

2016 Joint Annual Meeting Review

STSMO – AASHTO Subcommittee on Transportation Systems Management and Operations

RTSMO – TRB Regional Transportation Systems Management and Operations Committee

SCOHT - AASHTO Subcommittee on Highway Transport

DuWayne Murdock, Jr.

OS/OW Permit Section Manager

Motor Carrier Division



Texas Department of Motor Vehicles

HELPING TEXANS GO. HELPING TEXAS GROW.

P.L. 114-94

Fixing America's Surface Transportation (FAST) Act

Truck Size and Weight Provisions

Crystal Jones

AASHTO-COHT, Denver

August, 2016



U.S. Department
of Transportation

**Federal Highway
Administration**

Milk Products (Section 1409)



- A vehicle carrying fluid milk products shall be considered a load that cannot be easily dismantled or divided (non-divisible).
- States may, therefore, issue permits for such vehicles

Interstate Weight Limits (Section 1410)

Covered Heavy-Duty Tow and Recovery



- A vehicle that is transporting a disabled vehicle from the place where the vehicle became disabled to the nearest appropriate repair facility; and has a gross vehicle weight that is equal to or exceeds the gross vehicle weight of the disabled vehicle being transported. The weight limitations under 23 U.S.C. 127 do not apply.

Interstate Weight Limits (Section 1410)

Emergency Vehicles



- Max GVW of 86,000 pounds)
- 24,000 pounds on a single steering axle;
- 33,500 pounds on a single drive axle;
- 62,000 pounds on a tandem axle;
- 52,000 pounds on a tandem rear drive steer axle.

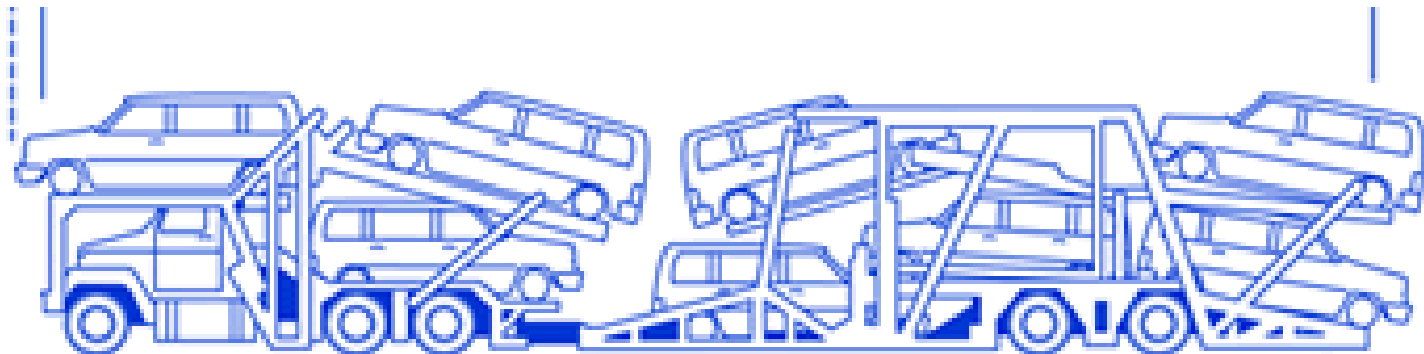
Section 1410 Interstate Weight Limits

Natural Gas Vehicles



- A max GVW of 82,000 pounds
- by an amount that is equal to the difference between: the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle; and the weight of a comparable diesel tank and fueling system.

Automobile Transporter (Section 5520)



- May transport of cargo or general freight on a backhaul, “
- 80 feet on a stinger-steered automobile transporter with a front overhang of less than 4 feet and a rear overhang of less than 6 feet.
- The previous limitations were 75 feet for the overall length, and 3-foot front and 4-foot rear overhangs.

