North/West Passage Freight Task Force, Year 2

Web Meeting #2 - FAST Act Freight Provisions Overview

August 30 , 2016

About This Web Meeting

- 30 Minutes for presentation
- 30 Minutes for questions and discussion
  - Type comments in the chat box
  - Share your perspectives at prompted discussion points throughout the meeting
- *Please mute your phone when not speaking*

The benefits of the meeting increase with your active participation

Introductions

- Name
- Organization
- Identify one thing you'd like to get out of this web meeting

Idaho	Montana	Washington
Minnesota	North Dakota	Wyoming
	South Dakota	

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FAST Act Freight Provisions Overview

Northwest Passage Coalition Meeting
August 30, 2016

Presentation Items

- FASTLANE Grant Program
- National Highway Freight Program
  - Primary Highway Freight System (PHFS)
  - Non-PHFS Interstates
  - Critical Urban Freight Corridors
  - Critical Rural Freight Corridors
- National Multimodal Freight Network
- State Freight Plans
- FAST Act Truck Size and Weight Provisions
- Truck Parking Issues

FASTLANE Grants (Section 1105) (Nationally Significant Freight & Hwy. Projects)

- Total of $900 million per year (average) for competitive grants or TIFIA loans for projects >$100 M (reduced for States w/ small programs).
- Set-asides for rural areas and projects below cost threshold.
- Eligible activities:
  - Highway freight projects on National Highway Freight Network.
  - NHS highway/bridge projects, projects in National Scenic Areas.
  - Freight rail/intermodal/port projects (≤$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.

National Highway Freight Program (Section 1116)

- Provides $1.2 billion per year (average), apportioned to States by formula.
- Eligible activities include construction, operational improvements, freight planning and performance measures.
- Highway focus, but a maximum of 10% is allocated for rail/port/intermodal projects.
- States required to have FAST Act compliant 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.

National Highway Freight Network

- As part of the NHFP, a National Highway Freight Network (NHFN) was established.
- The NHFN has four components:
  - Primary Highway Freight System (PHFS)
  - Interstate Highways not on the PHFS
  - Critical Urban Freight Corridors (CUFC)
  - Critical Rural Freight Corridors (CRFC)
- For high mileage States, NHFP funds can only be used on PHFS, CUFC and CRFC.

Primary Highway Freight System

- Network of highways identified as most critical highway portions of U.S. freight transportation system.
- Initial network consists of 41,518 centerline miles of highways.
- Network redesignated every five years.
- Each redesignation limited to a 3% increase in mileage.

Critical Urban Freight Corridors

- Located in U.S. Census Bureau-designated urbanized areas (population greater than 50,000 people).
- Designated through consultation between state DOT and MPO.
  - Urbanized areas > 500,000 population – MPO designation in consultation with the state DOT.
  - Urbanized areas < 500,000 population – state DOT designation in consultation with the MPO.

Critical Urban Freight Corridors (continued)

- Must be publicly-owned roadways.
- Must meet one or more of the following elements:
  - Connects an intermodal facility to the PHFS, an Interstate Highway, or an intermodal freight facility.
  - Functions as an alternative freight route to a parallel PHFS corridor.
  - Serves a major freight generator, logistics center, or industrial manufacturing or warehouse development.
  - Acts as a key corridor for freight movements within region, as determined by State or MPO.

Critical Rural Freight Corridors

- Located outside of U.S. Census Bureau-designated urbanized areas (population less than 50,000 people).
- Designated by the state DOT.

Critical Rural Freight Corridors (continued)

- Must be publicly-owned roadways.
- Must meet one or more of the following elements:
  - Is a rural principal arterial and has a minimum of 25% truck annual average daily traffic (AADT).
  - Provides access to energy exploration, development, installation or production areas.
  - Connects the PHFS or Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year or 500,000 tons per year of bulk commodities.
  - Provides access to a grain elevator, agricultural facility, mining facility, forestry facility, or intermodal facility.

