

MAP-21

MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY

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

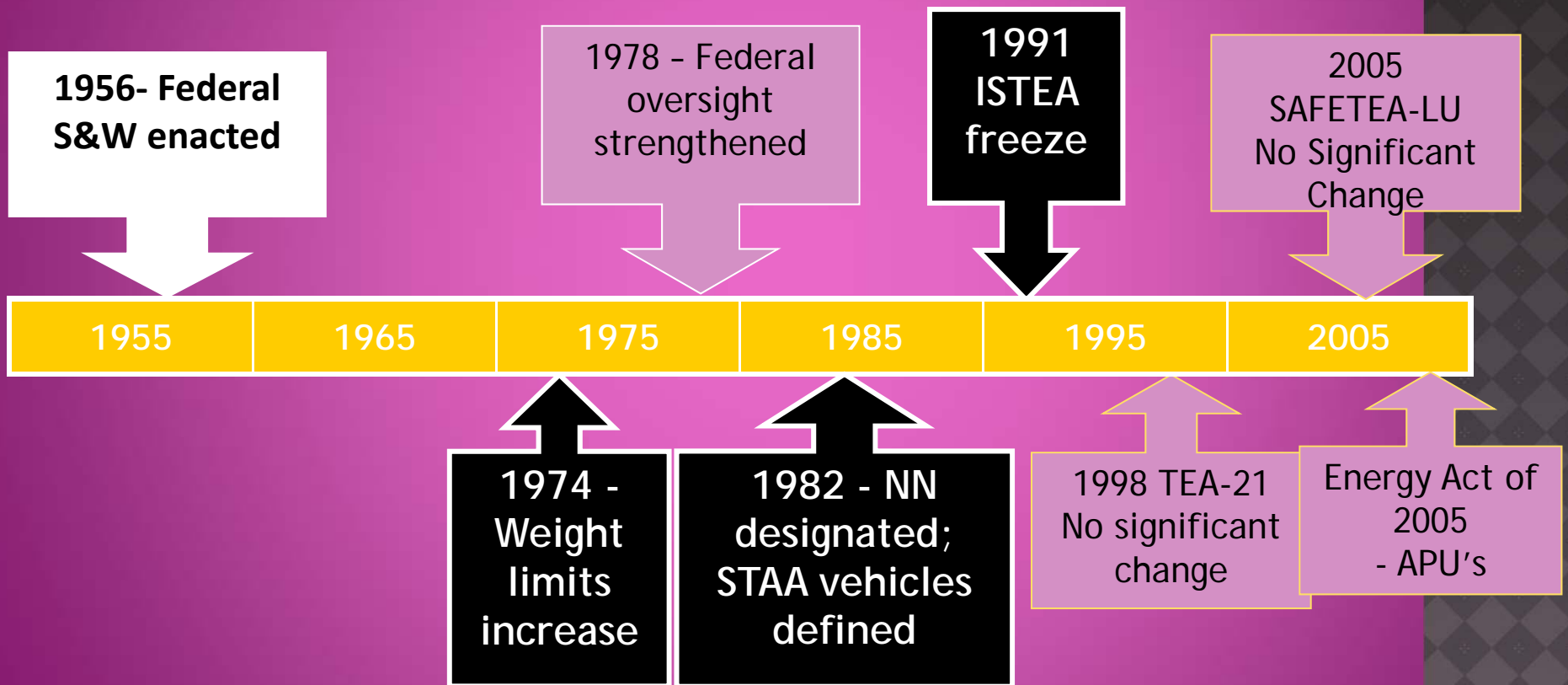
Legislation | Funding Tables



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

SIZE & WEIGHT PROVISIONS OVERVIEW

HISTORY OF TRUCK SIZE AND WEIGHT REGULATION IN U.S.-



CURRENT FEDERAL VSW REGULATIONS

- ◎ 9,071 kg. (20,000 lbs.) for single axles
- ◎ 15,422 kg. (34,000 lbs.) for tandem axles
- ◎ 36,287 kg. (80,000 lbs.) gross vehicle weight
- ◎ 2.6 m. (102 in.) width on the NN
- ◎ TST semitrailers not less than 14.6 m. (48 ft.)
- ◎ There is no federal height regulation

TRUCK PARKING SURVEY(JASON'S LAW)

- ◎ U.S. DOT, in consultation with state motor carrier safety personnel, will conduct a survey and comparative assessment of truck parking facilities in each state no later than 18 months after MAP-21 has been enacted (by 4/1/14)
- ◎ The survey and comparative assessment will include:
 - An evaluation of each state's capability to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation
 - An assessment of the commercial motor vehicle traffic volumes in each state
 - The development of a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each state

