

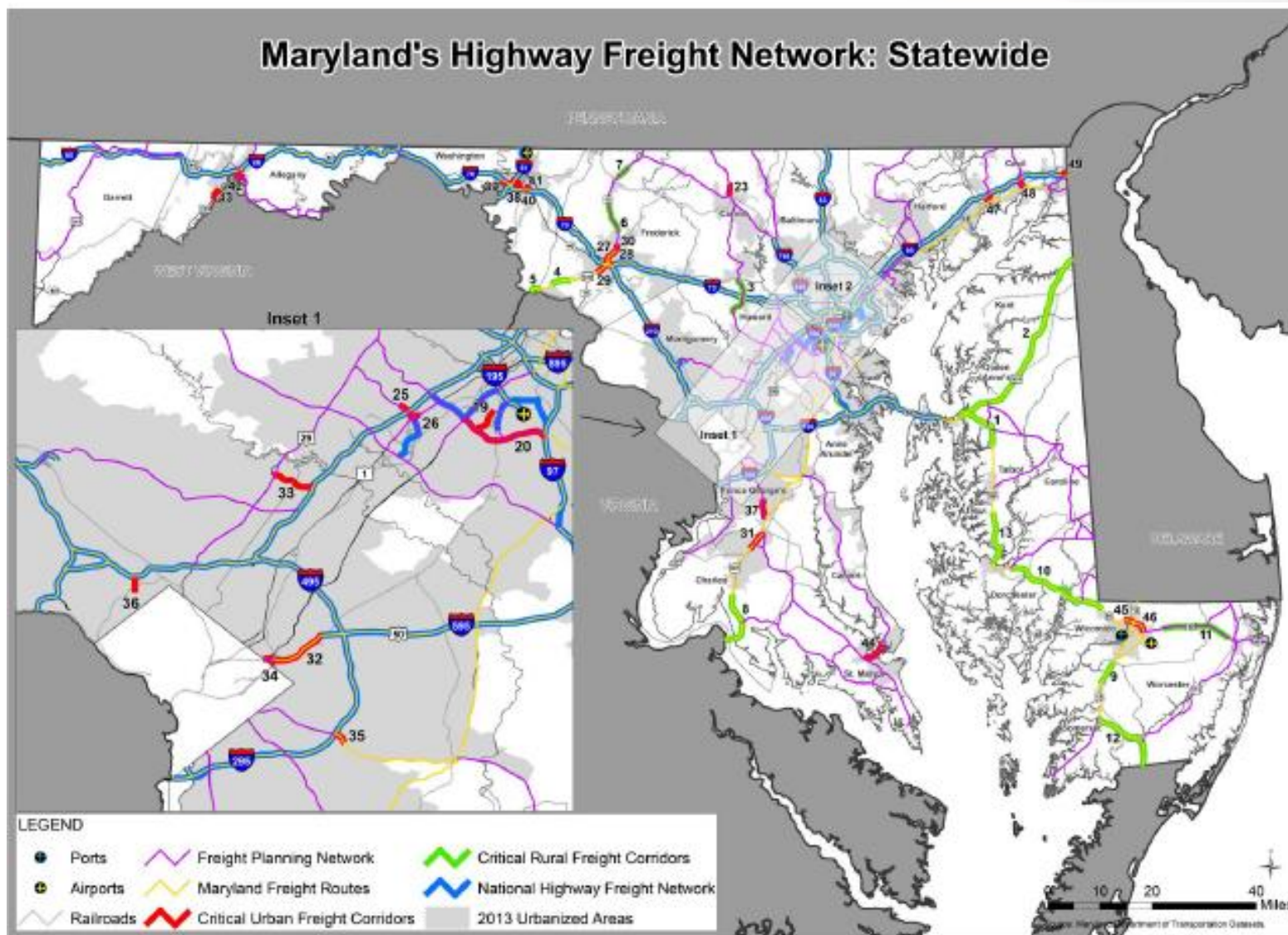
FEDERAL HIGHWAY ADMINISTRATION UPDATE OF THE PRIMARY HIGHWAY FREIGHT SYSTEM

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FOR
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY
ADMINISTRATION

WHAT IS THE PHFS?

- The PHFS is part of the National Highway Freight Network (NHFN).
- The NHFN was required by the FAST Act in 2015 and includes:
 - PHFS – set by FHWA, includes key freight Interstates and Arterials
 - Remaining Interstates – set by FHWA
 - Critical Rural Freight Corridors – Set by States
 - Critical Urban Freight Corridors – Set by MPOs/States if under 500K in population
- The PHFS is limited to 41,518 centerline miles.
- PHFS must be updated by FHWA every 5 years.
- The NFHN is important because it is the network on which National Highway Freight Program freight formula funds/INFRA funds may be spent.

NATIONAL HIGHWAY FREIGHT NETWORK FOR MARYLAND



- PHFS/Interstate is **Blue**
- CRFC is **Green**
- CUFC is **Red**

All others on this map are planning networks and not NHFN

WHAT GETS UPDATED?

