



U.S. Department  
of Transportation

# Office of Multimodal Freight Infrastructure and Policy

# Washington Public Ports Association Annual Meeting

December 11, 2024

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# Agenda

- 1) Investing in the supply chain
- 2) Partnering with the private sector
- 3) Institutionalizing cross-government collaboration



# Biden Administration's Supply Chain Initiatives in Response to Pandemic's Disruptions

- Executive Order 14017 on America's Supply Chains (Feb. 2021)
- Implementing the Bipartisan Infrastructure Law's generational investments in ports, highways, and other transportation infrastructure
- Launch of Freight Logistics Optimization Works (FLOW) (March 2022)
- White House Council on Supply Chain Resilience (November 2023)



# The Infrastructure Investment and Jobs Act in Brief

## Top areas of investment:

**Roads, Bridges, and  
Major Projects**  
\$110 Billion

**Public Transit**  
\$89.9 Billion

**Electric Vehicles  
and Buses**  
\$15 Billion

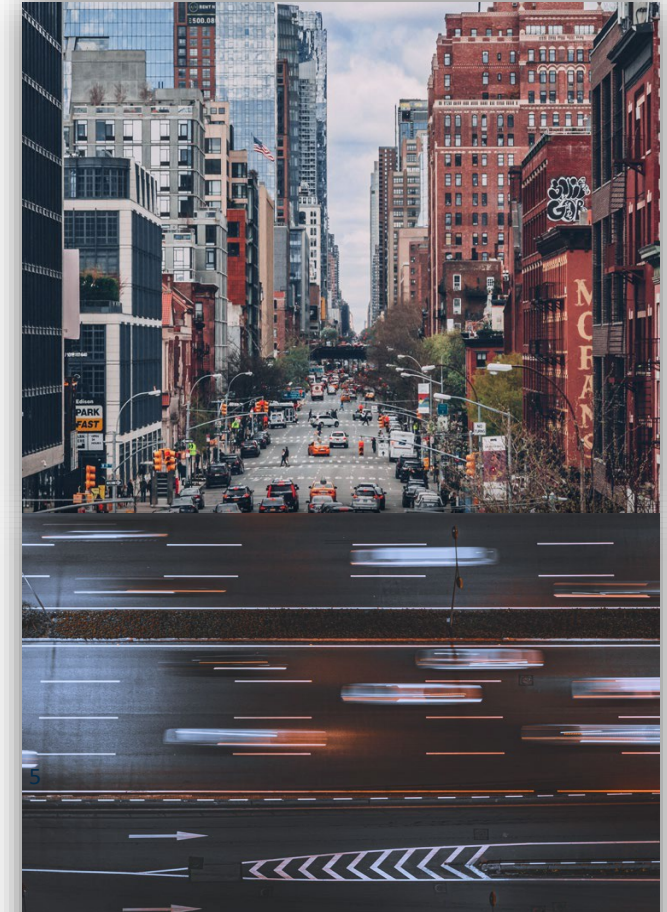
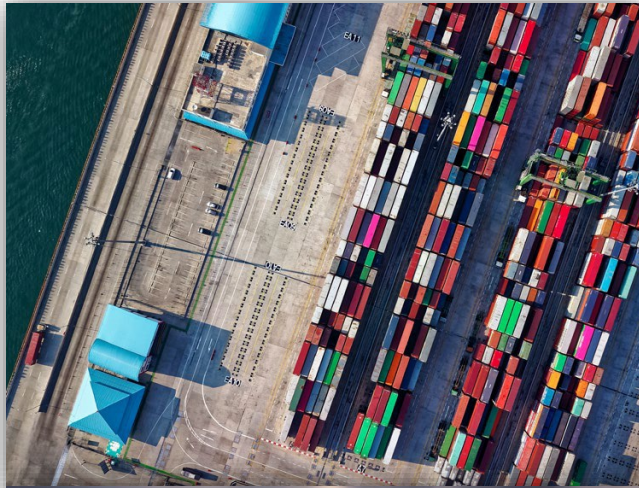
**Environmental  
Remediation and  
Power Infrastructure**  
\$86 Billion

**Transportation  
Safety**  
\$11 Billion

**Passenger and  
Freight Rail**  
\$66 Billion










**Airports, Ports,  
and Waterways**  
\$42 Billion

**Other Areas of  
Investment**  
\$121 Billion



# Investing in America's Future

Total transportation funding in five-year Bipartisan Infrastructure Law is more than \$660 billion

