

CO2 Freight Transport Workshop

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Overview

- DOT's Freight Analysis Framework projects that domestic freight tonnage growth of all commodities, regardless of mode, is expected to grow approximately 45% between 2022 and 2050
 - Nearly every major commodity type is projected to increase in tonnage (coal is the main exception)
- Increased demand for freight transportation services across all commodities will likely impact cost and mode choice for CO2 transport

State Freight Plans

- States are required to develop multimodal State Freight Plans in order to obligate National Highway Freight Program (NHFP) funding
- These plans must address 17 statutory elements, including:
 - An identification of significant freight system trends, needs, and issues
 - An inventory of facilities with freight mobility issues, such as bottlenecks, within the State and for those facilities that are State-owned or operated, a description of the strategies the State is employing to address the freight mobility issues
 - Consideration of any significant congestion or delay caused by freight movements and strategies to mitigate that congestion or delay
 - The most recent supply chain cargo flows in the State, expressed by mode of transportation
 - A freight investment plan that includes a list of priority projects and describes how funds made available to carry out the NHFP funding would be invested and matched
- States must update these plans every 4 years

State Freight Advisory Committees

- States are strongly encouraged, but not required, to establish State Freight Advisory Committees
- If established, required to include a representative cross-section of public and private sector freight stakeholders
- Role:
 - Advise the State on freight-related priorities, issues, projects, and funding needs
 - Serve as a forum for discussion for State transportation decisions affecting freight mobility
 - Communicate and coordinate regional priorities with other organizations
 - Promote the sharing of information between the public and private sectors on freight issues
 - Participate in the development and updates of the State Freight Plan

Multi-State Freight Corridor Program

- New program established by the Bipartisan Infrastructure Law (BIL)
- Allows States to enter into multi-State compacts to promote the mobility of goods by identifying projects that benefit multiple States, assembling rights-of-way, and performing capital improvements
- Establishes a Federal grant program (not appropriated in FY22) to provide funding to existing multi-State freight compacts or States seeking to form a multi-State freight compact

Other Areas

- New DOT Office of Multimodal Freight – created by the BIL
- National Freight Strategic Plan – next update due September 2025
- DOT Infrastructure Discretionary Grant Programs

Contact Information

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