

FHWA Office of Freight Management and Operations

MAP-21 Freight Activities -- 2014 Highlights

John Berg – FHWA, Truck Size & Weight Specialist

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MAP-21

MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY

Transforming the way we build, maintain, and manage our Nation's highways

Legislation | Funding Tables



Creates Jobs | Simplifies Programs | Supports Safety | Promotes Innovation | Strengthens Systems | Performance-Based

Selected Freight Highlights

Topics

- Map-21 Freight Initiatives – General
- Map-21 Truck Size and Weight Provisions
 - Comprehensive TS&W Study
 - Truck Parking Study
 - Emergency Permitting
 - Compilation of State TS&W Laws
 - Other provisions
- Size and Weight Regulations
- State Enforcement Plans and Certifications
- FHWA's Annual Evaluation
- FHWA Emphasis Areas

MAP-21 themes

- Strengthens America's highway and public transportation systems
- Creates jobs and supports economic growth
- Supports the Department's aggressive safety agenda
- Simplifies and focuses the Federal program
- Accelerates project delivery and promotes innovation
- Establishes a performance-based Federal program

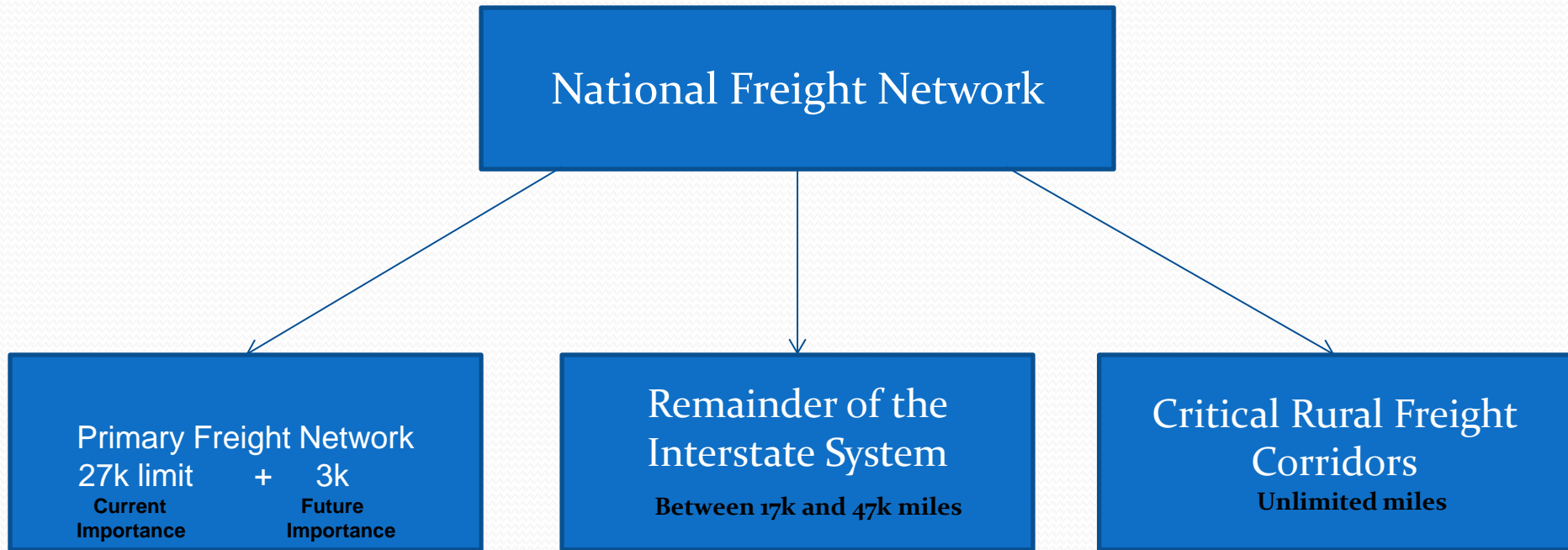
Two years of funding at current levels

- Program authorized through FY 2014
 - Current law through end of FY 2012
 - Most new provisions went into effect on October 1st
- Average annual funding at FY 2012 levels (plus minor inflation)
- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund

