



U.S. Department of Transportation
Federal Highway Administration

**Office of Freight Management
and Operations**

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Federal Highway Administration Freight Program

I-81 Corridor Coalition

April 24, 2017



Overview

- National Highway Freight Program
- State Freight Plans
- National Highway Freight Network
- National Coalition on Truck Parking



National Highway Freight Program (NHFP) Goals (23 U.S.C. 167)

- Implement infrastructure and operational improvements that:
 - Strengthen contribution of freight to economic competitiveness.
 - Reduce congestion and bottlenecks.
 - Reduce the cost of freight transportation.
 - Improve the year-round reliability of freight transportation.
 - Increase productivity, particularly for domestic industries.
- Improve safety, security, efficiency and resiliency of freight transportation.
- Improve the state of good repair.
- Use technology to improve the safety, efficiency and reliability.
- Improve the efficiency and productivity of the Freight Network.
- Support multi-state corridor planning to address highway freight connectivity.
- Reduce the environmental impacts of freight movement.

National Highway Freight Program (NHFP) Funding (23 U.S.C. 167)

- 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 (December 4, 2017).
- Federal share is determined under 23 USC 120.
- Repeals special Federal share for freight projects.

FAST Act State Freight Plans (49 U.S.C. 70202)

- The Fixing America's Surface Transportation Act (FAST Act) included a provision that requires each State that receives funding under the National Highway Freight Program (NHFP) to develop a State Freight Plan.
- A comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
- The freight plan may be developed separate from or incorporated into the Long-Range Statewide Transportation Plans required by 23 U.S.C. 135.

National Highway Freight Network (23 U.S.C. 167)

- As part of the NHFP, a National Highway Freight Network (NHFN) was established.
- The NHFN has four components:
 - Primary Highway Freight System (PHFS)
 - Other Interstate Highways not on the PHFS
 - Critical Urban Freight Corridors (CUFC)
 - Critical Rural Freight Corridors (CRFC)



National Coalition on Truck Parking



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**



**U.S. Department of Transportation
Federal Highway Administration**



**U.S. Department of Transportation
Maritime Administration**



AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

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Jason's Law Survey and Assessment

Results of Section 1401(c) of MAP-21, Jason's Law Survey and Comparative Assessment.

- Truck parking capacity is a problem in all States, although level of awareness varies significantly among States.
- Consistent, continued measurement is important to understand dynamic truck parking needs and whether the situation is improving.
- Truck Parking analysis should be an important component of State and Metropolitan Planning Organization (MPO) freight plans, 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.
- Next survey to be administered in 2018.



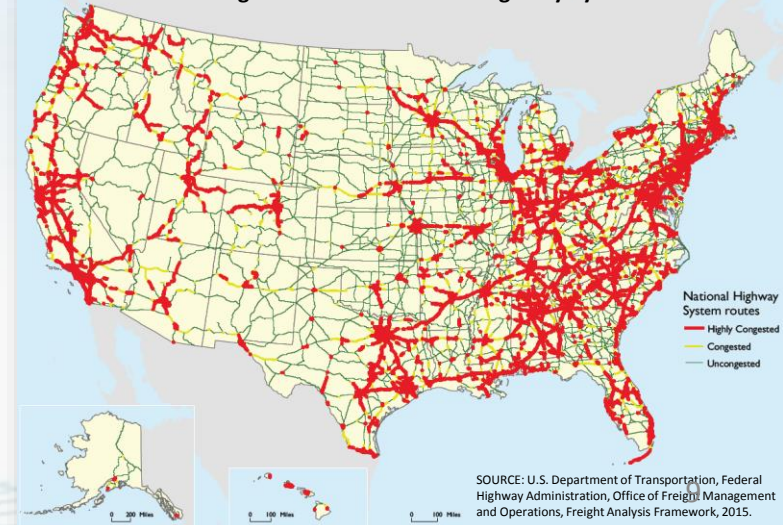
Targeting Challenges and Opportunities

- Major Corridors
- Urbanized Megaregions
- Ports and Intermodal Facilities
- Freight Distribution Facilities
- First and Last Mile
- Congested Areas
- Areas Impacted by Weather

2040 Average Daily Long-Haul Truck Traffic on the National Highway System



2040 Peak-Period Congestion on the National Highway System



Using Partnerships to Champion Opportunities

- Local - to support business & industry
- State - to support safe transportation
- National – to support economic development



Need



Location

Determined by:

- Origins & destination
- Corridors
- Metro regions
- Hours of service

- Public
 - Federal
 - State
 - MPO
 - Local
- Private
 - Facility operators
 - Technology companies
 - Drivers/carriers



Responsibility



Resources

- Funding
- Land
- Infrastructure
- Technology

Identify Partnership Opportunities

- Parking Capacity
- Technology and Data
- Funding, Finance and Regulations
- State/Regional/Local Government Coordination
- Emerging Issues



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Truck Parking Eligibility on the National Highway System (NHS)

Section 1401 of Moving Ahead for Progress in the 21st Century (MAP-21) (Jason's Law) established eligibility for truck parking on NHS for:

- Constructing safety rest areas with truck parking.
- Constructing public truck parking adjacent to truck stops/travel plazas.
- Opening existing facilities (inspection/weigh stations, park-&-ride) to accommodate truck parking.
- Promoting the availability of truck parking on the NHS using Intelligent Transportation Systems (ITS).
- Constructing turnouts along the NHS for truck parking.
- Making improvements to seasonal truck parking to allow facilities to remain open year-round.
- Improving geometric design of interchanges on NHS to improve access to truck parking facilities.



Federal Aid Highway Formula Funding

Funding received by States that are eligible for truck parking:

- Surface Transportation Block Grant Program (STBG).
- National Highway Freight Program (NHFP) - On the Primary Highway Freight System or National Highway Freight Network.
- National Highway Performance Program (NHPP) – As a highway safety improvement on the NHS.
- Highway Safety Improvement Program (HSIP) – Consistent with the State Strategic Highway Safety Plan (SHSP).
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) - truck stop electrification systems that benefit a nonattainment or maintenance area.





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