



FREIGHT TRANSPORTATION MEASURES

The latest federal surface transportation law – the Moving Ahead for Progress in the 21st Century Act (MAP-21) – has a focus on establishing a performance-based approach to managing the federal transportation program. The legislation integrates performance management into many federal transportation programs and contains several specified performance elements.



- Provide insight into the goals and measures that are most important within the freight community
- Share expertise on how the industry views transportation system performance related to freight and react to the proposed measures
- Support the identification of freight significant corridors and nodes
- Assist in the identification and/or collection of data needed to support performance measures

The role of TxFAC in developing measures

The Texas Freight Advisory Committee can play an important role in supporting the development of freight performance measures for the Texas Freight Mobility Plan. In particular, it is critical that the performance measures are clear and meaningful to

the agency and industry alike. It is also important that the process to develop the

measures is transparent and reflects input from a variety of industry perspective. Some specific ways that TxFAC can contribute include:

- Give input on measure evaluation criteria
- Define how industry views system performance
- React to the value and meaningfulness of proposed measures

Generally, performance measurement can serve one of the following three functions in the development and implementation of a transportation plan:



ACCOUNTABILITY

Communicating, tracking and reporting performance



PLANNING

Quantifying today's performance and analyzing future strategies



DECISION MAKING

Integrating measures into budgeting and project selection processes

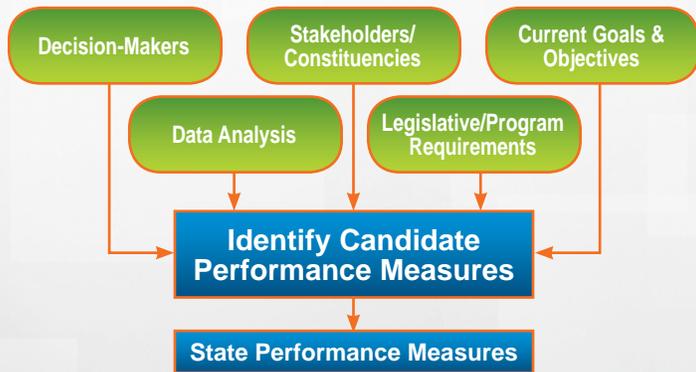




TEXAS FREIGHT MOBILITY PLAN

How measures will be developed for the Texas Freight Mobility Plan

Candidate performance measures will be identified and input will be sought from decision-makers and stakeholders like the TxFAC. The measures will then be adjusted as the goals and objectives for the Mobility Plan are identified. The final measures will be selected using the following considerations:



- **Existing work** – The measures should build from existing TxDOT and other partners’ efforts
- **Resource implications** – The data and analysis tools needed for the measure should be readily available
- **Decision-making value** – The measure should be useful and informative in the decision making processes
- **Communication value** – The measure should be easily communicated to the public, lawmakers, and other stakeholders.
- **Causality** - TxDOT should have responsibility or influence over the measure or outcome
- **Requirements** – The measures should comply and align with any state or federal legislative requirements

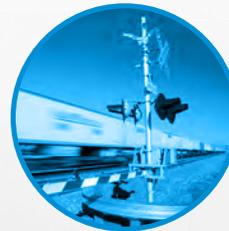
Possible freight performance measures

Much has been done in the area of freight performance across the country and within other State DOTs. Based on those elements and the best practices of several other states, including Florida, Iowa, Minnesota, Oregon and Washington, the following are some measures worthy of consideration:



MOBILITY

- Annual hours of truck delay
- Truck reliability index
- Reduction in freight bottlenecks
- Border crossing wait times



SAFETY

- Freight related crashes and fatalities
- Rail accidents
- Eliminating/Improving rail at-grade crossings



PRESERVATION

- Percent of highways and bridges in good condition on Priority Freight Network



MULTI-DIMENSIONAL

- Operation and technology
- Intermodal access

Florida	Truck miles traveled
	Average truck travel speed
	Hours of truck delay
Iowa	Highway crash rates per million vehicle miles for large trucks
	Total crashes at railroad-highway crossings
	Percentage of rail track miles able to operate at 40mph or above
Washington	Frequency of truck speed falling below 60% of posted speed limit
Minnesota	Percent of miles below 45 mph during AM/PM peak
	Truck daily delay
	Cost of truck delay
Oregon	Traveltime reliability index
	Distance from center of metro area to the closest international container port
	Number of freight facilities per 10,000 population
	Truck travel time index