



U.S. Department  
of Transportation

# Office of Multimodal Freight Infrastructure and Policy

# Sustainable Freight Futures Workshop May 29, 2024

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# USDOT Office of Multimodal Freight Infrastructure and Policy

Led by the Assistant Secretary for Multimodal Freight Infrastructure and Policy, our mission is to carry out the National Multimodal Freight Policy

- Develop and manage the National Freight Strategic Plan and the National Multimodal Freight Network
- Promote and facilitate the sharing of freight information between the private and public sectors
- Oversee the development and updates of State freight plans
- Provide input to the Bureau of Transportation Statistics regarding freight data and planning tools
- Assist cities and States in developing freight mobility and supply chain expertise
- Conduct research on improving multimodal freight mobility and oversee the freight research within the Department
- Assist States in the establishment of freight advisory committees and multi-State freight mobility compacts
- Liaise and coordinate with other Federal Departments and agencies on freight transportation policy



## Section 70101: National Multimodal Freight Policy

It is the policy of the United States to maintain and improve the condition and performance of the National Multimodal Freight Network...to ensure that the Network provides a foundation for the United States to compete in the global economy.

The goals of the national multimodal freight Policy are:

- (1) to identify infrastructure improvements, policies, and operational innovations that—
  - (A) strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States;
  - (B) reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network; and
  - (C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;
- (2) to improve the safety, security, efficiency, and resiliency of multimodal freight transportation;
- (3) to achieve and maintain a state of good repair on the National Multimodal Freight Network;
- (4) to use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network;
- (5) to improve the economic efficiency and productivity of the National Multimodal Freight Network;
- (6) to improve the reliability of freight transportation;
- (7) to improve the short- and long-distance movement of goods that—
  - (A) travel across rural areas between population centers;
  - (B) travel between rural areas and population centers; and
  - (C) travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;
- (8) to improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity;
- (9) to reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network; and**
- (10) to pursue the goals described in this subsection in a manner that is not burdensome to State and local governments.



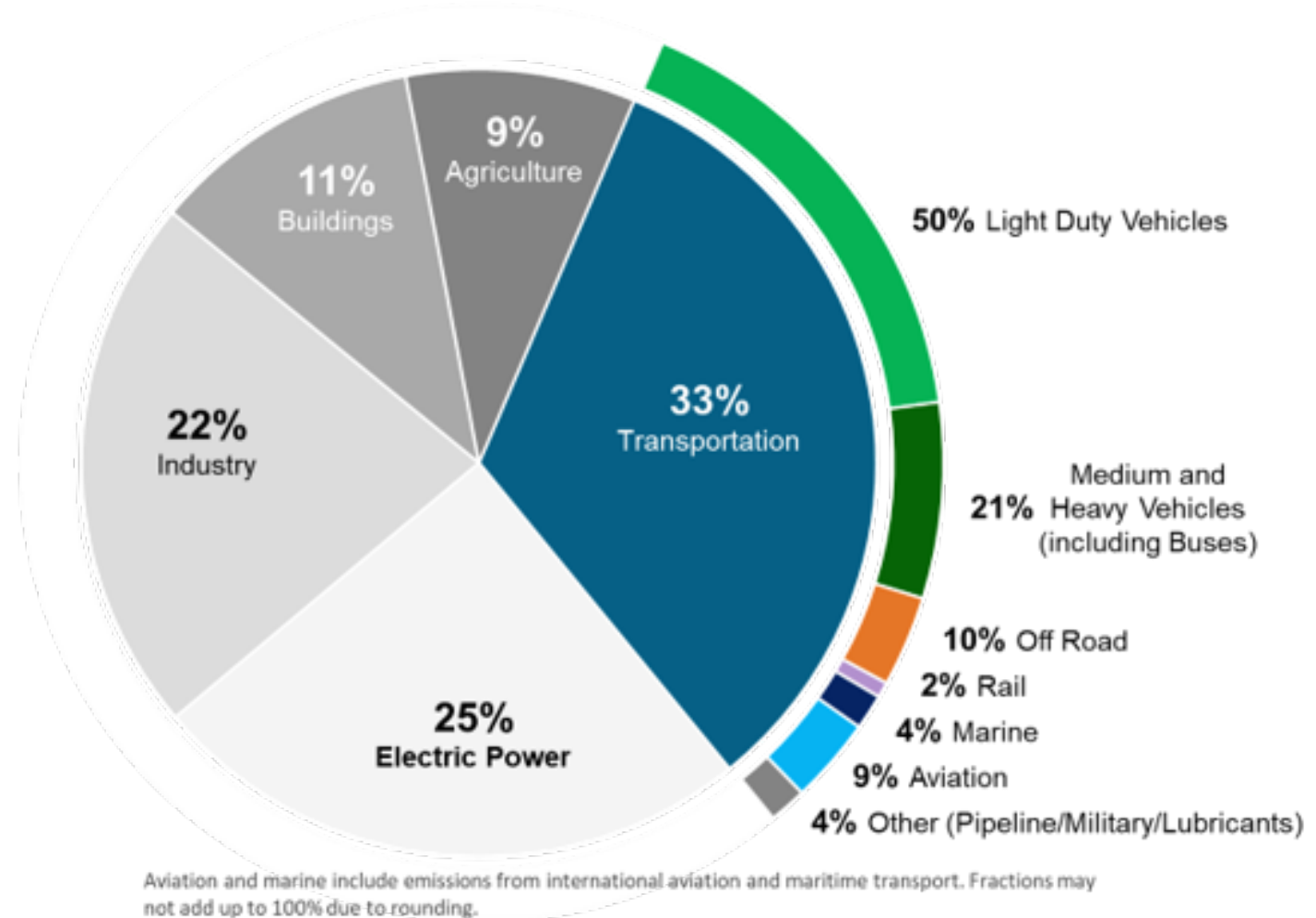
Transportation is the largest source of U.S. greenhouse gas emissions (~33%)

