

August 2016 Talking Freight: National Multimodal Freight Network

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U.S. Department
of Transportation

National Multimodal Freight Network

- 49 U.S.C. 70103, as established by the Fixing America's Surface Transportation (FAST) Act
- Purpose:
 - (1) to assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the Network
 - (2) to inform freight transportation planning
 - (3) to assist in the prioritization of Federal investment
 - (4) to assess and support Federal investments to achieve the national multimodal freight policy goals described in 49 U.S.C. 70101(b) and the national highway freight program goals described in 23 U.S.C. 167

Interim National Multimodal Freight Network

- Established on May 27, 2016:
<https://www.transportation.gov/freight/InterimNMFN>
- Consists of the following network elements:
 - The National Highway Freight Network, as established under 23 U.S.C. 167
 - The freight rail systems of Class I railroads, as designated by the Surface Transportation Board
 - The public ports of the United States that have total annual foreign and domestic trade of at least 2 million short tons, as identified by the Waterborne Commerce Statistics Center of USACE
 - The inland and intracoastal waterways of the United States
 - The Great Lakes, St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported
 - The top 50 airports in the United States with the highest annual landed weight, as identified by the FAA
 - Other strategic freight assets, including strategic intermodal facilities and Class II and III railroads, designated by the Under Secretary as critical to interstate commerce

National Highway Freight Network (23 U.S.C. 167)

- While this network comprises the highway portion of the Interim NMFN, **it is a separate map!**
- National Highway Freight Network (NHFN), to include:
 - Primary Highway Freight System (PHFS); initially 41K miles
 - Critical rural freight corridors identified by States
 - Critical urban freight corridors with State-MPO consultation
 - Portions of Interstate System not included in the PHFS
- The NHFN is maintained by the FHWA and is directly tied to funding (National Highway Freight Program formula funding and the FASTLANE discretionary program). The NMFN is **not tied to funding!**
- Critical rural and urban freight corridor designations can be submitted to the FHWA Division offices for approval on a rolling basis, and once approved, become part of the NHFN

Final National Multimodal Freight Network

- Required to be designated by December 4, 2016, per the FAST Act
- Considerations for Designation:
 - Use, to the extent practicable, measurable data to assess the significance of goods movement
 - Consider
 - The factors described in 49 U.S.C. 70103(c)(2) and
 - Any changes in the economy that affect freight transportation demand
 - Provide the States with an opportunity to submit proposed designations
- Redesignation is to occur not later than 5 years after the initial designation

Interaction with Other FAST Act Freight Provisions

- National Freight Strategic Plan
- State Freight Plans and State Freight Advisory Committees
- National Highway Freight Program

Next Steps

- Comment period ends on September 6, 2016
- <https://www.transportation.gov/freight/InterimNMFN>
- Final NMFN is due by December 4, 2016, per the statutory requirement
- Contact Information: ryan.endorf@dot.gov
- Questions?