Picture from www.convertibletrailers.com



Commercial Delivery of Light- and Medium-Duty Trailers (Section 5523)



Photo courtesy of the National Association of Trailer Manufacturers

- Towing unit and 2 trailers or semitrailers
- Does not exceed 26,000 pounds
- Carries no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semitrailers
- Not less than 82 feet

P.L. 114-94

Fixing America's Surface Transportation (FAST) Act

Key Freight Provisions



U.S. Department
of Transportation

**Federal Highway
Administration**

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- States required to have freight plans to obligate NHFP funds (beginning December 4, 2017)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

FASTLANE Grants | **NEW**

(Nationally Significant Freight & Hwy. Projects)

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Other Freight Provisions

- Freight policy goals and multi-modal national freight strategic plan
- State freight plans (required) & advisory committees (encouraged)
- National multimodal freight network
- National Highway Freight Network, to include:
 - Primary Highway Freight System (PHFS); initially 41K miles
 - Critical rural freight corridors identified by States
 - Critical urban freight corridors with State-MPO consultation
 - Portions of Interstate System not included in the PHFS
- Primary Highway Freight System re-designated every 5 years (with up to 3% growth)



U.S. Department of Transportation
Federal Highway Administration

**Office of Freight Management
and Operations**

1200 New Jersey Avenue SE
Washington, D.C. 20590
www.ops.fhwa.dot.gov/freight

Update on the National Coalition on Truck Parking

AASHTO Sub Committee on Highway Transport
August 2-4, 2016
Denver, Colorado

Office of Freight Management and Operations
Federal Highway Administration

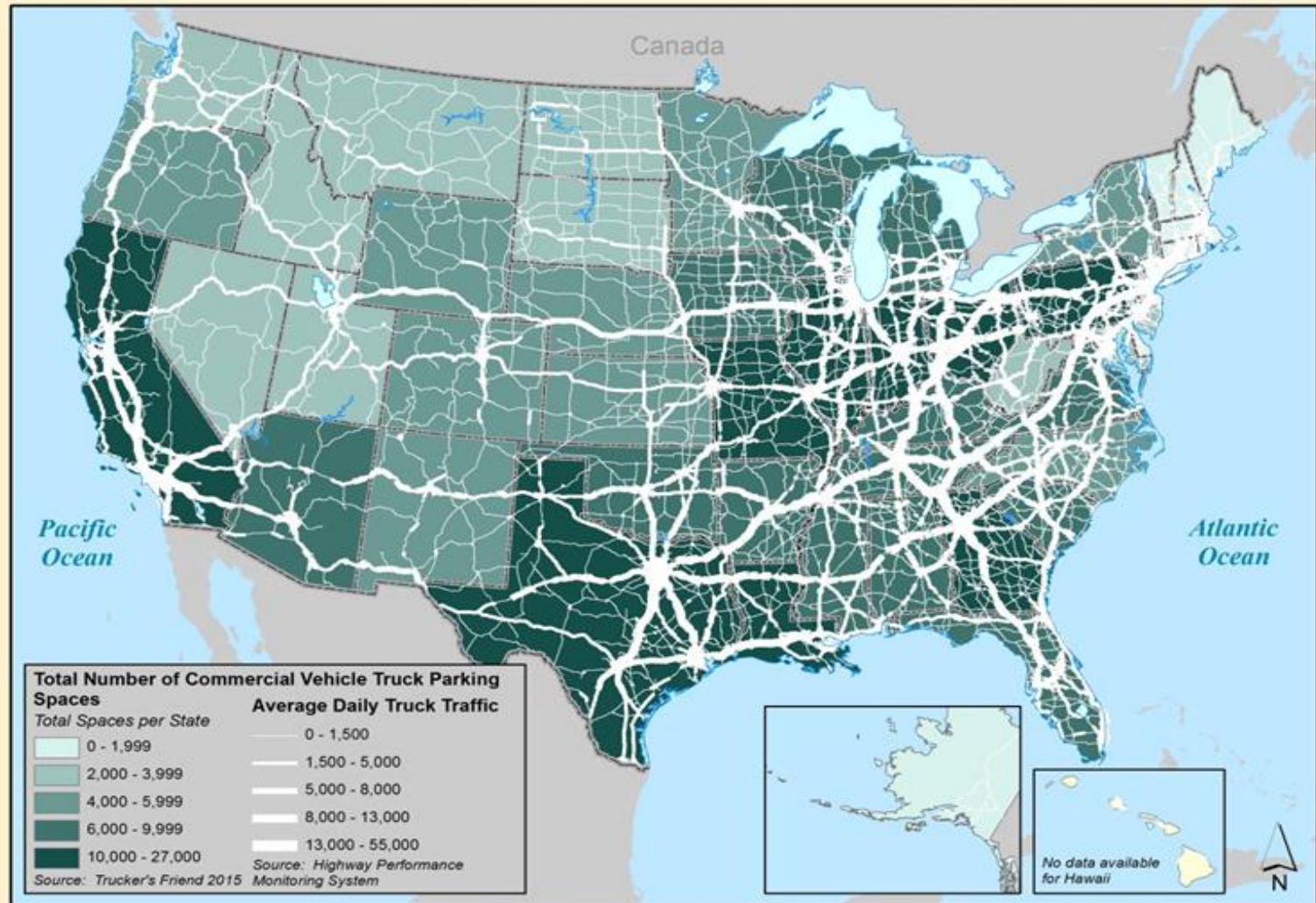


Jason's Law Survey

- USDOT received valuable support from five national organizations in identifying metrics and completing survey activities. These organizations were:
 - American Association of State Highway and Transportation Officials (AASHTO);
 - American Trucking Associations (ATA);
 - Owner-Operator/Independent Drivers Association (OOIDA);