Critical Rural Freight Corridors (continued)

- Must meet one or more of the following elements (continued):
  - Connects to an international port of entry.
  - Provides access to significant air, rail, water, or other freight facilities in the State.
  - Determined by State to be vital to improving efficient movement of freight of high importance to State's economy.
- FHWA encourages states to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities (military, farming, manufacturing, agricultural, intermodal).

Critical Urban and Critical Rural Freight Corridors – Mileage

- CUFC: May designate a maximum of 75 miles or 10% of PHFS mileage in the State, whichever is greater.
- CRFC: May designate a maximum of 150 miles or 20% of PHFS mileage in the State, whichever is greater.
- States exceeding the CUFC and CRFC mileage limits include AL, AK, AZ, CA, CO, FL, GA, IL, IN, MO, MT, NM, NY, NC, OH, OK, OR, PA, TN, TX, UT, VA, and WA.
- CUFC/CRFC designated on a rolling basis, States and MPOs should work with the FHWA Divisions on frequency of redesignation.

National Multimodal Freight Network (Section 70103)

- June 4, 2016 - Interim National Multimodal Freight Network (NMFN).
  - Includes a National Highway Freight Network.
  - Includes non-highway modes:
    - Class I freight railroads.
    - Ports >2 million short tons.
    - Inland and intra-coastal waterways.
    - Great Lakes and St. Lawrence Seaway.
    - Marine highways.
    - 50 US airports with highest annual landed weight.
    - Other assets as identified by Undersecretary of Policy.

National Multimodal Freight Network (continued)

- December 4, 2016 – Final NMFN designation.
  - Based on feedback received from interim NMFN.
  - Includes other considerations:
    - Use measurable data to assess goods movement along supply chain.
    - Several factors to consider (volume, access, bottlenecks, etc.).
    - Changes in the economy that affect freight demand.
    - Provide for State input.
  - Re-designated within a five year period.

Questions?

Idaho
Minnesota

Montana
North Dakota
South Dakota

Washington
Wyoming

State Freight Plans – MAP-21 Requirements (still applicable)

- Identification of significant freight system trends, needs, and issues.
- Description of freight policies, strategies, and performance measures that will guide freight-related transportation investment decisions.
- Description of how the plan will improve ability of the State to meet national freight goals established under 23 U.S.C. 167.
- Consideration of innovative technologies and operational strategies, including ITS, that improve safety and efficiency of freight movement.
- Identification of routes on which heavy vehicle travel (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, and a description of strategies to address those freight mobility issues.

State Freight Plans – Additional Requirements (Section 70202)

- When applicable, a listing of:
  - Multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49; and
  - Critical rural and urban freight corridors designated within the State under section 167 of title 23.
- Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;
- Development of freight investment plan that is fiscally constrained and includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched; and
- Consultation with the State freight advisory committee, if applicable.

FAST Act Truck Size and Weight Provisions

- Milk Products (Section 1409)
- Interstate Weight Limits (Section 1410)
- Emergency Route Working Group (Section 5502)
- Additional State Authority (Section 5516)
- Automobile Transporter (Section 5520)
- Commercial Delivery of Light and Medium-Duty Trailers (Section 5523)
- Report to Congress (Section 5525) relating to the safety and enforcement impacts of several commercial motor vehicle provisions.

Interstate Weight Limits (Section 1410)

- **Covered Heavy-Duty Tow and Recovery Vehicles** – A "Covered Heavy-Duty Tow and Recovery Vehicle" means 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 to a covered heavy-duty tow and recovery vehicle. [23 U.S.C. 127(m)]

Interstate Weight Limits (continued)