 Bridge Improvement Program:	\$44 billion (5-years)
 Charging Grants:	\$7.5 billion
 PROTECT formula and discretionary grants:	\$8.7 billion
 Reconnecting Communities:	\$1 billion
 Safe Streets and Roads for All:	\$6 billion
 National infrastructure Investments (Megaprojects):	\$15 billion
 Local and regional project assistance (RAISE):	\$15 billion
 Nationally Significant Freight & Highway Projects (INFRA):	\$14 billion
 Strengthening Mobility and Revolutionizing Transportation (SMART):	\$1 billion

*Majority of funding (approx. 60%) flows through formula funds to state departments of transportation, transit agencies, and other transportation direct recipients. DOT is managing dozens of new competitive discretionary grant programs.*



# USDOT Office of Multimodal Freight Infrastructure and Policy

## Purposes

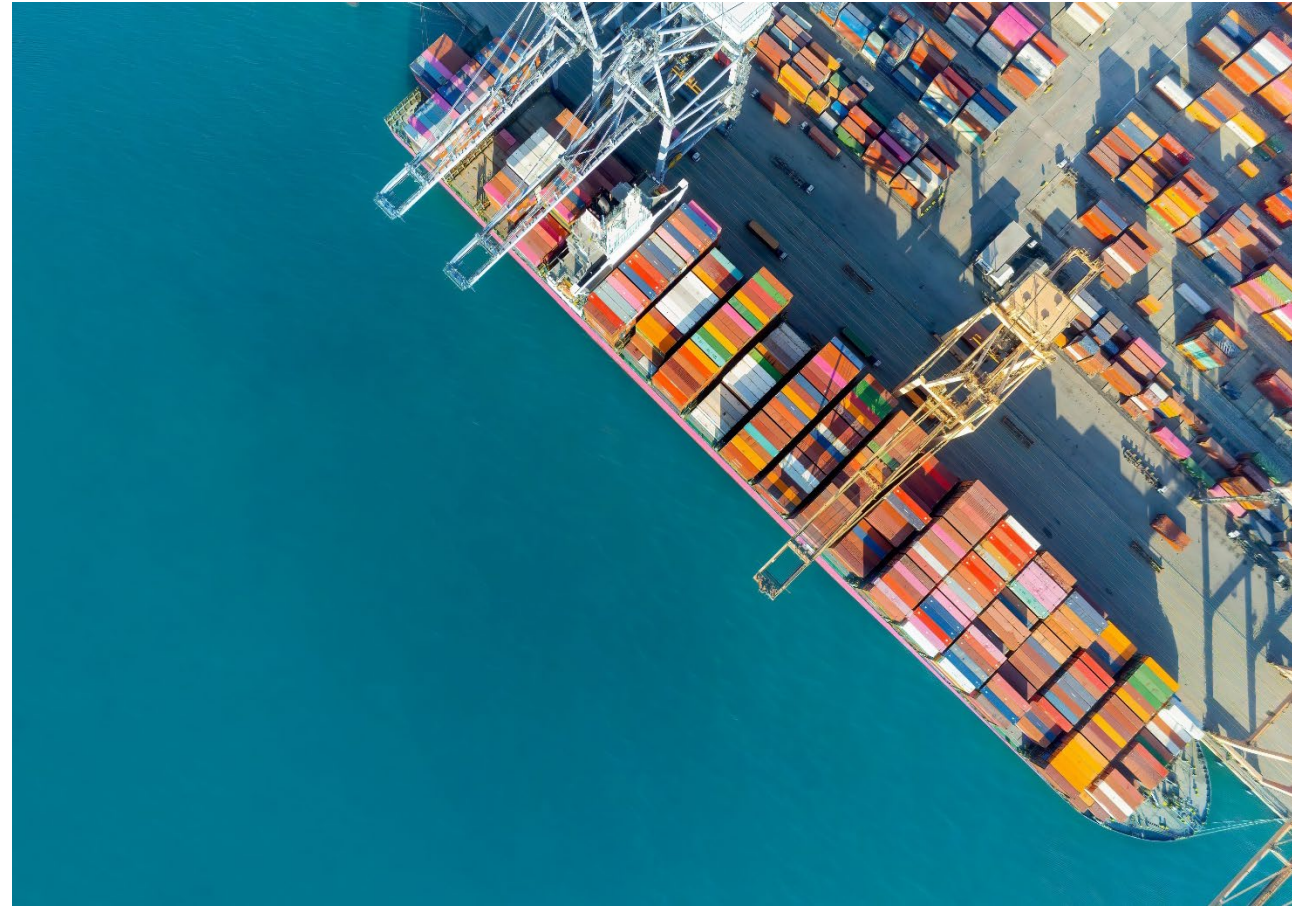
- Carry out national multimodal freight policy
- Develop and manage the National Freight Strategic Plan and the National Multimodal Freight Network
- Administer and oversee certain multimodal freight grant programs
- Conduct research on improving multimodal freight mobility and oversee the freight research within the Department
- Provide input to the Bureau of Transportation Statistics regarding freight data and planning tools
- Promote and facilitate the sharing of freight information between the private and public sectors
- Oversee the development and updates of State freight plans
- Assist cities and States in developing freight mobility and supply chain expertise
- Assist States in the establishment of freight advisory committees and multi-State freight mobility compacts



