FEATURE 116
FREIGHT NETWORK

Roadway Side	HPMS	Feature Type	Interlocking
C	4	Length	Yes

NHFN | NATIONAL HIGHWAY FREIGHT NETWORK

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
4	N/A	FHWA, Modal Development Office, Freight and Rail Office, Work Program, SIS, HPMS.	Prioritizing projects for NHFP funding.	N/A	N/A

Definition/Background: The National Highway Freight Network (NHFN), established by Federal Highway Administration (FHWA), designates portions of the National Highway System (NHS) and State Highway System (SHS) in Florida eligible for federal funding under the National Highway Freight Program (NHFP) in accordance with ***49 U.S.C. 70203***.

The NHFN includes the following subsystems of roadways:

Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data.

Includes both Primary Highway Freight System (PHFS) and PHFS Intermodal Connectors.

Other interstate portions not on the PHFS: These highways consist of the remaining portion of interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. Code 1 – 'PHFS' and Code 2 – 'Interstate not on the PHFS' are the only valid codes for interstate highways.

Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas (population 50,000 or greater) which provide access and connection to the PHFS and the interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

Responsible Party for Data Collection: For PHFS— FHWA. For CUFCs and CRFCs— Freight and Rail Office (FRO) and MPOs.

For further assistance, please contact the FRO office at (850) 414-2602.

Important When Gathering: No additions, deletions, nor changes can take place without FHWA's approval.

Quality Check: Cross Reference/Tolerance: The network assignments should be crosschecked with the NHFN network provided by FHWA.

How to Gather this Data: The data is gathered by FRO. The PHFS and non-CRFC and CUFC networks are designated and approved by FHWA. The CUFCs and CRFCs are designated by FRO and MPOs and submitted by FDOT FRO Office for designation approval by FHWA.

Special Situations: CRFC and CUFC can be changed, deleted or added as needed by FRO Office.

Codes	Descriptions
1	PHFS (Primary Highway Freight System) Routes
2	Interstate not on the PHFS
3	CRFC (Critical Rural Freight Corridor)
4	CUFC (Critical Urban Freight Corridor)

NOTE: *Designation criteria for CRFC and CUFC,* as per Fixing America's Surface Transportation Act (FAST) act regulations, the following criteria should be met.

For CRFCs: 23 U.S.C. 167(e) identifies the requirements for designating CRFCs

Critical rural freight corridors should be:

- Public roads in rural areas or in small urban areas (population less than 50,000).
- Require identification by the State's responsibility.
- Provides access and connection to the PHFS and the interstate.
- Maximum limit of CRFC mileage is 300 miles of highway or 20 percent of the PHFS mileage in the State, whichever is greater.

Critical rural freight corridors may satisfy one or more of the following criteria:

1. Is a rural principal arterial that has a minimum of 25 percent of AADT of the road measured in passenger vehicle equivalents from trucks (FHWA vehicle classes 8-13).
2. Provides access to energy, exploration, development, installation or production areas.
3. Connects the PHFS, a roadway described in 1. or 2. above, or the interstate system to facilities that handle more than 50,000 20-foot equivalent units (TEUs) per year or/and 500,000 tons per year of bulk commodities.
4. Provides access to grain elevators, agricultural facilities, mining facilities, forestry facilities, or intermodal facility.
5. Connects to an international port of entry.
6. Provides access to significant air, rail, water, or other freight facilities in the state.

7. Is determined by the State to be vital to improving the efficient movement of freight importance to the economy of the state.

For CUFCs: 23 U.S.C. 167(f) identifies the requirements for designating CUFCs

It is important to note that if public roads are in an urbanized area (population of 500,000 or greater) then the designation should be done by the MPO with consultation by the State. On the other hand, if public roads are in an urbanized area (population less and 500,000), then designation should be done by the State with consultation of the MPO. Maximum limit of CUFC mileage is 150 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater.

Critical urban freight corridors occur in urban areas with a population of 50,000 or greater and may satisfy one of the following criteria:

1. Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility.
2. Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement.
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land.
4. Is important to the movement of freight within the region, as determined by the MPO or the State.

NHFNCON | NATIONAL HIGHWAY FREIGHT NETWORK CONNECTOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
4	N/A	Freight and Rail Office, FHWA, Freight Logistics and Passengers Operations (FLP), Work Program, SIS, HPMS.	Prioritizing projects for NHFP funding.	N/A	N/A

Definition/Background: The National Highway Freight Network (NHFN) Connector, established by Federal Highway Administration (FHWA).

Responsible Party for Data Collection: For PHFS Connector—FHWA—FRO and MPOs.

For further assistance, please contact the FRO office at (850) 414-2602.

Important When Gathering: No additions, deletions, nor changes can take place without FHWA's approval.

Quality Check: Cross Reference/Tolerance: The network assignments should be crosschecked with the NHFN Connector provided by FHWA.

How to Gather this Data: The data is gathered by FRO. The PHFS Connectors are designated and approved by FHWA.

Codes	Descriptions
8	PHFS Intermodal Connectors