USDOT Transportation Priorities, COVID-19 Travel Trends, Primary Highway Freight Re-Designation

15th Annual State of Freight Conference
University of Memphis - FIT

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September 2021
Working Together

The USDOT is working towards:

• Building a safer transportation network that connects all Americans no matter their race or income, and no matter if they are traveling in cars or trains, on bikes or in wheelchairs.

• Creating a network that creates less pollution and is also more resilient to the challenges that climate change already presents.

• Transforming our deteriorating infrastructure into a 21st century system that creates more communities of opportunity, accelerates equitable economic growth, and increases global competitiveness.
VMT & Climate Change

- Vehicle Miles Traveled (VMT) decreased 14% in 2020...
- Which kept 170 million metric tons of CO2 from getting into the air.
- The decrease in VMT had a significant economic impact to transportation funding.

Opportunity to understand and manage VMT, CO2 levels while maximizing transportation funding

- NEW FHWA Guidance encourages highway ROW use in innovative ways:
  - reducing climate pollution
  - increasing resilience to climate change
  - conserving our lands and waters
  - equitable communications access
  - energy reliability

ROW innovation while maintaining the operations and safety of highway facilities
Electric Vehicles & Electrification

- Electric Vehicles are increasing % of fleet
- Increased focus on electric charging stations and corridors
- Exponential private investment in automated vehicles
- Creating new revenue opportunities by negotiating agreements for power purchase agreements that reduce SDOT energy costs

Opportunity to enable breakthrough technology of connected and autonomous vehicles while reducing harmful pollutants

- NEW FHWA Guidance encourages highway ROW use in innovative ways:
  - renewable energy generation
  - electrical transmission and distribution projects
  - broadband projects
  - inductive charging
  - alternative fueling facilities

ROW uses maximizes the full value and productivity of the highway asset while reducing or eliminating State DOT maintenance expenses
Equity

• Our existing transportation system does not provide everyone with access to opportunity
• Focus on ensuring fairness in decision-making processes, identifying policy inequities and programs barriers to opportunity
• Priority on directing formula funding to historically underrepresented communities to address racial, health and economic disparities

• Equitable investment that helps build a transportation system for everyone and every community, both urban and rural
• Continued partnerships with State DOTs, MPOs, and Local Governments that include:
  • improved multimodal access
  • increased network connectivity
  • accessible land use development
  • improved telecommunications and delivery services
Equality vs Equity

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members.
Safety: Complete Streets

The USDOT is working towards:

• Engineering safety into all our roadways, anticipating human mistakes by designing and managing road infrastructure to reduce risks and incorporate safe and comfortable multimodal travel for all users both inside and outside vehicles.

• Emphasizing a Complete Streets approach to ensure streets are designed and operated to feel safe to users of all ages and abilities, including pedestrians, cyclists, wheelchair users, transit riders, and drivers and their passengers.
Tennessee Travel Trends Since COVID-19 Trends
Tennessee Travel Trends Since COVID-19

**State Traffic**
Oct 2020: -9.6%
Sept 2021: -0.8%

**National Traffic**
Oct 2020: -6.9%
Sept 2021: 3.7%

**National Truck Traffic**
Oct 2020: 3.8%
Sept 2021: 11.6%
Tennessee Travel Trends Since COVID-19

- Over 1,000 people a year loss their lives on roadways in Tennessee
- Unrestrained & Speeding Related Fatalities are Up
- More Fatalities are Occurring in Urban Areas of the State
- 128 Large Truck Fatalities thus far 13% of the State’s Roadway Fatalities
Primary Highway Freight System Redesignation
• FAST ACT established the National Highway Freight Network
  • **Primary Highway Freight System (PHFS)** - a network of the most critical highway portions of the U.S. freight transportation system
  • Critical Rural Freight Corridors
  • Critical Urban Freight Corridors
  • Interstate not part of PHFS

• National Freight Network provides eligibility for National Highway Freight Program (NHFP) and Infrastructure for Rebuilding America (INFRA)

• Tennessee receives $31M per year of NHFP

• Tennessee PHFS:
Primary Highway Freight System (PHFS)

- Fast ACT requires PHFS redesignation every 5 years
- Each redesignation may increase PHFS by no more than 3%
- Current PHFS is 41,518 centerline miles
- Given 3% requirement, PHFS can only add 1,246 centerline miles
- HPMS data assessment (2012-2017) increased PHFS by 286 centerline miles

PHFS Mileage Consideration – 960 centerline miles
PHFS Redesignation – 3 Options

PHFS Mileage Consideration – 960 centerline miles

**Option 1**: Equal Allocation of 960 centerline miles
- **18** centerline miles for each State, DC & PR

**Option 2**: Accommodate States that have restrictions on the Interstate Highway System to gain eligibility for NHFP and INFRA
- 18 states have PHFS mileage ≥ 2% of the total PHFS mileage for all States
- Remaining States with PHFS mileage ≤ 2% may use funds on all the NHFN and Interstate System
- **53** centerline miles for AK, AZ, CA, FL, GA, IL, IN, MO, MT, NM, NY, NC, OH, PA, TN, TX, UT, VA
PHFS Redesignation – 3 Options (con’t)

PHFS Mileage Consideration – 960 centerline miles

Option 3: Add routes flagged as new to the Interstate Highway System since identification of the Primary Freight Network

- Nationally, 1,500 centerline miles of new Interstate have been designated between 2011-2018
- 1500 miles $\gg$ 960
- TN added **96.81** Interstate miles between 2011-2018

Option 3 appears to be best option for Tennessee  
**96.81** vs 53 vs 18
PHFS Redesignation - Comments

- Per 23 USC 167(d)(2)(D) – State Freight Advisory Committees, as applicable, shall be provided an opportunity to submit additional miles for consideration.

- FRN Publication Site: [https://www.federalregister.gov/](https://www.federalregister.gov/)

- Document Number: FR 2021-18350


Current Solicitation Closes October 25th
Questions?

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