# National Multimodal Freight Network (NMFN)

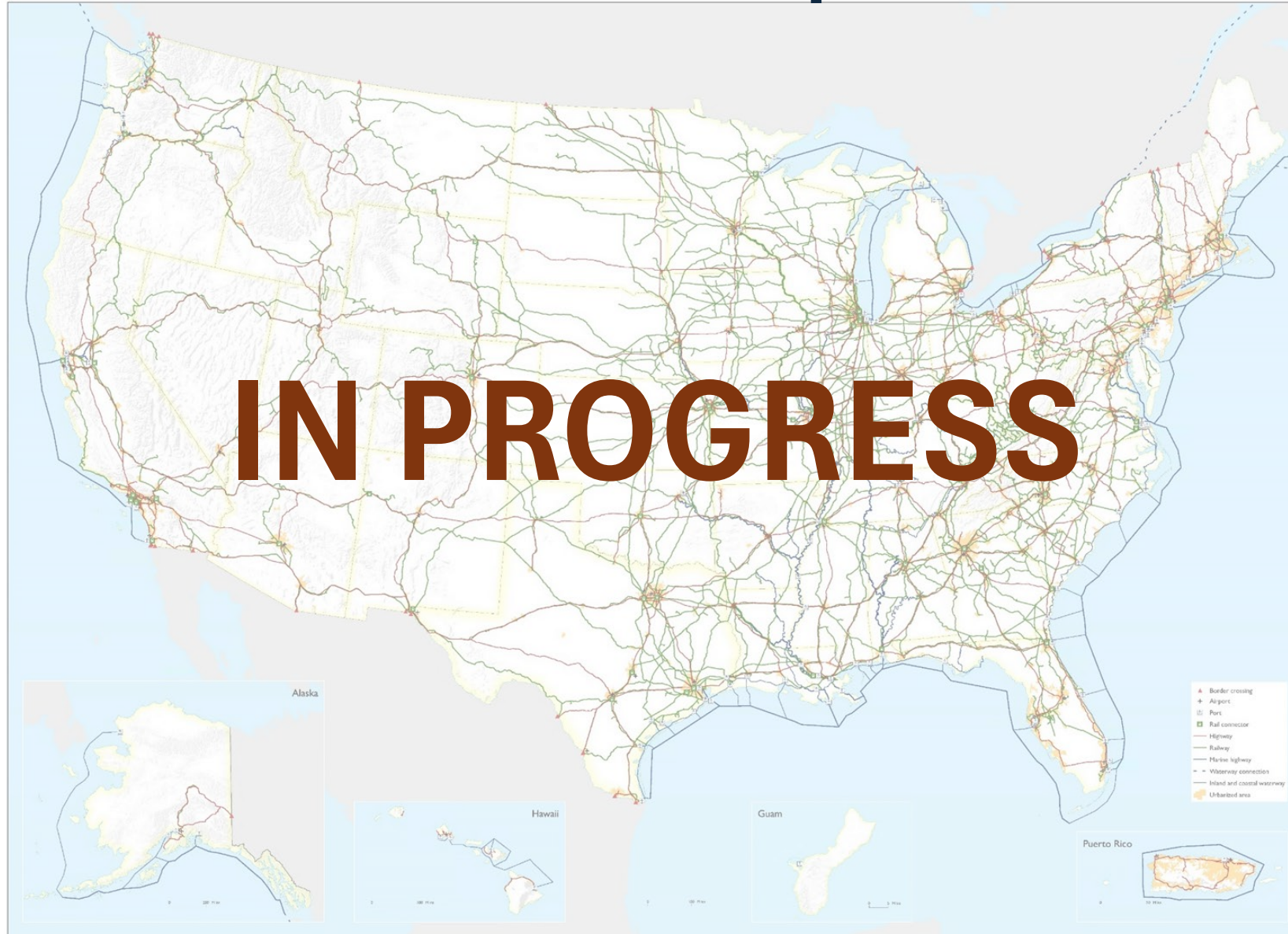
## What is it?

