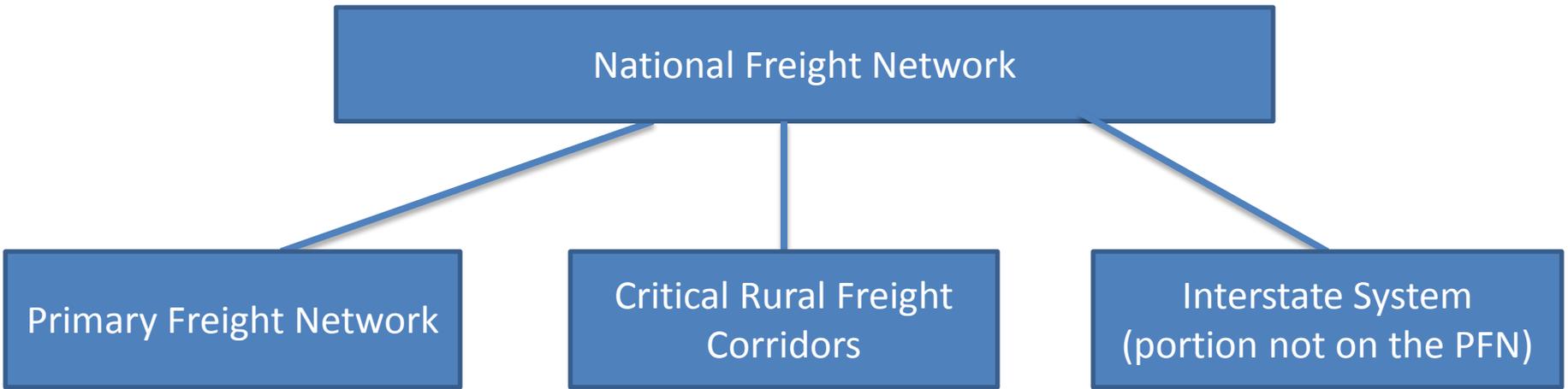




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- Designated by US DOT
- Publication of Draft PFN for Comments - Spring 2013
- Initial Designation of the PFN – Fall 2013

- Designated by States
- Guidance and technical assistance for analysis of potential CRFCs—Summer 2013
- Request to States to identify CRFCs — Fall 2013

Importance of your input when the draft PFN is released:

- Feedback on the identified PFN routes
- How the PFN and ultimately the designation of the NFN could be used and useful to freight stakeholders in the future
- How the National Freight Network may fit into a larger multimodal National Freight System as part of the National Freight Strategic Plan



Prioritization of Projects to Improve Freight Movement

- MAP-21 provided the option to obtain a higher federal share (up to 95 percent) of federal aid highway funding for freight projects
- FHWA issued implementation guidance for this provision in October 2012
- Eligibility will be determined by the Secretary, and is based on demonstrated future benefits and inclusion in a State freight plan that meets the criteria set by Congress in MAP-21
- Our FHWA Division Offices are standing by, ready to provide technical assistance in this process to help get these projects out the door!



State Freight Plans

- State Freight Plan Guidance
 - Interim guidance published in October 2012
 - Final guidance will be issued this spring
- State freight plans are important aspects of eligibility for higher federal matching funds
- State freight plans will help US DOT gain insight into the projects, current and emerging issues, and policy principles important to states as we work to develop the National Freight Strategic Plan
- FHWA will hold a “Talking Freight” webinar at 1:00 p.m. ET on March 18 for States and our FHWA division offices to address questions related to developing or revising State freight plans.



Comprehensive Truck Size and Weight Limits Study

- Addressing the differences between trucks within the current standards and those legally operating in excess of federal limits in:
 - safety
 - infrastructure impacts
 - effect on levels of enforcement
- Comparing and contrasting the potential safety and infrastructure impacts of alternative configurations to the current Federal TSW law and regulations
- Estimating the effects of freight diversion due to these alternative configurations
- Technical Studies will be objective and data driven products
- FHWA will institute an independent peer review of our technical studies
- FHWA will host a series of stakeholder listening and information sessions beginning this spring



Other Freight Activities

Spring and Summer 2013

- National Freight Policy and Related Activities
 - Freight Partnership V Meeting – Summer
 - Projects of National and Regional Significance Survey - Summer
- MAP-21 Truck Related Studies
 - Revised Guidance on Emergency Permits - Summer
 - Jason’s Law Truck Parking Survey – Summer
 - Compilation of Truck Size and Weight Laws – Late Summer





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Freight Performance Measures

- A key feature of MAP-21 is the establishment of a performance- and outcome-based program.
 - The objective of this program is for the nation to invest resources in projects that will make progress toward the achievement of the national goals.
- US DOT is working to ensure connections are made between the various sections of MAP-21 that call for performance measurement.



