Overview of the Draft Highway Primary Freight Network

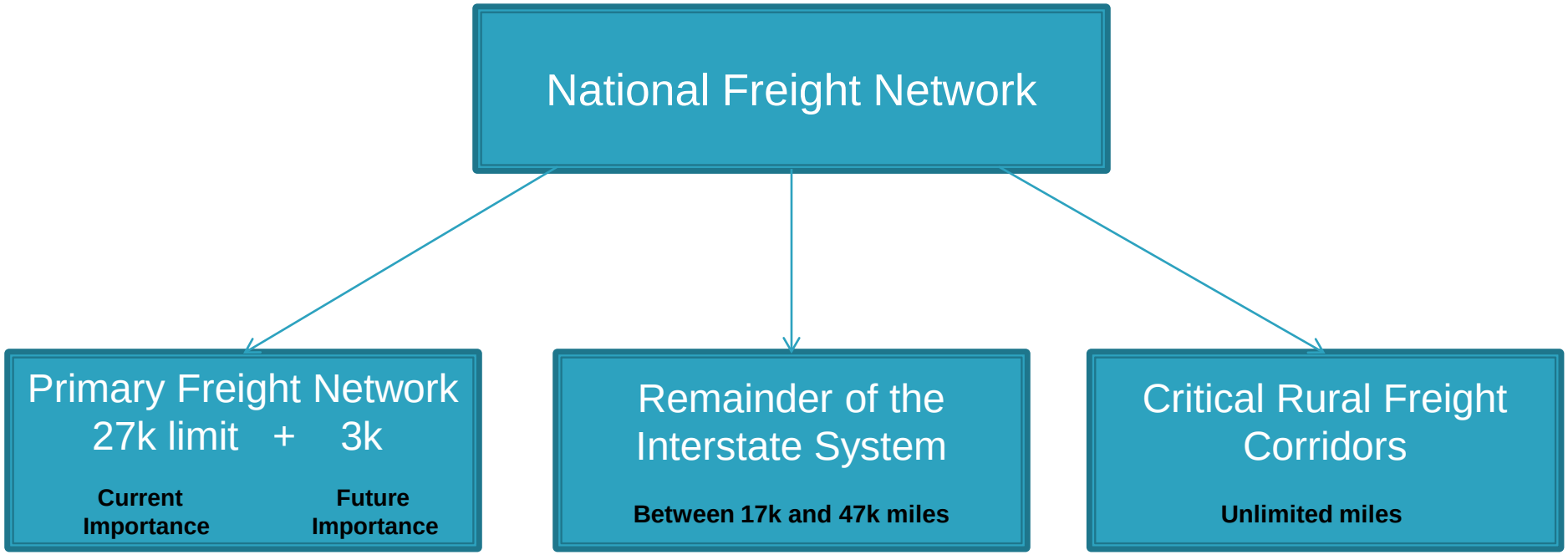
Freight Advisory Council Meeting
February 14, 2014

MAP-21 Language for Designation of National Freight Network

In general:

The Secretary shall establish a national freight network in accordance with Section 167 of title 23 United States Code to assist States in ***strategically directing resources toward improved system performance for efficient movement of freight on highways****, including national highway system, freight intermodal connectors and aerotropolis transportation systems.*

National Freight Network Components



Factors for Designation of Primary Freight Network

- Origins and destinations of freight movement in the United States;
- Total freight tonnage and value of freight moved by highways;
- Percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;
- Annual average daily truck traffic on principal arterials;
- Land and maritime ports of entry;
- Access to energy exploration, development, installation, or production areas;
- Population centers;
- Network connectivity.

