

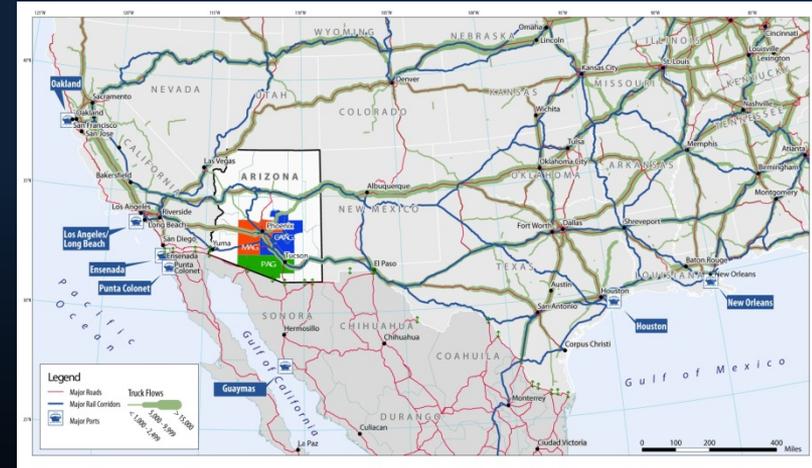
# Maricopa Association of Governments Overview of the Draft “Highway Primary Freight Network”



MAG Regional Council  
December 4, 2013

# National Freight Network Role

- USDOT's goal is to designate a highway PFN that will improve system performance, maximize freight efficiency, and be effectively integrated with the entire freight transportation system, including non-highway modes of freight transport.
- The USDOT recognizes that as a highway-only network, the NFN is an incomplete representation of the system that is required to efficiently and effectively move freight in the United States.



# Possible Applications and Future Role of PFN

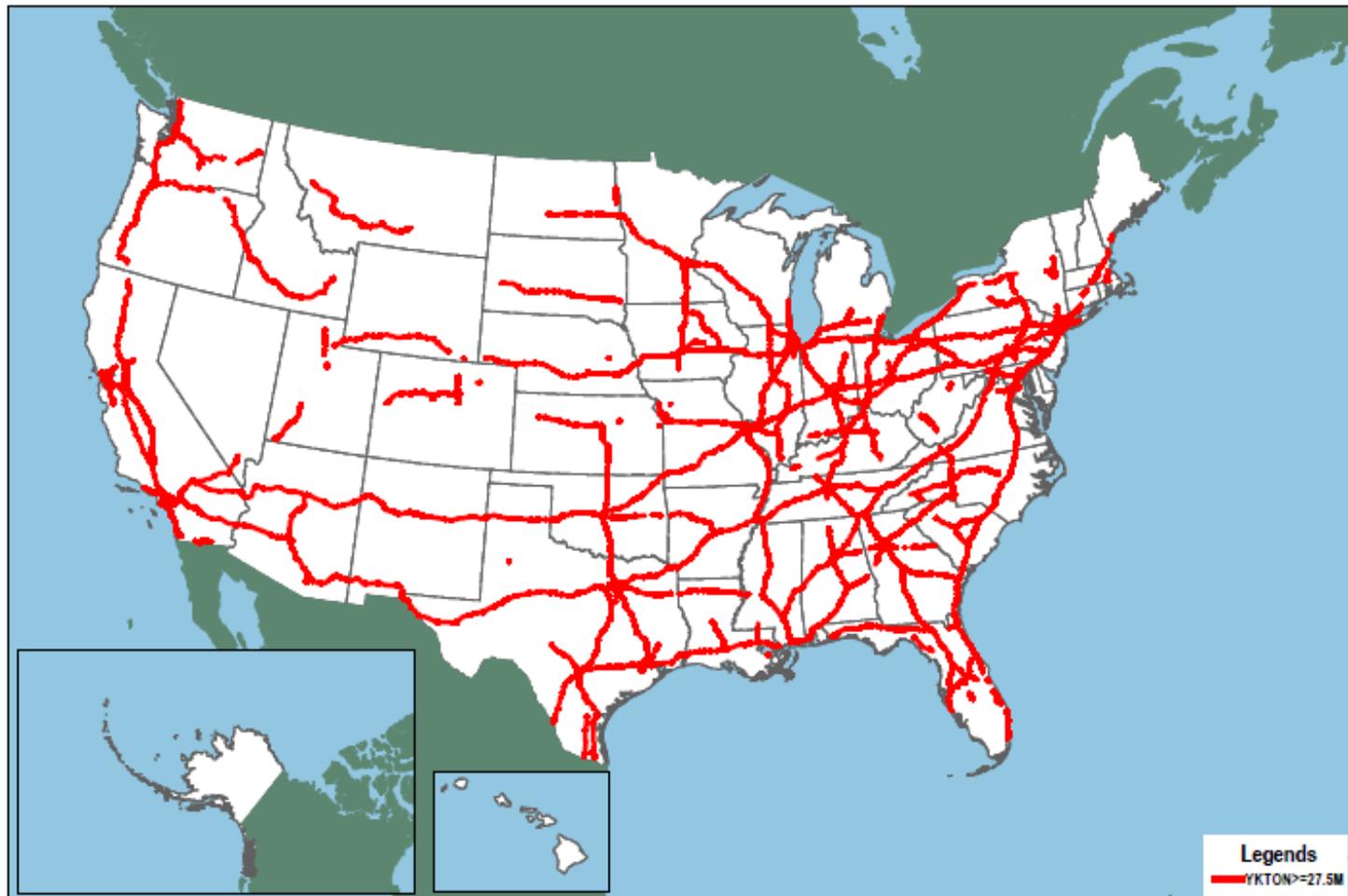
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What should be the focus or objective behind PFN?

