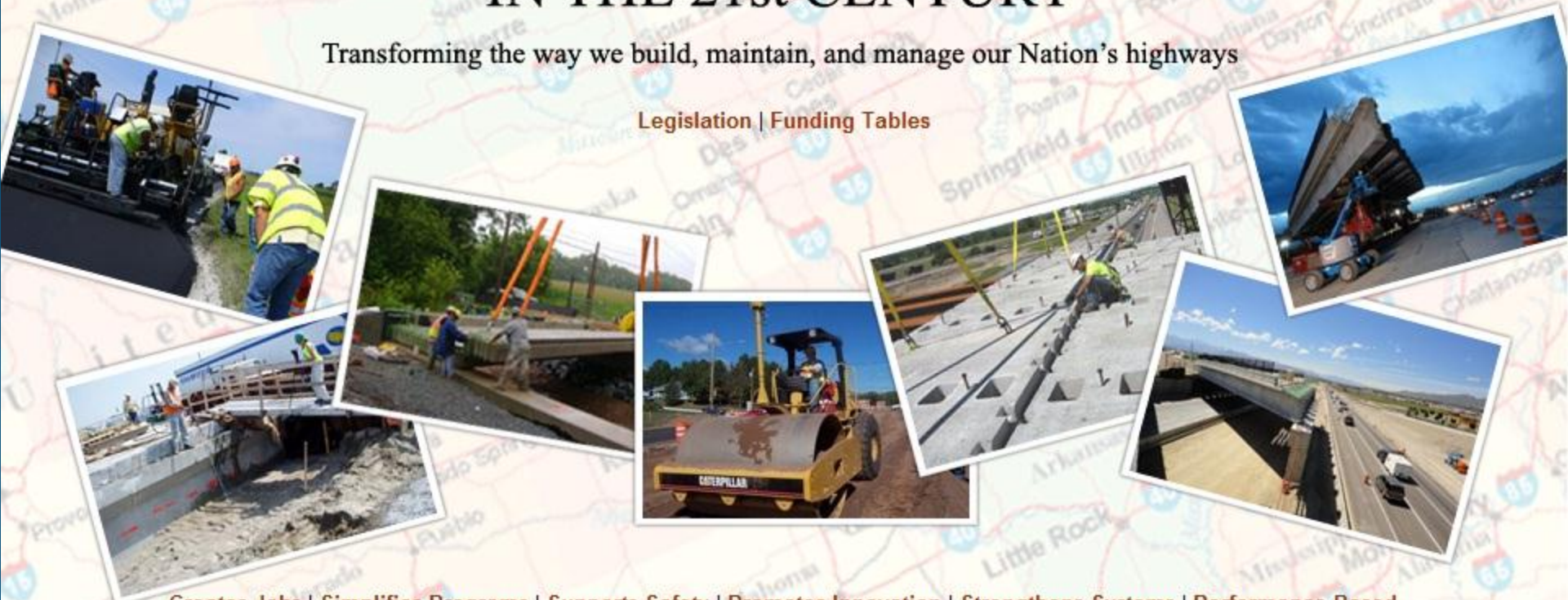


MAP-21

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

Freight Provisions Overview

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

Funding Provisions

Two years of funding at current levels

- Program authorized through FY 2014
 - SAFETEA-LU provisions extended 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

Prioritization of Projects to Improve Freight Movement

- US DOT may increase the federal share for Interstate highway projects up to 95% and other transportation projects up to 90%
- To be eligible, US DOT must certify the project:
 - Enhances the efficient movement of freight, including making progress toward meeting performance targets for freight movement
 - Is identified in a state freight plan

Interim Implementation

- Total annual project(s) costs not to exceed 10% of the State's allocated funds unless otherwise approved by the Secretary
- Selection of projects for *the increased share* will be made on a project-by-project basis
- The highest priority types of eligible projects under this provision during the interim period are:
 - Improvements to freight intermodal connectors;
 - Improvements to freight and truck bottlenecks;
 - Projects for a public freight rail facility or a private facility providing public benefit for highway users by way of direct freight interchange between highway and rail carriers; and
 - Projects or a group of projects that are integrated in function, such as along a major freight corridor.

