



Primary Freight Network Frequently Asked Questions

How are you going to identify bottlenecks along the network and what are you going to do to ease them?

MAP 21 requires FHWA to identify bottlenecks on the NFN, assess the cost to fix them, and propose operational improvements that could be implemented.

What's the difference between the PFN and the National Highway Planning Network?

Size the NHPN is 450,000+ total miles and the PFN is 27,000-30,000 total miles.

How do you handle freight generators, especially multimodal facilities (ports, airports, railroads) when handling national assignment prioritization?

Freight generators are included as part of the methodology used to designate the PFN through variables such as connections to national intermodal connectors, tonnage, value, AADTT, percent AADTT, origin and destination pairs, and 8,500 trucks segments in cities.

Why is Sault Ste. Marie in Michigan is not shown as a border crossing?

Only the border crossings with 75,000 trucks per year are included in the methodology and map.

Freight network is hardly static but dynamic in a long run. Should the NFN reflect the changes over time?

An additional 3,000 miles of existing or planned roads may added to the 27,000 miles PFN by the Secretary of Transportation. The 3,000 mile addition to the PFN is for the stated purpose of designating roadways critical to future freight movement on the PFN. Additionally, the PFN is redesignated every 10 years.

Is there going to be any discussion from USDOT on the exact interpretation of "strategically directing resources"?

There are no requirements for roadways that are designated as part of the PFN or extra funding for PFN roadways in MAP-21.

Will there be an opportunity to provide comments on the PFN after the states receive the CRFC guidance?

It is likely that the comment period for the PFN will be over once CRFC guidance has been released.

Will STAA trucks automatically be allowed on all routes in the NFN?

There are no changes on truck size and weight for the NFN, PFN, or CRFC included in MAP-21.

To be included in the National Freight Strategic Plan, must highway projects be first included in the Primary Freight Network or be included in the National Freight Network?

The NFAC has yet not defined the parameters of the National Freight Strategic plan.

Are the CRFCs going to need to be coordinated across state lines?

There is no mandated coordination across state lines for CRFC, but there may be a role for regional organizations such as the MAFC, ITTS, I-95, and AASHTO regional associations in CRFC coordination.