Map-21 Freight Initiatives – General

- National Freight Policy and Plan
- Freight Conditions and Performance Report
- State Freight Advisory Committees
- Primary Freight Network (PFN) and Critical Rural Freight Corridors (Section 1115)
- Increased Federal Share for Freight Projects (Section 1116)
- State Freight Plans (Section 1118)
- Freight Performance Measures (Section 1203)
- Note: FHWA will also be carrying out a survey to comply with Section 1120, Projects of Regional and National Significance (PNRS), although this is not a program exclusive to freight.

National Freight Network Components



Map-21 Truck Size and Weight Provisions

- Jason's Law/Truck Parking Assessment (Section 1401)
- Comprehensive Truck Size and Weight Limits Study (Section 32801)
- Compilation of Truck Size and Weight Laws (Section 32802)
- Special Permits
- Reduction of Funding for non-compliance
- Single axel weights for Busses and RV's

Truck Parking (Jason's Law) Eligibility

- MAP-21 does not include a formal truck parking program but truck parking is now eligible under NHPP, STP, and HSIP programs
- Projects eligible to receive funding include:
 - Construction of safety rest areas with truck parking
 - Construction of truck parking areas adjacent to commercial truck stops and travel plazas
 - Opening existing facilities to truck parking, including inspection and weigh stations and park-and-ride facilities
 - Promoting availability of publicly or privately-provided truck parking on the NHS
 - Construction of turnouts along the NHS for commercial motor vehicles
 - Making capital improvements to public truck parking facilities closed on a seasonal basis that will allow those facilities to remain open all year
 - Improving the geometric design of interchanges on the NHS to improve access to truck parking facilities

Truck Parking (Jason's Law) Activities

- USDOT established a Stakeholder Technical Oversight Group including members of ATA, OOIDA, AASHTO, CVSA and NATSO to assist in designing the approach for conducting a survey and to support development of metrics that measure the adequacy of truck parking facilities in each State;
- The survey will be launched soon;
- Work is underway to build summaries of truck travel by state and develop map-based tools from the summaries;
- A Metrics Workshop was held on January 16 to gather input from representatives of key stakeholder organizations.

Comprehensive Truck Size and Weight Limits Study Overview

MAP-21

- The “Moving Ahead for Progress in the 21st Century” (MAP-21) legislation requires the Secretary of Transportation to submit a Report to Congress by November 15, 2014;
- The Study directs that a comparative assessment be conducted between trucks operating at or within current federal limits to trucks that operate above those limits with regard to:
 - Highway Safety and Truck Crash Rates;
 - Pavement Service Life Consumption;
 - Impacts on Highway Bridges;
 - Impacts on the delivery of Effective Enforcement Programs;
 - Implications for Shifting Goods Movements between Modes, between Highways and between different Truck Configurations.

Comprehensive Truck Size and Weight Limits Study Outreach

- The Federal Highway Administration has been tasked with overseeing development and delivery of the “Report to Congress”;
- FHWA has assembled a Multi-Modal USDOT Policy Oversight Group (POG) to assist in guiding the technical work included under this project;
- FHWA, FMCSA, NHTSA, MARAD, FRA, and OST have representatives on the POG.
- FHWA has also assembled a USDOT Technical Oversight Team (TOC) to assist in crafting the Statement of Work to procure contractor services and to assist in the oversight of the technical work.
- FHWA, FMCSA, FRA and NHTSA have representatives on the TOC.
- National Academy of Sciences has seated a Peer Review Panel that will review and comment on the Desk Scans and the Compiled Technical Report.

