

NATIONAL

FREIGHT

STRATEGIC

PLAN



U.S. Department of Transportation

Our freight system is more than **just infrastructure...**

2.5 million combination trucks; **millions** of single unit trucks and vans; **24,000** diesel-electric locomotives; **1.28 million** freight rail cars; **38,600** domestic maritime vessels; and **700** domestic all-cargo aircraft all **operate in this system.**



3.1 million Americans are employed in operating and supporting freight vehicles, as well as in logistics.

44 million jobs directly depend on freight transportation.

Each day, our freight system transports **55 million tons of goods**, worth more than **\$49 billion.**



Six Key Trends and Challenges in Freight Transportation



Expected **Growth in Freight Tonnage**



Underinvestment in the Freight System



Difficulty in **Planning** and **Implementing Freight Projects**



Continued Need to Address **Safety, Security, and Resilience**



Increased Global **Economic Competition**



Application and Deployment of **New Technologies**



In your opinion, what are the likely trends & challenges facing freight transportation over the next 30 years?



Strategies

The NFSP presents solutions and strategies to address the **infrastructure, institutional, and financial bottlenecks** that hinder the safe and efficient movement of goods.



Infrastructure Bottlenecks

Infrastructure bottlenecks are **physical locations** that disrupt the free flow of goods, including:

- Bridges,
- Border crossing facilities,
- At-grade railroad crossings, and
- Truck gates at ports.

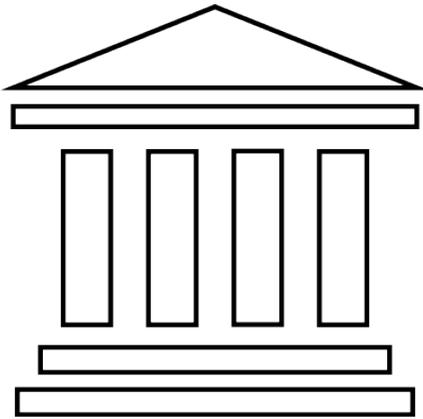


Infrastructure Strategies

- **Reduce congestion** to improve performance.
- 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**.



Institutional Bottlenecks



Institutional bottlenecks make it difficult to **plan, prioritize, implement, and fund** freight projects. U.S. DOT and its many partners each have processes in place to plan for, review, permit, and implement transportation projects.

Stakeholders may have **different capabilities, priorities, and objectives** that must be reconciled to effectively plan and implement projects.



Institutional Strategies

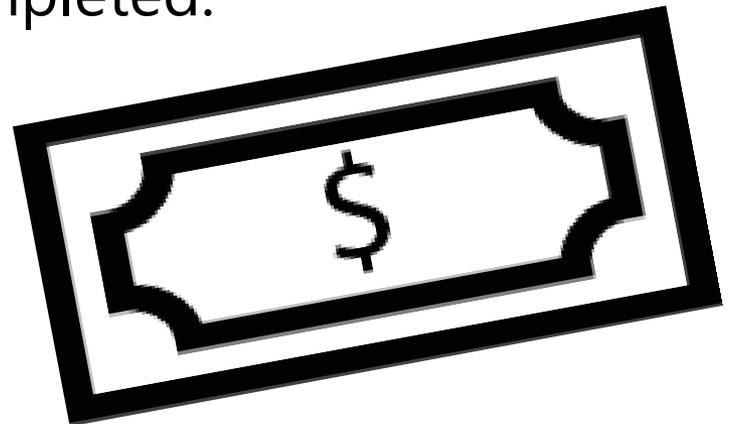
- **Streamline** project planning, review, permitting, and approvals.
- **Facilitate** multijurisdictional, multimodal collaboration and solutions.
- Improve **coordination** between public and private sectors.
- Ensure availability of **better data and models**.
- Develop the next generation freight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



Financial Bottlenecks

It is critical to establish **Federal freight transportation funding** that is substantial, continuing, multimodal, reliable, and specifically dedicated to freight transportation projects.

The availability of such funds would assure States, MPOs, and local governments that major freight transportation projects could be funded and completed.



Financial Strategies

- Ensure dedicated freight funding.
 - The FAST Act created two new freight funding programs, one discretionary and one formula:
 - Nationally Significant Freight and Highways Program (discretionary)
 - National Highway Freight Program (formula)
- Use existing grant programs to support freight.
 - TIGER program
 - Build America Transportation Investment Center (BATIC)



What, if any, additional strategies do you suggest USDOT add to the freight strategic plan?



In your opinion, what are the strengths & weakness of the draft National Freight Strategic Plan?



What areas of the draft
National Freight Strategic
Plan need additional
information or improvement?



To Comment on the draft National Freight Strategic Plan:

- Go to www.transportation.gov/freight
 - Click the *Share Your Ideas* link on the top right of the page

OR

- Submit a document to the public docket at:
<http://www.regulations.gov/#!docketDetail;D=DOT-OST-2015-0248>

P.L. 114-94

Fixing America's Surface Transportation (FAST) Act

Key Freight Provisions



U.S. Department
of Transportation

Natl. Significant Freight & Hwy. Projects | **NEW**

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Other Freight Provisions

- Freight policy goals and Multimodal National Freight Strategic Plan
- State Freight Plans (required) & Advisory Committees (encouraged)
- National Multimodal Freight Network
- National Highway Freight Network, 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
- PHFS re-designated every 5 years (w/up to 3 percent growth)

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- State freight plan required for freight formula \$ (beginning FY 2018)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

Are there any additional thoughts or insights on Freight provisions in the FAST Act or the draft National Freight Strategic Plan?



Thank you for participating!

Please continue to leave thoughts in the chat box or send comments to Freight@dot.gov

Also, remember to register for the 2016 Freight Summit on Wednesday, February 29th by visiting: [https://www.surveymonkey.com/r/2016Freight Summit](https://www.surveymonkey.com/r/2016FreightSummit)