

# National Freight Developments

## Fall 2015

# Today's meeting

- FAST (Fixing America's Surface Transportation) Act – Freight Provisions
- National Freight Strategic Plan, Recommendations, Measures, Network

# FAST (Fixing America's Surface Transportation) Act

**Passed by House on December 3**

**Passed by Senate on December 4**

**President expected to sign on December 4**

## **Conference Report Filed 12/1/15**

- Senate Proposal – Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act
- Passed July 30, 2015
- House Proposal – Surface Transportation Reauthorization and Reform (STRR) Act
- Passed November 5, 2015
- **In General**
- Duration: Five Years; FY 2016 – FY 2020
- \$281 billion in contract authority, over five-year lifespan of the bill

# FAST (Fixing America's Surface Transportation) Act

**Establishes a Nationally Significant Freight and Highway Projects Program, a freight-specific competitive grant program, funded at \$4.5 billion over five years.**

- The program has broad applicant eligibility, including States, MPOs representing areas with a population of more than 200,000, local units of government, special purpose districts or public authority with a transportation function, including a port authority, and federal land management agencies.
- The minimum project threshold is \$100 million; the final program retains the 10 percent set-aside for projects that do not meet this \$100 million threshold.
- The program has a minimum grant award of \$25 million, except in the case of grants made to projects under the \$100 million threshold – the minimum grant in the small project set-aside is \$5 million
- Congress has oversight of final project selections.

# FAST (Fixing America's Surface Transportation) Act

**Establishes a National Highway Freight Program, a freight formula program, funded at \$6.3 billion, over five years.**

- Funds apportioned based on current apportionment data; use of funds dictated by percentage of miles a state has on the Primary Highway Freight System, compared to total number of miles on the Primary Highway Freight System.

# FAST (Fixing America's Surface Transportation) Act

## **Builds upon current provisions in MAP 21**

- Establishes a multimodal freight policy
- Establishes a multimodal freight network
- Calls for a multimodal National Freight Strategic Plan, to be developed within two years of bill passage
- State Freight Advisory Committees continue to be encouraged
- State Freight Plans are required by states receiving formula funding

# MAP 21 Freight Developments

- National Freight Advisory Committee – met November 13, 2015
- Draft National Freight Strategic Plan – Released October 18, 2015
- Final Primary Freight Network – October 18, 2015
- Draft Multimodal Freight Network – October 18, 2015
- FAF 4.0 Released – October 18, 2015
- Draft Freight System Performance Measures – to be released December 9, 2015

# Draft National Freight Strategic Plan

- Overview of issues and trends
- Strategies to address infrastructure, institutional, and financial bottlenecks
- Draft recommended performance measures and objectives



# Draft National Freight Strategic Plan

## Key Trends and Challenges in Freight Transportation

- Anticipated growth in freight tonnage - freight movements across all modes are expected to grow by roughly 42 percent by the year 2040
- Underinvestment in the freight system
- Difficulty in planning and implementing freight projects
- Continue need to address safety, security, and resilience
- Increased global economic competition
- Application and development of new technologies

# Draft National Freight Strategic Plan

## **Strategies to address infrastructure bottlenecks**

- *Reduce congestion to improve performance of the freight transportation system.*
- *Improve the safety, security, and resilience of the freight transportation system.*
- *Facilitate intermodal connectivity.*
- *Identify major trade gateways and multimodal national freight networks/corridors.*
- *Mitigate impacts of freight projects/movements on communities.*
- *Support research and promote adoption of new technologies and best practices.*

# Draft National Freight Strategic Plan

## Strategies to address institutional bottlenecks

- *Streamline project planning, review, permitting, and approvals.*
- *Facilitate multijurisdictional, multimodal collaboration and solutions.*
- *Improve coordination between public and private sectors.*
- *Ensure availability of better data and models.*
- *Develop the next generation freight transportation workforce.*