The National Multimodal Freight Network is a national network of corridors and facilities that are critical to the efficient flow of freight into, out of, and throughout the U.S.





# Rescinded Interim NMFN Map



Note: For information on methodology used for feature selection in this map, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Docket Number: DOT-OS-2014-003.



# FLOW

The Freight Logistics Optimization Works (FLOW) program is a voluntary, secure, national exchange of freight information.

The program helps **improve the efficiency and resilience of the U.S. supply chain** by providing access to actual daily supply-chain asset availability and future demand for logistics resources.



# One-of-its-kind partnership

The Freight Logistics Optimization Works (FLOW) is an innovative data product, but it is also a one-of-its-kind public-private partnership.

**There is no FLOW without the freight industry.** The private sector has been working hand in hand with the FLOW team at DOT to develop this program since day 1.



# How does FLOW work?

- 1 FLOW partners with private industry on a voluntary basis.
- 2 Industry securely shares information with DOT.
- 3 DOT anonymizes and add the data together with the other members.
- 4 FLOW gives the members the new data product so they can act.



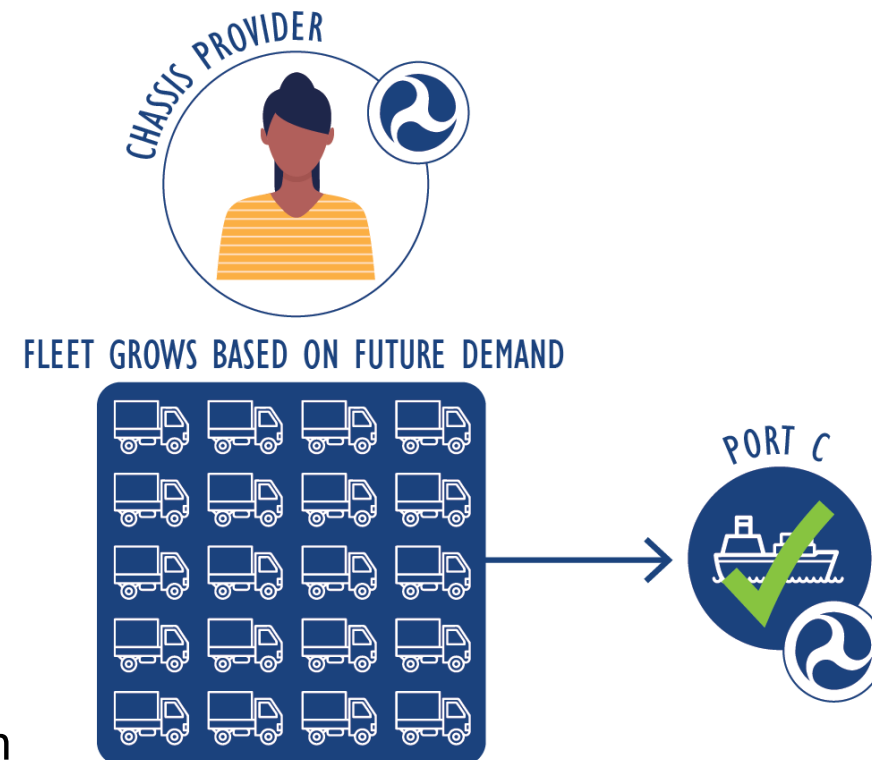
# FLOW's Benefits

## With FLOW = Resilient decision-making

Companies can also use FLOW data to make more informed and resilient decisions.

### Example:

A chassis provider can **grow the fleet they are sending to a port** based on real future demand data.



