



UNITED STATES
DEPARTMENT OF TRANSPORTATION

FREIGHT CONDITIONS AND PERFORMANCE REPORT

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FHWA Talking Freight Webinar: MAP-21 Freight Provisions
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MAP-21 Report on Conditions and Performance



- Signed by the President on July 6, 2012
- Two-year authorization (FY2013 – FY2014)
- Report on Conditions and Performance Measures required by Section 1115
- Report is due September 2014
- Will also be included in National Freight Strategic Plan (September 2015)

Measures of Freight Conditions and Performance



- Based on National Freight Goals
- At least one performance measure for each goal
- Performance measures should show how well we are achieving our goals
- Will use cross-modal measures to the extent possible
- But will need mode-specific measures in many cases

Outreach to Stakeholders

- We have engaged in intensive engagement with shippers, carriers, infrastructure owners, and the public
- Data Users include policymakers, planners, carriers, and shippers
 - Need data that are useful for planning and evaluating performance
- Data Suppliers include carriers and infrastructure owners
 - Need data that are feasible and practicable
- We want to balance these potentially conflicting objectives



National Freight Goals

- Economic efficiency, productivity, and competitiveness
- Reducing congestion
- Safety, security, and resilience
- State of good repair
- Using advanced technology, performance management, innovation, competition, and accountability
- Reducing adverse environmental and community impacts

Economic Efficiency, Productivity and Competitiveness



- Measures of the cost of moving freight through the freight system
- We have productivity indexes for different transportation modes that are reasonably comparable across modes
- Key question is how to adjust costs for variations in quality of service (e.g., truck vs. rail)

Reducing Congestion



- What is the right “zero-congestion” benchmark?
 - Free-flow?
 - Or optimal traffic volume (moderate congestion)?
- Canadian Fluidity Index
 - Total voyage time
 - Including dwell time in ports and yards
 - (but reduced by slow steaming)
- Difficult to aggregate for overall freight system
 - Rather than measuring congestion at particular points

Safety, Security, and Resilience



- Extensive data for many years on fatalities
 - What is a “serious” injury?
- TSA/Coast Guard measure percent reduction in security risk
- Resilience includes
 - Ability to withstand damage
 - Ability to be repaired quickly
 - Ability of transportation system to provide alternative service

State of Good Repair



- Reduction in long-term maintenance costs due to facilities not falling into poor state
- Reduction in user costs due to maintaining state of good repair
- Reducing risk of catastrophic failure
- Highways and bridges have well-defined measures of state of good repair
 - International Roughness Index
 - Sufficiency Rating
- Some other modes do not
- Nodes, links, and vehicles

Technology, Competition, Accountability, Performance



- This will be a difficult goal to measure
- Diverse set of objectives
- Some measures of deployment of ITS technologies
- Some data on adoption of other innovations
 - Cold ironing
 - On-dock rail
- Measures of competition are highly debated
- Performance management and accountability are difficult to measure

Reducing Environmental and Community Impacts



- Data available on air emissions of vessels and equipment
 - Energy usage/GHG emissions
- Less data available on water quality, habitat effects
- Some data on hazmat releases
- Little data on community impacts
 - Noise
 - Traffic generation
 - Blocking grade crossings



Conclusion

- We have teams exploring potential measures for each of these goals
- We will select measures by February 1
- Will have draft report for internal review by April 1
- Will continue outreach to stakeholders to get ideas and reactions
- Comments to freight@dot.gov
- Or to jack.wells@dot.gov