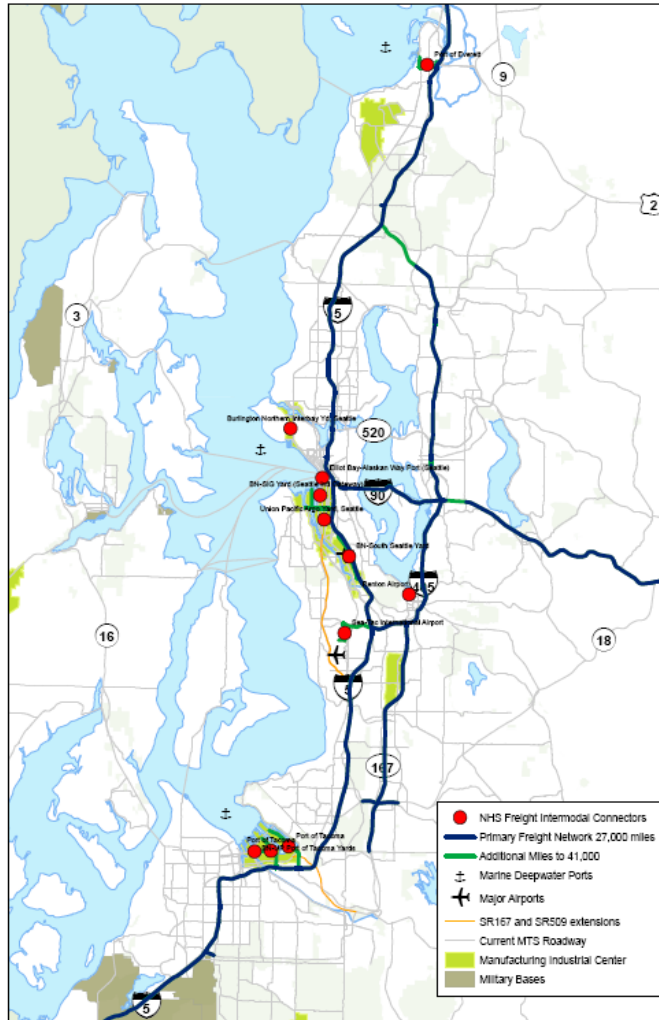
# Draft National Freight Strategic Plan

## Strategies to address financial bottlenecks

- *Ensure dedicated freight funding - GROW AMERICA proposal would provide \$18 billion over six years through two dedicated, multimodal freight grant programs for targeted investments.*
- *Use existing grant programs to support freight – TIGER, TIFIA, BATIC, RRIF*

# Final Primary Freight Network

Draft Primary Freight Network Dec 2013



- Unchanged from 2013 Draft Primary Freight Network
- 27,000 Centerline Miles as required under MAP 21
- Majority of comments stated this was not enough miles, that other modes needed to be included, and that other more issues at the local level be considered

# Draft Multimodal Freight Network



- Approximately 65,000 miles of highways, including the entire Interstate System, the strategic highway network (STRAHNET), key intermodal connectors, and connections to major border crossings.
- Rail component consists of 49,900 miles of the highest volume Class I rail routes (6 percent of these route miles are on Class II and III railroads) and the full strategic rail corridor network (STRACNET).
- Waterways including U.S. DOT's America's Marine Highway routes. These overlap the principal inland waterways (managed by USACE) on which moves the majority of commercial waterborne domestic traffic, and also include coastal deep water domestic cargo routes
- Great Lakes domestic routes, and connections to the St. Lawrence Seaway.
- 78 ports that collectively handle 90 percent of the nation's waterborne container and bulk cargo movements
- 56 airports that handle approximately 90 percent of the nation's air cargo
- 75 largest highway-rail intermodal transfer facilities by

# Draft Multimodal Freight Network



- The purpose of the draft MFN map to inform planners and the public about where major freight flows occur and where special attention to freight issues may be most warranted. Many important freight opportunities, however, will occur off of the MFN routes, including in first- and last-mile links in urban and rural areas. As such, U.S. DOT does not intend that a project's placement on an MFN route or facility would provide it exclusive or preferred access to freight funding, or that a project not on an MFN route would be ineligible for freight funding. Eligibility of a freight project for funding assistance should be based on its ability to improve freight flows across the network in a cost-effective manner.

# Freight Analysis Framework 4.0

## **Winter 2016**

- Revised edition of the 2012 base year data
- Regional forecasts to 2045
  - Annual estimates for 2013-15 based on 2012
  - Every five years for 2015-2045

## **Spring 2016**

- FAF network and truck assignments
- Historical data for 1997, 2002, and 2007

## **Summer 2016**

- Domestic ton-miles and distance bands
- New provisional estimate methodology for estimating annual data



# Questions?

- Contact Sean Ardussi, Puget Sound Regional Council, [sardussi@psrc.org](mailto:sardussi@psrc.org)