Project Authorization

- Description of how the project will improve the efficient movement of freight
 - Data and information that support a quantitative analysis
 - Compares forecasted conditions if the project is not built with anticipated conditions after the project is complete.
 - Analysis of factors such as travel time savings, travel time reliability, congestion reduction, or other factors that reduce costs and enhance economic benefits for freight carriers and shippers.
- Description of how the project will make progress toward meeting freight performance goals described in the State Freight Plan
 - Once the performance targets are established under 150(d), States will need to demonstrate that the project makes progress towards achieving those targets
 - In the interim period before the targets are established, referencing the freight performance goals is acceptable
- Reference to the project in the State Freight Plan or the freight sections of the statewide long range transportation plan
 - Project can also be described in a investment strategy
- Purpose and needs statement that clearly describes the freight needs the project will address.

New Freight Eligibility in Core Highway Formula Programs

Surface Transportation Program (STP)

- Truck parking facilities eligible to receive funding under Section 1401;
- Surface transportation infrastructure located within a port terminal that facilitate direct intermodal interchange, transfer, and access into and out of the port

Highway Safety Improvement Program (HSIP)

Truck parking facilities eligible to receive funding under Section 1401

National Highway Performance Program (NHPP)

Truck parking facilities eligible to receive funding under Section 1401

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

TIFIA

- Larger (and modified) role for TIFIA program
 - >700% growth in TIFIA (\$1B in FY14 vs. \$122M in FY11)
- TIFIA eligibility changes for freight-related projects:
 - Project for a public freight rail facility or a private facility providing public benefit for highway users by way of direct freight interchange between highway and rail carriers
 - Projects composed of related highway, surface transportation, transit, rail, or intermodal capital improvement projects eligible for assistance under this section in order to meet the eligible project cost threshold under Section 602, by grouping related projects together for that purpose, subject to the condition that the credit assistance for the projects is secured by a common pledge

Projects of National and Regional Significance

- PNRS program established in SAFETEA-LU to fund critical, national or regional freight or passenger transportation needs
- Modifications made to eligibility, implementation, and reporting requirements
- \$500 million authorized to be appropriated for PNRS program in FY 2013
- US DOT must develop a Report to Congress identifying potential projects of national and regional significance by October 1, 2014

Policy, Planning and Performance

National Freight Policy

- Focuses on improving condition and performance of the national freight network to provide foundation for the U.S. to compete in the global economy
- Sets goals related to:
 - Infrastructure improvements
 - Operational improvements
 - Safety, security, and system resiliency improvements
 - Improving state of good repair
 - Increasing use of advanced technology to improve safety and efficiency
 - Incorporating concepts of performance, innovation, competition, and accountability into operation and maintenance of the national freight network
 - Improving economic efficiency
 - Reducing environmental impacts of freight movement

National Freight Network

- Establishes a national freight network consisting of:
 - Primary freight network, as designated by the U.S. DOT, that is most critical to the movement of freight
 - Portions of Interstate System not designated as part of the primary freight network
 - Critical rural freight corridors designated by the states

National Highway System Changes

- Definition of the National Highway System modified to include:
 - Urban and rural principal arterial routes, and border crossings on those routes, that were not included in the NHS prior to MAP-21
 - Other connector highways, including toll facilities, that provide motor vehicle access between arterial routes on the NHS and major intermodal transportation facilities, that were not included in the NHS prior to MAP-21

National Freight Strategic Plan

- US DOT is required to develop a national freight strategic plan by October 1, 2015 and update it at least every 5 years
- Plan to be developed in consultation with state departments of transportation and other public and private transportation stakeholders

National Freight Strategic Plan Elements

- Condition and performance of national freight network
- Highway bottlenecks on the national freight network that create significant freight congestion problems
- 20-year future freight volume forecasts
- Major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators
- Assessment of barriers to improving freight transportation performance
- Identification of routes providing access to energy exploration, development, installation, or production locations
- Best practices for improving performance of the national freight network
- Best practices to mitigate impacts of freight movement on communities
- Process for addressing multi-state projects and encouraging jurisdictions to collaborate
- Strategies to improve freight intermodal connectivity