# Current Participant Overview and Diversity



Participating Importers

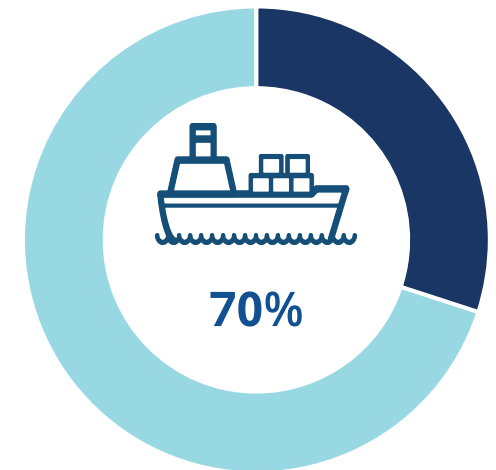
4 of the top 5  
10 of the top 20

Daily US Container Terminal Capacity



Ocean Carrier Bookings

Actual Carrier Bookings + 40 days



# Institutionalizing the Work

- **White House Supply Chain Disruptions Task Force**
  - 2021 Executive Order on Supply Chains led to creation of Task Force
  - Coordinates federal response to supply chain disruptions
  
- **White House Council on Supply Chain Resilience**
  - Permanent council of cabinet secretaries launched in Nov 2023
  - Formalized in June 2024 Executive Order
  - Developing a Quadrennial Supply Chain Review



# Example of Federal Response: Port of Baltimore





# National Goal: Zero-Emissions Freight Sector by 2050

- April 24, 2024: The Biden-Harris Administration announced the first-ever national goal to transition to zero-emissions freight sector for truck, rail, aviation, marine, along with a commitment to develop a national zero-emissions freight strategy.
- The strategy will prioritize actions to address air pollution hot spots and tackle the climate crisis, mobilizing a broad range of government resources, and reflect public participation and meaningful community engagement.
- This new commitment builds on the administration's ongoing work to tackle emissions:
  - **U.S. National Blueprint for Transportation Decarbonization** (January 2023)
  - **Zero-Emissions Freight Corridor Strategy** (March 2024)
  - **Heavy Duty Vehicle Regulations** (March 2024)
- Investment: The Bipartisan Infrastructure Law and Inflation Reduction Act include many programs that will support this transition.
  - EPA is making nearly \$1 billion available to replace Class 6 and Class 7 heavy vehicles including school buses, trash trucks and delivery trucks.
  - DOT is making \$400 million available through the Reduction of Truck Emissions at Port Facilities grant program



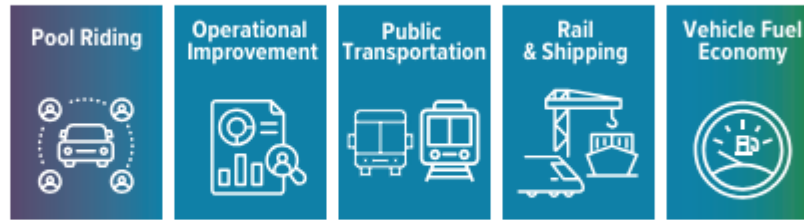
# U.S. National Blueprint for Transportation Decarbonization

## Convenient



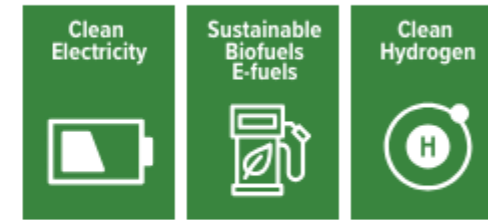
Improve Community Design  
and Land-use Planning

## Efficient



Increase Options to Travel  
More Efficiently

## Clean



Transition to Zero Emission  
Vehicles and Fuels

### Opportunities within the Multimodal Freight System:

- Electrification and low-carbon fuels
- Vehicle efficiency improvements
- Operational efficiencies and logistics planning
- Planning/Infrastructure
- First/last-mile solutions
- Optimizing use of all modes



# How the Multimodal Freight Office will support this effort

- Designating the National Multimodal Freight Network
- Coordinating with the Joint Office on the Zero-Emission Freight Corridor Strategy
- Preparing an update of the National Freight Strategic Plan
- Promoting freight planning that takes emissions into consideration through State Freight Plans
- Making freight operations more efficient through data sharing (Freight Logistics Optimization Works: FLOW)



# Thank You!

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