Freight Transportation Conditions and Performance Report

- MAP-21 requires US DOT to develop a Freight Transportation Conditions and Performance Report by October 1, 2014, and again every 2 years
- US DOT will produce a multi-modal report that provides a comprehensive look at the United States freight system
- We will consider multimodal measures for:
 - Economic Efficiency, Productivity, and Competitiveness
 - Reducing Congestion
 - Safety, Security, and Resilience
 - State of Good Repair
 - Use of Innovative Technology, Competition, Performance Management, and Accountability,
 - Reducing Adverse Environmental and Community Impacts
- The data and findings in this Report will be used as a key input for another MAP-21 requirement, the National Freight Strategic Plan



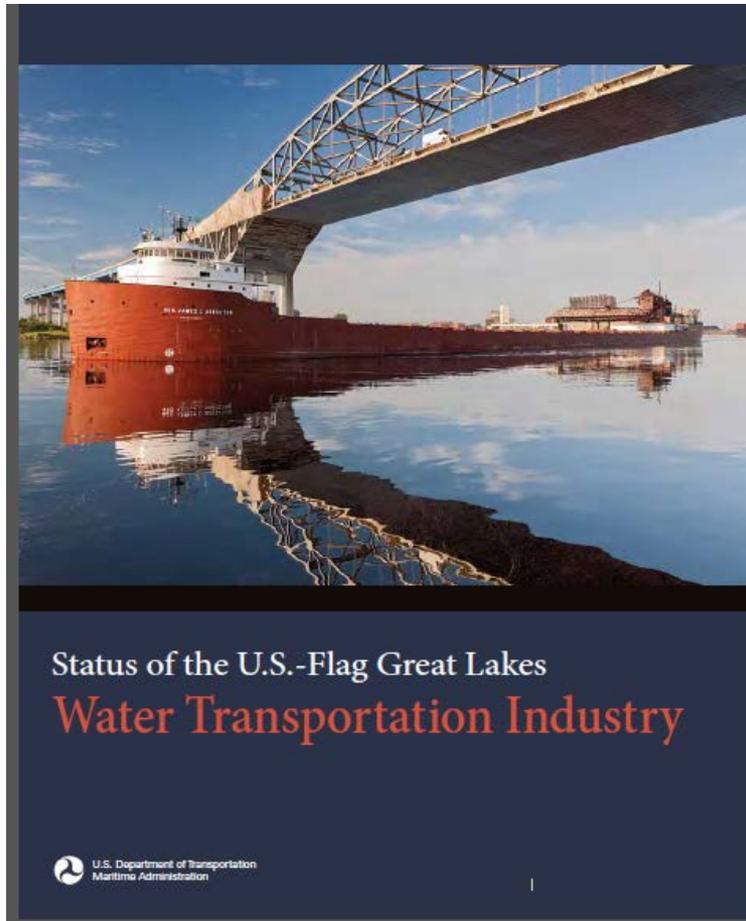


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U.S.-Flag Great Lakes Water Transportation Industry Study

***Public Meeting on Freight in America
Economic Competitiveness, Environmental
Sustainability and Safety***



Presented at the Great Lakes Waterways Conference in Cleveland, OH on 12 February 13

Available at MARAD's website:
<http://www.marad.dot.gov/>



Background

- U.S.-flag Great Lakes marine transportation industry provides low-cost transportation of commodities to integrated steel industry, lakeside power plants, and construction/manufacturing industries of the Great Lakes Region
- Marine transportation industry is well-integrated with regional rail systems. Largest vessels capable of receiving rail-delivered coal and iron ore up to 10,000 tons per hour.



Principal Findings

- The industry is generally healthy
- Provides efficient and environmentally sound transportation services
- Competitive with other modes of freight transportation in the movement of dry bulk goods
- Adequately sized to meet market demands
- Supported by responsible regulation and infrastructure maintenance, it will remain an essential part of the regional and national economy



Dry Bulk Markets

- Economic recovery has helped restore demand for Laker services from lows reached in 2009
- Iron ore cargoes have largely recovered and limestone is recovering
- Demand for coal used for electricity generation is under pressure from abundant low-cost natural gas
- Coal volume is currently down, but MARAD expects it to remain an important cargo for Lakers

Operating Environment

- Some uncertainty regarding regulation of Laker air emissions and ballast water discharges has been resolved, but future regulation of ballast water is of particular concern to Lakes carriers
- The removal of silt accumulating in the harbors and channels of the Great Lakes waterways system is an immediate and growing problem for the Lakers

State and Federal Assistance

- Industry has inherent strengths and efficiencies in freight movement, but support is needed to
 - Maintain adequate channel depths, dependable infrastructure and sufficient icebreaking capacity
 - Support research, education and training
- Where funding is available, support investment in vessels, ports and shipyards to increase public benefits of Great Lakes transportation
- Great Lakes transportation will need to be included in MAP-21 National and State freight planning