 - National Association of Truck Stop Operators (NATSO);
 - Commercial Vehicle Safety Alliance (CVSA).



Volumes in Relation to Spaces



Survey Conclusions

- Truck parking capacity is a problem in all states, although the level of awareness of this challenge varies significantly among the states.
- Consistent, continued measurement is important to provide data to understand dynamic truck parking needs and whether the situation is improving.
- Truck Parking analysis is an important component of state and metropolitan planning organization (MPO) freight plans, as well as regional and corridor-based freight planning.
- Public and private sector coordination is critical for analysis and project development to address long-term truck parking needs.



Recommended Next Steps: Federal

- Develop new approaches and data to support advanced measurement of truck parking and inclusion in transportation planning.
- Educate and provide outreach with MPOs, State Highway Agencies, and private sector stakeholders to ensure that all partners are aware of the opportunities to advance projects and the eligibility of these projects for funding under the Federal-Aid Highway Program.
- Continue to support Intelligent Transportation System (ITS)-based solutions that improve truck drivers' awareness of parking availability.
- Investigate P-3 approaches that involve private sector partners in the development of truck parking investments.



Recommended Next Steps:

State and Region

- Begin or continue coordination with other public sector and private sector stakeholders to identify and prioritize short-term, emerging, and long-term solutions.
- Expand dialogue and coordination to the corridor level with neighboring counties, states, and countries where necessary.
- Improve data collection and analysis.
- Update plans and investment programs to include truck parking solutions, both for facilities and technology for truck parking information services.
- Engage law enforcement in education and training to aid truckers in accessing safe and available parking.





**KEEP
CALM
AND PREPARE TO
BE
AMAZED!**

OSOW Parking Resources/ Border Crossing

Wednesday August 3rd, 2016

Bill Wondrachek, Jr, P.E.