- **Emergency Vehicles** – A State shall not enforce against an emergency vehicle a vehicle weight limit (up to a maximum gross vehicle weight of 86,000 pounds) of less than— 24,000 pounds on a single steering axle; 33,500 pounds on a single drive axle; 62,000 pounds on a tandem axle; or 52,000 pounds on a tandem rear drive steer axle. An "emergency vehicle" means a vehicle designed to be used under emergency conditions: to transport personnel and equipment; and to support the suppression of fires and mitigation of other hazardous situations. [23 U.S.C. 127(r)]

Interstate Weight Limits (continued)

- **Natural Gas Vehicles** – A vehicle, if operated by an engine fueled primarily by natural gas, may exceed any vehicle weight limit (up to a maximum gross vehicle weight of 82,000 pounds) under 23 U.S.C 127, 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. [23 U.S.C. 127(s)]

Interstate Weight Limits (continued)

- **Certain Logging Vehicles in the State of Minnesota** – The U.S. DOT must waive, with respect to a "covered logging vehicle," the application of any vehicle weight limit established under 23 U.S.C. 127. A covered logging vehicle means a vehicle that: is transporting raw or unfinished forest products, including logs, pulpwood, biomass, or wood chips; has a gross vehicle weight of not more than 99,000 pounds; has not less than 6 axles; and is operating on a segment of Interstate Route 35 in the State of Minnesota from mile marker 235.4 to mile marker 259.552. [23 U.S.C. 127(q)]

