

# MAP-21 Freight Provisions

## **National Freight Network**

Under MAP-21, the U.S. Department of Transportation (USDOT) will establish a National Freight Network (NFN) to assist states in strategically directing resources toward improved system performance for efficient movement of freight on highways. The NFN will consist of a Primary Freight Network of not more than 27,000 miles that are most critical to the movement of freight, the portions of the Interstate System not designated as part of the primary freight network, and critical rural freight corridors designated by states based on criteria included in the bill.

## **National Freight Strategic Plan**

Within three years of enactment of MAP-21, USDOT will develop a national freight strategic plan in consultation with state DOTs and other appropriate public and private transportation stakeholders. The plan will include:

- an assessment of the condition and performance of the National Freight Network;
- an identification of highway bottlenecks on the national freight network that create significant freight congestion problems
- forecasts of freight volumes for a 20-year period
- an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes
- an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance and opportunities for overcoming the barriers
- an identification of routes providing access to energy exploration, development, installation, or production areas
- best practices for improving the performance of the national freight network
- best practices to mitigate the impacts of freight movement on communities
- a process for addressing multistate projects and encouraging jurisdictions to collaborate, and
- strategies to improve freight intermodal connectivity.

The plan will be updated every five years. USDOT will also produce a report describing the conditions and performance of the National Freight Network within two years of enactment of MAP-21 and update it every two years after that. USDOT is also tasked with developing new tools and improving existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects.

## **Projects of National and Regional Significance**

The PNR program, which was created in SAFETEA-LU to fund projects with significant benefits that are too large for a single state or group of states to fund, is authorized to be funded at \$500 million in FY 2013. However, funding must be provided through the appropriations process. U.S. DOT is also tasked with submitting a report to Congress that identifies projects of national and regional significance that meet certain criteria (including significantly improving the performance of

the nation's highways, generating national economic benefits, reducing congestion, and improving transportation safety). U.S. DOT is to survey states to generate this list of projects.

### **Freight Performance Measures**

Under the new performance management system, USDOT is tasked with developing a number of freight-related performance measures, including freight movement on the Interstate, performance of the Interstate System, performance of the non-Interstate National Highway System, bridge conditions on the National Highway System, and pavement conditions on the Interstate.

### **Reduced Match for Freight Projects**

To encourage states to invest in freight projects, MAP-21 allows for a reduced non-federal matching share for projects that will improve the efficient movement of freight and are identified in a state freight plan. These projects can include construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement, intelligent transportation systems and other technology to improve the flow of freight, efforts to reduce the environmental impacts of freight movement on the primary freight network, railway-highway grade separation, geometric improvements to interchanges and ramps, truck-only lanes, climbing and runaway truck lanes, truck parking facilities, real-time traffic, truck parking, roadway condition, and multimodal transportation information systems, improvements to freight intermodal connectors, and improvements to truck bottlenecks.

### **State Freight Plans**

MAP-21 directs the U.S. Department of Transportation to encourage each state to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the state with respect to freight. Among the elements the freight plan should include:

- an identification of significant freight system trends, needs, and issues
- a description of the freight policies, strategies, and performance measures that will guide the state's investment decisions
- a description of how the plan will improve the ability of the state to meet the national freight goals established under the bill
- an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the state, and a description of the strategies the state is employing to address those freight mobility issues.

### **State Freight Advisory Committees**

MAP-21 directs USDOT to encourage each state to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the state, and local governments. Freight advisory committees are to advise the state on freight-related priorities, issues, projects, and funding needs; serve as a forum for discussion for state transportation decisions affecting freight mobility; communicate and coordinate regional priorities with other organizations; promote the sharing of information between the private and public sectors on freight issues; and participate in the development of the state freight plan.