



U.S. Department
of Transportation

Office of Multimodal Freight Infrastructure and Policy

The Breakbulk & Project Cargo Conference

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Clearing the Path: Adding an OOG Perspective to the National Multimodal Freight

Network

1. The Purpose and Activities of the Multimodal Freight Office
2. What is the National Multimodal Freight Network (NMFN)?
3. Brief History of Prior efforts to establish the Multimodal Freight Network
4. Factors and Considerations for designating the NMFN
5. Proposed Process and Timing
6. How to Engage



USDOT Office of Multimodal Freight Infrastructure and Policy

Led by the Assistant Secretary for Multimodal Freight Infrastructure and Policy, our mission is to carry out the National Multimodal Freight Policy

- Develop and manage the National Freight Strategic Plan and the National Multimodal Freight Network
- Promote and facilitate the sharing of freight information between the private and public sectors
- Oversee the development and updates of State freight plans
- Provide input to the Bureau of Transportation Statistics regarding freight data and planning tools
- Assist cities and States in developing freight mobility and supply chain expertise
- Conduct research on improving multimodal freight mobility and oversee the freight research within the Department
- Assist States in the establishment of freight advisory committees and multi-State freight mobility compacts
- Liaise and coordinate with other Federal Departments and agencies on freight transportation policy



Section 70101: National Multimodal Freight Policy

It is the policy of the United States to maintain and improve the condition and performance of the National Multimodal Freight Network...to ensure that the Network provides a foundation for the United States to compete in the global economy.

The goals of the national multimodal freight Policy are:

- (1) to identify infrastructure improvements, policies, and operational innovations that—
 - (A) strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States;
 - (B) reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network; and
 - (C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;
- (2) to improve the safety, security, efficiency, and resiliency of multimodal freight transportation;
- (3) to achieve and maintain a state of good repair on the National Multimodal Freight Network;
- (4) to use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network;
- (5) to improve the economic efficiency and productivity of the National Multimodal Freight Network;
- (6) to improve the reliability of freight transportation;
- (7) to improve the short- and long-distance movement of goods that—
 - (A) travel across rural areas between population centers;
 - (B) travel between rural areas and population centers; and
 - (C) travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;
- (8) to improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity;
- (9) to reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network; and
- (10) to pursue the goals described in this subsection in a manner that is not burdensome to State and local governments.



National Multimodal Freight Network (NMFN)

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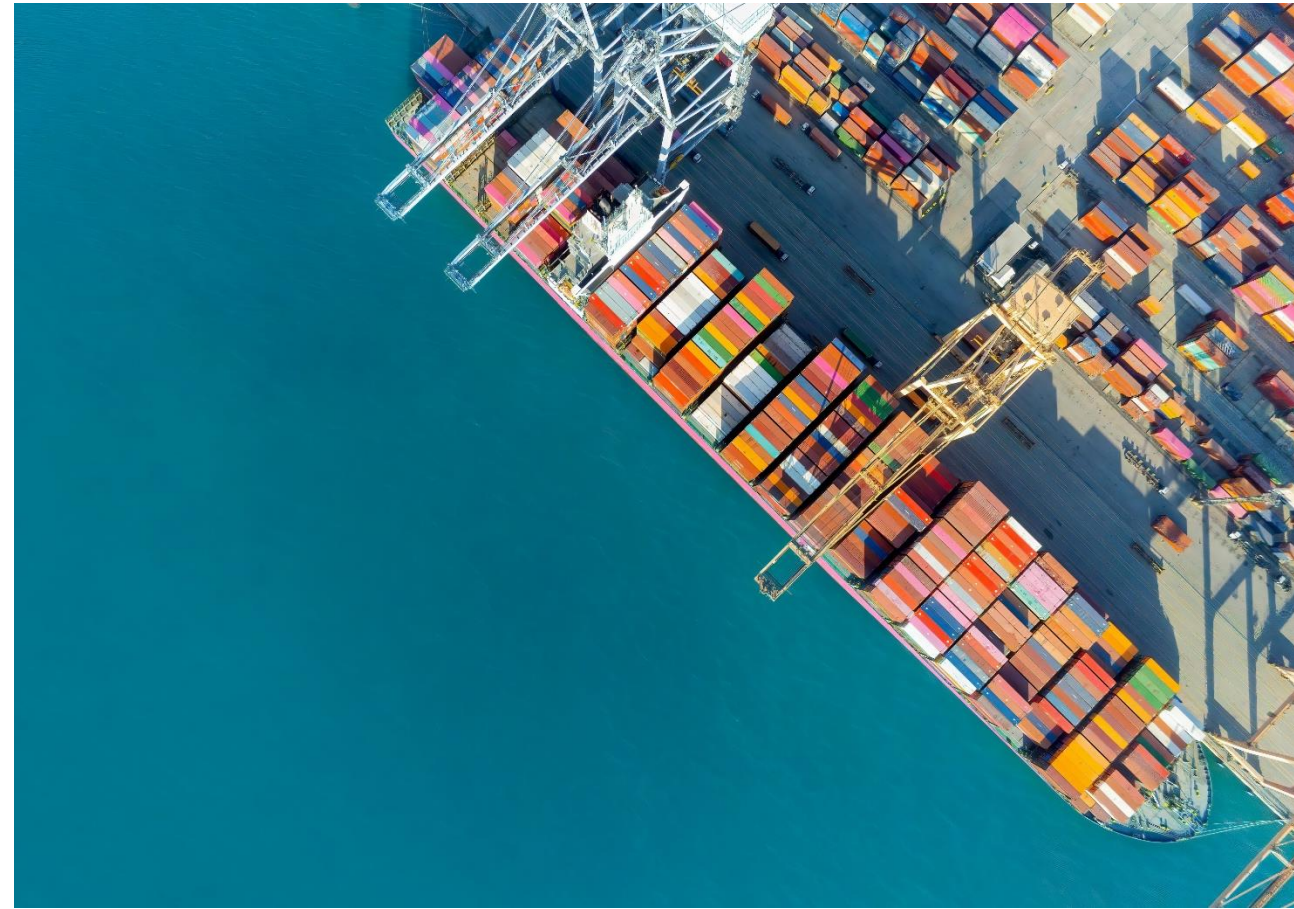
What is it?