Study Schedule:

Activity:	Description:	Date:
Complete Desk Scans and Project Plans	All five Sub-Task areas included in the Study (Safety, Pavement, Bridge, Enforcement, Modal Shift) will produce Desk Scan Reports and Project Plans/Schedules	Fall, 2013
Meet with National Academy of Sciences Peer Review Panel	USDOT meets with the Peer Review Panel that NAS has seated to address questions on Desk Scans.	December 5, 2013
2 nd Stakeholder Input Meeting	National Webinar will be conducted presenting Desk Scan Reports and Project Plans/Schedules.	December 18, 2013
3 rd Stakeholder Input Meeting	Site to be Determined.	Winter, 2013-2014
Draft Compiled Technical Report Completed	Technical work completed in each Sub-Task area will be compiled into a single Technical Report	Spring, 2014
4 th Stakeholder Input Meeting	Site to be Determined.	Spring, 2014
Compiled Technical Report Review Completed by NAS Peer Review Panel	NAS Peer Review Panel completes their review of the Compiled Technical Report; USDOT meets with Panel to address questions.	Spring/Summer, 2014
Report Submitted to Congress	Final Report transmitted to Congress	Mid-November, 2014

Configurations Included in Study

Configuration	# Trailers or Semi-Trailers	# Axles	Gross Vehicle Weight (pounds)
1) 5-axle vehicle [Control Vehicle]	1	5	80,000
	1	5	88,000
2) 6-axle vehicle	1	6	97,000
	1	6	91,000
3) Tractor plus two 28 or 28 ½ foot trailers [Control Vehicle]	2	6	80,000
4) Tractor plus twin 33 foot trailers	2	6	80,000
5) Tractor plus three 28 or 28 ½ foot trailers	3	7	105,500
6) Tractor plus three 28 or 28 ½ foot trailers	3	9/10	129,000

Compliance Analysis Overview

Purpose:

- 🌀 Estimate enforcement costs and effectiveness of enforcement related to introduction of the alternative truck configurations to the fleet
- 🌀 Identify affected federal laws and regulations

Methodology Overview:

- 🌀 Use of existing databases at the federal and state levels of government
- 🌀 Use of existing enforcement community to understand current practices and trends

Compliance Analysis - Method

- ④ (1) Gather and compare weighings, violations, and violation rates by type
 - CMVs not complying with federal TSW limits
- ④ (2) Gather information about enforcement program resources, technologies, and activities
- ④ (3) To determine enforcement costs and the effectiveness of the enforcement by analyzing:
 - Enforcement program outputs (*e.g.*, violation rates)
 - Compliance rates
 - Experience enforcing alternative configurations
- ④ (4) A separate inventory of all federal laws and regulations that would be affected by a change in federal truck size and/or weight limits will be prepared.

Compliance Analysis - Data

- Annual Certifications of TSW Enforcement Activities
- Enforcement Costs and Resources
- State Permit Data
- WIM Data

Compliance Analysis - Desk Scan Results

Studies on compliance

- Nationwide estimates of non-compliant trucking and its' impacts are generally unavailable.
- States like Arizona and Minnesota have done detailed research on compliance.
- FMCSA is developing a method to link overweight trucking and safety.
- Compliance team will work closely with Commercial Vehicle Safety Alliance (North American TSW law enforcement organization) to develop the necessary methodology.

Compliance Analysis - Desk Scan Results

Impacts of Regulatory Change

- The impacts of change on compliance are not well researched
- Several documents state that regulatory complexity hinders TSW enforcement and compliance
 - Carson 2011 study on compilation of TSW research for NCHRP
 - Cambridge Systematics 2006 study for Minnesota

Enforcement Costs and Benefits

- Benefits are most often established in terms of pavement damage savings
- Costs of enforcement technologies are well-researched
- Australia's National Transport Commission (NTC) has done analysis at national level