- FHWA may only add 3% mileage or 1,246 miles to the PHFS nationwide.
- Criteria are:
 - Changes in origins and destinations of freight movement in, to, and from the United States
 - Changes in the percentage of annual daily truck traffic in the annual average daily traffic on principal arterials
 - Changes in the location of key facilities
 - Land and water ports of entry
 - Access to energy exploration, development, installation, or production areas
 - Access to other freight intermodal facilities, including rail, air, water, and pipeline facilities
 - The total freight tonnage and value moved via highways
 - Significant freight bottlenecks, as identified by the FHWA Administrator
 - The significance of goods movement on principal arterials, including consideration of global and domestic supply chains
 - Critical emerging freight corridors and critical commerce corridors
 - Network connectivity

FHWA PROPOSED THREE OPTIONS

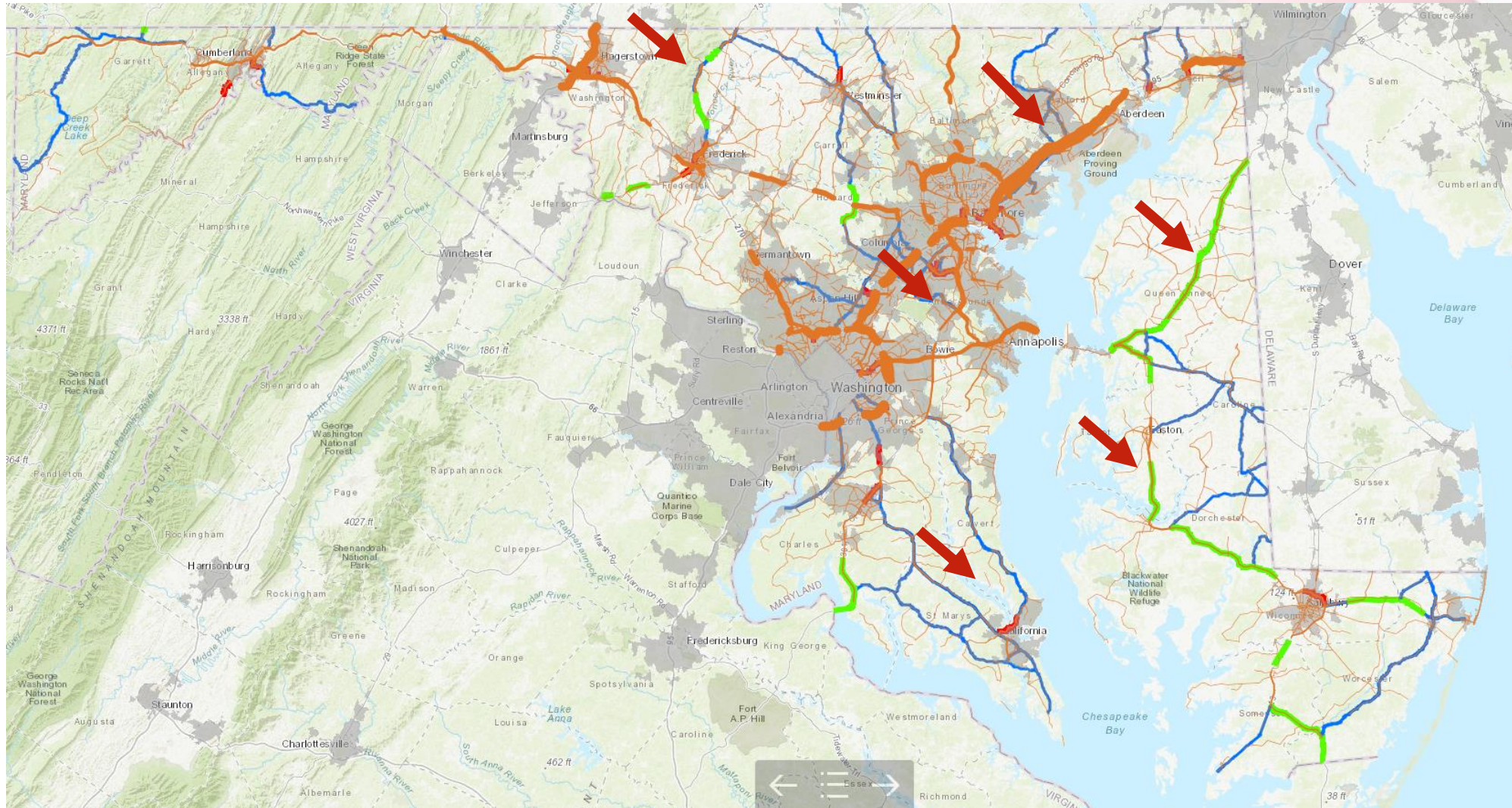
1. All states get 18 miles.
2. States with Interstate mileage restrictions get 53 miles each, Maryland is not one.
3. All Interstates not currently on the PHFS get added (1,500 miles)

Maryland is considering a hybrid of 3 and additional route suggestions.

WHAT IS THE IMPACT FOR MARYLAND?

- FHWA could add remaining Interstates and CUFC CRFC mileage.
- MDOT could swap existing CUFC and CRFC mileage allowing new routes to be designated (purple network).
- Potential Options
 1. US 301 in Queen Anne's and Kent County into Delaware
 2. US-50 to US-13 on the Eastern Shore
 3. US 15 from Emmitsburg to Virginia
 4. MD 5 from Clinton to Patuxent Naval Air Station, as well as MD 4
 5. US-301 from Waldorf to Virginia
 6. US-50 western shore to Washington D.C.

NETWORK WITH TRUCK VOLUMES FOR REVIEW



SFAC CHARGE

- Please review PHFS Memo and Map <https://arcg.is/1b0PTG>
- Provide any thoughts on changes to nkatsikides.consultant@mdot.Maryland.gov or to 443-322-6762
- MDOT will respond to FHWA on behalf of the SFAC by submitting any feedback on the PHFS redesignation.

QUESTIONS AND DISCUSSION

- Nicole Katsikides, Ph.D.
- 443-322-6762
- Nkatsikides.consultant@mdot.Maryland.gov
- For More Information on the Docket:
- [Federal Register :: Re-Designation of the Primary Highway Freight System \(PHFS\)](#)