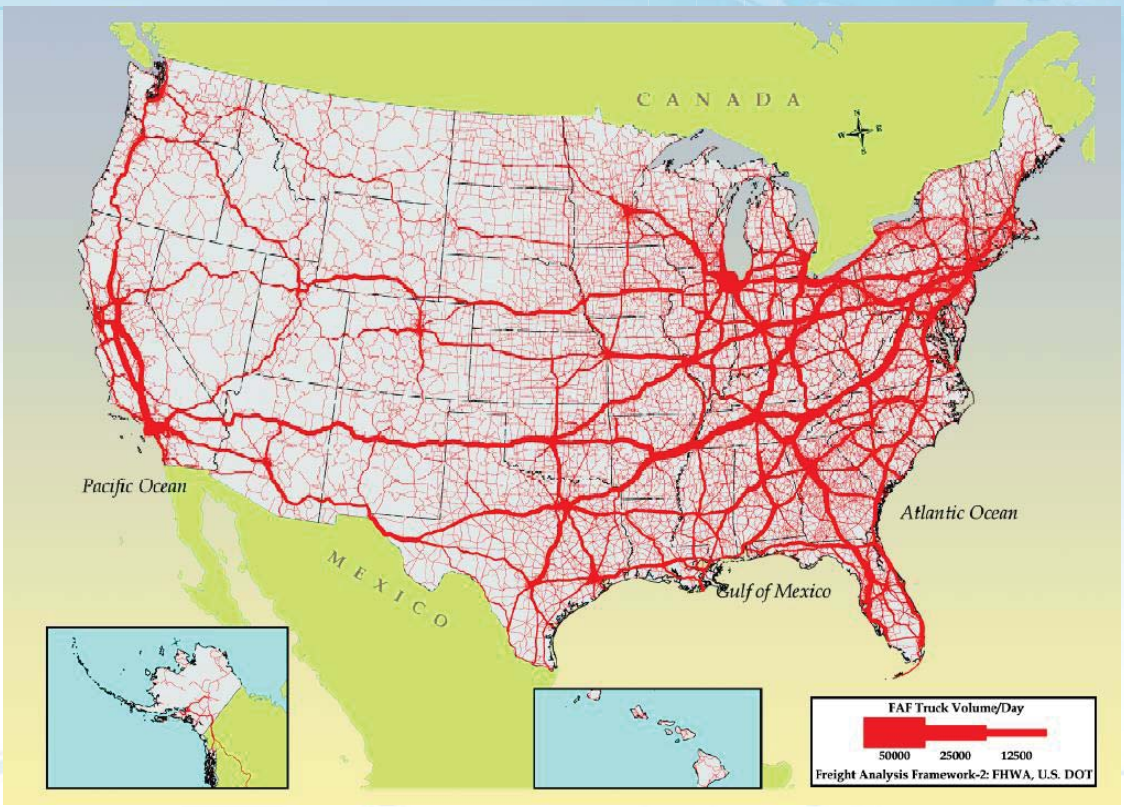
Jason's Law

- Section 1401(c) of MAP-21, referred to as the Jason's Law Survey and Comparative Assessment, directs USDOT to:
  - Evaluate capability of each state to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation.
  - Assess volume of commercial motor vehicle traffic in each state.
  - Develop a system of metrics to measure adequacy of commercial motor vehicle parking facilities in each state.

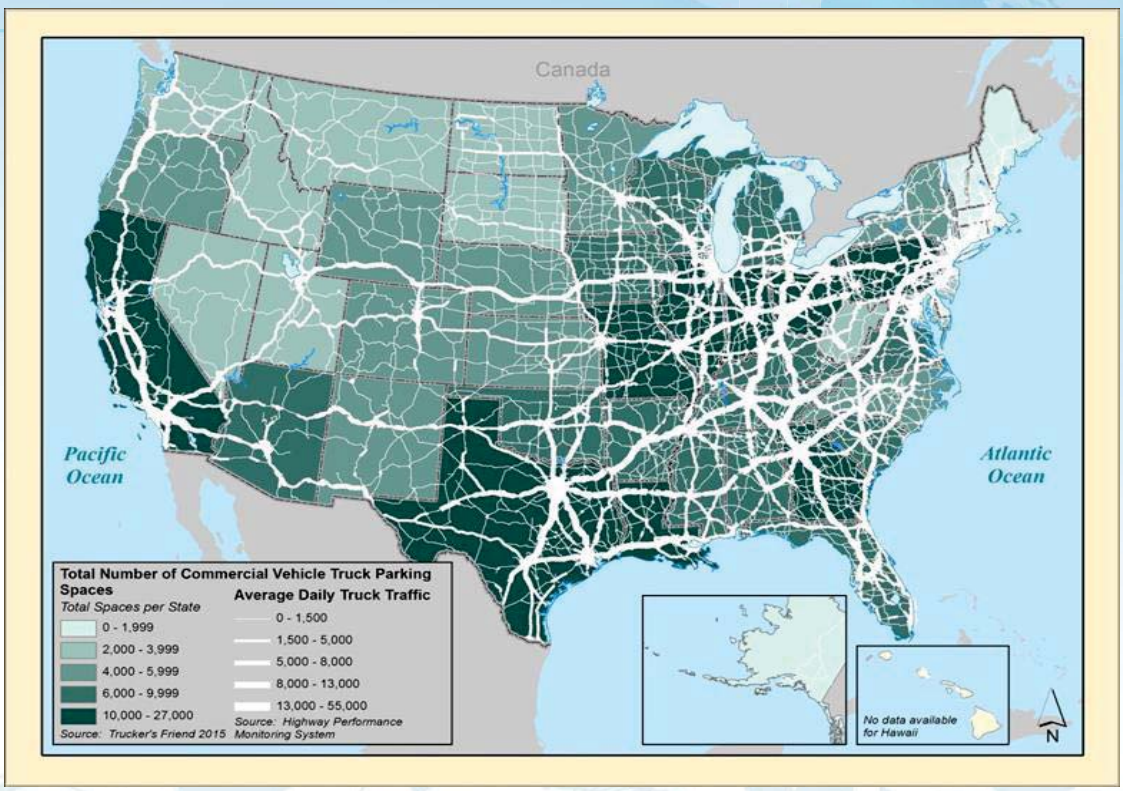
Jason's Law Survey

- USDOT received valuable support from:
  - 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).