Compliance Analysis - Desk Scan Results

Enforcement Effectiveness

- Studies related to violation rates
 - Not best measure of effectiveness
- Few studies on compliance rates
- Lack of reliable evidence to link enforcement activities and compliance (NCHRP 2001 review by Carson)
- Some studies conclude that effectiveness is impacted by the probability of detection and severity of penalties
- Measures of effectiveness are not standardized

Compliance Analysis - Desk Scan Results

Enforcement Technologies

- Technologies have been well catalogued (*e.g.*, by OECD 2011 study and Cambridge Systematics 2009 study)
- Weigh-in-Motion (WIM) is a key technology
 - Can be combined with cameras, communication networks and other supporting technology to create virtual weigh scales

Alternative Compliance Approaches

- Accreditation programs
- Chain-of-responsibility policies (*e.g.*, in Australia)

Compilation of Existing Truck Size and Weight Laws

- U.S. DOT in consultation with the states, must compile items related to state truck size and weight laws:
 - List of routes on the NHS where vehicles that exceed federal truck size and weight limits were permitted to operate prior to passage of MAP-21
 - List of truck configurations using these allowances
 - List of state laws that designate or allows designation of size and weight limitations in excess of federal law and regulations
- Report to Congress by October 1, 2014

Compilation of Existing Truck Size and Weight Laws

- FHWA issued a Request for Information to identify qualified firms and organizations to complete the Compilation;
- FHWA has retained contractor's through AASHTO to complete the work required under this project
- Consultation with state officials, including truck enforcement program personnel (AASHTO and CVSA) and legal support staff (NAAG), will be conducted as part of the project.

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 has declared the emergency to be 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
- Permits issued must expire no later than 120 days after the disaster declaration date

