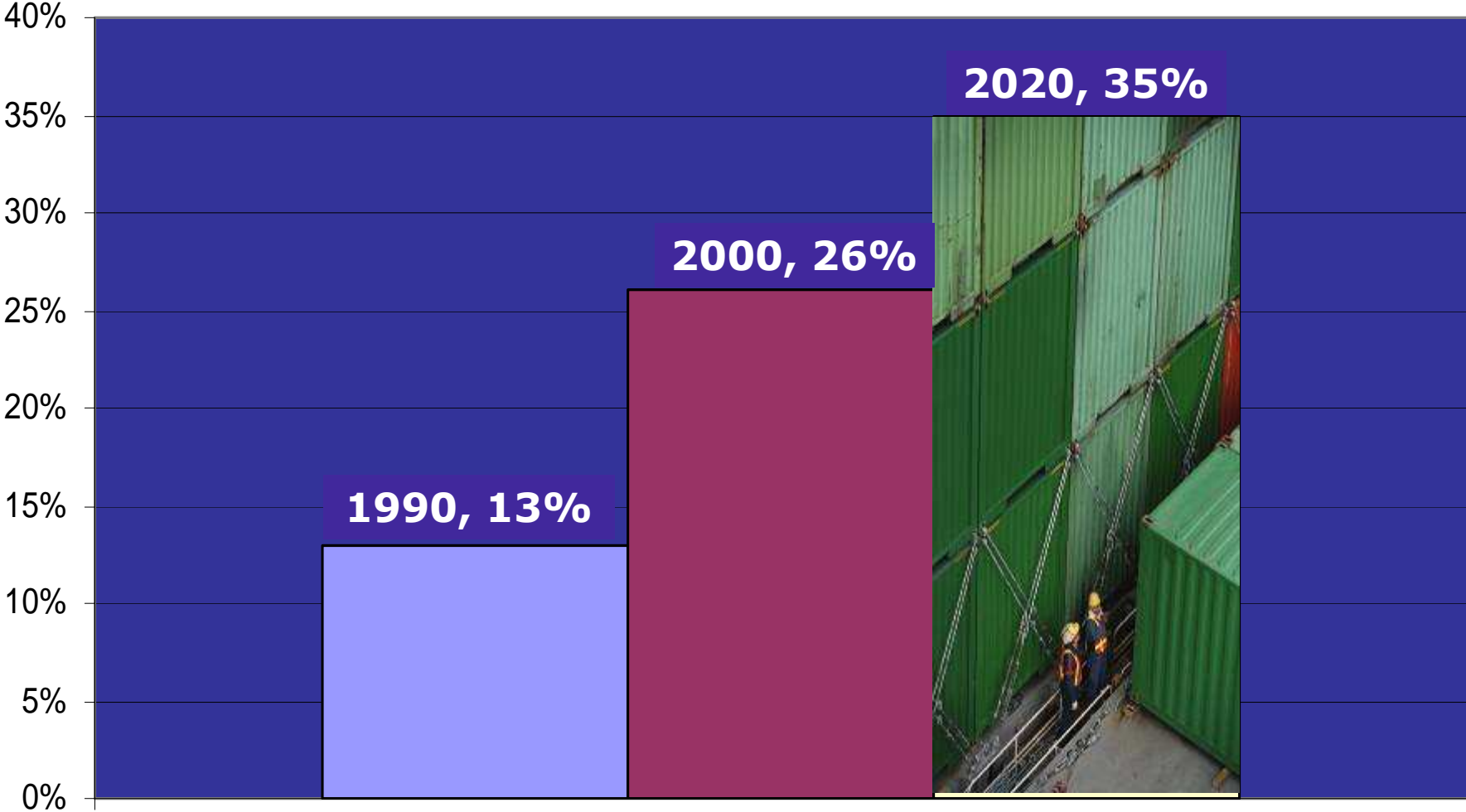
## VMT

1960 750 billion  
2000 2.75 trillion  
2040 4 to 5 trillion



Registered vehicles in 2000 229 million  
Registered drivers in 2000 223 million

# Growth in Trade as a Percentage of US GDP



# Growth in Freight by 2025



International Containers

Quadruple

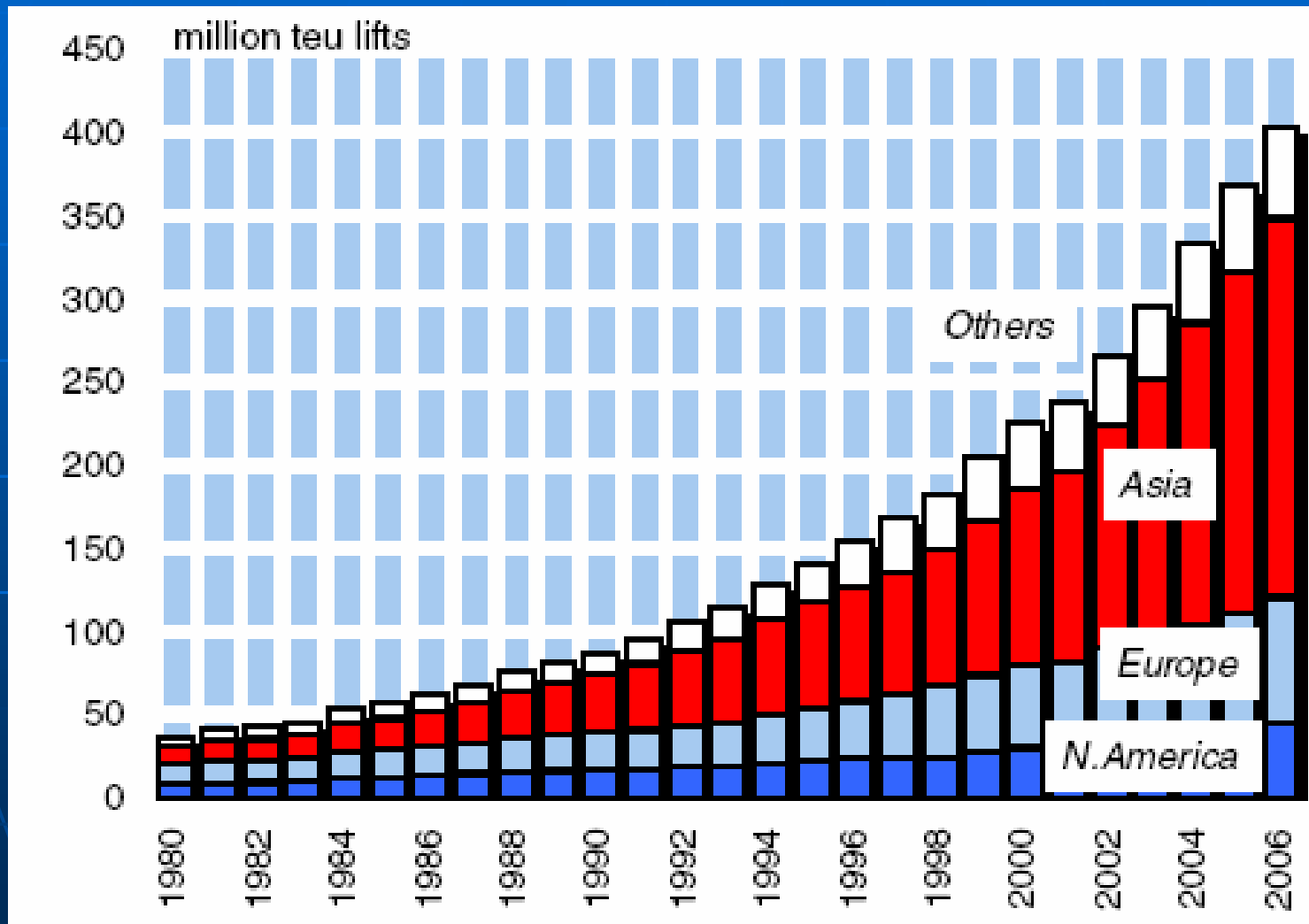
Truck Freight

Double

Rail Freight

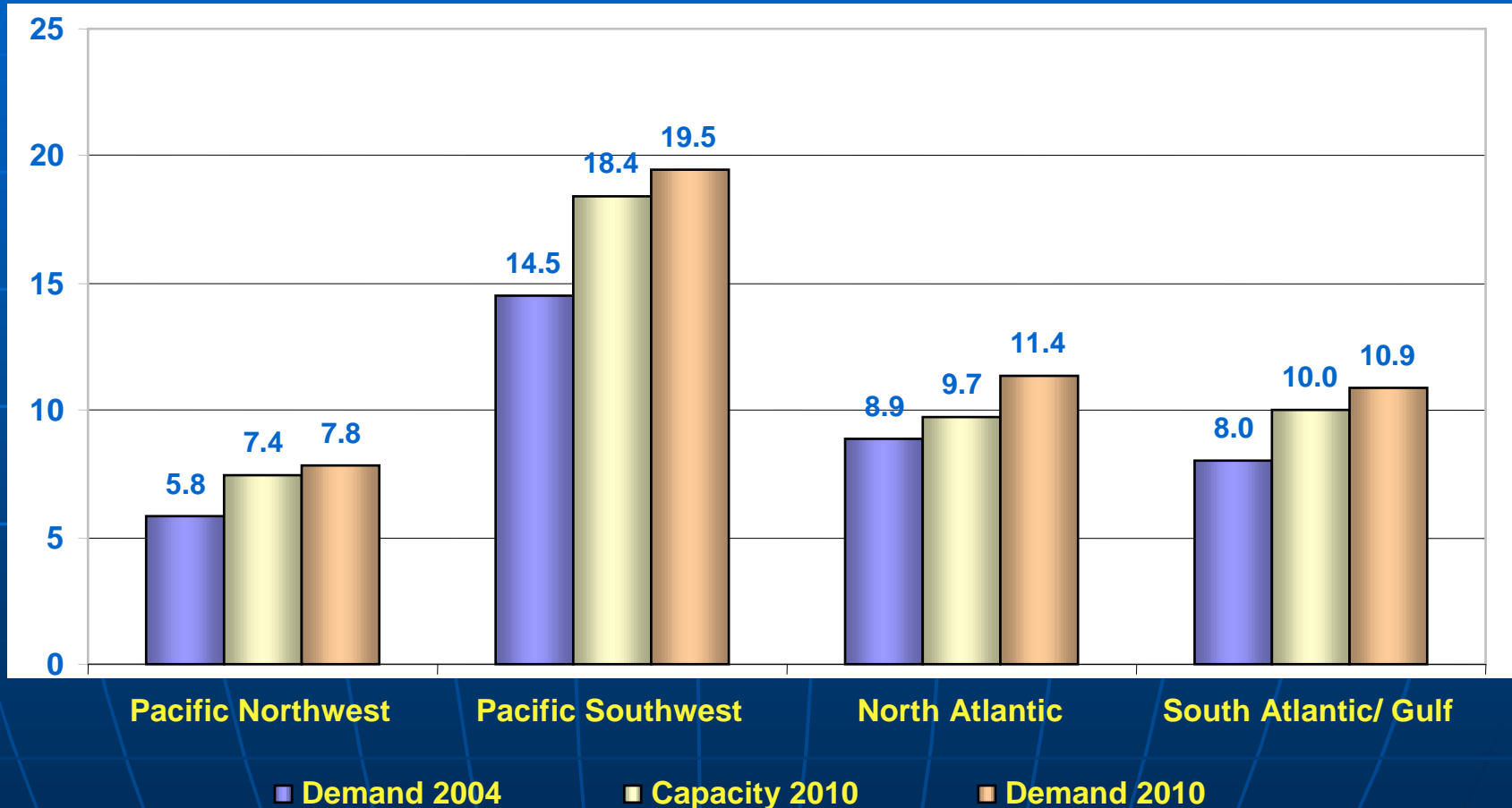
+70%

# Sourcing Shift to Asia



Source: Clarkson Research Studies

# Port and Terminal – Forecast Capacity/Demand (MM TEU)



Source: Modern Terminals Limited

# Freight Truck Flows—1998 (29% Peak Hour Congestion)



# Freight Truck Flows— 2020 (46% Peak Hour Congestion)



# What States Are Doing About Freight Transportation

- Organizing
- Planning
