



Operations and Economic Competitiveness

The United States' transportation network is key to the nation's economic competitiveness. Logistics represent 9 percent of the nation's gross domestic product (GDP).

Each day in 2008, across all modes, the national transportation system moved an average of 59 million tons of goods, worth \$46 billion. Ninety percent of this tonnage has domestic origins and destinations. Congestion is responsible for a 3 percent GDP loss.

Our nation's transportation system is straining to provide the U.S. economy with the same competitive advantage it has for decades. **Transportation system management and operations (TSM&O)** improves network capacity and efficiency by advancing programs, tools and methodologies that more thoroughly utilize existing capacity and modulate volume through demand management. TSM&O also provides information that improves user decision making.

TSM&O supports economic competitiveness goals by:

- Developing the data and analysis needed to understand the multimodal freight transportation system and make future investment decisions;
- Developing real-time travel information technologies and dissemination mechanisms that provide information on the performance of the transportation network for both passengers and freight;
- Working with the States and industry to implement technology nationwide that will enable State and Federal motor carrier regulatory agencies to perform their regulatory functions while commercial motor vehicles operate at highway speeds;

- Implementing solutions to the congested and inefficient movement of freight through major metropolitan regions using a variety of technologies and operational approaches designed to eliminate unproductive commercial vehicle trips in urban areas;
- Encouraging adoption of operational policies to improve the efficiency of existing capacity such as congestion pricing that can provide incentives to shift nonessential travel to off-peak hours or seek alternatives to peak driving;
- Advocating increased ridesharing, flextime, parking demand-management, carsharing, and other demand management strategies;
- Encouraging more efficient use of our road and transit systems through intelligent transportation systems strategies;
- Developing effective systems operational strategies to reduce the impact of congestion-causing incidents, including effective traffic incident management, improved traveler information systems, arterial and corridor management, and technologies that manage the safety and mobility impacts of work zones; and
- Improving the linkages between our ports and the rail and highways systems, particularly on-dock, rail, and intermodal connectors immediately outside our ports.

ABOUT NTOC

The National Transportation Operations Coalition (NTOC) serves as an important foundation for institutionalizing management and operations into the transportation industry. This alliance of national associations, practitioners, and private sector groups represent the collective interests of stakeholders at state, local, and regional levels who have a wide range of experience in operations, planning, and public safety.

For more operations benefits related to economic competitiveness, visit the NTOC Web site at www.ntoctalks.com.