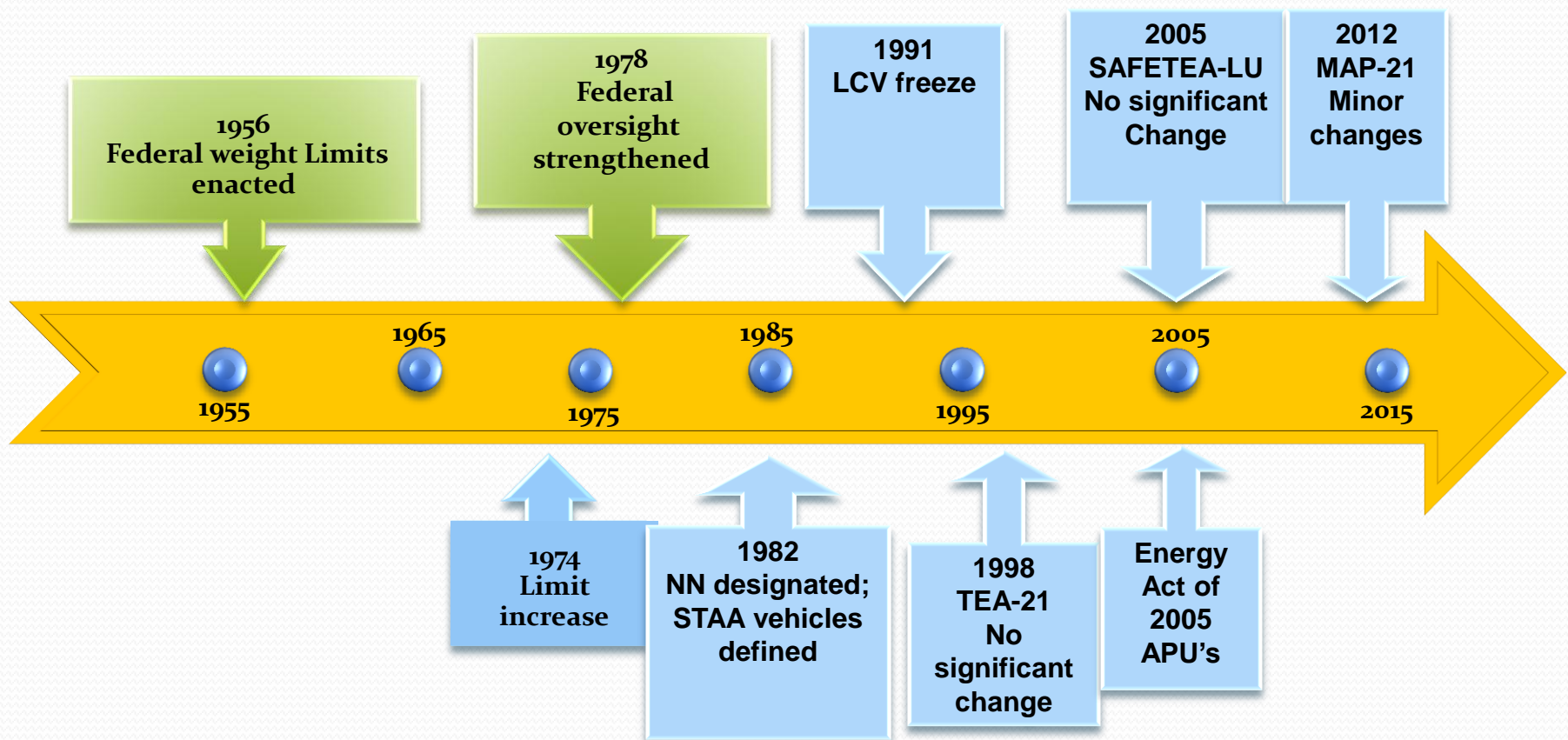
Reduction of Funding for non-compliance

- Reduction for funding for non-compliance with Section 127(a) from 100% to 50% of States Apportionments [104 (b)].
- Reduction for failure to certify from 10% to 7% of core Federal-aid Highway program funding [104 (b)].

Other Vehicle Size and Weight-Related Regulatory Changes

- Idling technology weight allowance for attached auxiliary power units on commercial motor vehicles increased from 400 to 550 pounds/vehicle (section 1510)
- Exemption from axle weight restrictions for public transit vehicles made permanent and extended to include motor homes (section 1522)

Defining Acts of the Federal Program



Overview of Enforcement Strategies

- Fixed Weigh Stations
- Mobile enforcement teams
- Smart Roadside Initiatives
- Accommodation of local conditions/situation



State Enforcement Plan

- 23 CFR 657
- State's Enforcement Plan and Certification
- Institutional knowledge of the State's highway program and operations

FHWA Operations Vehicle Size and Weight Enforcement - State Enforcement Plan printa... Page 1 of 10

VEHICLE SIZE AND WEIGHT ENFORCEMENT

State Enforcement Plan

Missouri 2010

Fixed platform scales:
Total number: 23
Locations:
TROOP DESIGNATOR LOCATION TYPE OF PLATFORM
A1 Platte County I-29, Platte City, MO Single-One Northbound only
A2 Clay County I-35, Kearney, MO Single-One Northbound only
A3 Lafayette County I-70, Mayview, MO Dual-Three
A4 Cass County U.S. 71, Harrisonville, MO Dual-One
C2 Franklin County I-44, St. Clair, MO Dual-Three
C4 St. Charles County I-70, Foristell, MO Single-One Southbound only
C5 Jefferson County I-55, Barnhart, MO Dual-Four
D4 Newton County I-44, Joplin, MO Single-Four Southbound only
E1 Mississippi County I-57, Charleston, MO Single-Four
E2 Pemiscot County I-55, Steel, MO Single-Four
E3 Pemiscot County I-155, Caruthersville, MO Dual - Four
G1 Harrison County U.S. 60, Willow Springs, MO Dual - Four
H2 Buchanan County U.S. 38, St. Joseph, MO Single-One Eastbound only
H4 Atchison County I-29, Watson, MO Dual - Four
Public Private:
None