State Freight Engineer-Wisconsin DOT



Wisconsin OSOW Freight Investments

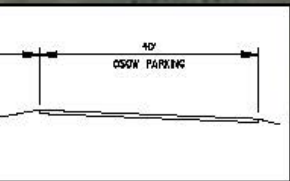
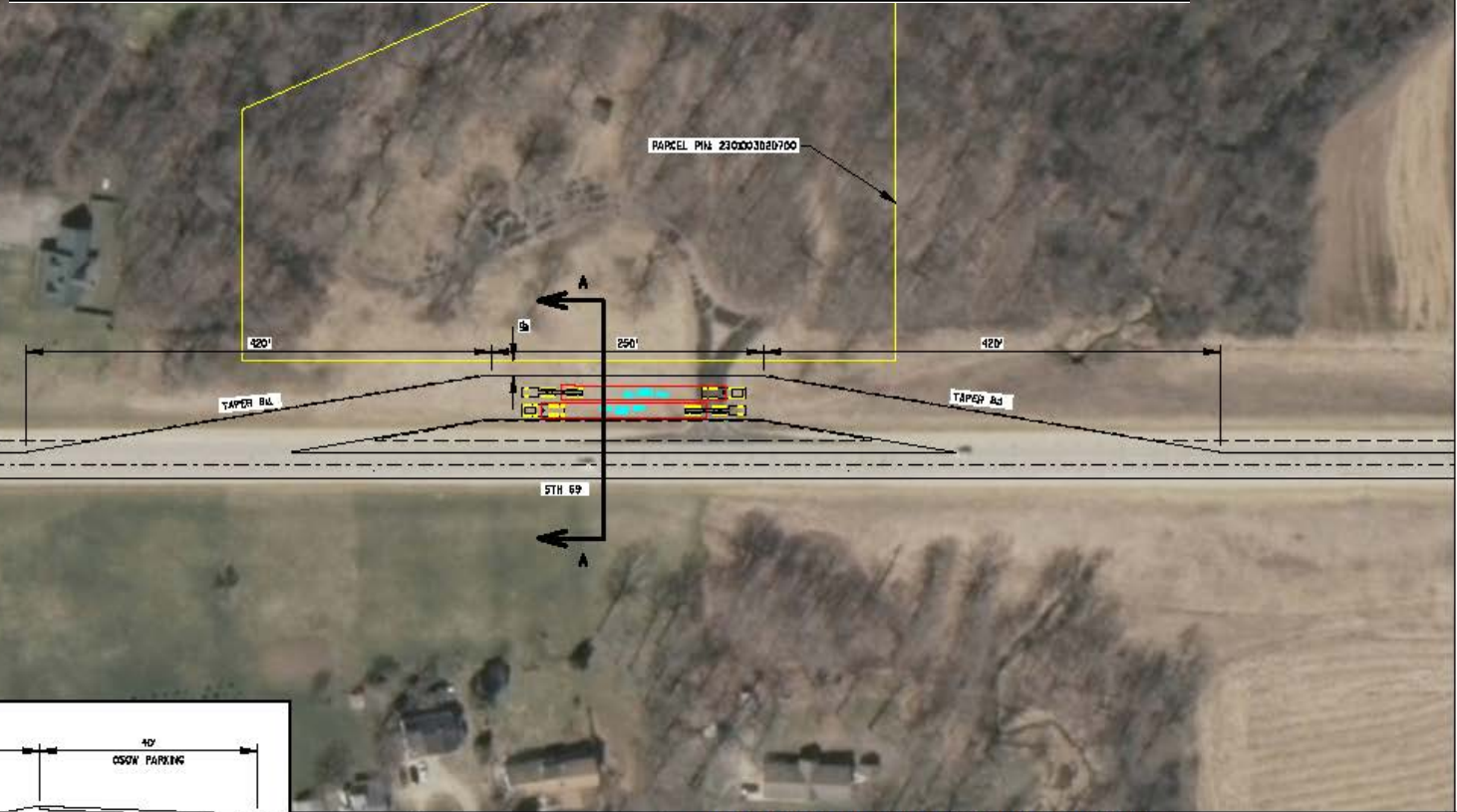
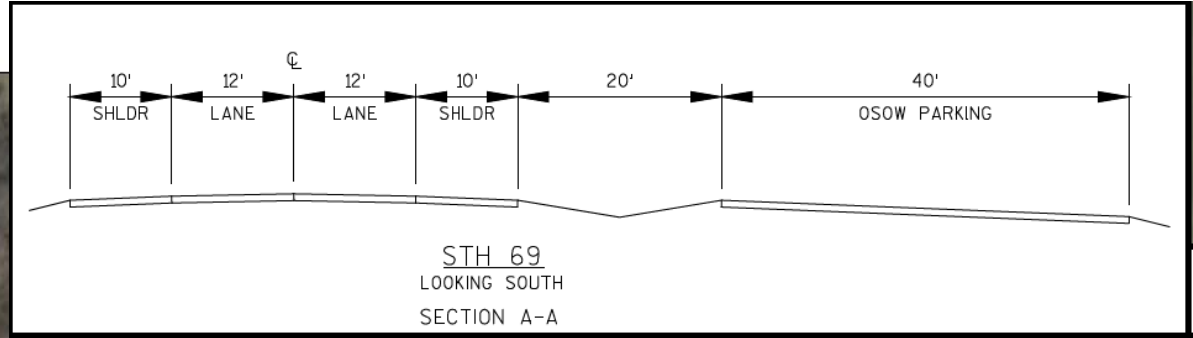
- ▶ FY 15 and FY 16-\$4.7 Million on Spot “Bottleneck Improvements”
 - Work Near Port of Milwaukee
 - Routes for Long Loads Such as Windtowers
 - Bridge Replacement along prime alt route
- ▶ Approx \$21 Million in Roadside facilities FY16-18
 - Rest Areas
 - SWEFs
 - STH 69 Permit Staging Ares