The National Multimodal Freight Network is a national network of corridors and facilities that are critical to the efficient flow of freight into, out of, and throughout the U.S.



National Multimodal Freight Network (NMFN)

- NMFN will include many freight modes, including highway, rail, maritime, air, etc.
- Includes major intermodal transfer points (ports, airports)
- “Corridors” include Great Lakes, St. Lawrence Seaway, inland and intracoastal waterways



Intended Uses of the NMFN

Congress directed that the NMFN be used to:

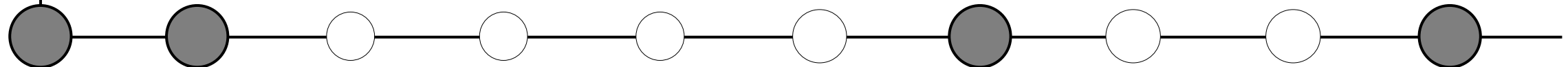
1. Assist States in strategically directing resources to improve the efficiency of freight movement on the NMFN
2. Inform freight transportation planning
3. Assist in the prioritization of Federal investments
4. Assess and support Federal investments to achieve the national multimodal freight policy goals and the National Highway Freight Program goals



NMFN: Short History

2015:

Requirement to establish NMFN included in the Fixing America's Surface Transportation (FAST) Act



2016:

USDOT established an Interim NMFN

2021:

