

FHWA Office of Freight Management and Operations

MAP-21 Freight Provisions – 2014 Status Review

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Freight Provisions

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- National Freight Advisory Committee
- National Freight Strategic Plan
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- Section 1116: Prioritization of Projects
- State Freight Plans/Advisory Committees
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- Compilation of Truck Size and Weight Laws

Freight Transportation Conditions and Performance Report

- Section 1115 of MAP-21 required USDOT to prepare a report on the conditions and performance of the national freight network.
- This first report presents measures and data sources, where possible, and identifies data gaps that future reports will hope to address.
- A draft is in circulation in USDOT and USDOT plans to release the report in early spring.

National Freight Advisory Committee

The NFAC provides advice and recommendations to the Secretary of Transportation on matters related to freight transportation.

- In June 2014, NFAC submitted 81 recommendations for consideration during the development of the National Freight Strategic Plan related to:
 - An assessment of statutory, regulatory, technological, institutional, financial, and other **barriers** to improved freight transportation performance (including opportunities for overcoming those barriers.)
 - **Best practices** to improve the performance of the national freight network.
 - **Best practices** to mitigate the impacts of freight movement on communities.
- Identified two additional workgroups to provide additional recommendations: Multijurisdictional Planning and Workforce Development.

National Freight Strategic Plan

- Section 1115 of MAP-21 required the Secretary to develop a National Freight Strategic Plan (NFSP), in consultation with State DOTs and other appropriate public and private transportation stakeholders.

National Freight Strategic Plan

- We expect to release the NFSP Framework – which will be a rough draft of the Plan – for public comment in late winter 2015, in time to make the statutory deadline of a final plan by October 2015.
- It will address all of the requirements of MAP-21, including identification of bottlenecks, forecasts of freight activity, identification of barriers and solutions to improving the freight system, and best practices.
- It will be a multimodal plan, identifying not only highway infrastructure, but rail, waterway, port, pipeline, and air cargo infrastructure that is vital to the health of the national economy.

Draft Primary Freight Network – Designation Results

- A comprehensive map of 41,518 interconnected, centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads, was developed based on eight methodology criteria.
- Since the statute limits the highway PFN to 27,000 centerline miles, the USDOT then identified those segments with the highest AADTT.
- These road segments represented on the draft highway PFN map comprise 26,966 miles of centerline roads that reflect consideration of the criteria offered by Congress.

Draft Primary Freight Network – Stakeholder Feedback

- In response to the draft PFN, a total of 307 public submittals were received that included over 1,200 comments.
- Approximately 65% of the comments were submitted by public sector stakeholders, 20% were provided by private sector stakeholders, and 15% were offered by public-private stakeholders (such as port authorities).
- The highest number of comments focused on 1) the PFN methodology, 2) specific route deletions, additions, or modifications, and 3) suggestions for an urban area route designation process.

Increased Federal Share Match – Overview

- Section 1116 of MAP-21 – Prioritization of Projects to Improve Freight Movement, allows an increase in the Federal share payable to 95 percent for projects on the Interstate System and 90 percent for any other project that meets the requirements outlined in that Section.
- The program allows the Secretary to approve an increased Federal share for projects eligible under Section 1116. The allowable Federal share payable for a project is established at the time of project authorization.

Increased Federal Share Match – Requirements

- To be eligible for the increased Federal share, the Secretary must certify that the following two requirements are met:
 - (1) The project demonstrates an improvement to the efficient movement of freight, including making progress toward meeting performance targets for freight to be established under section 23 U.S.C 150(d) (MAP-21 §1203); and
 - (2) The project is identified in a State Freight Plan. For purposes of this section, the State Freight Plan must include the elements described under MAP-21 Section 1118(b), State Freight Plans.

State Freight Plans – Overview

- In General. – The Secretary shall encourage each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
- Relationship to Long-Range Plan. – A freight plan described in subsection (a) of Section 1118 may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23, United States Code.

State Freight Plans – Current Status

- Based on a review of select existing plans against MAP-21 requirements, we believe the following states have plans that meet or would likely meet MAP-21 requirements:
 - Florida, Georgia, Indiana, Maryland, Michigan, Vermont, and Washington
- In addition to the states above, the following states are reported to be developing initial plans or updating existing plans:
 - AR, AZ, CA, CT, CO, DE, DC, IL, IA, KS, KY, LA, MA, MN, MO, NV, NJ, NY, NC, ND, OH, OK, PA, RI, SC, TX, UT, VA, and WY
- The Department intends to draw upon State Freight Plans in formulating the National Freight Strategic Plan.

Projects of National and Regional Significance

- MAP-21 Section 1120 required USDOT develop a Report to Congress on Projects of National and Regional Significance (PNRS).
- US DOT conducted two surveys:
 - PNRS-eligible groups (states, transit authorities, and tribal governments) and others responded.
- The Report to Congress will summarize the responses and provide the Secretary's classification of PNRS projects.

Freight Performance Measures Program – Overview

- MAP-21 requires the development of tools and data to aid in performance measurement.
- FHWA has obtained a national travel time data set, the National Performance Measure Research Data Set of probe data.
 - Free for State and MPO use.
 - FHWA provides robust technical assistance to support most State and MPO use activity.

