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MEMORANDUM

To: MAP-21 Subcommittee

From: CMAP staff

Date: February 15, 2013

Re: Recent MAP-21 Freight Policy Developments

Moving Ahead for Progress in the 21st Century (MAP-21) establishes the need for a National Freight Policy, incentivizes investment in highway freight projects, and recommends the creation of State freight plans and freight advisory boards. The Projects of National and Regional Significance, a MAP-21 program applicable to freight, was authorized out of the General Fund at \$500 million for FY 2013, although it will not be funded at all in FY 2014.

The National Freight Policy program will establish goals and recommend the designation of a National Freight Network. This network will include a Primary Freight Network of key transportation corridors on the Interstate system, not to exceed 27,000 centerline miles, and a network of critical rural freight corridors to connect the Primary Freight Network to freight facilities. MAP-21 directs U.S. DOT to assess the conditions and performance of the National Freight Network, to identify highway bottlenecks, and to estimate the cost of resolving those bottlenecks.

MAP-21 also incentivizes public investment in freight infrastructure by raising the federal share for eligible projects to 95 percent for projects on the Interstate System, and 90 percent for other eligible projects. Eligible projects include construction and operational improvements for freight, intelligent transportation systems, grade separations, geometric improvements, truck-only lanes, improvements to freight intermodal connectors, and improvements to truck bottlenecks.

MAP-21 further requires that U.S. DOT determine performance measures for freight movements and economic vitality. State departments of transportation must set performance targets for these measures, which metropolitan planning organizations (MPOs) must meet through their transportation improvement programs and long-range transportation plans.

Recent Federal Activities

In August 2012, The U.S. Department of Transportation established an internal Freight Policy Council to facilitate the implementation of MAP-21. Headed by Deputy Secretary John Porcari,

the Council has been making field visits to meet with stakeholders, including one visit to Chicago on November 30, 2011. In February 2013, U.S. DOT announced the establishment of an external stakeholder group, the National Freight Advisory Committee, to provide recommendations to the Secretary to improve the freight system.

On February 6, 2013, the Federal Highway Administration published a [notice](#) to define the process for designating the Primary Freight Network as required under MAP-21. The Primary Freight Network will include the **highway system only**. This effort is expected to depend heavily on the Department's Freight Analysis Framework highway data. It will also involve state departments of transportation, and does not specifically include the participation of MPOs. The Federal Register notice lays out the following timeline:

- Publication of analysis results and draft designation of the primary freight network – February 2013. This deliverable has not yet been published.
- Guidance / technical assistance available to States to begin analysis of potential critical rural freight corridors – May 2013
- Final designation of the primary freight network, including any additional mileage designated by DOT – October 2013
- Request to States to identify critical rural freight corridors – October 2013

Recent CMAP Activities

CMAP has followed the development of MAP-21's freight provisions and has provided comments to US DOT at several critical junctures as the legislation developed. In September 2012, CMAP sent a letter to Deputy Secretary Porcari to state CMAP's support for MAP-21, albeit with some concerns as the legislation's freight provisions do not go far enough in supporting freight movement and do not align in some respects with the freight policies envisioned in GO TO 2040.

Among these concerns, CMAP requested that the Freight Policy Council extend the overall multimodal policy direction of MAP-21 to freight. In its subsequent federal legislative agenda, CMAP called for the DOT to investigate the potential for rail alternatives to highway use for goods movement.

Further, CMAP requested that the US DOT strongly urge the various state Departments of Transportation to confer with MPOs in developing state freight plans. CMAP recommended that the state freight plans include substantial coordination with regional plans like GO TO 2040, as well as with plans from neighboring states. This higher level of coordination will strengthen CMAP's reauthorization principles of basing investment decisions on regional priorities.

As the U.S. DOT and IDOT implement the freight provisions of MAP-21, CMAP plans to reach out to other large MPOs across the country to develop common legislative principles for freight in the next transportation reauthorization bill. CMAP will distribute this agenda to the Freight Policy Council and its congressional delegation. CMAP further expects IDOT to include MPOs as it works to define the Primary Freight Network.