Do we Need these, Why?

- ▶ Harmonization of Permits
 - Time of Day
 - Load Configurations
 - Hours of Service
- ▶ General Truck Parking
 - Most truck parking is located along NHS and interstates.
A large amount of OSOW doesn't use interstates.

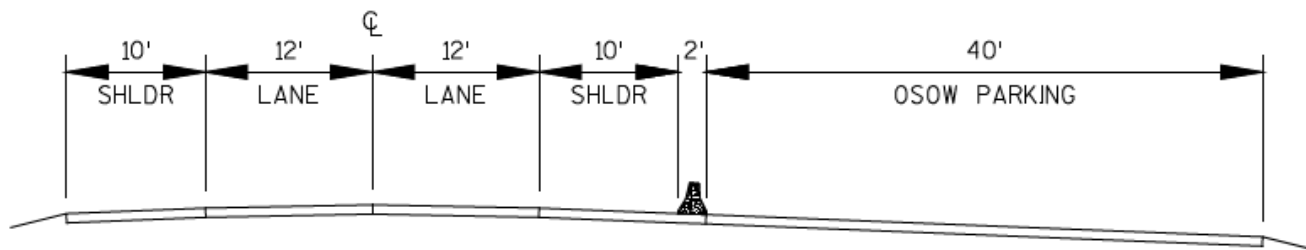




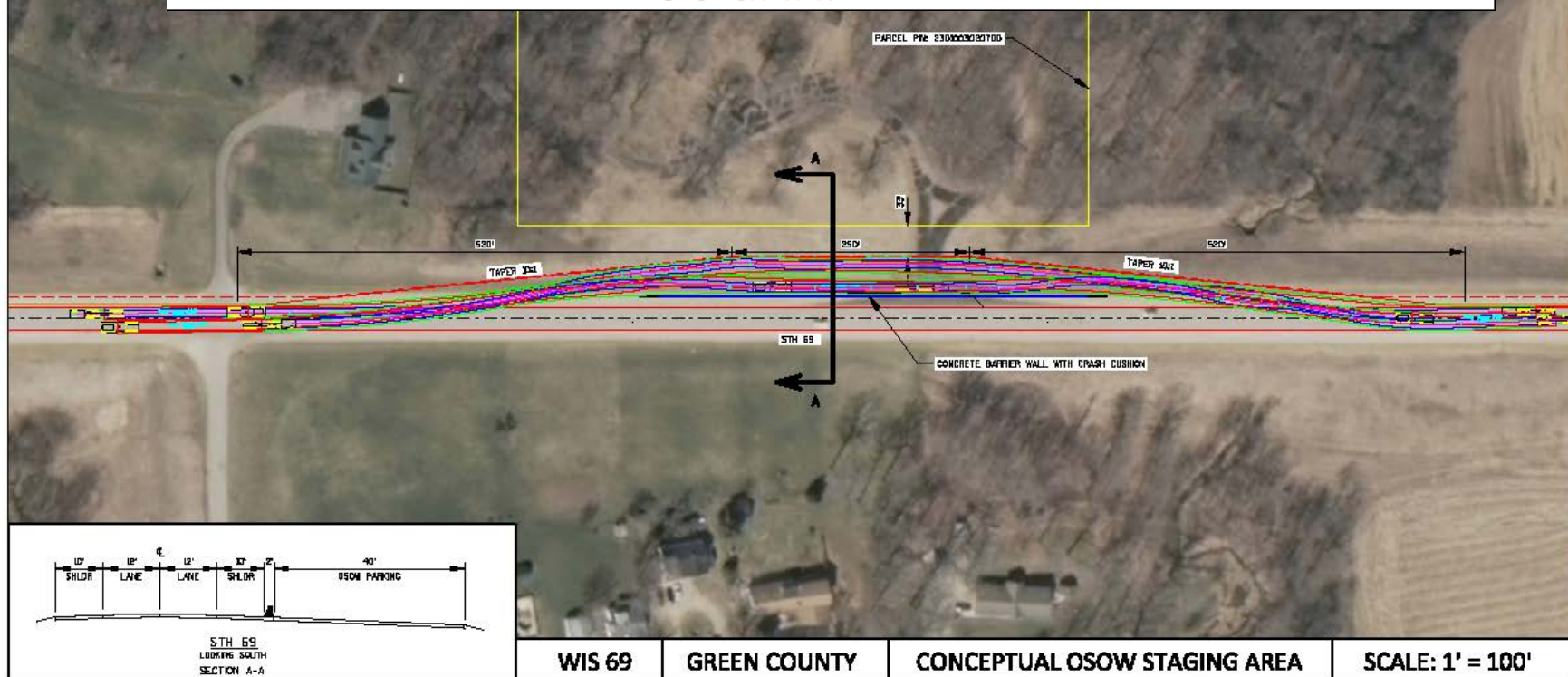
| | | | |
|--------|--------------|---|------------------|