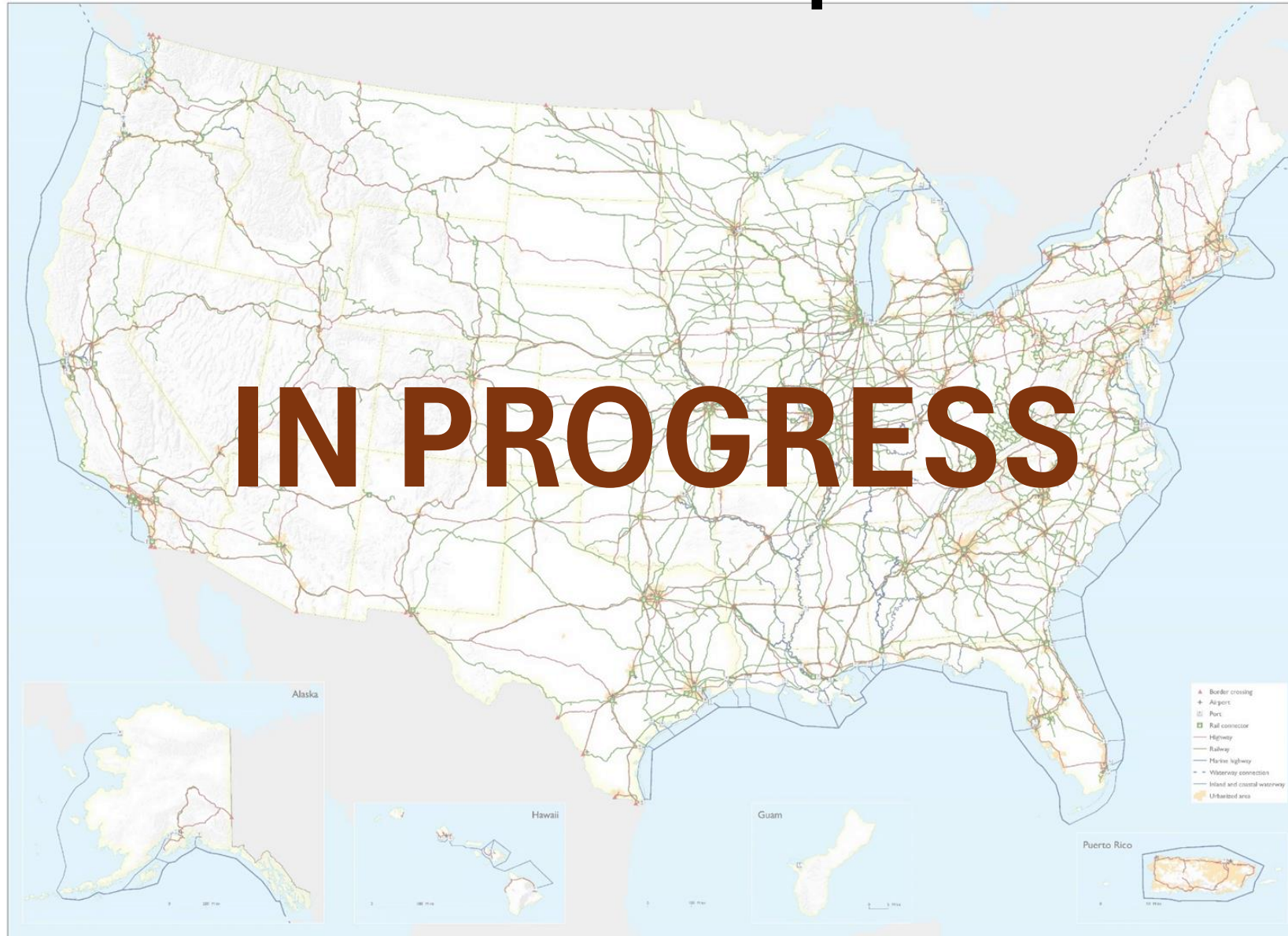
NMFN requirements and processes amended by the BIL

2024:

