

FHWA Office of Freight Management and Operations

**Moving Ahead in the 21st Century (MAP-21)
Freight Provisions –
October 2015 Status Review**



U.S. Department
of Transportation
Federal Highway
Administration

Freight Provisions

- Conditions and Performance Report
- National Freight Advisory Committee
- National Freight Strategic Plan
- Primary Freight Network
- Section 1116: Prioritization of Projects
- State Freight Plans/Advisory Committees
- Projects of National and Regional Significance
- Freight Performance Measures and Data
- Jason's Law
- Special Permits in an Emergency
- Comprehensive Truck Size and Weight Limits Study
- Compilation of Truck Size and Weight Laws

Freight Transportation Conditions and Performance Report

- Section 1115 of MAP-21 required the United States Department of Transportation (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.
- USDOT plans to release the report later in 2015.

National Freight Advisory Committee (NFAC)

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.
- MAP-21 required that the Plan address identification of bottlenecks and of barriers, forecasts of freight activity, solutions to improving the freight system, and best practices.

National Freight Strategic Plan

- The National Freight Strategic Plan was publicly released by the USDOT on October 18, 2015.
- The plan addresses the MAP-21 requirements.
- It includes a Multimodal Freight Network, which identifies highway infrastructure, rail, waterway, port, and air cargo infrastructure that is vital to the health of the national economy.
- The plan incorporates information from a review of state freight plans and public input on freight issues.

Highway-Only Primary Freight Network (PFN) – Designation Results

- The USDOT developed 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.
- Since the statute limits the highway PFN to 27,000 centerline miles, the map was reduced to include segments with the highest Average Annual Daily Truck Traffic (ADTT). The road segments on the highway PFN map comprise 26,966 miles of centerline roads that reflect consideration of the Congress' criteria.
- The highway-only PFN was officially designated in October 2015.

Final Highway Primary Freight Network




0 100 200 Miles

U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

LEGEND

PFN Features

-  Primary Freight Network (PFN) of 27,000 miles (based on statutory cap and criteria)
-  Remainder of the Interstate System (not part of PFN)
-  Border Crossings

Highway Primary Freight Network – Stakeholder Feedback

- The USDOT received a total of 307 public submittals in response to the draft PFN, including over 1,200 comments from the following entities:
 - 65 percent from public sector stakeholders;
 - 20 percent from private sector stakeholders; and,
 - 15 percent from 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 Federal share up to 95 percent for projects on the Interstate Highway System and up to 90 percent for other eligible projects.
- To be eligible, the USDOT Secretary must certify that:
 - (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 that must include the elements described under MAP-21 Section 1118(b).

Increased Federal Share Match – Review Process

1. State submits the project description(s) and State Freight Plan to FHWA Division Office
2. Division Office reviews project(s) and the State Freight Plan to determine compliance with Section 1116 and 1118
 - Verifies project(s) in State Freight Plan
 - Verifies project(s) are eligible types of freight project(s)
 - Verifies project(s) demonstrate improvement to efficiency of freight movement
3. FHWA Office of Freight Management and Operations works with the Freight Policy Council and Office of the Secretary for approval. So far, US DOT has approved higher match for projects in GA, IN, and VT.

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 existing plans, we believe the following 15 State Freight Plans meet MAP-21 requirements:
 - California, Colorado, District of Columbia, Florida, Georgia, Indiana, Maine, Maryland, Michigan, Missouri, North Dakota, South Carolina, Vermont, Washington, and Wyoming
- In addition, 31 other states are reported to be developing initial plans or updating existing plans and 30 States have established State freight advisory committees.

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.
 - Over 300 projects were identified.
- The Report to Congress will summarize the responses and provide the Secretary's list 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 uses.

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 primer 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.
- Proposed measures are projected to be available for public comment later this year or early in 2016.

Truck Parking (Jason's Law) Activities

- MAP-21 Section 1401 required a commercial vehicle parking survey be conducted.
 - USDOT established a Stakeholder Technical Oversight Group.
- 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.
- FHWA posted the survey results, comparative assessment and parking metrics on the FHWA website on August 21, 2015.
- USDOT also announced the formation of a National Coalition on Truck Parking; States and other stakeholders will be invited to participate in a dialogue to develop an action plan for truck parking solutions. The initial meeting is on November 10, 2015.

Special Vehicle Permits During National Emergencies

- States are 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

- Required in MAP-21, Section 32801.
- The Study looked at the magnitude of potential impacts if changes were implemented:
 - Assessed differences in between trucks operating at or within federal truck size and weight limits and trucks legally operating in excess of federal limits;
 - Estimated changes in freight movements by the introduction on alternative truck configurations;
 - Estimated the potential impacts of alternative configurations;
 - Identified relevant Federal rules & regulations.
- 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 – 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

Truck Size and Weight Limits Study – Completion of Study and Report

- The Study Summary Report (Volume I Report) and five Technical Reports for the study were released in early June 2015.
- Public meeting #4 for the study, which involved presenting the results contained in the Technical Reports, was held in mid-June 2015.
- The National Academy of Sciences Peer Review Panel released their second and final report on the Study in October 2015.
- The final Report to Congress is being developed based on the study findings and public input.

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 collect the information.
- A Report to Congress is being cleared for public release.

FHWA Office of Freight Management and Operations

For more information:

- E-mail: freightfeedback@dot.gov
- Website: <http://www.ops.fhwa.dot.gov/freight/>