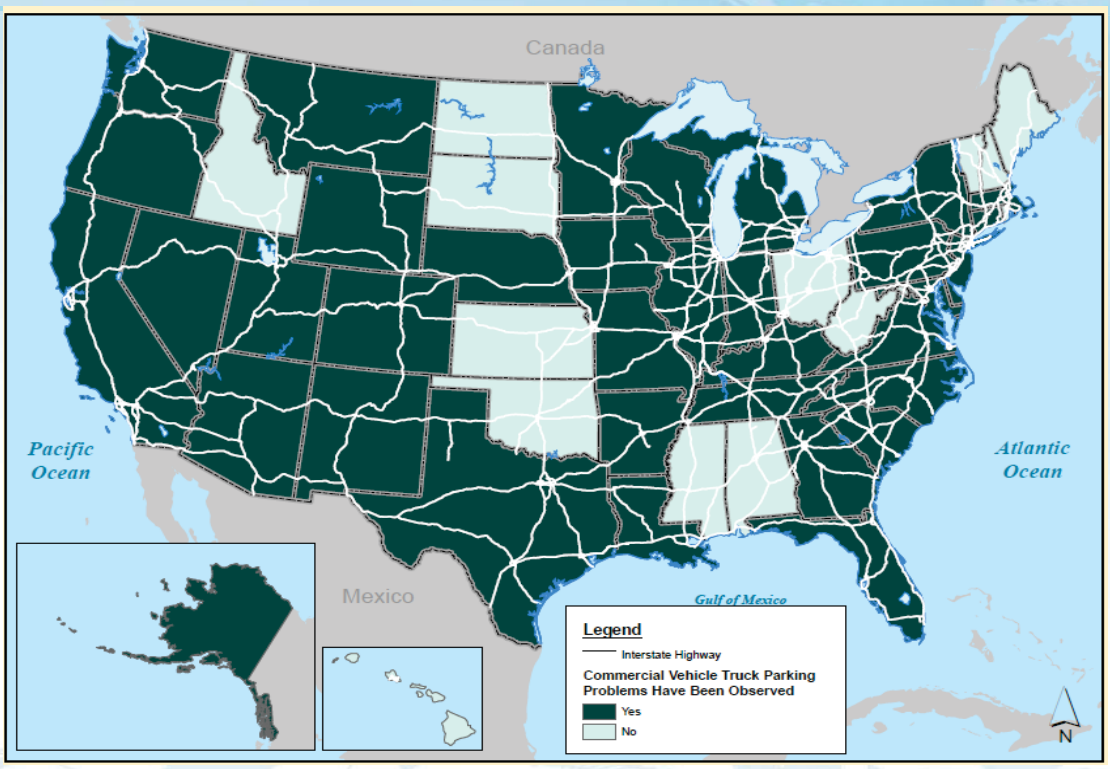
National Highway System – Truck Volumes



Truck Volumes and Spaces – Comparison



States Reporting Truck Parking Problems



Survey Conclusions

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

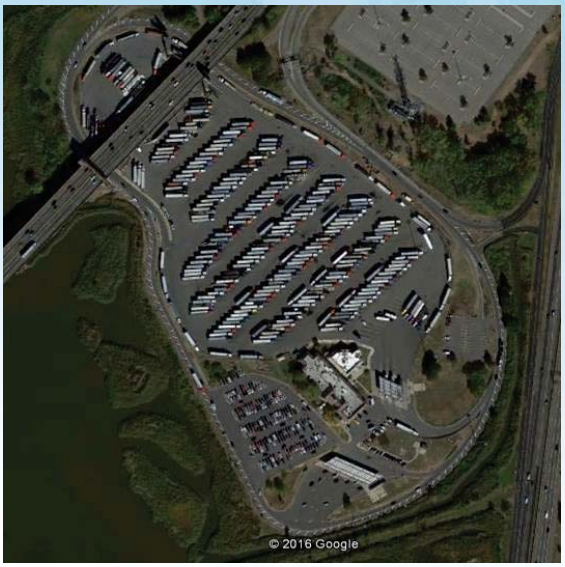
Truck Parking Safety, Post-Survey

- Release of the Survey Results and Assessment – August 2015.
- Formation of the National Coalition on Truck Parking – August 2015.
- Conduct four regional meetings in the US – Summer/Fall 2016.
  - Next and last regional meeting in Grain Valley, MO on October 5, 2016.

