

FHWA Office of Freight Management and Operations

Selected MAP-21 Freight Provisions John Berg

WASHTO Meeting 03/03/15



Freight Provisions

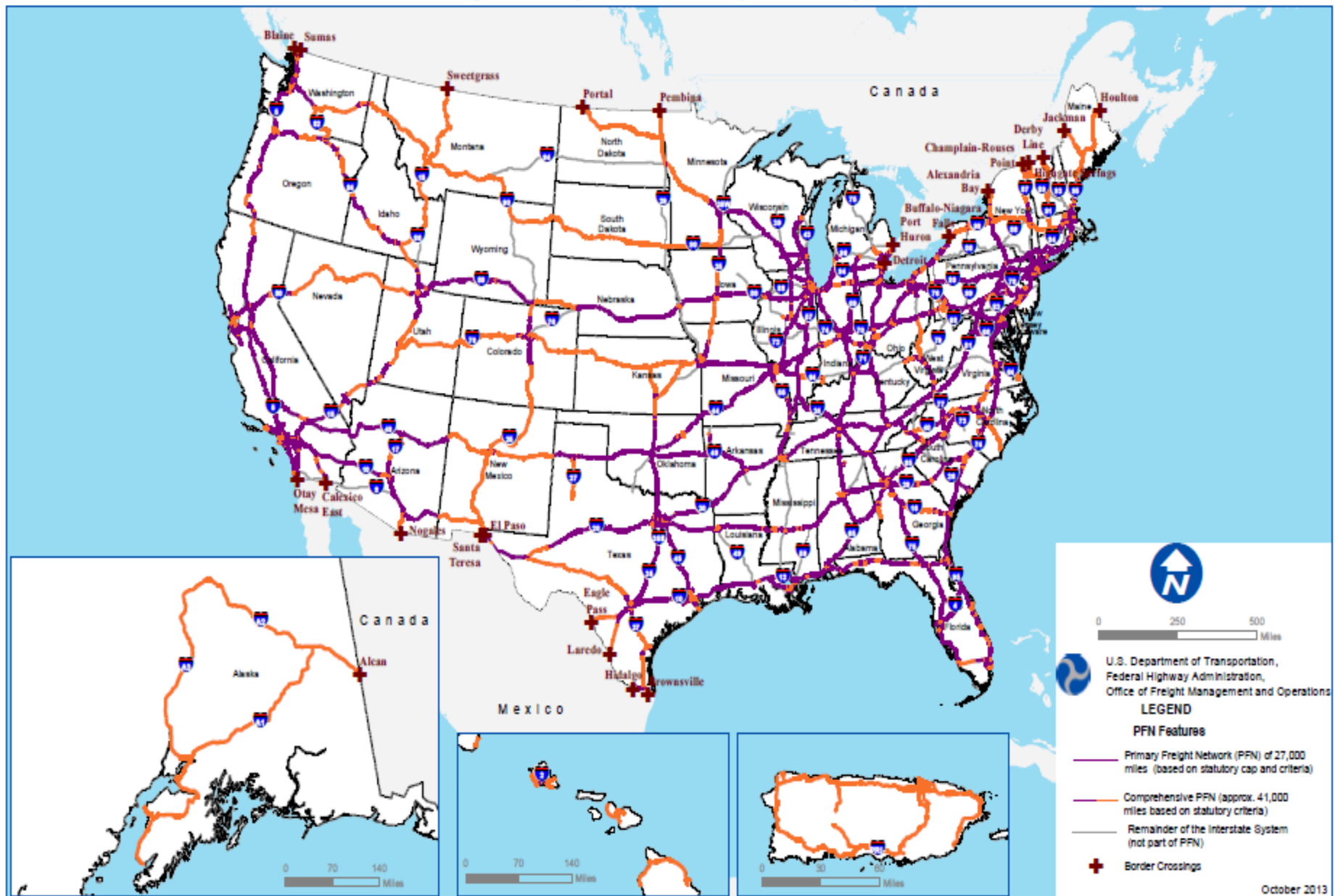
- Primary Freight Network
- State Freight Plans/Advisory Committees
- Special Permits in an Emergency
- Comprehensive Truck Size and Weight Limits Study



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 Highway Primary Freight Network





Draft Primary Freight Network – Stakeholder Feedback

- In response to the draft PFN, a total of 320 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.



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, 35 other states (including DC) are reported to be developing initial plans or updating existing plans.
- The Department intends to draw upon State Freight Plans in formulating the National Freight Strategic Plan.



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.



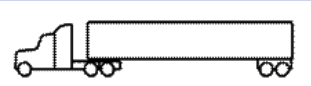
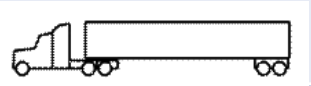
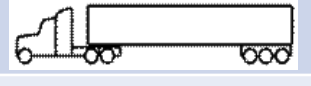



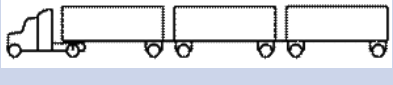
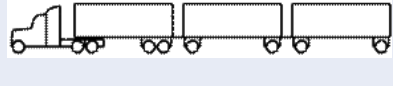
Truck Size and Weight Limits Study - Objectives

- 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
Contro l 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
Contro l 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



Truck Size and Weight Program Updates

- Weight exemptions in WI, MS & KY included in the 2015 Appropriations
- Pilot Car Escort Vehicle Training and Certification Project
- NHI Course Offerings
- Truck Size and Weight Certifications and Plans

FHWA Office of Freight Management and Operations

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