Portable wheel weigher scales:
Number: 204
Type:
Location of Portable Scales in Missouri
Troop A
504 East Blue Parkway
Lee's Summit, MO 64063-4351
816-622-0800
FAX 816-622-0715

DESIGNATOR LOCATION NUMBER OF SCALES TYPE OF SCALE
1500 Lexington 6 Haenni
1501 Lone Jack 6 Haenni
1502 Harrisonville 6 Haenni
1219 Rich Hill 6 Haenni
218 Grain Valley 6 Haenni
TOTAL 30

Troop B
308 Pine Crest Drive
Macon, MO 63552-1030
660-385-2132
FAX 660-385-3920

DESIGNATOR LOCATION NUMBER OF SCALES TYPE OF SCALE
1504 Macon 6 Haenni
1503 Palmyra 6 Haenni
1531 Hannibal 6 Haenni
TOTAL 18

The Objective of the SEP

- A process to identify overweight / over-dimension vehicles
- A systematic approach to eliminate violations
- Should lead to an adequate certification of enforcement

Key Elements of the SEP

- A. Facilities and Equipment
- B. Resources
- C. Practices
- D. Goals
- E. Evaluation



Certification

- 23 CFR 657
- State's Enforcement Plan and Certification
- Institutional knowledge of the State's highway program and operations

VEHICLE SIZE AND WEIGHT ENFORCEMENT

State Enforcement Certification

Missouri 2009

Statement:
The following is the 2009 Size & Weight Certification submitted by the Missouri Department of Transportation in conjunction with the Missouri State Highway Patrol.

Copy of the document designating the official:
Governor's authorization later is attached.

Copy of any State law or regulation pertaining to vehicle size and weight adopted since the State's last certification:
None

Actual operations as compared with those forecasted by the plan:

Scale Types	Forecasted Number	Actual Number
Fixed platform scales	23	37
WIM scales	37	204
Portable scales	204	0
Semi-portable scales	0	0

Impacts of the process as actually applied:

Violation Type	Current Year	Last Year
Oversize	1,055	1,374
Overweight	13,230	13,764

Measures of activity:

(1) Vehicles weighed

Scale Type	Number of Vehicles Weighed
Fixed platform scales	2,310,482
WIM scales	3,709,911
Portable scales	1,464
Semi-portable scales	0

(2) Penalties

Violation Type	Number of Citations or Civil Assessments
Axle	9,866
Gross	1,343
Bridge formula	600

Number of vehicles whose loads are either shifted or offloaded

Load shifting	11,719
Offloading	1,657

Annual Certification Requirements

States must certify:

- Before January 1 each year
- Enforcing federal maximum size and weight
- Compliance with ISTEA – LCV freeze

Reflects enforcement activities in previous federal fiscal year

Certification Content

Governor or designee certifies enforcement of:

- Federal weight limits on Interstate Highways
- Federal size limits on National Network
- ISTEA freeze provisions

Certification Content (cont.)

- If other than governor – a signed designation
- Copy of recent law changes
- Report of State TSW enforcement efforts

Certification Submittal

- Annual Certification to FHWA Division Offices prior to January 1
- S&W web application used for certification submittal
- Division Office reviews comments

- SEP looks ahead 12 months
- Certification looks back at the SEP submitted 15 months prior