Goal: Public, Private, and Shared Planning and Investment to solve for truck parking needs.

Topic Area #1: Parking Capacity Expansion

- Supply
  - Number of spaces
- Siting and Accessibility
  - Location of facilities
- Design
- Non-Traditional Truck Parking Locations
  - Weigh Stations, Brownfield Sites



Topic Area #2: Funding/Finance

Federal-aid Programs with Truck Parking Eligibilities*

- National Highway Freight Program
- Surface Transportation Block Grant Program
- National Highway Performance Program
- Highway Safety Improvement Program

* Other program requirements may apply

Topic Area #2: Funding/Finance (continued)

- Eligible Activities provided under MAP-21 §1401 (b) –
  - Utilizing safety rest areas.
  - Using parking facilities next to commercial truck stops/travel plazas.
  - Opening existing facilities to truck parking.
  - Utilizing ITS to promote availability of public or private parking.
  - Constructing turnouts along NHS.
  - Converting seasonally operated parking facilities to year round.
  - Improving geometric design of interchanges on NHS to improve access to parking facilities.

Topic Area #3: Technology/Data

- Roadside ITS
- In-vehicle Technology
- Smartphone Apps
- Big Data
  - Interoperability
  - Data Collection/Validation

Source: Michigan DOT

Topic Area #4: Government Coordination

- Community Outreach
- Planning at the Regional Level
  - North Jersey Truck Rest Stop Study
  - Pennsylvania Statewide Study
  - Virginia Truck Parking Study
  - Truck Parking Partnership Study (BMC)
- Communicating Needs and Benefits

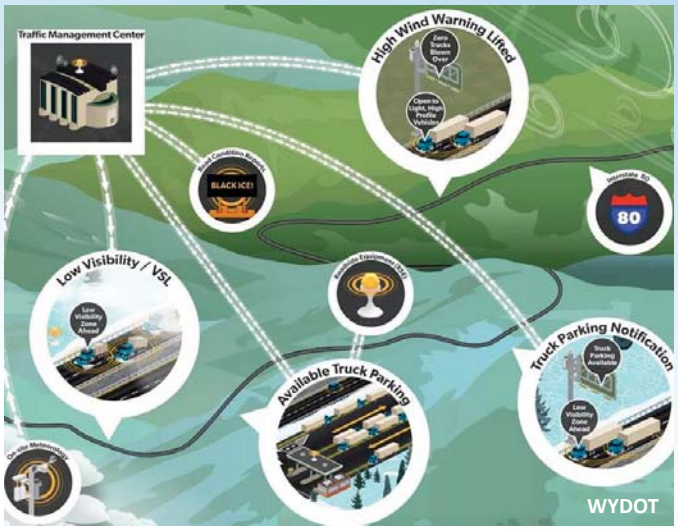
NJ REST North Jersey Truck Rest Stop Study

VDOT

Baltimore Metropolitan Council

Topic Area #5: Creative Models

- Labor Management
  - Scheduling
  - Teaming
- Supply Chain Planning
  - Trip planning
  - Use of weigh stations for truck parking
- Emerging Truck Technologies



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Thank You

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Upcoming Web Meetings

- **Webinar 3: Freight Data / September 13th**

  An overview on all things freight data - what's out there, how it's being collected, how it's being used, and general thoughts on freight data needs/availability in the future.

- **Webinar 4: Truck Parking / October 18th**

  This 1 ½ hour session focused on truck parking will highlight the work underway on the 8-state $25M Midwest TIGER grant project – Truck Parking Information Management System (TPIMS). Topics will include the technology solution, partner collaboration, challenges and next steps.

Share this information with your colleagues!