



U.S. Department of Transportation  
**Federal Highway Administration**

# Moving Ahead for Progress in the 21st Century Act (MAP-21):

## SIGNIFICANT FREIGHT PROVISIONS

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# Presentation Outline

**1. National Freight Policy**

**2. Freight Planning**

**3. Questions**

# 1. National Freight Policy

**a. Establishment of  
National Freight Network**

**b. Creation of National  
Freight Strategic Plan**

**c. Creation of Freight  
Conditions &  
Performance Report**

**d. Creation of Freight  
Investment & Planning  
Tools**

# 1. National Freight Policy

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**National Freight Advisory Committee**



# 1. National Freight Policy

- The USDOT has seven **National Freight Goals**:
  1. Improve economic competitiveness, productivity, and congestion
  2. Enhance safety, security, and resilience of freight transportation
  3. Reduce the environmental impacts of freight movement
  4. Improve the state of good repair of the **National Freight Network**
  5. Use advanced technology to improve **National Freight Network**
  6. Enhance the economic efficiency of the **National Freight Network**
  7. Incorporate performance, innovation, and accountability into the operation and maintenance of the **National Freight Network**

## a. National Freight Network

- USDOT will establish a **National Freight Network** to assist States in strategically directing resources toward the efficient movement of freight on the National Highway System, freight intermodal connectors, and aerotropolis transportation systems

## a. National Freight Network

- The **National Freight Network** will consist of:
  - **Primary Freight Network**, as designated by USDOT
  - Portions of **Interstate System** not part of Primary Freight Network
  - Critical **rural freight corridors** designated by the States



## b. National Freight Strategic Plan

- USDOT will develop by October 1, 2015
- **National Freight Strategic Plan** to be developed in consultation with State DOTs and other public and private stakeholders
- Needs to be updated every 5 years



## b. National Freight Strategic Plan

- Elements of **National Freight Strategic Plan**:
  - Condition and performance of the **National Freight Network**
  - Highway bottlenecks on **National Freight Network**
  - 20-year future freight volume forecasts
  - Major trade gateways and national freight corridors
  - Assessment of the barriers to improving freight performance
  - Routes to access energy exploration, development, or production
  - Strategies to improve freight intermodal connectivity

## c. Freight Conditions & Performance Report

- USDOT will develop by October 1, 2014
- **Freight Conditions and Performance Report** to report on the performance of the **National Freight Network**
- Needs to be updated every 2 years

## d. Freight Investment & Planning Tools

- USDOT will evaluate:
  - Methodologies for the systematic **analysis of benefits and costs**
  - **Project selection processes** considering safety, economic competitiveness, environmental sustainability, and system conditions
- USDOT will analyze freight flow data to identify deficiencies and improve demand forecasts



## 2. Freight Planning

**a. Continuing Planning Provisions**

**b. State Freight Advisory Committees**

**c. State Freight Plans**

**d. Performance Management**

## a. Continuing Planning Provisions

- Multimodal transportation planning processes shall be **continuous**, **cooperative**, and **comprehensive** and
  - Facilitate the safe and efficient management, operation, and development of surface transportation systems
  - Serve the mobility needs of people and freight
  - Foster economic growth and development
  - Minimize fuel consumption and air pollution

## a. Continuing Planning Provisions

- Multimodal transportation planning processes shall consider **projects**, **strategies**, and **services** that:
  - Support economic vitality by enabling global competitiveness, productivity, and efficiency
  - Increase accessibility and mobility of people and freight
  - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight



## a. Continuing Planning Provisions

- **Involve and consult interested parties** in the development and content of transportation plans and improvement programs:
  - Freight shippers and providers of freight transportation services
  - Agencies and officials responsible for other planning activities affected by transportation including:
    - State and local planned growth
    - Economic development
    - Airport operations
    - Freight movements

## b. State Freight Advisory Committees

- Recommended **Committee** membership:
  - State DOT, MPOs, and local and tribal governments
  - Independent transportation authorities (e.g. seaport, airport)
  - Private infrastructure owners (e.g. railroads, pipelines)
  - Freight shippers, carriers, forwarders, and associations
  - Organizations representing the freight industry workforce
  - Environmental, safety, and community organizations
  - Independent experts (e.g. academic specialists, consultants)

## b. State Freight Advisory Committees

- Recommended **Committee** roles:
  - Advise the State on freight priorities, issues, projects, and funding
  - Serve as a forum for discussion of State decisions affecting freight
  - Communicate and coordinate regional priorities
  - Promote the sharing of information between the private and public sectors on freight issues
  - Participating in the development of the **State Freight Plan**



## c. State Freight Plans

- States encouraged to develop comprehensive **State Freight Plans** independently of or incorporated into Statewide Transportation Plans
- **State Freight Plans** are required for freight projects to be considered for higher federal share

## c. State Freight Plans

- MAP-21 requires **State Freight Plans** to:
  - Identify significant freight system trends, needs, and issues
  - Describe how freight policies, strategies, and performance measures will guide the freight investment decisions
  - Describe how the plan will help State meet national freight goals
  - Consider innovative technologies and operational strategies
  - Reduce the deterioration of routes due to heavy vehicles
  - Inventory facilities with freight mobility issues (e.g. bottlenecks)
  - Describe strategies to address freight mobility issues.

## c. Prioritization of Projects to Improve Freight Movement

- USDOT may **increase the federal share** for projects that improve freight movement\*
  - Up to 95% for Interstate highway projects
  - Up to 90% for other transportation projects

*\*The total annual project(s) costs receiving an increased Federal share under this provision will not exceed 10% of the State's allotment unless otherwise approved by the Secretary.*



## c. Prioritization of Projects to Improve Freight Movement

- USDOT must **certify** the project meets the following requirements:
  1. Enhances the efficient movement of freight, including making progress towards meeting **Performance Targets**
  2. The project is identified in a **State Freight Plan**

## c. Prioritization of Projects to Improve Freight Movement

- Eligible projects may include, but are not limited to:
  - Construction, reconstruction, rehab, and operational improvements
  - ITS projects and real-time transportation information systems
  - Railway-highway grade separations
  - Geometric improvements to interchanges and ramps
  - Truck-only, climbing, and runaway truck lanes
  - Truck parking facilities
  - Improvements to intermodal connectors and truck bottlenecks

## d. Performance Management Overview

Goal Area	National Goal
<b>1. Safety</b>	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
<b>2. Infrastructure Condition</b>	Maintain the highway infrastructure asset system in a state of good repair
<b>3. Congestion Reduction</b>	Achieve a significant reduction in congestion on NHS
<b>4. System Reliability</b>	Improve the efficiency of surface transportation system
<b>5. Freight Movement &amp; Economic Vitality</b>	Improve National Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
<b>6. Environmental Sustainability</b>	Enhance the performance of the transportation system while protecting and enhancing the natural environment
<b>7. Reduced Project Delivery Delays</b>	Reduce project costs, promote jobs and the economy, and accelerate project completion through eliminating delays in the project development and delivery process



## d. Performance Management Overview



## d. Performance Management Overview

**10-01-2012**

MAP-21 establishes National Goals and Performance Areas

**18 months**

USDOT final rule establishes Performance Measures

**12 months**

State DOTs establish Performance Targets with MPOs and transit providers

**180 days**

MPOs establish Performance Targets

# Questions?



<http://www.fhwa.dot.gov/map21/>