Freight Performance Measures Program – Overview

- The FHWA Freight Office is producing a primer of best practices for States and MPOs on numerous freight performance measures. This will be completed in 2016.
 - Best practices will focus on approaches for measurement of bottlenecks, arterials, economics, fluidity and several other FPM areas.
- The FHWA Freight Office is exploring new data sets through use of big data and RFID.
- For more information:
http://www.ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/index.htm

Freight Performance Measures Program – Rulemaking

- HOFM is developing the requirements for freight performance measures as specified in MAP-21 (Section 1203).
- These measures are required of States and MPOs for freight measures on interstates only.
 - They are not currently multimodal.
 - USDOT is developing a Conditions and Performance report for freight that is multimodal in scope.
- Proposed measures will be available for public comment in early 2015.
- Measure requirements will be implemented in 2015.

Truck Parking (Jason's Law) Activities

- MAP-21 Section 1401 requires a commercial vehicle parking study be conducted.
- USDOT established a Stakeholder Technical Oversight Group.
 - ATA, OOIDA, AASHTO, CVSA and NATSO assisted.
- The Survey collected information on state parking facilities, an assessment of truck volumes, and metrics to measure the adequacy of truck parking facilities in each state.
- Survey is complete; report is in final review; release expected in January 2015.

Special Vehicle Permits During National Emergencies

- States now able to issue special **permits** during emergencies to overweight vehicles and loads on the Interstate system that can be easily dismantled or divided (Section 1511).
- Requirements and restrictions for permit issuing ability:
 - President must declare the emergency as a major disaster under the Robert T. Stafford Disaster Relief and Emergency Assistance Act;
 - Permits are issued in accordance with state law;
 - Permits are issued exclusively to vehicles and loads that are delivering relief supplies. Removal of debris may be eligible if it aids in relief activity.
- Permits must expire no later than 120 days after the disaster declaration date.

Truck Size and Weight Limits Study – Overview & Update

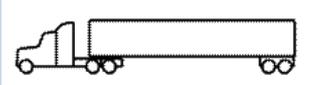
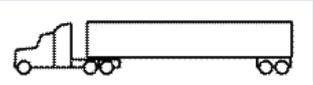
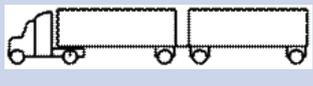
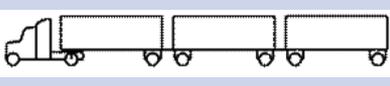
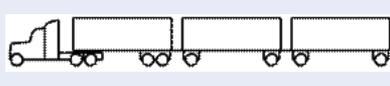
- Required in MAP-21 Section 32801.
- Pre-study assumptions – increases in allowable truck size and/or weight limits are presumed to impact highway safety, infrastructure condition, effectiveness of enforcement, shift of goods movement from other modes to truck, and overall productivity of the freight system.
- Do the estimated “positive” impacts of a particular change outweigh the estimated “negative” impacts?
- This study **does not** attempt to answer this question.

Truck Size and Weight Limits Study - Objectives

- The Study seeks to determine the magnitude of potential impacts if changes are implemented:
 - Assesses differences in between trucks operating at or within federal truck size and weight limits and trucks legally operating in excess of federal limits;
 - Estimates changes in freight movements by the introduction on alternative truck configurations;
 - Estimates the potential impacts of alternative configurations;
 - Identifies all Federal rules and regulations impacted by changes in size and weight limits.

Truck Size and Weight Limits Study – Focus Areas

- Technical Areas
 - Modal Shift
 - Highway Safety
 - Enforcement / Compliance
 - Bridge Condition
 - Pavement Condition
- Six Scenarios with Alternative Configurations:
 - Heavier single trailer trucks
 - Longer combination trucks

Scenario	Configuration	Depiction of Vehicle	# Trailers or Semi-trailers	# Axles	Gross Vehicle Weight (pounds)	Roadway Networks
Control Single	5-axle vehicle (3S-2)		1	5	80,000	STAA vehicle; has broad mobility rights on entire Interstate System and National Network including a significant portion of the NHS
1	5-axle vehicle (3S-2)		1	5	88,000	Same as Above
2	6-axle vehicle (3S-3)		1	6	91,000	Same as Above
3	6-axle vehicle (3S-3)		1	6	97,000	Same as Above
Control Double	Tractor plus two 28 or 28 ½ foot trailers (2S-1-2)		2	5	80,000	Same as Above
4	Tractor plus twin 33 foot trailers (2S-1-2)		2	5	80,000	Same as Above
5	Tractor plus three 28 or 28 ½ foot trailers (2-S1-2-2)		3	7	105,500	74,454 mile roadway system made up of the Interstate System, approved routes in 17 western states allowing triples under ISTEA Freeze and certain four-lane PAS roads on east coast
6	Tractor plus three 28 or 28 ½ foot trailers (3-S2-2-2)		3	9	129,000	Same as Scenario 5

Completion of Study and Report

- Key Upcoming Events:
 - Posting of Docket of Comments from the Public
 - Release of Technical Reports
 - Additional Public Input Opportunities
 - Launch of Independent Peer Review Phase 2
 - Completion and Delivery of Report to Congress

Compilation of Existing State Truck Size and Weight Limit Laws

- MAP-21 Section 32802 required preparation of a compilation of truck size and weight limit laws that would:
 - Identify National Highway System routes that allow trucks to operate over federal size and weight limits, and
 - Identify state laws that allow trucks to exceed federal size and weight limits.
- FHWA worked with AASHTO to obtain the necessary information.
- A Report to Congress will be completed in winter 2014-2015.

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For more information:

- Phone: 202-366-0408
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- Website: <http://www.ops.fhwa.dot.gov/freight/>