- Freight accounts for roughly one-third of transportation emissions, equating to ~10% of total U.S. GHG emissions.

- Freight emissions have increased at 5x the rate of passenger emissions between 1990-2021

- Air pollution from freight disproportionately impacts low-income individuals and people of color

## 2021 U.S. GHG Emissions



## National Goal: Zero-Emissions Freight Sector by 2050

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- 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



## 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

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- 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)





# Efficiencies through Data-Sharing

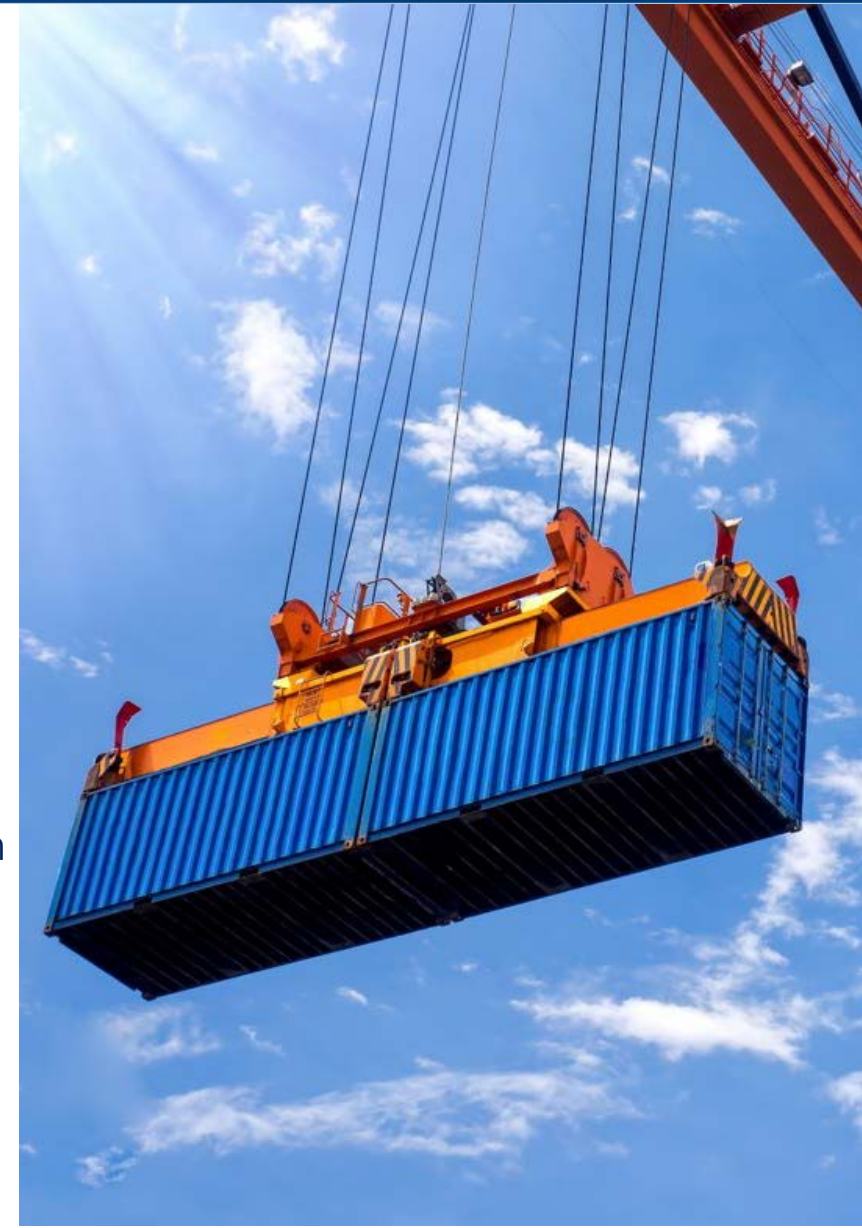
## *What is FLOW?*

The supply chain shocks of 2021 revealed that a lack of transparency and information sharing can exacerbate minor delays into major disruptions of the multimodal freight system, which, in turn, results in higher prices for American consumers.

FLOW was designed in collaboration with industry partners, who requested USDOT develop a data-sharing platform to provide all participants with access to vital information they can use to avoid delays and disruptions before they happen.

## *How does FLOW work?*

1. Companies securely share information with DOT
2. DOT anonymizes and add the data together with the other members
3. USDOT shares aggregate data with FLOW members to improve supply chain planning
4. The actions of individual FLOW members in response to FLOW data helps improves the efficiency and resilience of the Supply Chain overall



# Thank You!

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