| WIS 69 | GREEN COUNTY | CONCEPTUAL OSOW STAGING AREA/ VWIM VALIDATION SITE | SCALE: 1' = 100' |
|--------|--------------|---|------------------|



Initial Estimate \$575,000



STH 69
LOOKING SOUTH
SECTION A-A



Initial Estimate \$775,000



UNITED STATES

DEPARTMENT OF TRANSPORTATION

Office of Intelligence, Security, and Emergency Response (S-60)

USDOT and National Response Program Overview

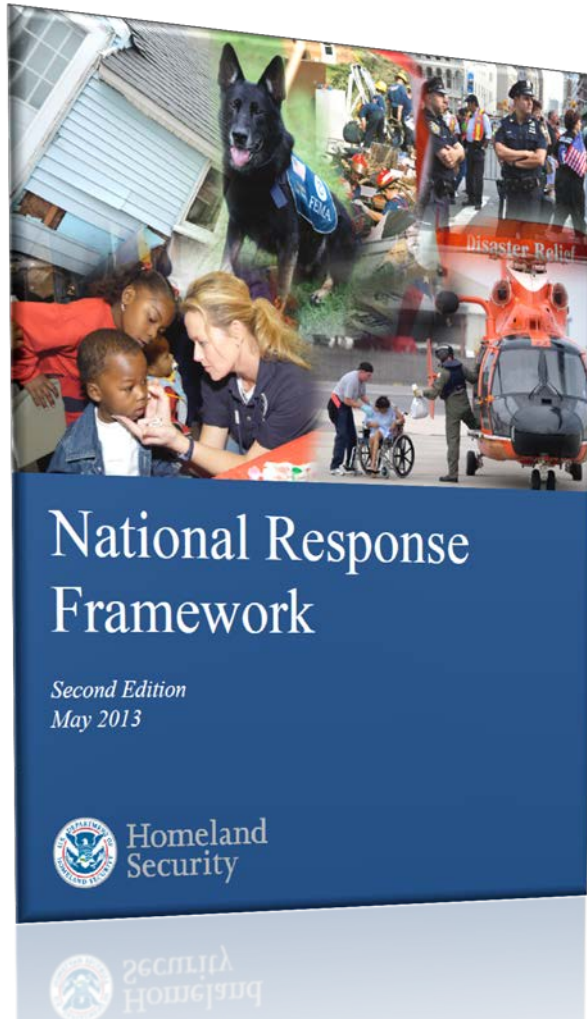
Prepared for:

*AASHTO Subcommittee on Highway Transport
2016 Annual Meeting*

August 3, 2016



National Response Framework



- Guide to how the Nation responds to all types of disasters and emergencies
- Scalable, flexible, and adaptable concepts identified in the National Incident Management System (NIMS)
- Describes specific authorities and best practices for managing all-hazard incidents

ESF-1: Regional Personnel

DOT HQ, Washington, DC
NRPM: David Schilling (Acting)
DRPM: N/A
Operations Planner: Alex Appel

Region X, Seattle
RETCO: David Suomi
RETREP: David Lutes

Region VIII, Denver
RETCO: Rick Suarez
RETREP: Ron Williams

Region V, Chicago
RETCO: John Rohlf
RETREP: Jeff McSpaden

Region I, Boston
RETCO: Mary Beth Mello
RETREP: Terry Sheehan

Region AK, Anchorage
RETCO: David Suomi
RETREP: Cindy Sacks

Region IX, Oakland, CA
RETCO: David Suomi
RETREP-N: Bob Brown
RETREP-S: Judy Babbitt

Region II, New York
RETCO: Marie Kennington-Gardner
RETREP: Jim Robinson

Region III, Philadelphia
RETCO: Pearlis Johnson

Region IV, Atlanta
RETCO: Pearlis Johnson
RETREP: Leah Russell

Region VI, Fort Worth
RETCO: Michael O'Harra
RETREP: Gary Barber

Northern
Mariana
Islands

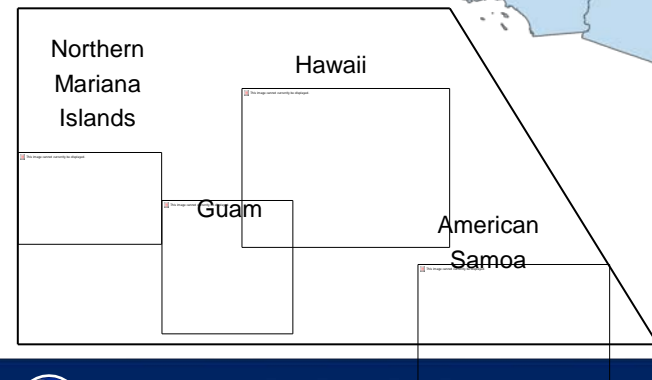
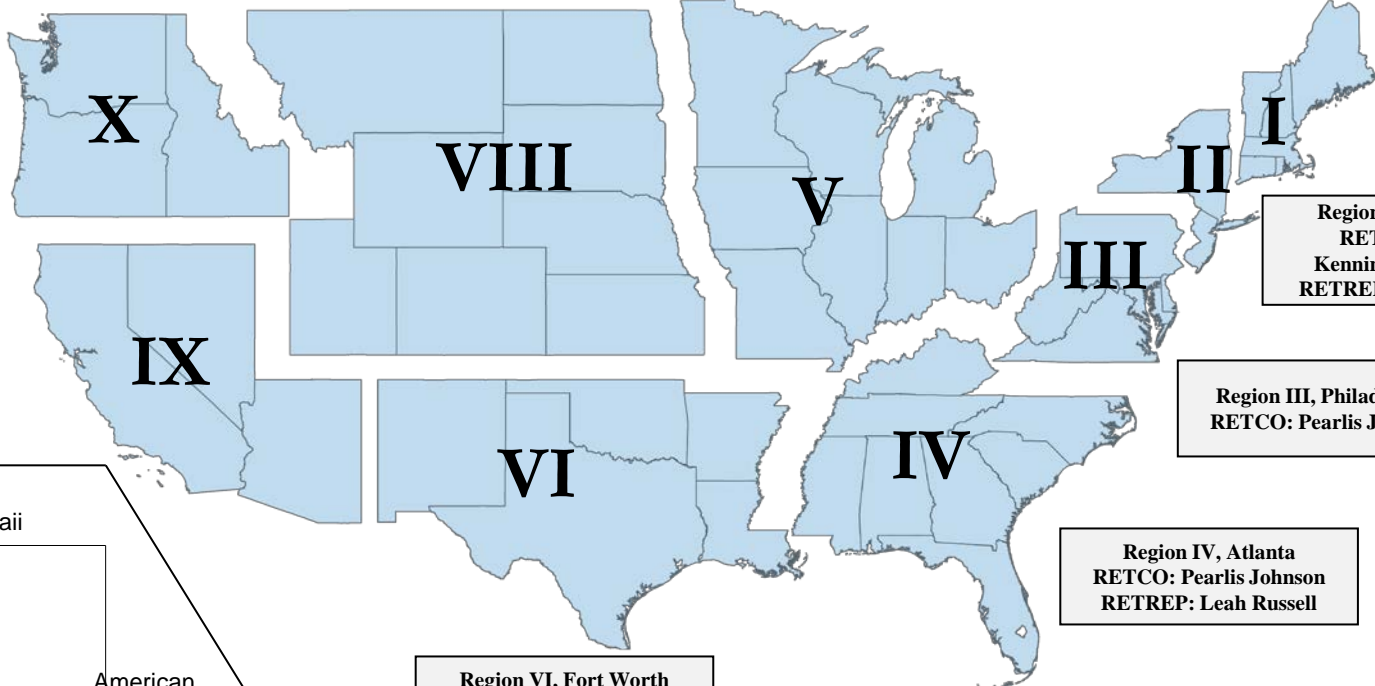
Hawaii