Redesignation process underway



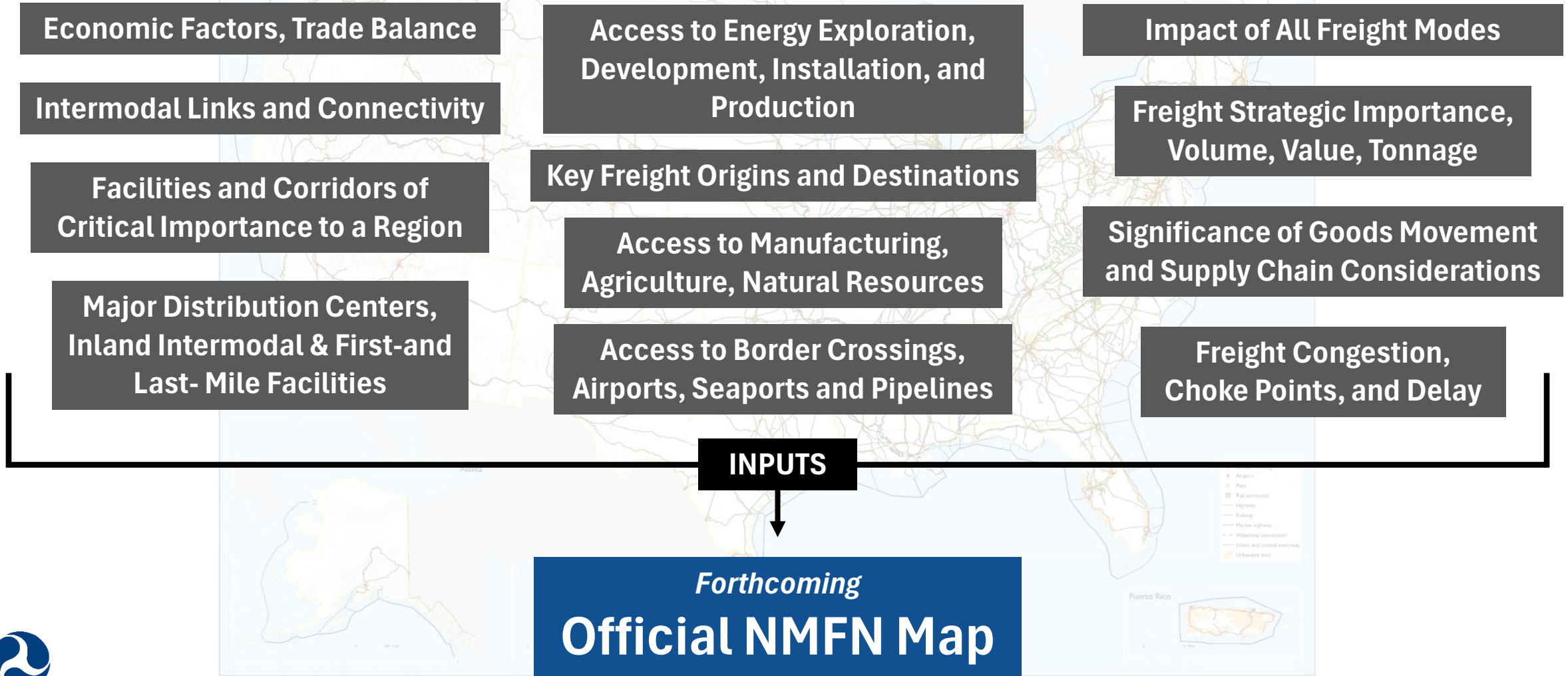
Rescinded Interim NMFN Map



Note: The information on this map is for informational purposes only. For more information, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Docket Number: DOT-013-2014-0593.



Statutory Factors for Designating the NMFN



How might the network achieve these goals?

Prioritize Federal Investments

- The Network should focus on core, existing high volume/value assets, including strategically significant assets
- The Network should be based on measures of national significance

Encourage Resilience and Adaptiveness

- The Network should identify opportunities for growth and be able to accommodate shifts in how goods move
- The Network should be able to help address Regional and Local freight impacts (positive and negative) that are best identified at the State and local level

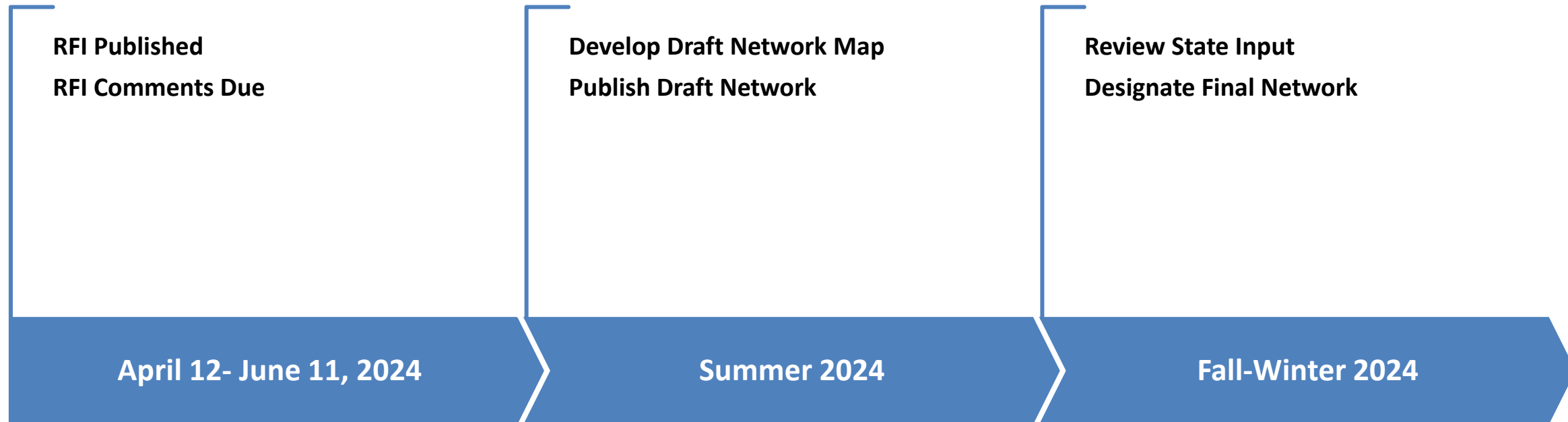
Influence Private Sector Decisionmaking

- The Network should serve as a guide to trucking companies, warehousing developers, and other freight serving businesses on where to locate their long-term investments
- The Network should inform routing and other operational decisions



Proposed Process for Designation

The NMFN statute requires considerable public outreach, including Notice and Comment on a draft system prior to establishing the NMFN. The statute also provides a framework for States to formally submit additional designations to the network (“State Input”), in an amount that is not more than 30% of the total mileage in the State. States must certify that they considered nominations from MPOs, Stat Freight Advisory Committees, and owners and operators of port, rail, pipeline and airport facilities in order for their designation to be accepted by DOT. DOT is proposing to solicit the “State Input” following the publication of the Draft Map.



Comment on the RFI (by June 11, 2024)

Example considerations...

- Key routes or facilities that support breakbulk movement
- New or improved infrastructure/facilities to support breakbulk movement
- Improvements to better support rail or marine highway utilization

Coordinate with State DOT

- Coordinate with State DOT regarding any nominations during State Input Process

Continue to Collaborate on Needs

- NMFN to be updated every five years



Thank You!

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