- National Strategic Freight Plan
- North American Corridors
- Intercity routes
- Areas with high levels of congestion
- Connectivity
- Performance Measures
- Funding



26,814 Miles of NHS Highway Segments with Highest 2010 FAF Annual Truck Tonnage



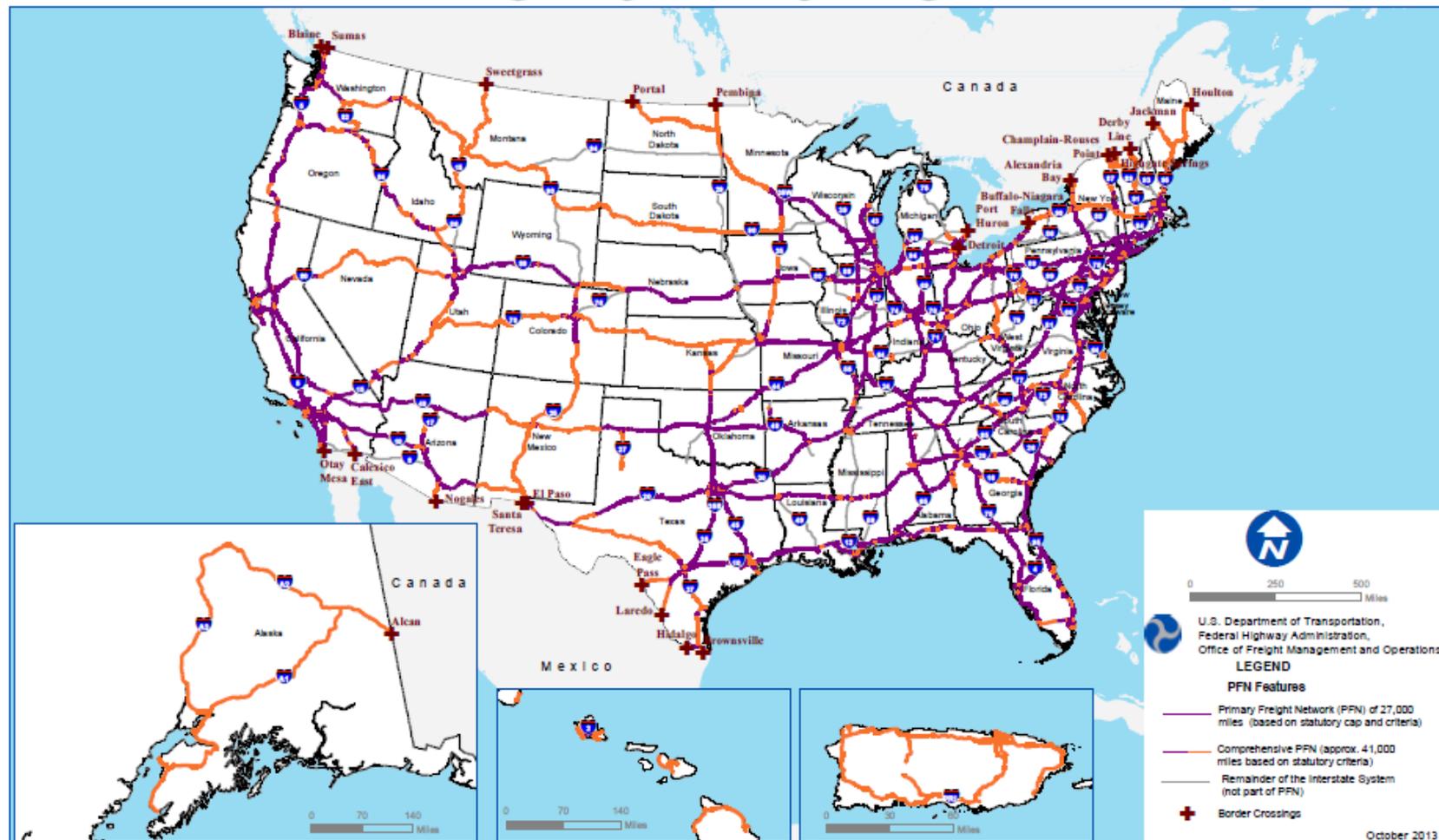
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.4, 2012.

