

**STATEMENT OF  
CHAIRMAN THOMAS E. PETRI  
HIGHWAY, TRANSIT AND PIPELINES  
SUBCOMMITTEE  
HEARING ON**

**Intermodalism**

**June 15, 2006**

Good morning. This Subcommittee hearing will come to order.

I want to welcome all of our Members and our witnesses to today's hearing on "Intermodalism".

The purpose of today's hearing is to provide Members of the Committee with information regarding the concept of intermodalism and how intermodalism can be used to solve transportation problems, such as congestion and freight delay.

The term “intermodal” is generally considered to be the movement of a person or freight using multiple transportation modes. Intermodal connections link the various transportation modes - highways, rail, air, and maritime facilities. Economists and transportation planners have long agreed that productivity and efficiency gains can be achieved by improving these intermodal connections.

The nation’s transportation system faces ever growing demands. About 5.0 trillion passenger-miles of travel occurred in 2002. Annual vehicle-miles of travel in the United States rose by nearly 30 percent between 1989 and 1999 to almost 2.7 trillion miles. More importantly, passenger travel and freight transportation are expected to increase.

Current DOT estimates show that between 2000 and 2010, passenger vehicle travel on public roads will grow by 24.7 percent; and freight moved by truck, rail, and water will increase by 43 percent.

Over the past few decades, Congress has increased the focus on intermodal transportation significantly through major federal highway legislation, such as the recently enacted SAFETEA-LU, TEA-21 in 1998, and ISTEA in 1991. These laws not only allowed - but encouraged - states, regions, and local communities to consider intermodal transportation issues as part of their transportation planning process.

The role of states, regions, and local communities is significant as the Department of Transportation has a limited role in managing how funds are to be locally allocated. DOT's ability to set and enforce strong policies on intermodal transportation is also affected by the sources of funding involved in the project and requirements set by the other entities.

We have invited three panels of witness to discuss their views on intermodalism. On our first panel, Mr. Jeffrey Shane, Under Secretary of Transportation for Policy, will discuss DOT's efforts to utilize intermodalism in transportation policy and projects. Our second panel consists of witnesses who will address how intermodalism can improve passenger transportation.

Our third panel will discuss how intermodalism is essential to freight transportation.

I will now yield to Mr. DeFazio for his opening statements.