Freight Conditions and Performance Report

- US DOT is required to prepare a report that describes the conditions and performance of the national freight network by October 1, 2014
 - Performance measures cover all modes of transportation
 - Performance measures will relate to Freight Policy goal areas
- After the initial report is prepared, it must be updated on every two years

National Goals and Performance Management Measures

- Freight movement and economic vitality established as national performance goal
- US DOT will establish performance measures for states to use to assess freight movement on the Interstate system by April 1, 2014
- States to establish performance targets 1 year after USDOT establishes measures
- States required to report on progress in achieving performance targets beginning 4 years after targets are set

State Freight Advisory Committees

- US DOT must encourage each state to establish a freight advisory committee
- Committee must consist of representative public and private sector stakeholders, including the state DOT, local governments, freight carriers, shippers, ports, freight industry workforce and freight associations
- State freight advisory committees must:
 - Advise state on freight-related priorities, issues, projects, and funding needs
 - Serve as a forum for state transportation decisions impacting freight mobility
 - Communicate and coordinate regional priorities with other organizations
 - Promote information sharing between the public and private sectors on freight issues
 - Participate in the development of the state freight plan

State Freight Plans

- US DOT must encourage each state to develop a comprehensive state freight plan
- The plan can be developed independently of or incorporated into the statewide long-range transportation plan
- A State Freight Plan is required in order to seek the higher federal share for freight projects

State Freight Plan Elements

- Identification of significant freight system trends, needs, and issues with respect to the State
- Description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State
- Description of how the plan will improve the ability of the State to meet the national freight goals established under section 167 of title 23, United States Code
- Evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement
- For routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration
- Inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.

Truck Parking & Size and Weight Provisions

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 an emergency or 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
- Special Permits issued under section 1511 of MAP-21 expire not later than 120 days after the date on which the President declares an emergency or major disaster, whichever declaration occurs first.

The Sandy Experience

- This is not a weight “waiver”- Congress granted States authority to issue Special Permits to divisible loads during an emergency.
- When operating under divisible load Special Permit authority through multiple states, a carrier must be able to comply with weights at the lowest common denominator.
- It is difficult to issue a permit to each vehicle/load, therefore states opted to issue a “blanket” permit which included information on weights, routes and other special permit conditions.

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)

Truck Parking Survey (Jason's Law)

- US DOT, in consultation with state motor carrier safety personnel, will conduct a survey and comparative assessment of truck parking facilities in each state by April 1, 2014
- The survey and comparative assessment will include:
 - Evaluation of each state's capability to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation
 - Assessment of commercial motor vehicle traffic volumes in each state
 - Development of a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each state

Truck Size and Weight Study

- Comparative analysis of trucks operating at or below federal truck size and weight limits in comparison to trucks operating above federal truck size and weight limits:
 - Crash rates and safety risk factors
 - Impacts on pavements and estimated cost to maintain adequate pavement conditions
 - Impacts on bridges, estimated cost to maintain bridges, and cost to freight movements in detouring trucks from bridges unable to accommodate the loads
 - Levels of compliance/non-compliance, cost to deliver effective enforcement
- Evaluation of the Implications of operating “Alternative Configurations”, including a six-axle, 97,000 pound truck
- Evaluation will identify impacts of operating “Alternative Configurations” on safety, infrastructure (pavement and bridge), transfer of goods among vehicle configurations, and transfer of freight between rail and trucks.
- Report to Congress on the study due by October 1, 2014

Compilation of Existing State 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 state laws that designate or allow designation of size and weight limitations in excess of federal law and regulations
- Report to Congress by October 1, 2014

Implementation

Freight Policy Council

- In order to carry out MAP-21 freight requirements, US DOT has created a high-level, multimodal Freight Policy Council to coordinate and oversee Departmental freight efforts.
- The Council will be supported by a multimodal staff team chaired by the Office of the Secretary.
- The implementation effort will necessarily include the input of many public and private sector stakeholders, so stay involved!

Next Steps

- Communication
 - Webpage
 - Fact Sheets and Q&A
 - Outreach
- Implementation
 - October 1 “phase in”
 - Transitional procedures
 - Follow on guidance and regulation
- <http://www.fhwa.dot.gov/map21/>