27,179 Miles of NHS Highway Segments with Highest 2010 FAF Annual Values in Millions Dollar



Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.4, 2012.

# Draft Highway Primary Freight Network



# Arizona Network

## Primary Freight Network (PFN)

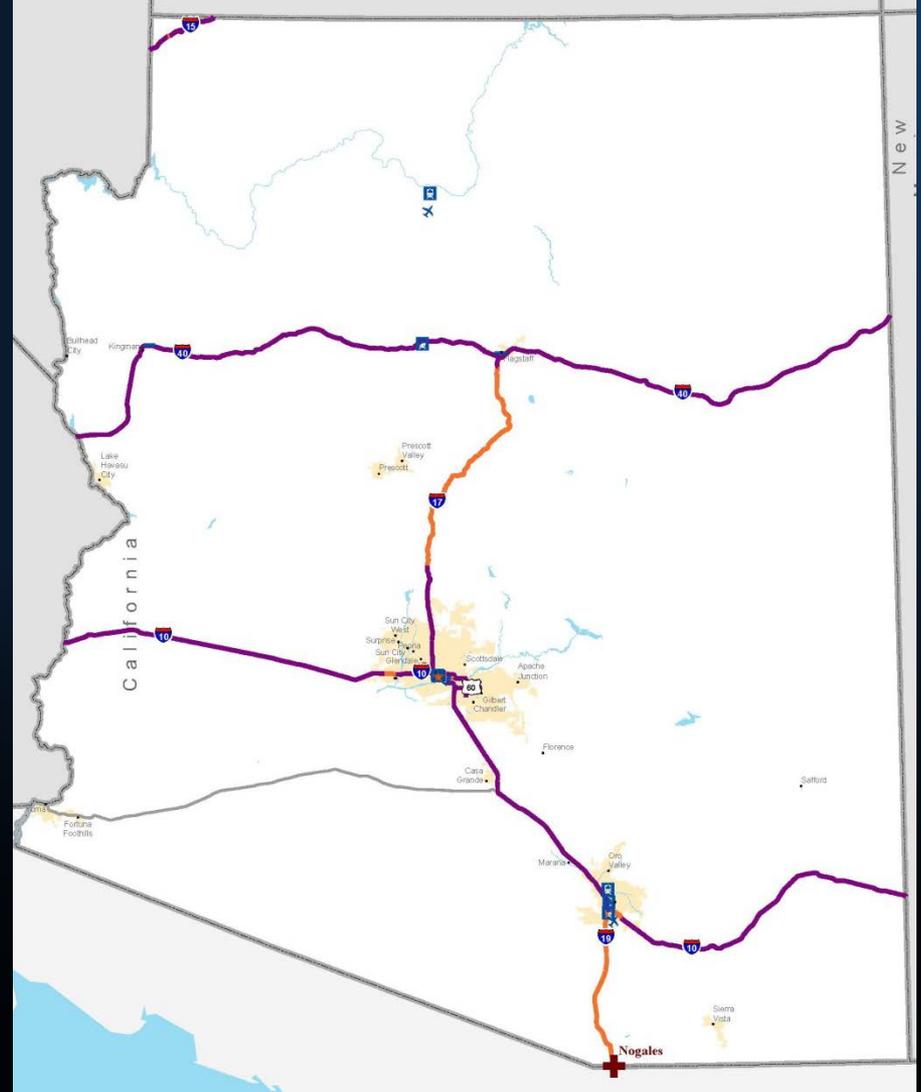
- I-10, I-15, I-17, Interstate 40. U.S.-60, L202, L101

## Comprehensive Freight Network

- Interstate 17 (northern section)
- Interstate 19

## Major Corridors not on PFN

- Interstate 8, State Route 85,



# Five Areas for Comments in the Federal Register Notice

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- (1) Specific route deletions, additions, or modifications to the draft initial designation of the highway PFN contained in this notice;
- (2) The methodology for achieving a 27,000-mile final designation;
- (3) How the NFN and its components could be used by freight stakeholders in the future;
- (4) How the NFN may fit into a multimodal National Freight System; and
- (5) Suggestions for an urban-area route designation process.



# Next Steps

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The following is the approximate schedule for designation of the NFN:

- Draft designation of highway PFN – Fall 2013
- **Comment period for highway PFN designation –fall 2013(Comments Due 12/18/13)**
- Review and analysis of comments – early 2014
- Final initial HPFN release – early 2014
- Finalization of CRFC guidance- early 2014
- Requests for States to designate CRFC – spring 2014
- Compilation of State-designated CRFC routes – spring 2014
- Release of the initial designation of the full NFN (including highway PFN, rest of the Interstate System, CRFCs) – mid 2014



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