



NAFTA and North American Trade Corridors

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April 23, 2014

NAFTA Elevated the Importance of Trade Corridors

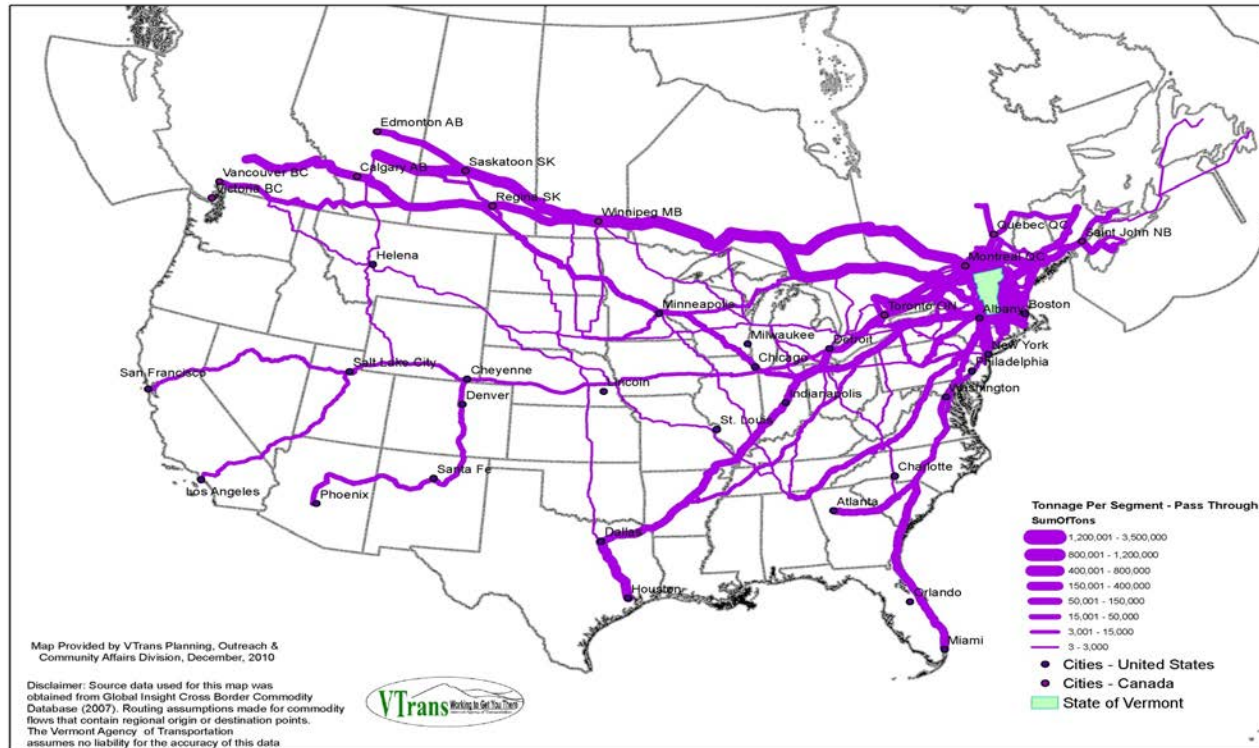
- Along the I-95 Corridor Coalition Land Borders (I-87, I-89, I-91) since 1995:
 - 88.2 million trucks
 - 7.3 million loaded rail cars
 - 69.2 million bus passengers
 - 1.2 billion vehicle passengers

NAFTA Created New Intercontinental Markets

- New export markets and more diverse commodities
- Long-haul routes became the norm in the trucking industry
- States and provinces developed interstate regulations (i.e. International Fuel Tax Agreement)
- Significant increase in interstate through traffic.

An Illustration: 67% of truck traffic using Vermont land borders is through traffic

U.S.-Canada Cross Border Commodity Flows Through Vermont



NAFTA and Transportation: 20 Years Later

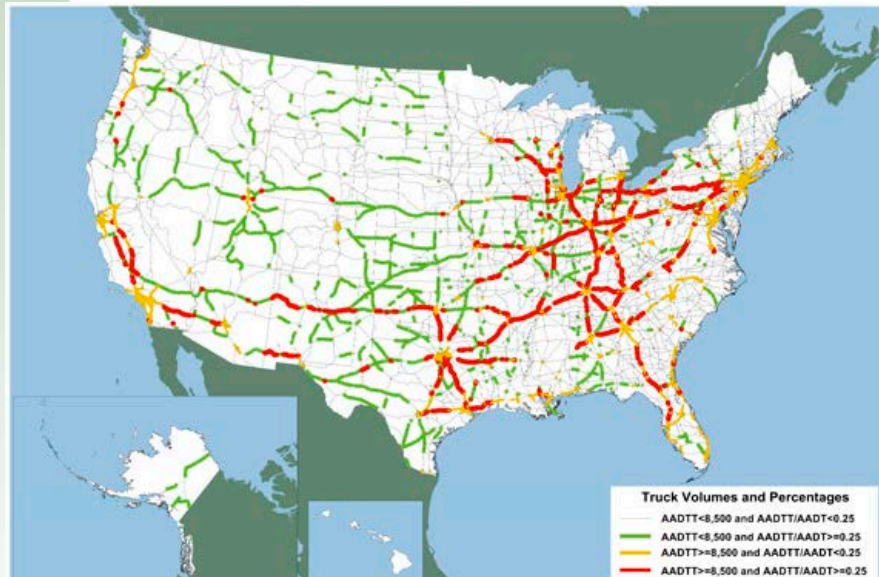


Freight railroads
enjoying a resurgence
as traffic increased

Became fully integrated
with seaport
infrastructure

Current and Projected Traffic on Major Truck Routes

2007



2040



Source: U.S. Federal Highway Administration

www.ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/12factsfigures/

Challenges Moving Forward

- The recent economic recession and rise in fuel prices
 - Initially resulted in lowered trade volumes
 - Trucking companies adapted by becoming more efficient (less trucks carrying more freight tonnage)
- Border staffing issues
 - Screening has become more complex since 9/11
 - Border staffing will become more important volumes increase
- Congestion on system (particularly highways)
 - Chokepoint in one state now affects all states
 - Need for transportation investments for projects of regional and national significance

Questions / Comments?