TRUCK SIZE AND WEIGHT LIMITS STUDY

- U.S. DOT, in consultation with each state and other applicable federal agencies, shall start a comprehensive size and weight study within 45 days of the enactment date for MAP-21 (by 11/15/12) (Section 32801)
- U.S. DOT shall submit a final report on the study, including all findings and recommendations, to Congress no later than two years after the study has been started (by 11/15/14)

COMPILATION OF EXISTING STATE TRUCK SIZE AND WEIGHT LAWS

- U.S. DOT in consultation with the state, shall compile various items related to state truck size and weight laws (Section 32802):
 - List of routes on the National Highway System where vehicles that exceed federal truck size and weight limits were permitted to operate prior to the adoption of MAP-21
 - List of states that designated or permitted designation of size and weight regulations in excess of federal law prior to the adoption of MAP-21
- ◉ U.S. DOT shall submit a final report that compiles the state truck size and weight laws to Congress (by 10/1/14)

SPECIAL VEHICLE PERMITS DURING NATIONAL EMERGENCIES

- States will have the ability to issue special permits during emergencies to overweight vehicles and loads that can be easily dismantled or divided (Section 1511)
- Requirements and restrictions for this permit issuing ability include:
 - The President has declared the emergency to be a major disaster under the Robert T. Stafford Disaster Relief and Emergency Assistance Act
 - The permits are issued in accordance with state law
 - The permits are issued exclusively to vehicles and loads that are delivering relief supplies
- The permit issued shall expire no later than 120 days after the date of the declaration

OTHER VEHICLE SIZE AND WEIGHT-RELATED REGULATORY CHANGES

- ◉ Idling technology size and weight allowance for attached auxiliary power units on commercial motor vehicles is increased from 400 pounds/vehicle to 550 pounds/vehicle (Section 1510)
- ◉ Exemption for public transit vehicles on axle weight restrictions, originally introduced in ISTEA, is made permanent (Section 1522). Motor homes are now also included in the axle weight restriction exemption.

ADJUSTMENTS TO VEHICLE SIZE AND WEIGHT PENALTY PROVISIONS

- ◉ Amount of federal funds withheld if states fail to comply with U.S. Code Title 23, Section 127(a)(1) is reduced from 100% to 50% of the state's apportionment (Section 1404)
- ◉ Amount of federal funds withheld if a state fails to certify it is enforcing all vehicle size and weight laws on the Federal-aid System or if the U.S. DOT determines a state is not adequately enforcing its vehicle size and weight laws is modified from 10% to 7% of the state's apportionment, and the reduction only applies to the programs listed in U.S.C. Title 23, Section 104(b), paragraphs 1-5, rather than all the programs listed in Section 104
- ◉ Amount of federal funds withheld if a state does not have proof of payment for heavy vehicles subject to the Internal Revenue Code of 1986, Section 4481 is reduced from 25% to 8% of the state's apportionment, and now applies to the National Highway System funding component (Section 104(b)(1)) rather than the Interstate Maintenance funding component (Section 104(b)(4))

OTHER SIZE AND WEIGHT INITIATIVES

- ◎ NIST – Weigh-In-Motion Project
- ◎ Virtual Weigh Station
- ◎ Overweight Trucks and Safety – Luke Loy

NIST HANDBOOK 44 - WEIGH-IN-MOTION PROJECT

- Purpose - Amend NIST's Handbook 44 to include HS - WIM technology for mainline screening.
 - Work group kickoff meeting was held in Dallas, TX. in July, 2011.
 - Draft WIM standards language was developed last Fall.
 - Original contract came to term at end of January, Project not complete.
 - Second contract in place, technical meeting coming up soon to get work group feedback on Draft Amendment language.
 - Goal is to have the Amendment on the National Weights and Measures Conference agenda for vote in the Summer of 2014.

VIRTUAL WEIGH STATION MODEL DEPLOYMENT PROJECT

Purpose: Construct Two (2) "Model" VWS Sites Based on "Concept of Operations" and "Architecture"

- Concept of Operations Completed in July, 2009;
 - Architecture Completed in August, 2011;
 - One Site in Tennessee and One in Kentucky, Supports FMCSA's WRI Research Program;
 - Solicitation for Proposals Complete, Proposals Under Review;
 - Project Includes a Maintenance Component to Ensure Sites Continue to Operate Long Enough to Support Technology Transfer to Interested States
- This Project has Direct Ties and Linkages to USDOT "Smart Roadside Initiative"