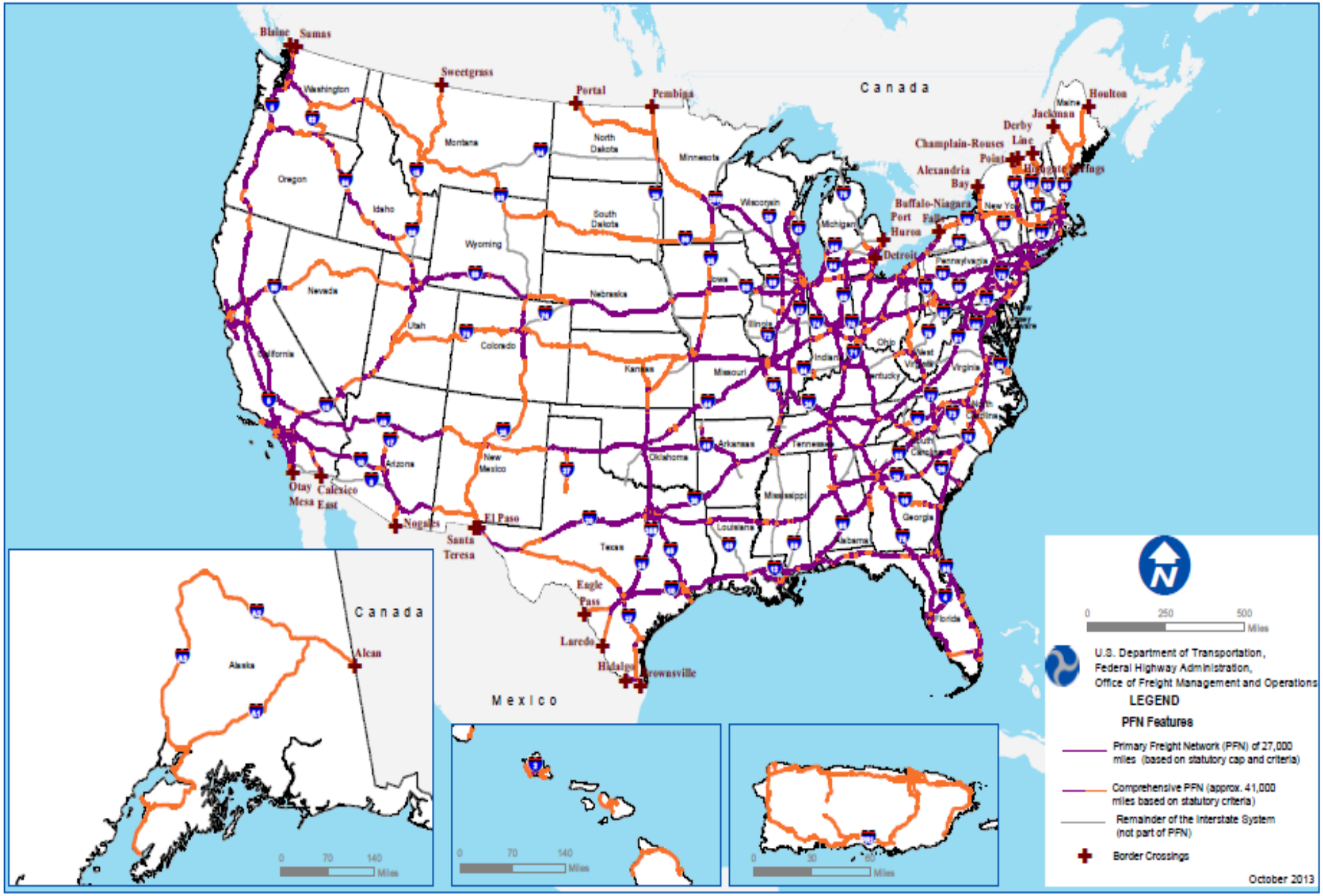
Possible Applications and Future Role of PFN

What should be the focus or objective behind PFN?

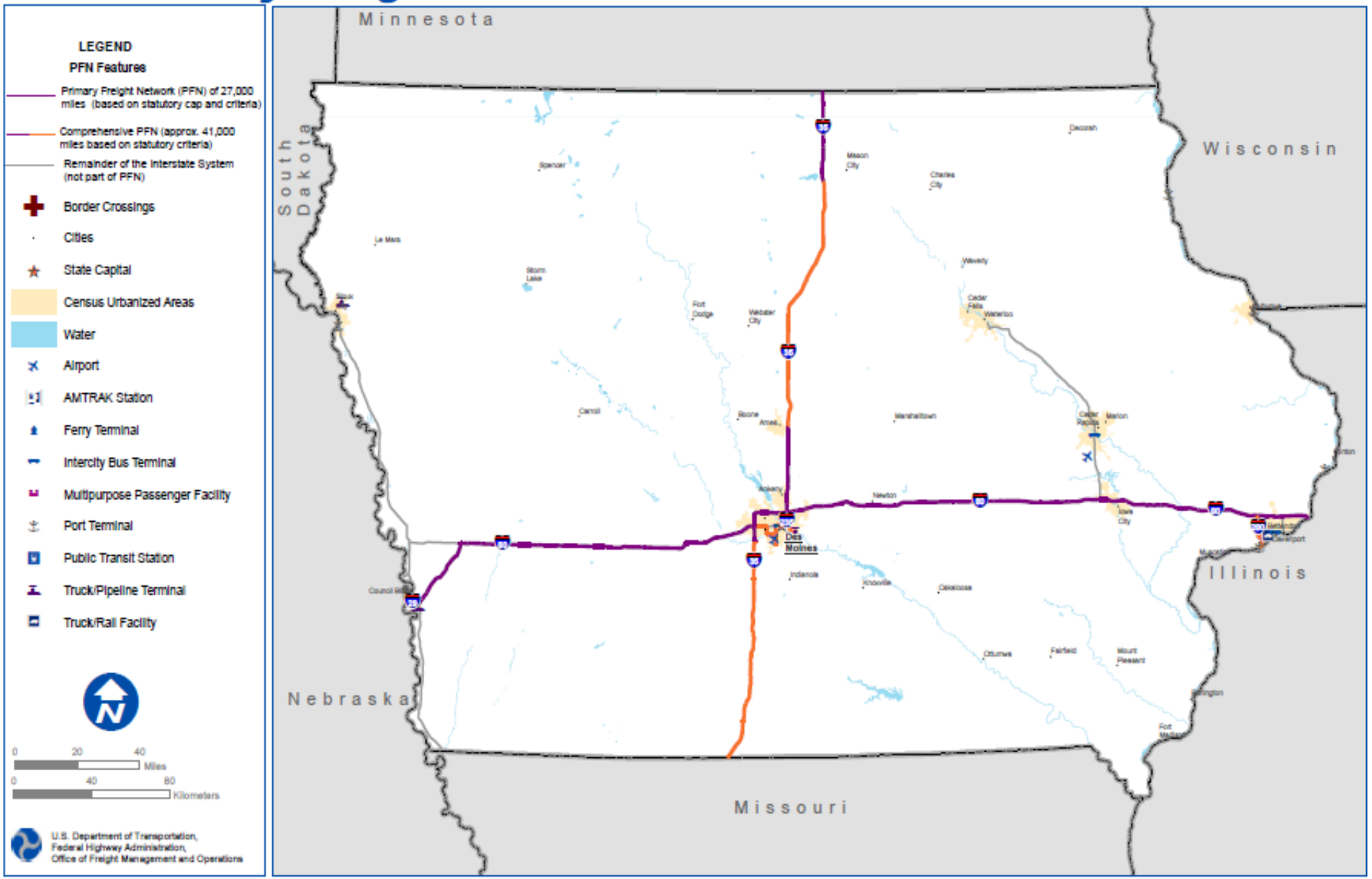
How will the PFN be used?

