

# MAP-21: Moving Ahead for Progress in the 21<sup>st</sup> Century

Freight Components of the Bill

For members of GLITTH - July 12, 2012

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# MAP-21 Overview

- 2-year bill
- \$105 billion surface transportation program
  - \$80 billion for the federal highway program
    - Includes several freight provisions

# National Freight Policy

- A policy to improve freight movement
  - Goals to improve the condition and performance of the freight network
  - National Freight Network
  - National Freight Strategic Plan
- To be complete by October 1, 2013

# State Freight Plans

- Encourages each state to develop a freight plan
- Can be stand-alone or within existing SLRP
- To include:

Trends, needs, issues statewide	Policies, strategies, performance measures (PMs)	Plan to meet national freight goals
Planned use of technology to improve safety & efficiency	Planned improvements to heavy vehicle routes to reduce deterioration	Inventory of mobility issues, i.e. bottlenecks, and strategies to address them

# State Freight Advisory Committees

- Encourages each State to establish an advisory committee to advise the State:
  - Freight-related priorities, issues, projects, needs
  - Discussion forum
  - Communicate and coordinate regional priorities
  - Promote information sharing
  - Participate in the creation of a State Freight Plan

# Federal Matching Formula

- 95% federal share on Interstate System
- 90% federal share for other projects
- Must demonstrate improvement to the movement of freight or progress on PMs

Eligible Projects		
Construct, reconstruct, rehab, operational improvements	ITS & other tech applications	Projects to reduce environmental impacts of freight
Railway-highway grade separations	Improvements to interchanges/ramps	Truck-only lanes
Climbing & runaway lanes	Truck parking facilities	Real-time traffic, truck parking, roadway condition info systems
Intermodal connectors	Truck bottlenecks	

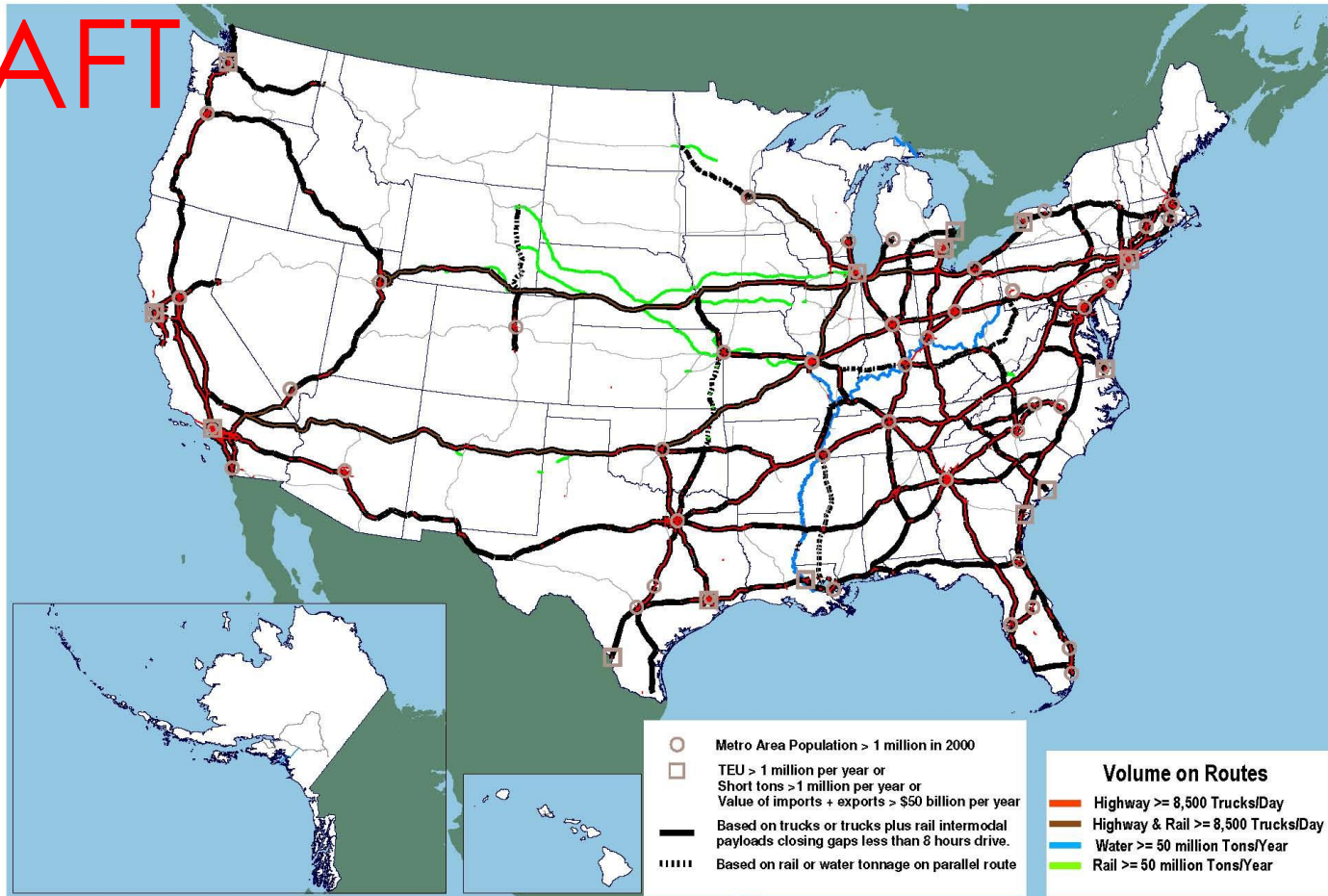
# Other Elements

- Retains Highway-Rail Grade Crossing funding
- Permits divisible loads for emergency relief
- Requires Truck Size & Weight Study
- Requires Freight Condition & Performance Report
- Mandatory data reporting from private entities

# MAFC Proposed Primary Freight Corridor

Major Freight Corridors

DRAFT



Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008.



“The top priority of the nation’s transportation system should be the safe and efficient movement of goods. The nation’s economic health is reliant upon a transportation system that provides for reliable and timely goods movement.”

- Joint Explanatory Statement of the Committee of the Conference

# Thank you!

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