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Evaluation Report

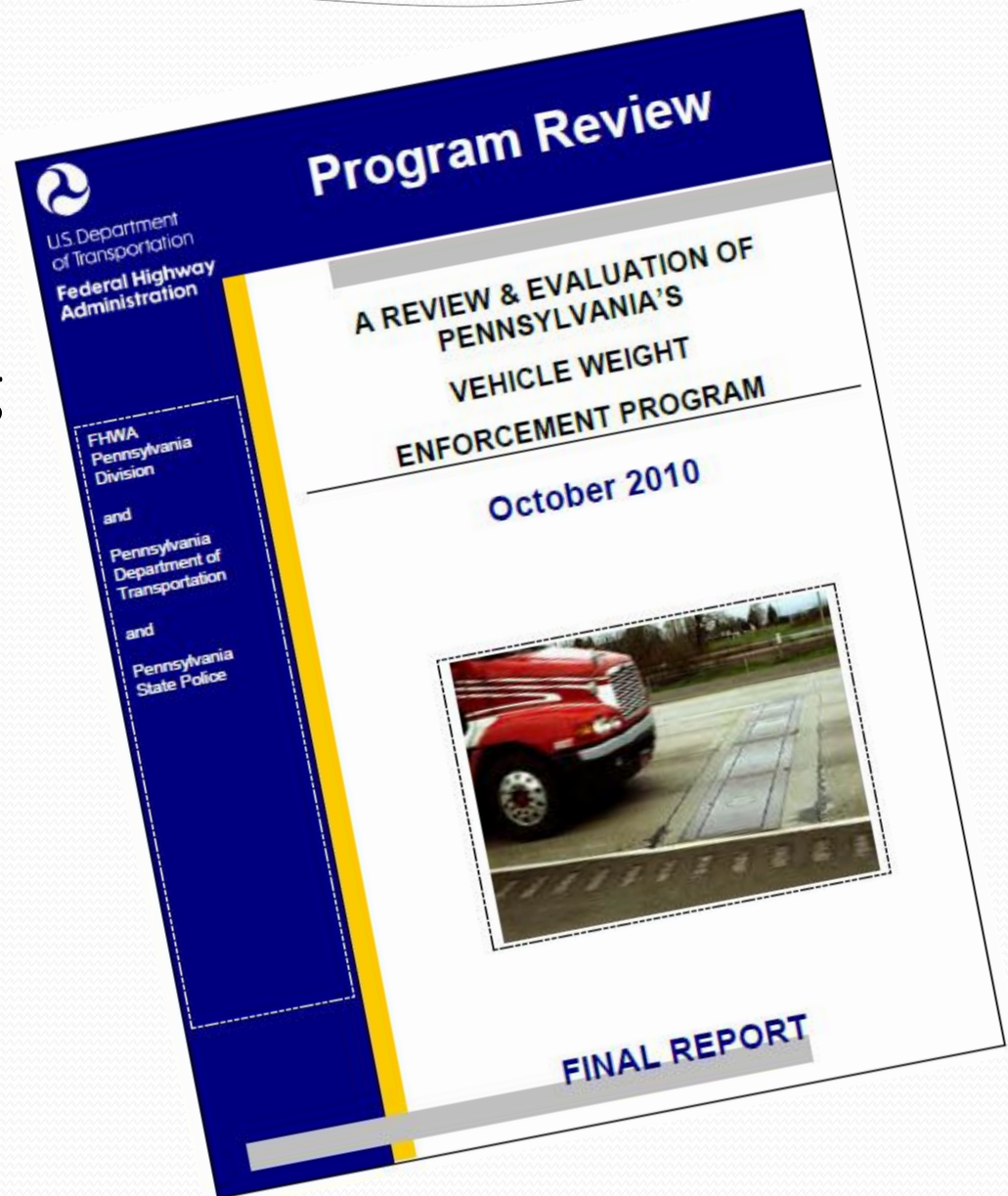
23 CFR 657.11(b)

- “...the FHWA division office shall review the State’s operation under the accepted plan on a continuing basis and shall prepare an evaluation report annually.”
- State will be advised of results/changes necessary.
- Evaluation Report submitted to HQ