Guam

American
Samoa

Puerto Rico

U.S.
Virgin
Islands



USDOT Capabilities

Technical Assistance

- NRP Personnel
- Air Navigation Services
- Evacuation Liaison Team
- Joint Damage Assessment Teams
- Emergency Relief Funding

Regulatory Relief

- Federal Motor Carrier Waivers
- HazMat Special Permits
- Oversize/Overweight Permits (facilitate)
- Toll Relief (facilitate)
- Temporary Flight Restrictions
- Railroad Inspection Relief
- Jones Act Waiver Concurrence

Assets

- MARAD Ready Reserve Force
- Operation SafeStor
- Mobile Air Navigation Services assets
- Washington Flight Program



National Pilot Car Certification

Mike Morgan

President

National Pilot Car Association

How do we get there from here?

- ❑ We come to the AGREEMENT that the need for action is NOW!
- ❑ Follow States like Pennsylvania which require a level of insurance that fosters a level of EXPERTISE in the Pilot/Escort industry.
- ❑ A COMMON blue print to work from to aid each State in their efforts to create HARMONIZATION/RECIPROCITY.
 - ✓ “Best Practices Guidelines 2016” (Written but not released)
 - ✓ “National Pilot/Escort Vehicle Operators Training Manual” (Written but not released)
 - ✓ Each State utilizes the above mentioned information to endorse a certification program, which encourages HARMONIZATION/RECIPROCITY.
- ❑ States, Trucking Firms, and Pilots/Escorts step-up their game and ENFORCE it for the betterment of the industry.

2016 Joint Annual Meeting

The Curtis Denver—a DoubleTree by Hilton Hotel
Denver, Colorado. August 1–5, 2016

AMERICAN ASSOCIATION
OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
AASHTO

TRB

AASHTO Subcommittee on Transportation Systems Management and Operations (STSMO),
TRB Regional Transportation Systems Management and Operations (RTSMO) Committee,
and AASHTO Subcommittee on Highway Transport (SCOHT)



All presentations available here:
[highwaytransport.transportation.org](http://highwaytransport.transportation.org/Pages/scohtdenver2016.aspx)
[/Pages/scohtdenver2016.aspx](http://highwaytransport.transportation.org/Pages/scohtdenver2016.aspx)
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