- Coordinating
- Collaborating, and
- Investing

# Organizing

- **California-- Office of Goods Movement**
- **Maine—Office of Freight Transportation**
- **Maryland—Office of Freight Management & Operations**
- **Minnesota—Office of Freight, Railroads, and Waterways**
- **Oregon—Intermodal Freight**
- **Pennsylvania—Bureau of Rail Freight, Ports, and Waterways**
- **Washington—Office of Freight Strategy and Policy**

# Planning

- Minnesota—*“Minnesota Statewide Freight Plan”*
- Washington—*“Washington Transportation Plan Update: Freight Movement”*
- California—*“Goods Movement Action Plan”*

# Coordinating with the Private Sector

- *Colorado Statewide Freight Advisory Council*
- *Oregon Freight Advisory Committee*
- *Minnesota Fright Advisory Committee  
(MFAC)*

# **Multi-state and Multimodal Collaboration**

- **1-5 – Western Corridor Coalition**
- **I-95 (Mid-Atlantic Rail Operations Study)**
- **I-81 (rail-highway investment alternatives)**
- **I-10 (10-state study of alternatives for congestion relief)**
- **LATTS (Latin American Trade and Transportation Study)**

# Public/Private Investment

- **Shelipot Bridge**
- **Kansas City Flyovers**
- **CREATE**
- **MAROPS**
- **FAST**

# U.S. DOT Framework for a National Freight Policy

- Improve operations of existing freight system
- Add physical capacity which makes economic sense
- Use pricing
- Reduce statutory/regulatory/institutional barriers
- Identify/address emerging transportation needs
- Maximize safety and security
- Mitigate environmental/health/community impacts