- National Strategic Freight Plan
- North American Corridors
- Intercity routes
- Areas with high levels of congestion
- Connectivity
- Performance Measures
- Funding

Draft Highway Primary Freight Network



Draft Primary Freight Network: Iowa



Five Areas for Comments in the Federal Register Notice

(1) Specific route deletions, additions, or modifications to the draft initial designation of the highway PFN contained in this notice;

(2) The methodology for achieving a 27,000-mile final designation;

(3) How the NFN and its components could be used by freight stakeholders in the future;

(4) How the NFN may fit into a multimodal National Freight System; and

(5) Suggestions for an urban-area route designation process.

Why is Iowa DOT commenting?

- FHWA requested input on initial designation
- As a state DOT, it's important to share our opinion
- Reiterate possible applications from slide 5 (i.e., connectivity, performance measures, etc.)
- Want to provide the FAC with an opportunity to review our comments before submitted

[Docket No. FHWA-2013-0050]
Iowa Department of Transportation comments on:
Designation of the Primary Freight Network

- MAP-21 identifies no specific purpose for a “Primary Freight Network” (PFN)

- Purpose of the National Freight Network (NFN): *“to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.”*

- Iowa DOT believes it would be beneficial to focus on the NFN rather than a PFN, since the NFN includes the entire Interstate System and State-designated Critical Rural Freight Corridors (CRFCs)

- MAP-21 did not tie any funding, regulations, or operational requirements to the NFN or the PFN and this should not occur in the future. The absence of these ties eliminates many of the issues involved with a mileage cap.

1.) Specific route deletions, additions, or modifications to the draft initial designation of the highway PFN contained in this notice:

- MAP-21 established the 27,000 highway mile cap and identified the specific factors for designating a PFN. These limitations make national continuity and service to the entire nation impossible.

- As the methodology is applied, large and small gaps appear.

- Complete North-South and East-West routes across the nation are necessary for an efficient and effective freight network.

- It appears the study that identifies these terminal locations was published in 2000: *NHS Intermodal Freight Connectors, (A Report to Congress).* This begs the question, how many other states have road sections identified for terminals that no longer exist and how many new terminals have begun operation since the study was published?

2.) The methodology for achieving a 27,000-mile final designation:

- There is no clearly preferable methodology to get to 27,000 miles. Due to the number of designation factors identified in MAP-21, and without a clear purpose, it is not possible to achieve a 27,000 mile system.

3.) How the NFN and its components could be used by freight stakeholders in the future:

- Development of the NFN is an important step in defining and supporting a fully connected and multimodal national freight system.

- As state and local governments, and the freight stakeholders, coordinate to designate an interconnected intermodal network, it could have value in identifying and prioritizing investments across modes, sharing common design standards, and harmonizing state regulations.

4.) How the NFN may fit into a multimodal National Freight System:

- The NFN should be used to help identify the additional elements that contribute to a fully connected and multimodal national freight system. These elements include major freight waterways, freight aviation facilities, pipelines, and major rail corridors.

- Their integration with the NFN will provide for national continuity and service to the entire nation on a multimodal basis.

5.) Suggestions for an urban-area route designation process:

- If the new designation of urban-area routes is necessary, the process should be similar to the process for designating CRFCs, and the routes should not be included in the PFN.

- The states and local governments have the expertise and local knowledge to understand where these important “first and last mile” origins and destinations are located.

NFN website

USDOT has posted the details of the draft initial highway PFN, including the 26,966-mile draft highway PFN map, the 41,518-mile comprehensive map, State maps and lists of designated routes, tables of mileage by State, and information regarding intermodal connectors and border crossings at:

NFN website:

http://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm

Notice website:

http://www.archives.gov/federal_register

Docket for comments:

http://www.regulations.gov

Comments on the Designation of the Primary Freight must be received by U.S. DOT on or before **February 15, 2014**