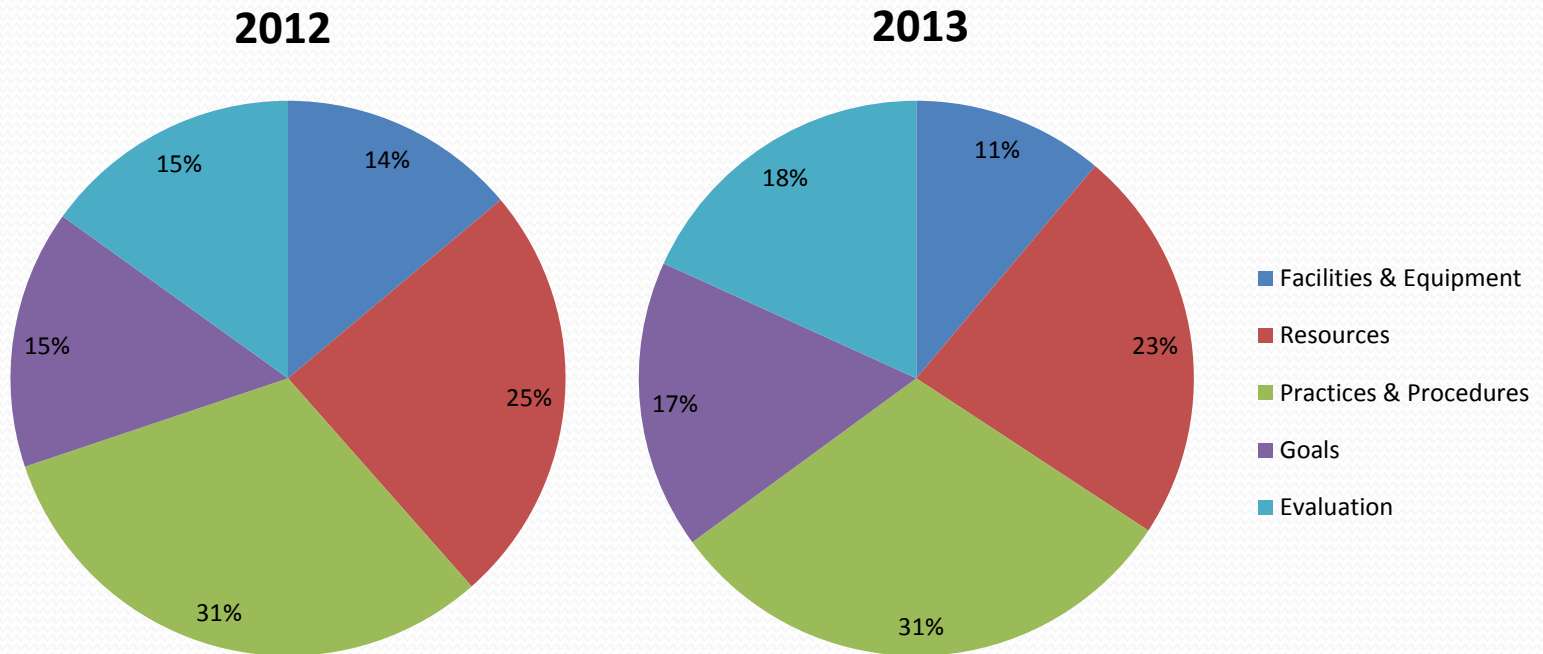
Evaluation Report

Data-driven, risk-based
compliance monitoring
and oversight process

- Executive Summary
- Support Information



Top National Concerns



**Based on Priority Actions Noted by the Divisions in their
annual Evaluation Report**

Results from Division's Evaluation of their State's
Enforcement Plan

FHWA Emphasis Areas

- PaveDAT
- Training – NHI Course in Orlando, Others?
- Map-21 Implementation
- Map-21 Reauthorization

Map-21 Reauthorization

- Proposing a \$302 billion, Four Year Transportation Reauthorization Bill, Providing States, Local Governments, and Construction Workers with Certainty.
- \$10 billion for a new freight program to strengthening America's exports and trade.

FHWA Office of Freight Management and Operations

For more information:

- Phone: (608) 829-7508
- E-mail: john.berg@dot.gov
- Website: <http://www.ops.fhwa.dot.gov/freight/sw>