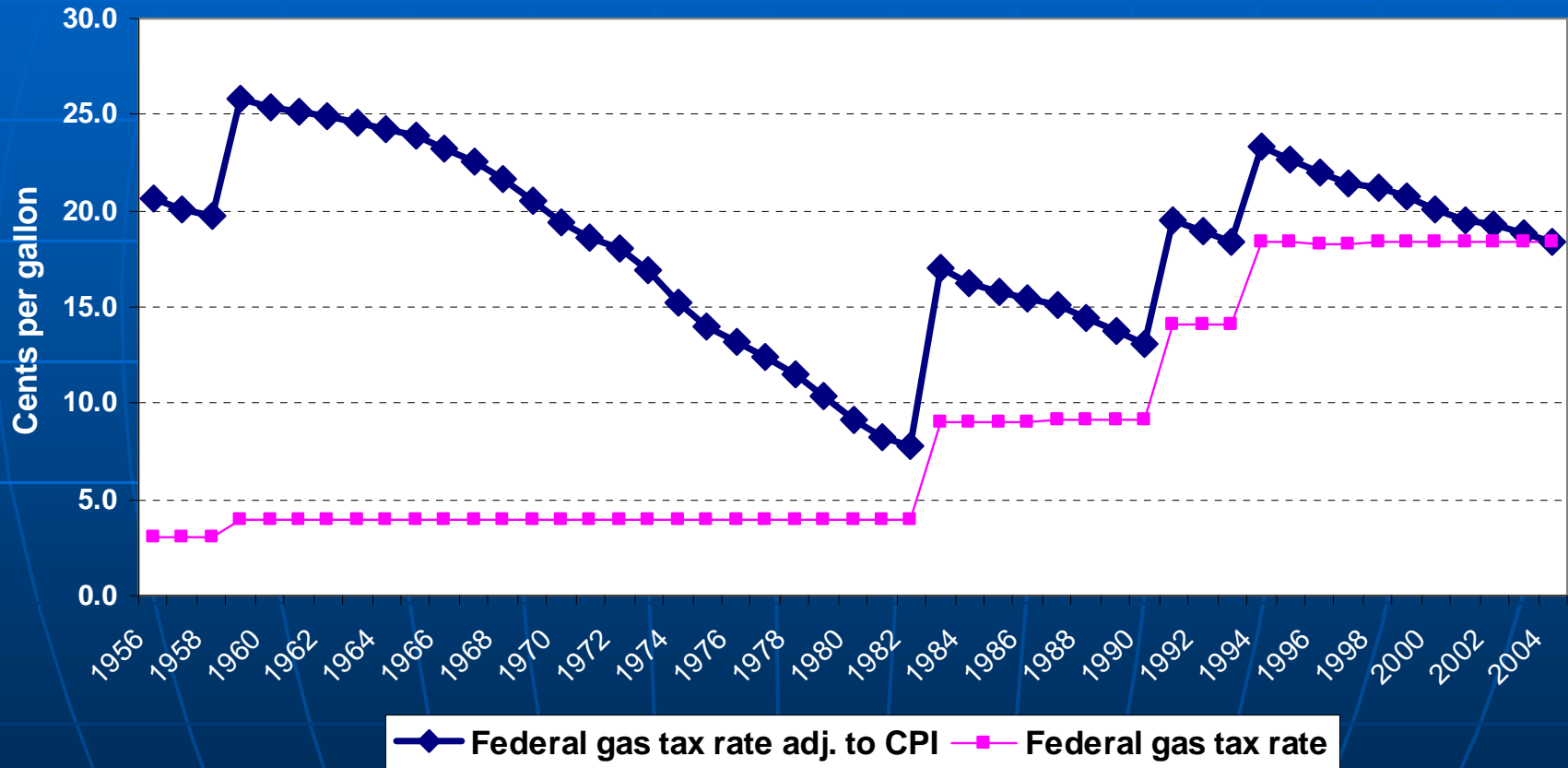
# Surface Transportation Needs (*Capital Investment*)

	2003 Funding Level	Cost to Improve
■ Highways	\$70 Billion	\$125 Billion
■ Transit	\$14 Billion	\$44 Billion
■ Rail	\$ 5 Billion	\$10+ Billion

(\* \$2.6 Billion Public Funding)

# Gas Tax History

## Federal Gasoline Tax Rate in Real 2004 Dollars



# Rail Investment Impacts on Highways

- \$2.6 Billion - Annual Public Investment Needed for Rail
- If not met, 31 billion truck VMT shift to highways
- Investment Tax Credit



# Moving Ahead

- National Cooperative Freight Transportation Research Program (\$3.75 million)
- AASHTO's Multimodal Freight Bottom Line Report

Basis for Policy Advice to the National Commission on Surface Transportation Policy and Revenue

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